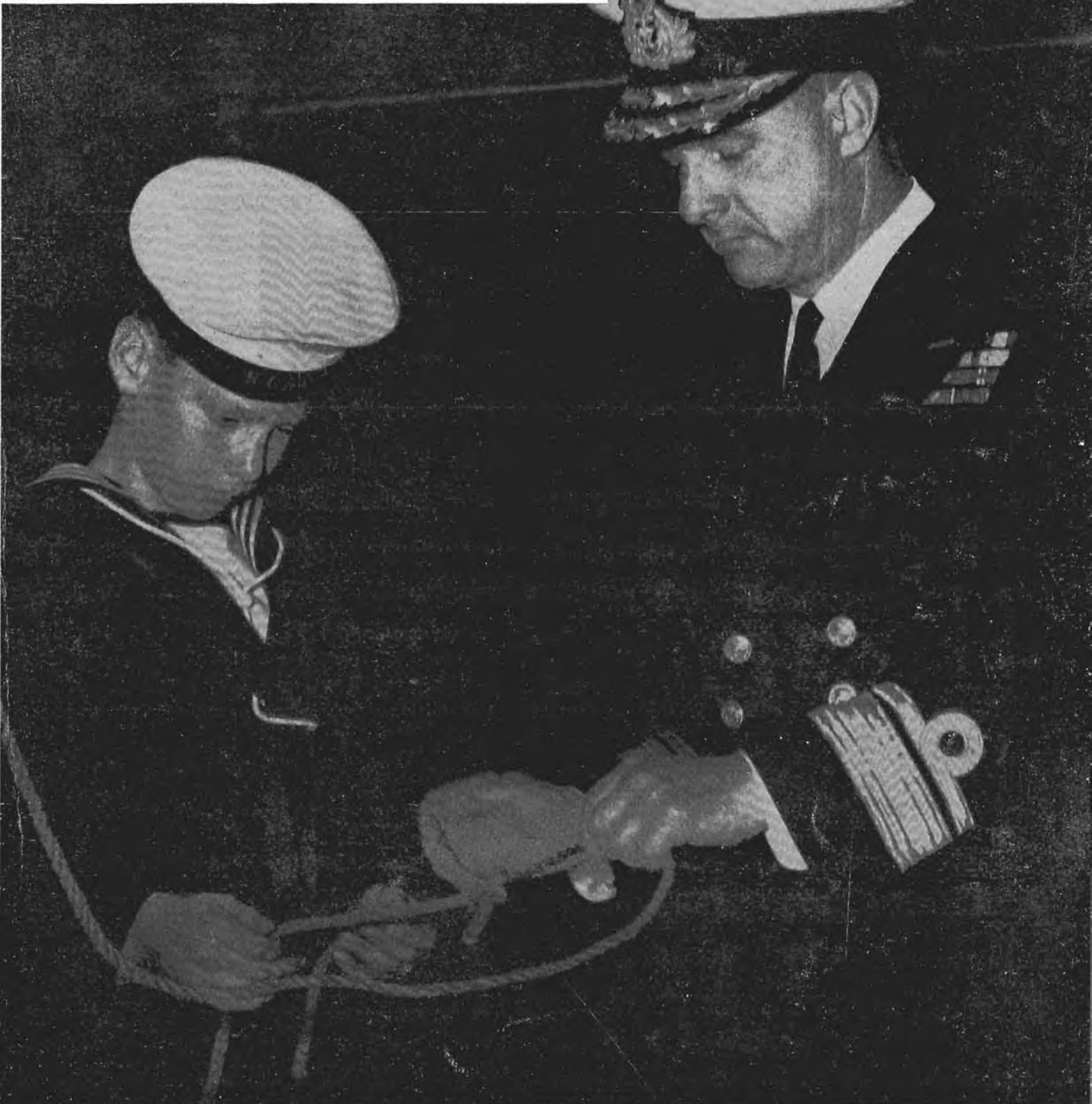
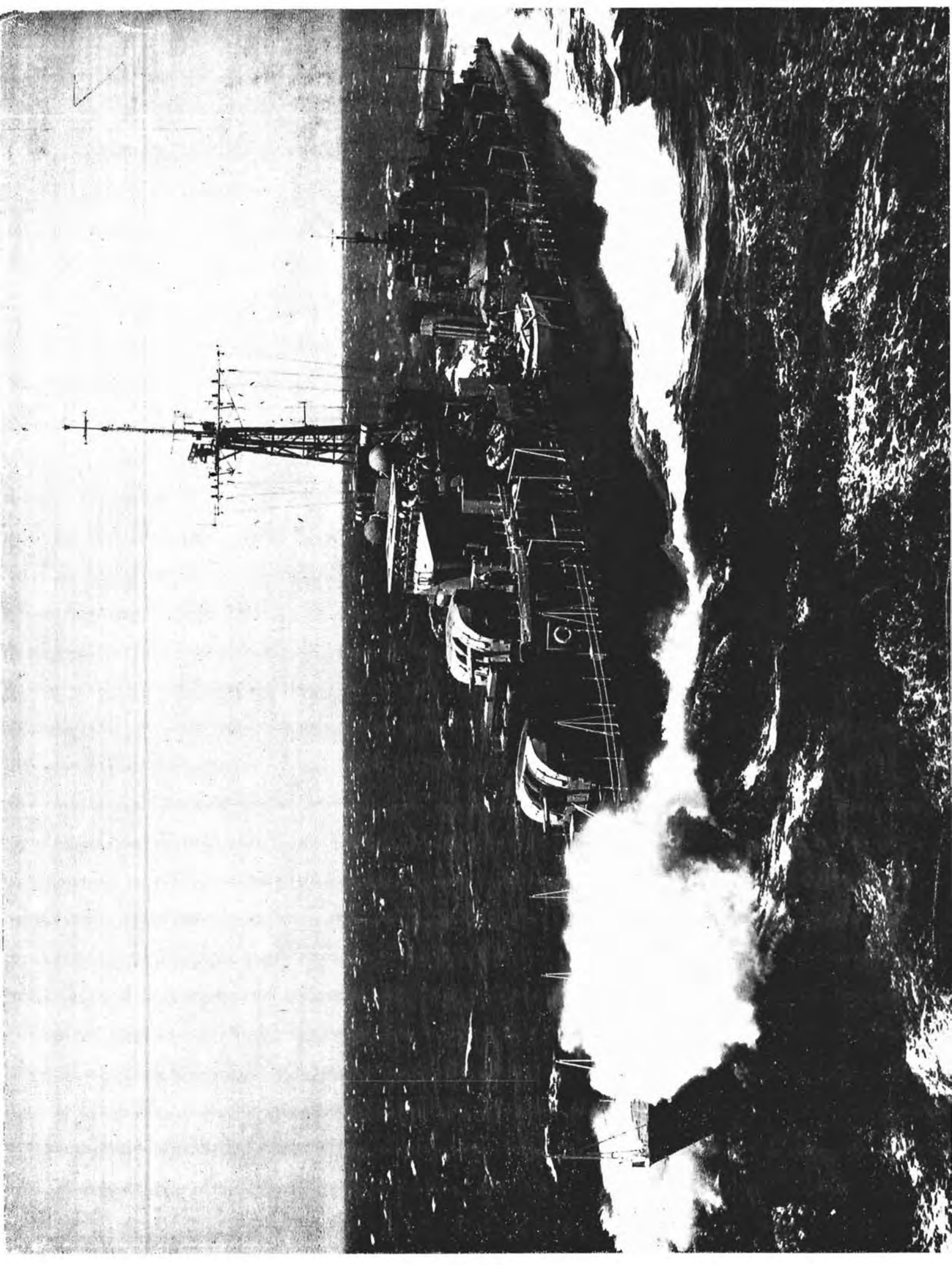


The CROWSNEST





The CROWSNEST

Vol. 1 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

September, 1949

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LADY OF THE MONTH

HMCS "ATHABASKAN," youngest member of the fleet and successor to an illustrious name, is photographed in a setting of sunlight and salt water. The fourth Tribal Class destroyer to be built for the RCN by Halifax Shipyards Limited, the "Athabaskan" was commissioned January 20, 1948. She is the second ship of the name to serve in the RCN, the first "Athabaskan" having been sunk in a close quarters night engagement in the English Channel in May, 1945.

★ ★ ★

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Cover Photo — An Admiral and a Sea Cadet. Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, shows a youthful Sea Cadet some bends and hitches during the former's inspection of RCSCC "Amphion," the Nanaimo Sea Cadet Corps. From here it looks like they have done a sheet bend.

RCN News Review

Meet The Navy

The Navy went on display during August. At Halifax and Victoria, Navy Week was celebrated August 8-14 and thousands of Canadian citizens and more than a few visitors from the United States were welcomed aboard ships, dockyards and training establishments, saw parades, witnessed demonstrations and, in general, got a sincere and solid introduction to the sea-going Service.

There was a strong international flavour to Halifax Navy Week. In port, in addition to units of the RCN's East Coast fleet, were the American carriers "Midway" and "Kearsarge," the heavy cruiser "Newport News," four U.S. destroyers, and two ships of the Royal Navy, the cruiser "Glasgow" and submarine "Tally Ho."

Flying their flags in the "Newport News" and "Glasgow," respectively, were Admiral W. H. B. Blandy, Commander-in-Chief of the U.S. Atlantic Fleet, and Vice-Admiral R. V. Symonds-Tayler, C.-in-C. of the Royal Navy's America and West Indies Station. Between them the Americans and British added some 7,000 sailors to Halifax's naval population.

Probably the most spectacular — and certainly the noisiest — of all the events scheduled for the week was the mock attack carried out daily on the "Tally Ho" by aircraft from HMCS "Shearwater." The show was staged on Halifax harbour and was highly realistic, with exploding "depth charges," a crashing A/A barrage and the snarl of diving aircraft providing convincing sound effects. Immediately afterwards, HMCS "Haida" steamed down the harbour at action stations, guns blazing, laying a smoke screen

and sustaining "near misses" from "enemy" gunfire.

Parades, dances, sports contests, band concerts, ceremonial displays and numerous other events rounded out the week-long programmes on the two coasts. When they were all over, officers and men in the commands took a deep breath — and plunged once again into the summer training schedules.

Elsewhere, too, the public got a chance to see something of its 1949 Navy — at the Central Canada Exhibition in Ottawa, the Pacific National Exhibition in Vancouver, and the Canadian National Exhibition in Toronto.

For the C.N.E. the Navy furnished a precision squad, a squadron of aircraft, a static display, radio-controlled models of a submarine and a destroyer operating in a large tank, and two



Vice-Admiral R. V. Symonds-Tayler, Commander-in-Chief of the Royal Navy's America and West Indies Station, unveils one of the plaques mounted at the Maritime Museum in HMC Dockyard, Halifax, to commemorate five Haligonians who rose to flag rank in the Royal Navy. Others in the photo are Commodore A. M. Hope, chairman of the Museum Committee, and Dr. D. C. Harvey, Nova Scotia Provincial Archivist.

"frogmen" (Lieut.-Cdr. (P) H. J. G. Bird and Mr. E. D. Thompson, Warrant Engineer) demonstrating the clearing away of underwater beach obstacles.

"Swansea" Goes North

HMCS "Swansea" left Halifax August 24 on a 4,410-mile cruise to ports on the east coast of Baffin Island. The frigate will be away until late September.

Ports of call will include Frobisher Bay, Padloping Island and River Clyde, all on Baffin Land, Godthaal, capital of Greenland, and Hebron, Labrador. River Clyde, which is 300 miles inside the Arctic Circle, represents the most northerly Canadian point ever to be visited by a ship of the RCN. It is not the furthest north, however, that Canadian naval craft have ever travelled, RCN vessels which served as escorts for wartime North Russian convoys having gone deeper into the Arctic.

Hebron will be the last stop on the return journey to Halifax and there the "Swansea" will be met and refuelled by the naval auxiliary tanker "Dundalk."

Principal purpose of the cruise is to acquaint personnel with operating conditions in the sub-Arctic. In addition, hydrographic observations will be made and scientific data collected.

Juneau To Monterey

Except during Navy Week, when all available craft were concentrated in Halifax and Esquimalt, ships of the RCN did a lot of travelling to a lot of different points during August.

HMCS "Ontario" returned from Juneau, Alaska August 10 and, after a week in Esquimalt, headed south for Monterey, California. "Athabaskan" and "Crescent" did a cruise to the Queen Charlottes and Port Simpson,

then set out for Long Beach, California "Antigonish," "Beacon Hill" and "ML 124" exercised together at sea and in Bedwell Harbour and wound up the month with a visit to Seattle.

After two months of oceanographic survey duties in Aleutian waters, HMCS "Cedarwood" was due to start homeward early in September. She is expected in Esquimalt on the 45th.

On the East Coast, "Nootka" completed a cruise to Cornerbrook, Newfoundland, took part in Navy Week activities, then paid off for refit and conversion. She is to be replaced by HMCS "Micmac," which will be commissioned in mid-September under the command of Lieut.-Cdr. F. C. Frewer, RCN.

While "Nootka" was at Cornerbrook, "Haida" was at the capital city, St. John's. Later in the month the destroyer carried out exercises at sea. "Iroquois" was the most-travelled ship of all. In August her ports of call included Sydney and Baddeck, N.S.; Saint John, N.B.; Provincetown, Mass., and New Haven, Conn., in addition to two stops at Halifax.

On the Great Lakes, HMCS "Portage" spent the month attached to HMCS "York," providing sea training for personnel of the Toronto division and assisting in the Navy's activities at the CNE.

Contracts Awarded

Defence Minister Brooke Claxton announced late in July that contracts for the construction of the first three anti-submarine vessels for the RCN

Ground crew members of the 18th Carrier Air Group checked armament and engines of their Firefly aircraft before the group left HMCS "Shearwater," Dartmouth, for the United States Naval Air Base at Quonset Point, Rhode Island, on July 7. The 18th CAG will spend three months on operational flying training with the USN. In the top photo armourers are shown working on 20 MM cannon, with which the Firefly aircraft are fitted. Left to right they are AB R. J. Miller, of Perth, Ontario; CPO G. E. Bussey, of Dartmouth, and Ord. Sea. G. D. Birnie, of Kirkland Lake, Ontario. The middle photo shows two naval air mechanics, AB W. R. Parfitt, Keewatin, Ontario, and



AB E. J. Gregory, of Toronto, carrying out a maintenance check on one of the Fireflies prior to the group's departure. Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast, wished air crew members good luck as they prepared to take off for Quonset Point. In the lower photo he is shown shaking hands with Lieut.-Cdr. (O) J. A. Stokes, of Victoria, commanding officer of 825 Squadron. Behind Admiral Mainguy is Lieut.-Cdr. (O) R. I. W. Goddard, of Toronto, commanding officer of the 18th CAG.

had been awarded to Halifax Shipyards Limited, Canadian Vickers Limited (Montreal) and Burrard Drydock Company (North Vancouver).

The minister said final details of the contracts had not been negotiated but that it was expected each would cost approximately \$8,000,000.

As announced previously, the ships will have steel hulls and aluminum superstructures, will be powered by steam turbines and will have air conditioning in the living spaces and principal operating positions. Bunks will be used in place of hammocks and the cafeteria messing system will be employed.

Auspicious Debut

The RCN entered the long-distance ocean yacht racing picture when HMC Yacht "Grilse" competed in the annual international race from Marblehead, Mass., to Halifax. In her first real test, the "Grilse" crossed the finish line 11th, placed sixth on corrected time and won the Col. C. H. L. Jones for leading the seven Canadian entries.

The "Grilse," a 41-foot sloop, was skippered by Capt. E. W. Finch-Noyes. Other members of her crew were Cdr. (S) C. V. Laws (cook), Lieut.-Cdr. L. R. Tivy (mate), Lieut. J. M. Cutts (navigator), Lieut. G. W. S. Brooks (crew), Petty Officer Stewart Clarke (radio operator) and Petty Officer Victor Pettigrew (crew). With the exception of the skipper, none had sailed in a long-distance ocean race before. His shipmates had high praise for the culinary efforts of Cdr. Laws, who, assisted by Lieut.-Cdr. Tivy, served up three hot meals per day.

The "Grilse" was one of two ex-German yachts taken by the Royal Navy as prizes, turned over later to the RCN and brought to Canada last year in HMCS "Magnificent." Both were considerably in need of repair and fitting out.

Fitting out of the "Grilse" was undertaken in HMC Dockyard, Halifax, and completed this summer. The masts were made from Douglas fir to the original pattern and the sails were made by Randolph Stevens. The yacht will be used by the RCN for training purposes.

Commemorate Admirals

Bronze plaques commemorating five distinguished Haligonians who attained flag rank in the Royal Navy were unveiled by a serving flag officer of the RN at the Maritime Museum in HMC Dockyard, Halifax, during Navy Week. Vice Admiral R. V. Symonds-Taylor, Commander-in-Chief of the American and West Indies Station, unveiled the plaques in a brief ceremony during his visit to Halifax in his flagship, HMS "Glasgow."

As a result of the researches of Professor D. C. Harvey, M.A., LL.D., F.R.S.C., Nova Scotia Provincial Archivist, the Historic Site and Monuments Board of Canada felt that a suitable memento of these admirals should be erected in a naval setting.

Most famous of the five admirals was Sir Provo William Parry Wallis, KCB, GCB, (1791-1892) who as a lieutenant brought the American warship "Chesapeake" into Halifax harbour as a prize of the War of 1812. Another, Sir George Augustus West-

phal (1785-1875), was wounded in the "Victory" while serving with Nelson at Trafalgar. Sir Edward Belcher, KCB, (1799-1877), a famous hydrographer and explorer, led one of the first expeditions to the Arctic in 1852. The remaining two admirals were George Edward Watts, CB (1786-1860), and Philip Westphal (1782-1880).

Empire Cadet Camp

Sea Cadets of five countries met at Camp Ewing, Choisy, Que., recently for the first British Empire camp in cadet history. More than 150 from all parts of Canada, from the United Kingdom, New Zealand, Australia and Sweden attended the eight-day get-together to exchange ideas and get to know one another better.

The camp was officially opened by Defence Minister Brooke Claxton, who took the salute at the march past of the cadets. Also present were Vice-Admiral Harold T. W. Grant, Chief of the Naval Staff; Commodore Wallace B. Creery, Chief of Naval Personnel, and Cdr. D. C. Elliot, Director of Sea Cadets. The Navy League was represented by D. H. Gibson, Dominion president, C. K. McLeod, president of the Montreal division, and R. C. Stevenson, Co-ordinator of Sea Cadets for Naval Services. The programme for the cadets while in camp included basic instruction in seamanship, sailing and rigging of whalers, sports, recreation and lectures on naval traditions and discipline. Upon completion of the camp, the visiting cadets left for a tour of Canadian cities prior to returning to their home countries.



The ex-German yacht "Grilse" looked like this (left) on her arrival from the United Kingdom last summer and before she was taken in dockyard hands at Halifax in April of this year. The photo at the right shows her as she looked two months later.

Sailors' Club Opened

Hostel-Recreation Centre for RCN Men
Established in Halifax by Navy League

A LONG-FELT want was answered when, on Friday, July 30, the Navy League of Canada's new Seagull Club was officially opened in Halifax by Mayor Gordon S. Kinley.

The club, formerly operated by the Navy League as a merchant seamen's hostel, has been completely renovated and converted to serve men of the RCN stationed in Halifax or in ships based there. At the Seagull Club the sailor can obtain meals and sleeping quarters, enjoy dancing and other entertainment.

The establishment of a naval men's club in Halifax was discussed more than a year ago. At that time naval officials and the Navy League agreed that one was sorely needed, but the scheme could not be put in motion until alternative accommodation was found for the merchant seamen. In July of this year another building was acquired by the Navy League for this latter purpose and alterations were begun at once on the new Seagull Club.

The club is managed and administered by a joint Navy League and naval committee. Mr. R. J. Schwartz is chairman and Mr. T. H. Berry vice-chairman. The house committee lists Mr. Berry as chairman, Petty Officer A. L. Bonner as vice-chairman and Mr. J. E. Jasperworth, Mrs. G. D. Spergel and Mrs. A. W. Boden as members. On the finance committee, Mr. G. A. Owen is chairman and Mr. B. A. Renouf is vice-chairman. The entertainment committee is headed by Lieut. H. J. Wade, RCN, and includes Mr. J. T. Wallace, vice-chairman, Ldg. Sea. H. C. Moffatt and Mr. A. M. Edwards. Chief Petty Officer R. W. Unwin is chairman of the publicity committee and Mr. J. A. McCurdy is vice-chairman. Ex-officio on the committee are Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, and Mr. A. I. Lomas, president of the Halifax Branch of the Navy League.

The entertainment facilities at the club are many and varied. Browsing through a printed description of the



One of the special guests at the opening of the Seagull Club, Ldg. Sea. Robert Saunders, of Sudbury, is welcomed by Mr. A. I. Lomas, president of the Halifax Branch of the Navy League of Canada, and Mrs. Lomas.

club put out by the committee, the eye is caught by the heading, "Popsies". It says, "You will be allowed to bring your guests at any time. The club will be the headquarters of the 'Boy Meets Girl Club'. The ladies running this club have the phone numbers of about 200 girls. So if you want to meet a nice girl come in and give your name to the club secretary where dates will be arranged." There will be dancing to a juke-box every night, and the club has an auditorium for large dances and parties.

Sleeping accommodation is available at the rates of \$1.50 per night per single room, \$1.00 in a double room and .75 cents in a triple room. A games room is presently being built in the basement for snooker and billiards. Three bowling alleys are being installed as well. There is a

(Continued on page 32)

Page five



Members of the general committee of the newly opened Seagull Club for naval men of the Atlantic Command are shown above. Front row, left to right, are Mrs. A. W. Boden, member of the house committee; Mr. W. G. Schwartz, manager; Mr. A. I. Lomas, president of the Halifax Branch of the Navy League of Canada; Mr. T. H. Berry, vice-chairman of the general committee and chairman of the house committee and Mrs. G. D. Spergel, member of the house committee.

Back row, left to right, are Mr. J. A. McCurdy, vice-chairman of the publicity committee; Lieut. H. J. Wade, RCN, chairman of the entertainment committee; Mr. A. M. Edwards, entertainment committee; Mr. D. S. Martin, secretary; Petty Officer A. L. Bonner, vice-chairman of the house committee; Ldg. Sea. H. C. Moffatt, entertainment committee; Chief Petty Officer R. W. Unwin, chairman of the publicity committee, and Mr. J. T. Wallace, vice-chairman of the entertainment committee.

The Bulletin Board

Naval Aircrew — Flying Hours

In order to maintain the highest possible standard of flying proficiency and safety in the RCN, all officers qualified as pilots and observers are to complete a minimum of four hours flying each month and a minimum of fifty hours each year. At least 20 per cent of the total time in each flying period should be used for instrument or night flying practice. The flying, when possible, should be spread over the whole period and not normally undertaken in one exercise.

Rental Allowance

Members of the Canadian Naval Forces serving outside Canada, who are not provided with accommodation at public expense, shall be eligible to claim reimbursement for the Government's share of any rental paid in accordance with Table of Rental

Allowance (see below) subject to the Commanding Officer certifying that the premises are not beyond the requirements of the member on the basis of his status and that the rental conforms to the rates currently prevailing in the locality.

Engineer Officer's Writer

A course in training for the duties of Engineer Officer's Writer will commence in the Mechanical Training Establishment, HMCS "Naden," on October 10, 1949.

Approximately ten volunteers from the Stoker Mechanic Branch will be required each year. Leading Seamen passed for Petty Officer and Petty Officers, 2nd class, are eligible to apply for this course. Preference will be given to men who have prior knowledge of typing or the duties of an Engineer Officer's Writer.

The scheme of complement for HMCS "Magnificent", HMC cruisers and HMC destroyers is being amended to include an Engineer Officer's Writer.

Binders for Naval General Orders

Permanent binders for General Orders and Confidential General Orders are in the course of distribution. These binders are being supplied in the following numbers, General Orders Part I, two binders, General Orders Part II, two binders, and Confidential General Orders Parts I and II, one binder. These binders are similar to the binder supplied for K.R.C.N. and each one is of a different colour for easy identification.

Table of Rental Allowance

Rank/Rating	Gross Amount of Monthly Rental	Member's Share	Government's Share
Captain and above	\$180.00 or less — over \$180.00	\$90. or the gross rental, whichever is the lesser. \$90. plus 10% of excess over \$180.00	↑ Balance of Rental ↓
Commander	\$150. or less over \$150.	\$75. or the gross rental, whichever is the lesser. \$75. plus 10% of excess over \$150.	
Lieut. Commander	\$130. or less over \$130.	\$65. or the gross rental, whichever is the lesser. \$65. plus 10% of excess over \$130.	
Lieutenant	\$120. or less over \$120.	\$60. or the gross rental, whichever is the lesser. \$60. plus 10% of excess over \$120.	
Other Officers and Chief Petty Officers 1/c	\$100. or less over \$100.	\$50. or the gross rental, whichever is the lesser. \$50. plus 10% of excess over \$100.	
Chief Petty Officers 2/c	\$80. or less over \$80.	\$40. or the gross rental, whichever is the lesser. \$40. plus 10% of excess over \$80.	
Petty Officers 1/c and below	\$60. or less over \$60.	\$30. or the gross rental, whichever is the lesser. \$30. plus 10% of excess over \$60.	

Taller And Leaner

Does the average new entry lose or gain weight during his initial weeks of naval training?

The medical department at HMCS "Cornwallis" came up with a fairly reliable answer to this question recently when it performed an experiment with a class of recruits. A test group of 18 men of assorted sizes and shapes was selected. They were carefully weighed and measured immediately upon arrival, then allowed to continue normal training routine as laid down for the sailor on entry.

Four weeks later, the 18 trooped back to the sick bay for the tale of the tape and the scale. It stacked up this way:

Six men gained an average of 4¾ pounds apiece.

Two men neither gained nor lost.

The remaining 10 lost an average of 2½ pounds per man, "but", adds the medical officer's report, "most of these men were well over-weight" originally.

In the matter of height, all but one of the test group gained from one-quarter to seven-eighths of an inch in stature.



Lieut. E. M. Chadwick (right) commanding officer of HMCS "St. Stephen", examines with interest a number of hooked rugs made by crew members during off-duty hours on Station "Baker". Others in the photo, left to right, are Ord. Sea. Harvey Dupre, of Montreal, PO Alton Hartin, of Halifax and Saint John, and Ord. Sea. Dewar Larter, of Charlottetown.



Petty Officer Donald Hughes, of Halifax and Saint John, coxswain of the "St. Stephen", works on a model of the weather ship.

How To Beat Boredom

Weather Ship Sailors Indulge in Hobbies
During Long Vigils on Station

DURING HMCS "St. Stephen's" 21-day vigils on storm-swept Station Baker, at the entrance to Davis Strait, life seems to consist of an almost constant fight with the weather which more often than not is wet, cold and rough. But an even meaner antagonist is monotony and every possible means is sought to fill in those off-duty hours when boredom offers its most serious threat.

On the ship's first trips after finishing refit last fall, the crew indulged in bridge, cribbage and beard growing contests but as the novelty of these wore off more ingenious methods of making use of free time were devised.

Now, from the commanding officer, Lieut. E. M. Chadwick, of Victoria, who turns out very competent oil paintings, to Steward Andre Carmichael, of Quebec City, who is hooking a seat cover, hobbies are the order of the day.

The Coxswain, Petty Officer Donald Hughes of Saint John and Halifax, has adorned his living room with a large scale model of the ship. Faithfully

reproduced in detail, it will prove a permanent reminder of his two years in the "St. Stephen".

Hooking rugs and seat covers has been particularly popular as a spare time occupation. Petty Officer Alton Hartin, of Saint John and Halifax, has made a large, thick rug that would be the envy of a professional carpetmaker.

Chief Petty Officer Frank Walsford, of Toronto and Halifax, dreaming of getting away from the wide reaches of

the Atlantic Ocean to the trout streams of Nova Scotia during his leave, produced a fishing rod that any angler would be proud to own.

Another man with an eye towards inland waters was Able Seaman Fred Treleaven, of Toronto, who painted Niagara Falls from memory, using water colours as his medium.

Ashtrays, carved figures, cigarette boxes and the like have provided many other members of the crew with a means of exercising their skill and whiling away their spare time.

Wives and sweethearts of the ship's company have benefited, also, from these shipboard hobbies, and many a home has some memento of the "St. Stephen" on the mantelpiece.

Able Seaman Fred Treleaven, of Toronto, spends his off-duty hours at sea painting in water colours. He is shown putting the finishing touches on a picture of Niagara Falls which he has painted from memory.



The Man of the Month

("The Man of the Month" is elected by the ship's company of the vessel or establishment in which he serves. Invitations to ships and establishments to elect a "Man of the Month" are not given in order of seniority, or indeed, in any particular order. None, however, will be missed. — Editor.)

Chief Petty Officer Louis Armand Cassivi, chief engine room artificer in the minesweeper HMCS "Portage", has been chosen by his shipmates as Man of the Month.

CPO Cassivi, called "Cass" by almost all who know him, is one of the most competent and popular men in the ship.

CPO Cassivi was born in Gaspe in July, 1910. He began his sea-going career in 1927 when he entered the service of the Customs Marine Division and spent the next five years in the Gulf of St. Lawrence and on the East Coast, tracking down rum-runners. When the Royal Canadian Mounted Police took over these duties, he left the sea to become a farmer. During the next few years he put in two terms at agricultural college in Rimouski, P.Q., and spent some time on the family farm at Gaspe.

Early in 1936 the call of the sea again became strong and Cassivi joined the Royal Canadian Navy in Halifax as a stoker, second class. Before long he was at sea in his first naval vessel, the destroyer HMCS "Saguenay." He served in her for three years, then returned to Halifax as a new entry instructor. At this time he was advanced to the rating of leading stoker.

Shortly after the war started, Cassivi went to HMCS "Naden" and attended the first course to be held in the Mechanical Training Establishment there. Later he served in the destroyer HMCS "Columbia" on North Atlantic convoy duty. While

in the "Columbia" he saw a United States destroyer sunk before that country had entered the war. Following his service in the "Columbia" he became an instructor in the MTE at HMCS "Cornwallis" and was advanced to the rating of stoker petty officer.

Subsequently he qualified as an engine room artificer, fourth class, and joined the corvette HMCS



CPO LOUIS CASSIVI

"Prescott," in which he served during the invasion of France. Drafted ashore soon afterwards, he spent the remainder of the war on the staff of the Engineer Overseer supervising the construction of the Tribal class destroyers at Halifax. After the war he served in HMC Ships "Warrior," "Iroquois" and "Magnificent," becoming Acting Chief ERA in the latter.

In addition to his engine room duties aboard the "Portage," Cassivi trains reservists in damage control. He has been in the ship on both her summer cruises to the Great Lakes.

CPO Cassivi will complete the 20 years' service qualifying him for pension in 1955. His plans from then on are not definite, but he has a feeling that his years in agricultural college will stand him in good stead. At present, he and his wife and their four children — three boys and a girl — are enjoying their brand new home in Halifax, although, in his own words, "the hand of a seagoing gardener is needed to square up the property a bit."

The Chief has his favorite corner in his new home. It's not the furnace room but a compact woodworking shop, completely equipped with power tools and racks of keen-edged hand implements. In his spare time there is little he enjoys more than centering a piece of Nova Scotia apple wood on his lathe and turning out lamp bases, serving trays and other handiwork.

Not one for much active participation in sport, CPO Cassivi explains it this way: "I was always working too hard when I was a kid, and since then I've got such a kick out of watching that I haven't the urge to do more than that."

However, back in his 'teens he made a creditable showing in track meets, the 220 and 440-yard events being his specialties.

STUDY NAVAL AFFAIRS

The Hamilton branch of the Naval Officers Association has taken steps to keep its members up to date on all developments in the Royal Canadian Navy. Several meetings have already been held in the wardroom and members have engaged in informative discussions about activities in the RCN.

TO THE RESCUE

Quick, Skilful Action Saves Life
Of Cadet Badly Injured
in Fall on Cliff

Training that teaches quick and skilful action paid off recently in the saving of a badly injured man's life by his shipmates of HMCS "Antigonish".

As a result of the care he was given on the spot and the treatment he later received in RCN Hospital, Esquimalt, Cadet Marwood V. Gay, RCN (R), of Moose Jaw, is expected to recover completely from his injuries — a back broken in four places, a damaged kidney, plus various cuts, bruises and abrasions.

The incident occurred at Bedwell Harbour, on the east coast of Vancouver Island, where the "Antigonish" had called during a scheduled training cruise. Cadet Gay had gone ashore to watch an evening softball game. At about 9 p.m. he decided to climb a nearby cliff in order to photograph the "Antigonish", which was lying at anchor in the harbour below.

On his way down the cliff, he slipped and fell some 30 feet, struck a projecting stump and was knocked unconscious. Coming to, he stumbled and fell again, this time an even greater distance, and again lost consciousness. On regaining his senses, he called out weakly for help. At this point an element of luck entered the picture. It was a calm, quiet evening, one of those on which sound carries unusually long distances. Standing on the quarter-deck of the "Antigonish", Lieut. Robert B. Coupar, RCN (R), the Officer of the Day, heard, faintly, Cadet Gay's cries.

Lieut. Coupar and Petty Officer William Duncan immediately organized a rescue party and within 10 minutes the motor cutter was heading for the shore, about three cables distant. Led by Petty Officer George Casswell and including in its number Surgeon Cadet Walter Langford, RCN (R), the party landed at a boom of logs and headed for the beach. Once there, Cadet Langford



- Bedwell Harbour, where a near tragedy cut short a training cruise of HMCS "Antigonish."
1. Approximate position where Cadet Marwood Gay, of Moose Jaw, fell. This point is almost 300 feet above the water. He later fell again to within 150 feet of the shore.
 2. The boom of logs where "Antigonish's" motor cutter landed the rescue party. Difficult terrain, including rocks, boulders, logs and stumps, made progress hazardous and uncertain. Guided only by Gay's cries, the rescue party climbed through the darkness to where he lay.
 3. Rather than take the Neil Robinson stretcher over the boom of logs, the rescuers had the motor cutter draw up to the steep shore here, where the transfer to the boat was made.

shouted to the injured man to keep calling so that his position could be located.

Then, as dusk settled into darkness, they began their hike up the treacherous slope with stretcher, rope and other gear.

Meanwhile, back on board, the commanding officer, Lieut.-Cdr. W. S. T. McCully, prepared the ship for sea, getting all in readiness for an immediate departure as soon as the rescue was completed.

Following the sound of Cadet Gay's voice, the rescue party climbed over rocks, boulders, stumps and fallen trees until they reached the injured man, who was lying on a ledge about 150 feet above the base of the cliff.

Surgeon Cadet Langford quickly ascertained that Gay had a broken back and, possibly, internal injuries. After treating him for shock, he directed the extremely delicate operation of getting Gay into a Neil

Robinson stretcher. Once the patient was strapped in securely, the descent was started.

It was now very dark. At one point it was necessary to secure a rope to the stretcher and slide it down a face of rock. Another uneasy situation faced the rescuers at the boom of logs. Rather than risk crossing the logs, the cutter was drawn up to the steep shore, where the transfer was made without incident.

On arrival at the ship, the patient was taken on board, and course was set in all haste for Esquimalt. Two hours later the "Antigonish" had secured alongside HMCS "Ontario" and a waiting ambulance had whisked Cadet Gay to the hospital. There the exact extent of Gay's injuries was determined and he was given immediate medical attention. His condition now is good and his experience is not expected to leave any serious effects. — A. K. and L.W.T.

Officers and Men



CAPT. ADAMS PROMOTED; TO COMMAND CARRIER

Captain Kenneth F. Adams, for the past two years Director of Naval Reserves at Headquarters, has been promoted to the rank of Commodore and appointed in command of HMCS "Magnificent" and as Senior Canadian Naval Officer Afloat. The appointment will take place September 7.

Born in Victoria, Captain Adams graduated from the Royal Naval College of Canada in 1922. As there were no naval vacancies at that time, he entered the merchant service and attained his master's certificate. He joined the Royal Canadian Naval Reserve in 1928 and a few months later transferred to the permanent force.

He served in ships and establishments of the Royal Navy and of the RCN before taking command of the



CAPTAIN K. F. ADAMS

auxiliary cruiser, HMCS "Prince David," in April 1941.

In December 1941 he was appointed commanding officer of RCN Barracks, HMCS "Stadacona," Halifax. Between February and December 1943 he commanded HMC Ships "Assiniboine," "Ottawa" and "Prince Henry," then became Director of Warfare and Training at Headquarters.

The following year he went to Bermuda as commanding officer of HMCS "Somers Isles," the RCN training base there. Early in 1945 he commanded the destroyer "Iroquois," and in July of that year became commanding officer of "Stadacona" for the second time.

Captain Adams took command of HMCS "Uganda" in July 1946 and was in this ship for a year before taking up the dual appointment of Deputy Chief of Naval Personnel and Director of Naval Reserves, at Headquarters. He relinquished the former post in June, 1949, to devote full time to his duties as DNR.

CPO CLARE AWARDED LONG SERVICE MEDAL

CPO R. G. Clare, of Victoria, a member of the ship's company of HMCS "Athabaskan," has been awarded the RCN Long Service and Good Conduct Medal.

In a ceremony aboard the destroyer, presentation was made by the commanding officer, Commander M. A. Medland.

Formerly of Calgary, CPO Clare now calls Victoria his home town. He joined the Navy there in May, 1933. Among the ships in which he

has served are HMCS "Armentieres," "Skeena," "Fraser," "Prince Robert," "Warrior" and "Athabaskan." He has served also in a number of shore establishments both in Canada and the United Kingdom. He has been in the "Athabaskan" since April, 1948.

CANADIAN SAILOR WINS RN'S LLEWELLYN PRIZE

Petty Officer James K. Luke, of Saanichton, B.C., now serving in HMCS "Naden," was awarded the Royal Navy's Commander Llewellyn



PO J. K. LUKE

Prize on completion of his gunnery instructor's qualifying course in HMS "Excellent" recently.

The Commander Llewellyn Prize was founded in 1917 in memory of the late Commander Robert Harmon Llewellyn, RN, who was killed in action in HMS "Queen Mary" at the Battle of Jutland. The prize consists of the sum of five pounds awarded quarterly to the man who attains the highest overall standing in the gunnery instructor's qualifying course in HMS "Excellent." Royal Navy ratings and Royal Marines also compete for the prize.

PO Luke was born in Prince Albert, Saskatchewan, and joined the RCN as a Boy Seaman in "Naden" on November 18, 1940. Among the ships in which he has served are the auxiliary cruiser "Prince Robert," the corvette "Oakville," the destroyer "Restigouche" and the cruisers "Uganda" and "Ontario."



When HMCS "Cornwallis" was re-opened this spring, there was a familiar face at the commissioning ceremony. It was the second time that Gunner Charles T. Rhodes had watched the commissioning pendant being hoisted to the masthead. Six years before he had been a member of the advance party which opened the wartime training centre, and later became the new entry gunnery training officer. He saw the base grow into the largest naval training establishment in the British Empire and then witnessed the paying off of "Cornwallis" shortly after the end of the war. When the Annapolis Valley training base returned to active duty this year, the cycle was complete. HMCS "Cornwallis" has not yet been without Mr. Rhodes during her naval career.

SUPPLY OFFICERS COMPLETE U.S. COURSE

Eight Royal Canadian Navy supply officers, four of them RCN and four RCN (R), have completed a two-week US Navy Supply Corps refresher training course at the Naval Supply Centre, Oakland, California.

Permanent force officers who took the course were Lieuts. (S) M. E. Adamic, B. V. Crosby, J. K. Power and P. J. Sands. From the Reserve were Commander (S) C. W. Donaldson, Lieut.-Cdr. (S) G. A. Herring, and Lieuts. (S) J. E. Hall and D. C. McKinnon.

Training was carried on by lectures, demonstrations and field trips. The principal subjects studied by the RCN officers included the new U.S. Navy Supply Plan, the National Security Act of 1947, personnel mobilization, accounting procedures, current operations in inventory and remobilization of the Reserve Fleet.

MEDICAL ASSISTANTS HAVE UNIQUE CLUB

The first and only one of its kind in the RCN, the Medical Assistants' Club of the Pacific Command was organized in January of this year. Its aims are to look after the welfare of its members and promote a spirit of fellowship. To date it has proven a successful undertaking.

A number of dances have been organized, with medical and nursing officers as guests, and the highlight of the spring season was a stag party, featuring suitable entertainment. Weiner roasts, beach parties and picnics were planned for the summer period.

Fortunes of the club are guided by CPO M. B. "Chuck" Gardner, president; PO Fred Kelly, vice-president; CPO Howard Ward, secretary, and AB Bill Fawns, treasurer. Various committees also have been formed, among them the entertainment committee, under PO Alec Matte, and the constitution committee, presided over by Mr. Clifford Brown, Warrant Wardmaster.

EXPERIENCED HANDS SUPERVISE TRAINING

A considerable number of RCN (Reserve) officers and men from Great Lakes and other Naval Divisions have taken their annual training in

HMCS "Portage" this summer. Besides those who have spent full two-week periods aboard, many others have gone out in the minesweeper for week-ends and other short periods of time off from civilian jobs.

Reserve training aboard "Portage" comes under the direction of Lieut. Charles Aharan, RCN (R), a psychology student at the University of Western Ontario, who has been training officer in the ship for the past two summers. Assisting Lieut. Aharan are several experienced ratings. CPO S. Duncan instructs in depth charges and depth charge pistols, CPO H. Dryden in damage control, PO J. MacDonald in anchors, cables and asdic, PO E. Addy in boatwork and rigging, PO R. Ball in gunnery, and Ldg. Sea. V. Rochon in radar and quartermaster's duties.

Retirement

Chief Petty Officer Charles Gordon

Rating: C2SM3

Age: 40

Address: 487 Head Street, Esquimalt, B.C.

Joined: August, 1928. As a Stoker, second class.

Served In: HMS "Victory," HMCS "Naden," "Vancouver," "Armentieres," "Skeena," "St. Laurent," "Ottawa," "Stadacona," "Cornwallis," "Givenchy" and "Uganda."

Retired: August 2, 1949.



The eight men shown above with their instructors in HMC Navigation Direction School, Halifax, have completed the first course held in Canada for the training of Radar Plot ratings, first class. The course started in January and finished late in July.

In the photo are: back row, left to right, Petty Officers A. W. Burke and J. G. Meadwell, Leading Seamen R. F. Cane and G. H. Jones, PO W. C. Carruthers, Ldg. Sea. W. H. Carter and PO's R. E. Fitchett and F. H. Lowe; front row, PO A. C. Gorsline, instructor, Lieut. Evan Petley-Jones, officer-in-charge, and PO C. E. Ferguson, instructor.

APPOINTMENT CHANGES ARE ANNOUNCED

Among the more important changes in the appointments of RCN officers announced recently were the following:

Commodore G. R. Miles as Naval Officer-in-Charge, Montreal. Formerly commanding officer of HMCS "Magnificent".

Commander Harry Kingsley to HMCS "Rockcliffe", in command, as Senior Officer Reserve Fleet, West Coast, as Commander of the Dockyard and as King's Harbour Master, with the acting rank of Captain while holding these appointments. Formerly held temporary appointment as Chief of Staff to the Flag Officer Pacific Coast.

Commander D. G. King, to HMCS "Naden" as Chief of Staff to Flag Officer Pacific Coast. Formerly on course at National Defence College, Kingston. Formerly Commanding Officer of HMCS "Nootka."

Commander A. H. G. Storrs, to HMCS "Bytown", as Naval Member of Directing Staff, National Defence College, Kingston, Ontario, with acting rank of Captain.

Commander R. L. Hennessy to HMCS "Stadacona" as Officer-in-Charge, Junior Officers' Technical Course. Formerly Director of Manning and Personnel Statistics at Headquarters.

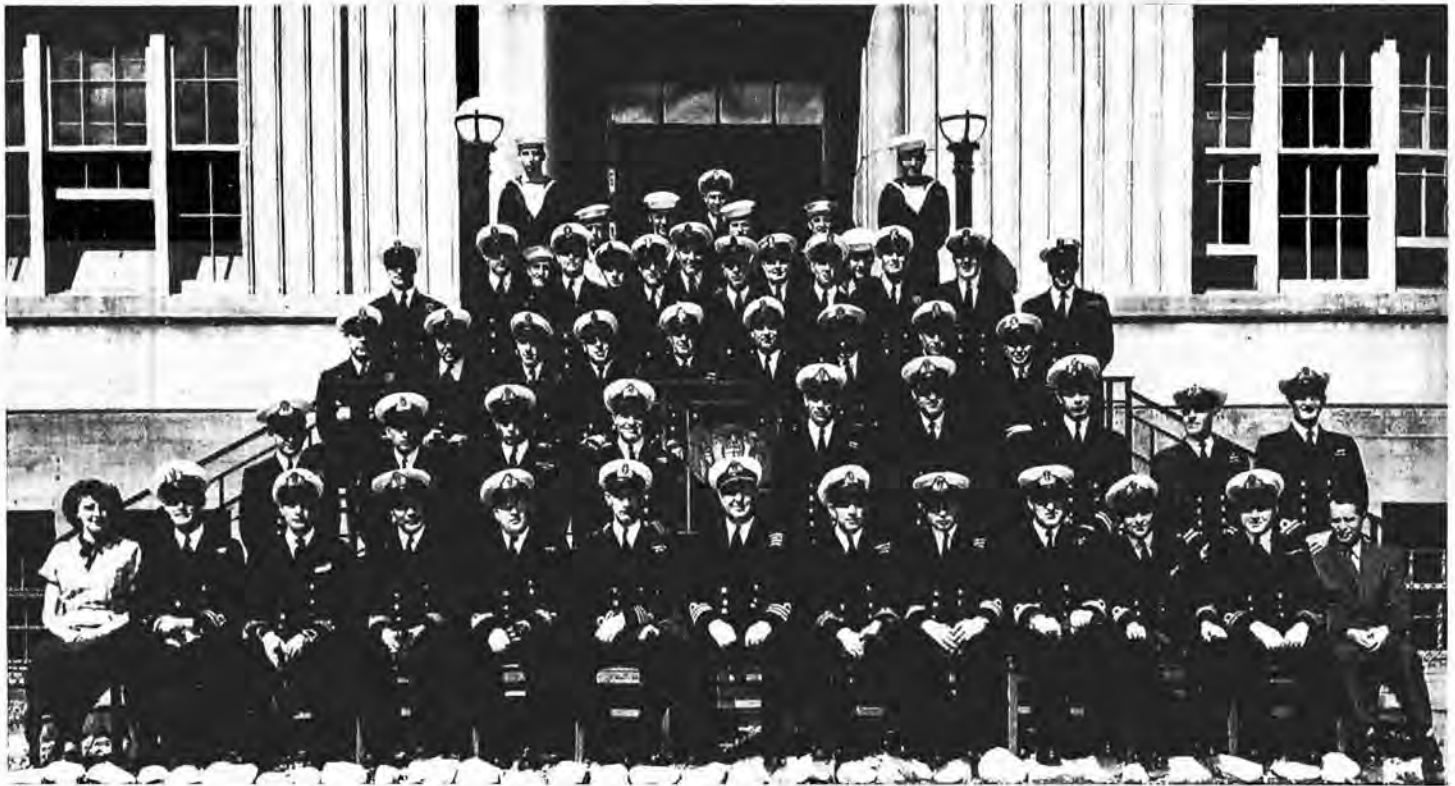
Commander P. D. Taylor to HMCS "Niobe" for Royal Navy Staff Course. Formerly at Headquarters as Deputy Director of Naval Plans and Operations.

Commander R. P. Welland to HMCS "Niobe" for Royal Navy Staff Course. Formerly at Headquarters on staff of the Director of Weapons and Tactics as Staff Officer (TAS).

Lieut.-Cdr. J. C. Smyth to HMCS "Niobe" for Royal Navy Staff Course. Formerly Staff Officer (operations) at Headquarters.

A/Lieut.-Cdr. (P) H. P. Leidl to HMCS "Niobe" as Naval Assistant (Air) on the staff of the Senior Canadian Naval Liaison Officer (London). Formerly Officer-in-Charge of the Naval Winterization Party at Namao, Alberta.

Lieut. (P) F. G. Rice to HMCS "Shearwater" as Air Traffic Control Officer. Formerly on ATCO's Course with RCAF, Centralia, Ontario.



The staff of HMC Electrical School, HMCS "Stadacona," Halifax, poses for a "family portrait." Front row, left to right are, Miss Lorraine Holt, secretary; Lieut. (L) R. R. Whyte, Lieut. (L) L. R. Wagener, Inst. Lieut.-Cdr. F. J. Kelly, Inst. Lieut.-Cdr. L. B. Sellick, A/Lieut.-Cdr. (L) D. C. Waring, Commander (L) H. G. Burchell, officer-in-charge; Lieut.-Cdr. (L) S. E. Paddon, Lieut.-Cdr. (L) J. A. Lynch, Inst. Lieut. K. E. Vavassour, Lieut. (L) M. J. M. Dunscombe, Lieut. (L) J. H. Ross and Mr. L. C. B. Young.

Second row, left to right, A/Warrant Electrical Officer E. R. Bell, A/Sub-Lieut. (L) E. M. Gummer, Warrant Radio Officer A. W. Boden, Lieut. (L) W. B. Christie, Warrant Radio Officer F. G. Douglas, Lieut. (L) Martin Shubik, Lieut. (L) G. F. Vail, Lieut. (L) R. R. MacDonald and Lieut. (L) N. R. Banfield.

Third row, left to right, CPO's W. S. Taylor, G. W. MacNeill, J. W. Lang, J. P. Palmer, W. A. Birch, F. T. Sartain, R. M. Barkhouse, D. G. Stevenson and E. S. Sainsbury.

Fourth row, left to right, CPO's S. T. Burgess, H. O. Baker, and N. G. Ford, PO's L. R. Parks, N. J. Smith and V. D. During, CPO M. D. Butt, PO D. B. Shaw and CPO C. D. Allen.

Fifth row, left to right, PO D. R. Evans, Ldg. Sea. W. M. Steel, CPO J. N. Smith, PO J. C. Lewis and PO A. Lockau.

Rear row, left to right, AB J. Williams, PO L. Hull, AB P. G. Lawrence, CPO H. H. Shepherd, AB J. W. Logan, Ord. Sea. S. J. Tadeuszow and Ldg. Sea. W. D. Welch.



Lieut. (P) Verne Cunningham, RCN (R), of Toronto, gets a last minute briefing from his instructor, Lieut. (P) Alan Woods, RCN, of West Vancouver, before taking off in a Firefly trainer at HMCS "Shearwater." These dual-control aircraft are a training version of the anti-submarine Fireflies used by the RCN's 18th Carrier Air Group.

REFRESHER COURSES FOR RCN (R) PILOTS

To brush up on their flying technique and learn the latest developments in air warfare, a number of pilots of the Royal Canadian Navy (Reserve) have been taking month-long refresher courses at the RCN Air Station, HMCS "Shearwater," Dartmouth, this summer.

Flying Harvard and Firefly Trainers, the Reserve pilots put in about 28 hours in the air and another six hours' instrument drill on the Link Trainer during their month at "Shearwater."

Training is in charge of Lieut.-Cdr. L. R. Tivy, commanding officer of No. 1 Training Air Group, and also includes daily lectures, usually with professional training films, on such subjects as air weapons, safety equipment and air maintenance.

This is the first time since the end of the war that RCN (R) pilots have had an opportunity to do service flying. The training period started on June 1 and continues until early September.

Among those who have completed the course are Lieut.-Cdr. (P) B. J. C.

Dibben, Montreal; Lieuts. (P) D. H. Blinkhorn, North Sydney, N.S., B. F. Vibert, Toronto, D. G. MacKay, Toronto, J. E. Boak, Vancouver, R. F. Lavack, Vancouver, H. D. J. McCoy, Kingston, I. Webster, Montreal, A. C. Scott, Hamilton, F. K. Heap, Winnipeg, C. H. Schwenger, Hamilton, and J. J. Cunningham, Toronto, and Sub-Lieuts. (P) A. J. Johnson, Montreal, and R. M. Legg, Toronto. (See also inside of back cover.)



Three RCN (R) Cadets assist in securing HMC "ML 124" alongside the frigate HMCS "Antigonish" during a recent training cruise. They are, left to right, Cadet Tim Evans, Montreal, a student at Sir George Williams College; Cadet Stuart White, Chatham, Ont., Queen's University, and Cadet Kenneth McCrea, of Winnipeg, University of Manitoba. Cadet McCrea holds the status of chief cadet captain of his unit.

WEDDINGS

Lieut. (O) M. H. E. Page, HMCS "Shearwater," to Miss Sheila M. B. Williams, of Victoria.

Lieut. (P) Mervin C. Hare, HMCS "York," to Miss Barbara A. Vokes, of Toronto.

Lieut. (E) R. St. G. Stephens, HMCS "Magnificent," to Miss Clotilde Montserrat Gonzales Llubera, of Belfast, Northern Ireland.

Mr. Hubert Norbury, Warrant Officer (SB), HMCS "Naden," to Miss Marjorie A. Race, of Victoria.

PO George F. Kinch, HMCS "Naden," to Miss Elizabeth McKay, of Victoria.

Ldg. Sea. N. F. Williams, HMCS "Ontario," to Miss Lillian Clyne, of Winnipeg.

AB L. Kahler, HMCS "Rockcliffe," to Miss Ruth Stone, of Kimberley, B.C.

AB E. W. Tainton, HMCS "Rockcliffe," to Miss Dorothy Lavigne, of Winnipeg.

BIRTHS

To PO L. Sheppard, HMCS "Naden," and Mrs. Sheppard, a son.

To AB W. C. Paly, HMCS "St. Stephen," and Mrs. Paly, a son.

COMPLETE ELECTRICAL CONVERSION COURSE

The following chief petty officers and petty officers have completed a conversion course in HMC Electrical School, Halifax, qualifying them for electrical technician, trade group 4: CPO's Edward Sainsburgh, Winnipeg; Gerald Lister, Pelly, Sask.; Donald Newman, Oswald Southron, Thomas Cooper and Vincent Krulicki, Victoria, and Donald Currie and Arthur Gardner, Halifax, and Petty Officers Richard Lea and Bernard McInnis, Halifax; Ernest Young, Montreal, and Robert Clemens, Victoria.



ATLANTIC COAST

HMC Communications School

Leave period for the school started July 25 when the majority of East Coast personnel left for two weeks. The Westerners got their annual leave on completion of their courses.

Sports activities have been numerous lately. Besides showing a keen interest in inter-part and inter-departmental events, some of the lads are practicing daily for the Barracks Regatta to be held shortly. Under the leadership of PO Albert Bonner, the track and field enthusiasts have been putting up a very fine show.

Ord. Sea. John MacLarty of Ottawa, after a session in hospital, has proceeded home on leave.

PO Jim Layton, of Halifax, the

popular instructor of CR Class 25, has undergone an operation but will soon be on his feet and on leave.

Ord. Sea. William Hogg left for Albro Lake Radio Station after completing his course. Ord. Sea. Earl Exley has been drafted to HMCS "New Liskeard."

CR Class 22, under Petty Officer Bonner, completed its course with a very high standard.

The following men will be drafted shortly to various ships and establishments: Ordinary Seamen Robert Morehouse, Raymond Hebert, Basil Murtha, Wilfred Lumsden, James Horncastle, Clark Spence, Stanley Wells, John Plunkett, Allan Oslic, Gordon Whitehead, David Walling, Lynwood Webber and Frank Tyler. — D.M.

HMCS "Iroquois"

Recently returned to active duty as a training vessel for UNTD personnel, HMCS "Iroquois" proceeded to sea on July 9 with 101 Cadets, RCN (R), aboard.

This first cruise in her new role took the ship to St. Margaret's Bay, just south of Halifax, to Inhabitant's Bay and St. Anne Bay, on Cape Breton Island, and Charlottetown, Prince Edward Island.

While at anchor in St. Margaret's Bay on July 11 the regular ship's company and the cadets turned to in a body and painted ship.

Charlottetown was reached on July 16 for a two-day visit. The ship was open to visitors on both days and a total of about 800 persons took advantage of the opportunity to inspect the destroyer. HMCS "Queen Charlotte," the naval division at Charlottetown, arranged a reception for "Iroquois" officers and dances for the cadets and the ship's company.

An interesting feature of the visit to St. Anne Bay for a group of University of Toronto cadets was a meeting with the president of the University, Dr. Sidney Smith, who was motoring in the area. He stopped and chatted for some time with the students.

HMCS "Haida"

Getting a brief respite from anti-submarine and air warfare exercises, HMCS "Haida" visited St. Andrew's, N.B., July 1-4 and the ship's company found themselves in the thick of local activities.

The neighbouring towns of St. Stephen, N.B., and Calais, Maine, were busy with their annual four-day



Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, saw his dockyard from a Bell helicopter recently. While Admiral Mainguy was being entertained at luncheon aboard the American icebreaker USS "Edisto" by Captain B. N. Rittenhouse, USN, and his officers, "Edisto's" helicopter was making some practice runs around the harbour and the Admiral was invited to take a spin. The pilot is Lieutenant J. Armstrong, USN. — *US Navy Photograph.*



During HMCS "Haida's" visit to St. Andrew's-by-the-Sea, July 1 to 4, Barbara Ann Scott and her mother, Mrs. Clyde Scott, who were vacationing at St. Andrew's, paid a visit to the ship. Left to right, are: Lieut. J. L. Panabaker, the ship's executive officer, Lieut.-Cdr. E. T. G. Madgwick, commanding officer, Mrs. Scott, AB Donald Gordon, quartermaster, and Miss Scott.

round of parades and festivities for which the local residents and hundreds of visitors turn out every year in the cause of international goodwill. Twenty men, with Sub-Lieut. Andrew McMillin in charge, marched on two different occasions and received considerable praise for their precision and smartness. A boxing tournament was held in St. Stephen and two men from "Haida," AB Paul Melanson, of Halifax, and AB T. Mason, of Toronto, put on an exhibition bout. Dances were held nightly in both towns.

One of the highlights of the stay in St. Andrew's was a visit to the ship by Barbara Ann Scott, who was vacationing there. Everybody was delighted with the charming guest, but none more than Ord. Sea. R. Taylor, of Toronto, whom Barbara Ann visited in sick bay. His recovery afterwards was extremely rapid.

PACIFIC COAST

HMCS "Crescent"

"Crescent's" first sea trip following her return from China and a short period alongside in Esquimalt was a

rather unusual one. Slipping at 0600, she proceeded to Vancouver where she secured alongside the C.N.R. wharf at noon and embarked 90 members of the Canadian Women's Press Association. By 1340 they were all aboard and the "Crescent" slipped and headed back for Victoria. The guests showed a keen interest in naval life and were shown all parts of



A gleaming cruiser greeted Rear Admiral H. G. DeWolf on his second inspection of HMCS "Ontario" since he assumed the office of Flag Officer Pacific Coast. Drawn up smartly on the jetty, "Ontario's" ship's company waits for the Admiral's inspection following his tour of the 9,000-ton cruiser.

the ship from the bridge to the engine room. Arriving in Esquimalt the ladies disembarked at 1815.

After a weekend at anchor in Patricia Bay, the "Crescent" joined with the "Ontario" and the "Athabaskan" for two days of exercises in the Straits of Georgia, anchoring in Plumper Sound in the evenings.

The ship's next trip, in company with the "Athabaskan," was to Skagway, Alaska. During the passage exceptional weather conditions were enjoyed as well as some rugged Alaskan scenery.

The jumping-off point for the "Trail of '98," Skagway is small and extremely quiet in comparison to its former days of gold rush splendour. It has, however, many interesting relics and souvenirs of its famous past.

The two-and-a-half day stay gave the "Crescent's" softball team just enough time in which to fatten its record by defeating the "Athabaskan" team and one from the town of Skagway in two hard-fought games.

HMCS "Beacon Hill"

"Beacon Hill" recently embarked on the second of three training cruises for RCN (R) cadets from Canadian universities. The group which left

the ship on July 9 after four weeks of steady training demonstrated an abundance of willingness, industry and co-operation. With the Cadets was their term lieutenant, Lieut. W. McCorkell, RCN (R), assisted by PO T. Shuckburg.

On completion of their sea training period the cadets went through various evolutions on board under the watchful eye of the Reserve Training Commander. The results were good and much satisfaction was felt by those members of the permanent ship's company who served as their instructors.

In addition to cadets, a group of six stokers from HMCS "Naden" is taken aboard for training under CPO Donald Osborough and CPO John Harper during each cruise.

A new member of the ship's company must now be introduced. He was acquired from a family in Bedwell Harbour. It is only fitting that he should be the centre of attraction, for how many ships have a goat for a mascot? (Albert by name, age two months).

Chief Petty Officers' Mess

The second social event of the season to be held by the Chief Petty Officers' Mess of HMCS "Naden" took the form of a "weiner roast" on the beach at Cordova Bay and dancing in McMorrans' Pavilion. Attendance totalled 137 and everyone expressed the hope that a similar function would be held in the near future.

Sparked by the organizing ability of CPO Johnny Lawrence and kept moving by Master of Ceremonies CPO Earle Sealy, the event became a dual affair when it was learned that CPO and Mrs. E. Worth were celebrating their second wedding anniversary.

Working clothes were "piped" as the rig-of-the-day and CFO E. E. Moore was detailed as the "Weiner Bos'n", while CPO Les Noon took care of other refreshments. Transportation to and from Cordova Bay was provided out of mess funds.



Miss Fairfax Mason, of Bridgeport, Connecticut, who won the title of "Miss Atlantic" at Halifax July 23, is shown with Cadet Michael Steers, RCN (R) of Ottawa, shortly after being awarded her crown. Steers was one of 30 cadets "detailed off" to escort the fair contestants during the Miss Atlantic pageant.

TAS Training Centre

While a certain air of quiet prevails around the TAS Training Centre and the "other building", formerly known as the Anti-Submarine School, there is plenty going on in the realm of training and other activity.

In the way of personnel changes, PO G. R. Harnett recently joined the instructing staff, and PO Johnny Bing is now "seagoing" with HMCS "Ontario." PO Ron Hamlin, completed a TD 3 course and is doing TAS instructional duties in the "Beacon Hill."

HMCS "Antigonish"

"Antigonish" is now engaged in training a second group of UNTD Cadets and Bedwell Harbour is becoming a familiar spot.

The first of a series of inter-ship regattas was held in Bedwell Harbour in July and ended in a tie with the "Beacon Hill." Outstanding for the "Antigonish" was the seamen's crew.

A week-end in Seattle highlighted "Swish's" recent training schedule and plans are that it will be repeated at least twice more within the next three months.

Gunnery Training Centre

The Gunnery Training Centre is always a hive of activity, or so it seems, since the gunnery people are invariably in the middle of something. Training and "brush-ups" for parades, funerals, marches, gunnery shoots, rifle matches, divisional courses, special guards and other affairs and events too numerous to mention, are constantly being undertaken in addition to the normal day-to-day activity.

PO Sam Shaw is doing the duties of gunnery instruction on the parade square, along with Petty Officer "Doc" Neilson.

CPO Dennis Colegrave has gone to the "Crescent" after three years of instructing in "Naden." Following two years aboard the "Ontario" Able Seaman Richard Griffin is enjoying some "shore time" on the Gunnery School Staff as Gunnery Lieutenant's Writer. Also back in the Training Centre, after successfully completing a Gunnery Instructor's course overseas, are CPO John Rafter and PO James Luke. Meanwhile, PO John Stewart relinquished his gunnery rating of Layer and is now undergoing a course for Radar Controlman.

Supply School

The sixth Supply Officers' technical course graduated late in June. Five sub-lieutenants from this course proceeded to the USN Supply Corps School at Bayonne, N.J., for nine months of study of USN supply procedure.

A team of five psychologists, representing the Defence Research Board, is conducting research in the school on the relation of entrance standards to job requirements for cooks and stewards in the RCN.

Lieut.-Cdr. (S) P. H. Sinclair recently became officer-in-charge of the Supply School, relieving Lieut.-Cdr. (S) F. D. Elcock, who has started a nine-month course in logistics. Lt. Cdr. Elcock had been with the school for the past two years.

Mechanical Training Establishment

An impressive number of officers and men, both RCN and RCN(R), have completed courses at the MTE in HMCS "Naden" this year. The short but intensive fire fighting and damage control course has had the largest attendance, more than 1,500 since January.

Thirty-eight first year and eight second year Cadets (E), RCN(R), have completed five weeks in the cruiser "Ontario" and are continuing their training in the MTE. In addition 162 RCN(R) cadets of all branches have taken one week of engineering training and one of damage control.

To date, 196 stoker mechanics have completed new entry stokers' training courses in internal combustion engines, damage control, fire fighting and engineering and have been to sea for short cruises in HMCS "Antigonish" and "Beacon Hill." Just for good measure, 25 re-entries have completed short courses in various subjects.

HMCS "Athabaskan"

Following visits to Nanaimo, Nanoose Bay and Plumper Sound, "Athabaskan," in company with "Crescent," paid a three-day visit to Skagway, Alaska. The scenic grandeur of Alaska's snow-capped mountains and crystal glaciers caught everyone's eyes, while Skagway, terminus of the Whitehorse and Yukon Railway, lived up to all expectations.

NAVAL DIVISIONS

HMCS "Star"

(Hamilton)

A full programme of training is being carried out by HMC "ML 106" and the opportunity is afforded several times a week for reservists to get out in the Fairmile. The harbour craft are also being kept busy on evening and week-end cruises and naval boats have become familiar sights along the shores of Lake Ontario.

Quite a few men made use of the chance to get seatime in a larger

craft when the Algerine minesweeper, HMCS "Portage," called at "Star." In addition to the Hamilton reservists, the "Portage" took on short cruises parties of local citizens and Sea Cadets, all of whom proved to be most enthusiastic sailors.

During the stay in Hamilton, several sport and social functions were arranged to enable the men of the "Portage" to become better acquainted with the division and the city. In an inter-ship baseball game,

was a shmoo. The captain looked again, this time at the lookout.

However, when the object was taken on board that uncomfortable individual was vindicated; it was a shmoo, a large, white rubber balloon type seen frequently on bathing beaches.

HMCS "Prevost"

(London)

Outstanding event at HMCS "Prevost" during July was the visit of HMCS "Portage". More than 40



A. Hewitt, of London, Ontario, a Royal Navy pensioner since 1890, is shown the depth charge throwers on HMCS "Portage" by Lieut. James Butterfield, First Lieutenant of the minesweeper. Mr. Hewitt was among the large number of London citizens who went aboard the "Portage" during her visit to that city. He served in the Royal Navy when muzzle-loaded guns were a warship's main armament. He took part in the bombardment of Alexandria in HMS "Severn" and for a while after his discharge from the Royal Navy was with the Chinese Customs Service.

"Portage" soundly trounced "Star."

The crew of "ML 106," are talking about an amusing experience which occurred while on a cruise in Lake Ontario early in July.

It seems that shortly after 1200 on July 2, while the hands were at dinner, the lookout reported a white object in the lake ahead. The officer of the watch looked and called the captain. The captain looked and asked what it was. The lookout, after some deliberation, ventured the opinion it

officers and men from the Division were able to put in training periods ranging from three to the full ten days of the minesweeper's visit. The "Portage" also took members of the Army and RCAF, the Naval Officers' Association, Sea Cadet Corps and civic officials for short afternoon and evening cruises on Lake Erie.

Climax of the ship's visit was an assault landing on the beaches of Port Stanley, which was watched by several thousand people. (See Comrades in Arms).



Winners of the Navy League's essay contest whose awards included a visit to Halifax during Navy Week are shown here on the flight deck of USS "Midway." Left to right they are Gerald A. Taylor, Sussex, N.B., Kay V. Marshall, Moose Jaw, Dominion medalist, Katherine MacLean Charlottetown, Myrna Robar, Little Liscomb, N.S., John Hubicki, Toronto, and Robert Burns, Montreal. The "Midway" was one of fifteen warships in port for Halifax Navy Week.

HMCS "Hunter"

(Windsor)

A gala ship's company party on the drill deck ended the training season at HMCS "Hunter". A crowd of more than 600 attended and enjoyed the dancing. Members of HMCS "Portage's" crew attended the party as their farewell to Windsor. After a two-week stay in the Windsor area, "Portage" slipped the next morning on her return trip down the lakes.

During the summer months, an honour guard under Lt. T. A. Tarleton, gunnery officer, has been training every Monday evening.

Preliminary work on choosing the team for the Great Lakes Naval Regatta at HMCS "York" over Labor Day week-end also has begun. It is intended that "Hunter" will send a full team of six officers and twelve men to take part in all events.

HMCS "Catarqui"

(Kingston)

In spite of the smaller attendance which is usual during the summer months, HMCS "Catarqui" is still going full speed ahead with training. The unit system developed by this establishment is almost over its "teething troubles" and many useful training periods have been put in

aboard various harbour craft, cutters and whalers.

Crews of two vessels of the United States Navy were entertained by the ship's company, the highlight being a dance on board "Catarqui."

Approximately 60 men from "Catarqui" spent two weeks in HMCS "Portage" when the ship was at Kingston toward the end of July.



Bill Law, of Winnipeg, centre, and W. G. Oliver, principal of Daniel McIntyre Collegiate, in Winnipeg, try out sound powered telephones during a tour of HMCS "Naden," Esquimalt, as guests of the Navy League of Canada and the RCN. Lieut. (L) W. F. Harris, RCN, HMCS "Naden," explains the operation of the telephones. Bill Law was one of the regional winners of the recent National Essay Contest, sponsored by the Navy League. A trip to the coast and a visit to the fleet was one of the prizes he won. Other prize winners who, with their school principals, were guests at the Esquimalt naval base, were Gerald Dessault, Mission City, B.C.; Bruce Miles, High River, Alberta, and Nellie Healey, Eston, Sask.

HMCS "Scotian"

(Halifax)

Missing from the wardroom is a piece of silverware long familiar to the officers of HMCS "Scotian." The Lieut.-Cdr. W. G. Allen Challenge Trophy for rifle shooting now reposes in the Division's Seamen and Stokers mess, members of which won the cup in a recent competition. On the winning team were Ordinary Seamen Don Howard, Tony MacGillivray, D. A. Nickerson, D. Reid, B. C. MacQuarrie, W. Hoare and G. R. Bradley.

Delegates to the Naval Officers' re-union in Halifax were guests of the Division at a reception held in the Wardroom. It was the first time the Wardroom had been used since being remodelled and re-decorated.

Two officers from the division are now serving with the RCN. Lieut. (L) William Christie, a recent graduate of the Nova Scotia Technical College, is serving in HMCS "Stadacona." Lieut. A. A. McLeod is on special naval duty for two years with the Reserve Training Commander, also in "Stadacona."

The Naval Armourer

Maintenance Of All Armament Is Now
Responsibility of Ordnance Branch

Since the war, several new branches have been established in the RCN and many of the old ones reorganized. New weapons and new equipment, in increasing quantities and of greater intricacy, have brought about changes so extensive that a man rejoining after being out of the Service for three or four years would hardly recognize it as the same Navy.

Although its officers and men remain, as they always must, primarily seamen — for the sea is eternal — they are, of necessity, becoming more and more specialized.

To acquaint its readers with what has been going on, *The "Crow'snest"* has been publishing, from time to time, articles on the various branches, why they have been so formed and what they do. Covered so far have been the Electrical Department, the Torpedo Anti-Submarine Branch and the naval educational system (Instructor Branch). The latest article in the series, dealing with the Ordnance Branch, appears here.

DURING the Second World War there existed in the RCN a number of technicians known as Ordnance Artificers. These artificers were attached to the Gunnery Branch and were employed on the maintenance of guns, mountings and control equipment.

In 1946, the Ordnance Branch was formed for the purpose of taking over responsibility for the maintenance of all armament, including underwater weapons, and their control equipment. The new branch was built up from two sources, firstly the original OA, or "machinist," and secondly the newly created Armourer, or "fitter." In July, 1948, it became clear that the requirement for a machinist had lapsed, and so the Ordnance Artificer disappeared. Actually, the two categories were merged under the one title of Armourer.

Later, it was decided that to facilitate training, the Armourer should be allowed to specialize, and so the men became Gunnery Armourers, Torpedo Armourers or Control Armourers.



Maintenance of equipment used for instruction is one of the duties of staff members of the Ordnance Training Centre. Above, two men work on one of the directors atop the Gunnery School. They are CPO T. D. Clarke, of Sarnia, Ontario, left, and CPO T. G. Heeny of Vancouver.

The training of the ex-OA's in the wider aspects of gun maintenance, and training of the ex-Gunnery and Torpedo rates in mechanical work, necessitated the setting up of a training establishment on either coast, and HMC Ordnance Training Centre, Halifax, and the Ordnance Training Unit, Esquimalt, were born.

The Ordnance Training Centre in Halifax is properly situated between the Gunnery and TAS Schools in HMCS "Stadacona" and it is in this establishment that the Armourer receives his lengthy training courses.

The course for the would-be Armourer begins with basic educational subjects such as mathematics, physics, chemistry and mechanics. From there, and by way of contrast, he goes to the Mechanical Training Establishment, where he qualifies as a fitter, his course covering many and varied aspects of mechanical training, such as tool-making, welding, gear cutting, heat-treatment, etc. To complete this section and to qualify for inclusion in the next half of the course, the Armourer candidate is required to prove his newly acquired skill by



Use of machine tools in the maintenance of equipment is among the skills developed by men in the Ordnance Branch. Shown above at a lathe in the Ordnance Training Centre, HMCS "Stadacona," is CPO R. V. Courtenay.



Stripping the tail of a torpedo in the Ordnance Training Centre, HMCS "Stadacona," are CPO E. M. Parker and AB J. F. Connors, both of Halifax, members of the staff of the OTC.

producing a fitting project to a high degree of accuracy.

Then follows the specialized training. The Gunnery Armourer devotes his whole time to the construction, operation and maintenance of all types of guns; the Torpedo Armourer masters the workings of all underwater weapons; the Control Armourer studies the fire control equipment used in the control of both gunfire and underwater weapon discharges.

This specialist training is carried on in the well-organized and equipped shops of the Gunnery and TAS Schools, under the direction of the Officer-in-Charge of the Ordnance Training Centre, Ordnance Commander H. M. Walker. The Gunnery School's shops are equipped with working specimens of gun mountings, from the well-known 4.7-inch destroyer gun to the small arms section in which specimens of all kinds of automatic weapons are laid out for inspection and reassembly.

The Control Armourer spends his time in the fire control shops and in classrooms fitted with the latest types of computer tables, control clocks and other complicated equipment used to solve the gunnery firing problem. The

Torpedo Armourer begins his training in the Whitehead shops, working on the maintenance of the engines, steering motors, etc. of the modern 21-inch torpedo. Then he goes on to study the working parts of the conventional moored mine, and later to the more complicated types of mines. Anti-submarine weapons are most important in the RCN and so he spends some time on the squid and hedgehog, and last, but not least, on the depth charge.

To round out this course of a year's duration, all three types of Armourer spend a short time in one of HMC Armament Depots, seeing how their equipment is completely overhauled and how modifications are carried out. This is perhaps the most valuable period in their training, because it gives them the opportunity to see for themselves how much damage can be done to valuable equipment by inadequate maintenance afloat.

DIVISION'S FAIRMILE HAS BUSY SUMMER

"Hands to stations for leaving harbour" is a well known pipe on

board ML 121." Today she may be at Deseronto, to-morrow at Brockville — always on the move.

Besides week-end cruises, the primary purpose is to supplement the drill nights at each unit of HMCS "Catarqui" with training afloat, rather than in barracks, during the summer. Therefore, each day finds the Fairmile in a different town. The reserves come on board about 1900 and carry on to their part ship until she is secured for sea. Then they take up their posts on watch. The men from each unit have been divided into a three watch system in order to make the instructional classes smaller and to carry out as nearly as possible a proper watch-keeping system. During the next two or three hours, the watches will have changed completely around and all will have done their trick at standing lookout, quartermaster, etc., working part ship and one period of instruction.

Extra-curricular activities have been many and varied. The ship's company had the pleasure of welcoming the Governor-General on board while in Brockville, in mid-July, for the Centennial celebration. Members of the ship's company marched with the Brockville Unit as part of a parade and "ML 121" patrolled the course for the speed-boat races in the afternoon. A similar job of patrolling was done at the Belleville regatta.

There has been little time for much sports activity, outside of swimming. However, proficiency here enabled two members of the crew to save a person's life recently while at Picton.

Discipline has been very good, with only one serious defaulter. At the moment he is marked "run." Description: hazel eyes, brown hair, average build, name Ord. Sea. "Brownie," official number, R-K9. Duties: ship's mascot.

The training should prove of great value to each individual for future advancement. At any rate, all have had a chance to learn a little of the ways of the sea as may be found in Psalm 107, Verses 23-31.

The Navy Plays



Naval Marksmen Score On Prairie Ranges

A team of sharpshooters returned to the RCN's Pacific Command recently with an assortment of medals and silverware won at the Alberta Provincial Rifle Association Meet at Calgary. Shooting against seasoned aggregations from Alberta and parts of the United States, the Navy marksmen stacked up well in all events, finishing "in the money" in both individual and team competitions.

CPO's Hugh C. Dunbar, Albert E. Sewell, E. A. Moore, and Thomas Chandler teamed up to win the Armstrong Memorial Plaque. CPO Moore went on to cop a gold medal in individual competition, and a silver medal in the 1,000 yard match. Chief Sewell took away a silver medal in the 800 yard event, and CPO Denis Colegrave added another silver medal in the tyro revolver match. Sub.-Lieut. (NS) Hazel Mullin placed in the 200 yard shoot and received a bronze medal, while CPO D. Freeman won a bronze medal in the tyro match.

Other members of the Navy team included CPO's David Rimmer and Colin Henderson of "Naden" and CPO William Mundie of HMCS "Nonsuch," Edmonton.

The team thoroughly enjoyed its stay at Calgary, which was made especially pleasant by the hospitality extended by Col. Harry Snyder, commandant of Sarcee Camp, where the shoot was staged.

Earlier an RCN team composed of Mr. G. Grivel, Gunner, CPO Moore and CPO Dave Freeman brought the Navy the Wilkerson Shield for the third straight year.

CPO Moore also qualified for the B.C. team in the second stage of the B.C. Rifle Association shoot in July.

Six-Man Football Planned At "Stadacona"

Plans are going ahead at HMCS "Stadacona" to introduce six-man football as another event in the inter-part sports competitions at the Halifax base. The rules are a combination of the regulations governing twelve-man "touch" football and six-man "tackle" and have been worked out by Lieut. Donald J. Loney, RCN (R) of HMCS "Carleton," Ottawa. Lieut. Loney, who is captain, and first-string centre of the Ottawa Rough Riders football team, Eastern Canada

champions, recently completed a period of voluntary service at the P. and R.T. School in "Stadacona."

The new league will allow a large number of football enthusiasts to enjoy the sport in competition that minimizes the possibility of personal injury despite the light uniforms and equipment used.

It is hoped that the game will prove popular with the men at "Stad" and also at HMCS "Cornwallis," and that a play-off may be arranged between the two eastern training bases.



Sub. Lieut. (NS) Hazel Mullin, of HMCS "Naden," casts an experienced eye over her rifle before beginning a practice session on the .22 range at the west coast base. Sub-Lieut. Mullin, who began rifle shooting in 1947, has developed into one of the outstanding sharpshooters in the RCN's Pacific Command. She has already won several Canadian Small Bore Rifle Association awards, among them the prized Silver Medal. She has represented the Navy at a number of shoots and this year took part in the Alberta Provincial Rifle Association meet at Calgary and won a bronze medal.

Inter-Part Rivalry Increases At "Naden"

Inter-Part sports activity in HMCS "Naden" has stepped up considerably since the end of May. Every man now has a chance to play at something for his department — softball, water polo sailing, tabloid sports and track and field events.

The new "Cock-of-the-Barracks" trophy goes to the department accumulating the most points in all leagues. Through this friendly rivalry, "Naden" personnel are meeting one another and the establishment is losing its "we are just a depot" feeling.

Two winning softball teams in the Pacific Command, Navy Senior "C" and Navy Senior "B," are both on top of their respective leagues and both have captured the Zone One series for Island and B.C. championships. Runners-up to the Navy in the Island Zone playoffs were the Army "B" and "C" teams. The four evenly-matched teams met in an Army vs. Navy doubleheader during Navy Week, with the proceeds going to charity. Coach of the Navy Senior "C" is CPO Fred Potts, while CPO Alec Ross coaches the "Bs".

This is the first time the RCN has entered two teams in City League softball and the results shown and support given have been most encouraging.

West Coast Crews Hold Weekly Regattas

HMCS "Naden's" weekly sailing regatta, involving generally twelve boats — four whalers and eight cutters — has now resolved itself into a battle between CPO James "Slinger" Woods, Coxswain of the Manual Party, Surgeon Commander W. J. Elliot and his RCN Hospital boat, and CPO Earle Sealy at the helm of the gunnery entry.

Shoving off about 1400 every Thursday, it takes the boats about an hour to do the course around Esquimalt harbour. The scheduled sailings are controlled by the "Naden" Sailing Committee, under the chairmanship of the First Lieutenant, Lieut.-Cdr. J. C. L. Annesley. The

regatta is part of the inter-part sports programme for the barracks and each boat receives so many points towards the recently inaugurated "Cock-of-the-Barracks" trophy.

Close Race Features Track, Field Meet

Action, and plenty of it, featured HMCS "Stadacona's" annual inter-part track and field meet held at the Wanderers grounds. The outcome of the meet was in doubt until the final event as Communications and UNTD teams staged a neck-and-neck battle



His Immaculate Majesty, the Sultan of Swat, Order of the Fig Leaf, Brotherhood of the Celestial Beet, Knight Grand Cross of the Suspender, democratically condescended to attend the "Stadacona"-Cornwallis officers' soccer game and perform the official kick-off. He is shown above (breathing a little heavily) just after starting the game. Who is he?

for top honours, with the nod finally going to the Communicators by the count of 49 to 48 points. Miscellaneous wound up in third place with 37 points while Electrical School trailed with 14 points.

The individual aggregate trophy went to Petty Officer Mel Lumley of the Miscellaneous team. He starred in practically every field competition and won the field event trophy in addition to the grand aggregate. Able Seaman Edward Parsons was the outstanding competitor in the track division as he won the mile and the 440, and then sparked his team to victory in the mile relay.

Track and Field Events Draw Large Entry List

Weekly inter-divisional track and field competitions in "Naden" have attracted large and enthusiastic entries from all departments.

Early in the season eight tabloid track and field competitions were run off in as many weeks, with all departments in "Naden" represented. An average of 120 men participated in each of these meets and a gradual physical conditioning of competitors has resulted. Supply School "A" team took top honours.

On July 14 "Naden" held its first elimination track and field meet in preparation for the finals. Interest in the meet was indicated by the large number of entries in each event. The 100-yard dash alone drew 79 entries and 82 men participated in the broad jump on the same afternoon. Seventeen events were run off.

Frigates Compete For Sports Honours

The two west coast frigates, "Antigonish" and "Beacon Hill", tangled in whaler racing and softball during the past month, with the latter showing the better record. "Beacon Hill" won the cadet softball game and followed up with another victory in the ship's company game before finally dropping one to the "Antigonish" crew. In a regatta, the ships were deadlocked at 10 points each.

Hold Regattas On Ottawa Lakes

Members of the Naval Headquarters Sailing Club and personnel from HMCS "Carleton," the naval division in Ottawa, have taken part in two sailing regattas during the past few weeks.

The first was an all-Navy affair held on Dow's Lake, Ottawa, on July 27, the competing craft being eight Admiralty-type 14-foot dinghies.

Capt. (L) W. H. G. Roger, with Lieut.-Cdr. (L) E. J. Apps as crew, won the feature race of the day and the regatta championship. They also won the second heat race. Other winners were Lieut.-Cdr. John Bovey, skipper, and Lieut. D. M. Howitt; Lieut. I. B. B. Morrow, skipper, and Sub.-Lieut. J. S. Ker; Lieut.-Cdr. (P) F. W. H. Bradley, skipper, and Mrs. Bradley; Lieut.-Cdr. W. H. A. Moxley, skipper, and Miss Margaret Ryerson.

On the racing committee were Cdr. J. S. Davis, officer of the day; Cdr. H. L. Quinn, Cdr. W. A. Childs, Lieut.-Cdr. Moxley, assistants, and Cdr. (L) J. C. Gray, regatta secretary.

Ten days later the naval sailing enthusiasts took their boats to Lake Deschenes on the Ottawa river for a week-end of competition with members of the Britannia Boating Club. Here the Navy men did well, particularly when sailing BBC boats in the International classes.

Supply School Sighting On Barracks Trophy

The Supply School has been doing exceptionally well in the "Naden" inter-part sports during the summer. Representatives of the school won the tabloid sports programme, were leading, at the time of writing, in track and field and water polo, and were making a good showing in the softball league. By keeping up their present showing in these sports the Supply men can ensure that the "Cock-of-the-Barracks" trophy for the overall winner of all sports during the summer will come to rest in the School.

Thanks, Doc

A model ship made by the Mechanical Training Establishment, Electrical Department and Ordnance shops from the propeller of a naval aircraft has been presented to Doctor M. J.



Thompson of Kirkland Lake, Ontario, by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast. The inscription reads, "Presented to Doctor M. J.

Thompson in appreciation for services to RCN hockey team in 1949."

During the intermediate playdown series with Rouyn Flashes last spring at Kirkland Lake, the Navy team was without its own medical attendant. Dr. Thompson, however, came to its assistance and in the course of two games set a double fractured jaw (Goalie CPO Mel Davis) and put a total of 13 stitches in other injured players.

Navy Boxers Take Four N.S. Titles

Four members of HMCS "Stadacona's" five-man boxing team came through to take top honours in the Nova Scotia amateur boxing championships. The team was headed by Sub Lt. (L) Michael Milovick, who acted as coach and also handled the light heavyweight chores. Other members to win titles were Sub Lt. (L) Charles Nixon, lightweight, Sub Lt. (L) James Bird, welterweight, and Cadet John O'Connor, junior welterweight.

Ball Team Rallies After Slow Start

After a slow start, the "Stadacona" team in the Halifax Senior Softball League is now firmly established in third place, 3-1/2 games behind the league-leading Monarchs. With seven games left to play in the regular schedule, the Navy men stand a good chance of bettering their position before the playoffs.

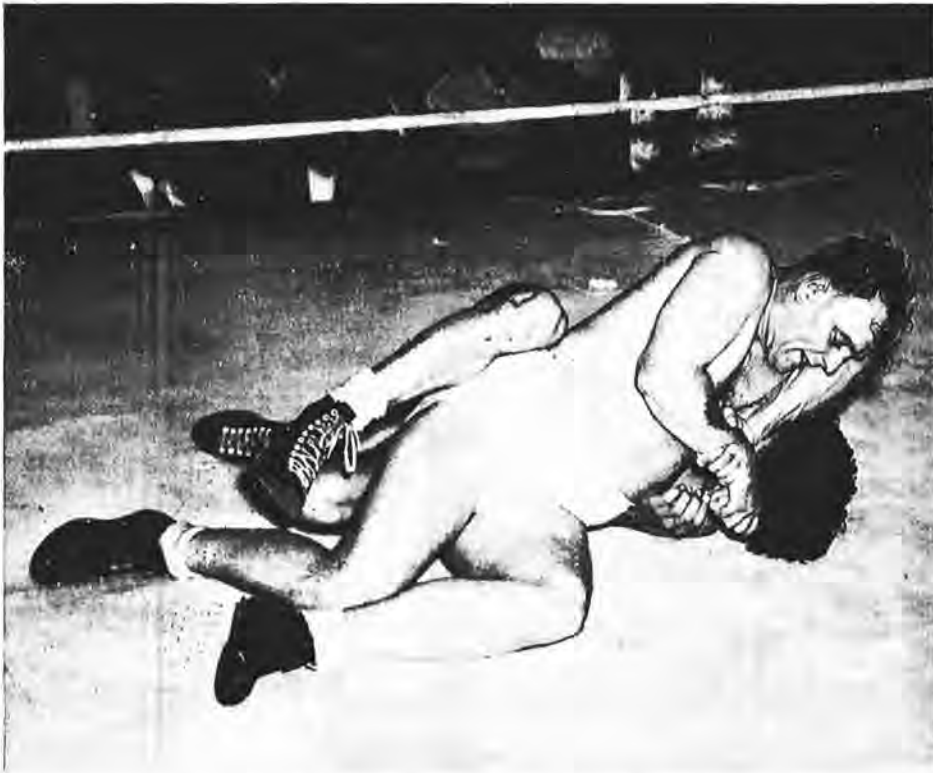


Members of HMCS "Stadacona's" team in the Halifax Commercial Softball League are shown above: Front row (left to right) CPO Roy Hanson (equipment manager), Sub.-Lieut. (L) Ernest Gummer, CPO Bernard Gordon (playing coach), CPO Duncan Stevenson, AB Rene LaPointe and Lieut. (E) Victor O'Connor (manager).

Centre row — PO Alvin Coe, AB Roy Glenen, PO Francis Lowe and Ord. Sea. Raymond Burke.

Rear row — PO William Bayers, PO Donald Newman, AB Thomas Thompson, AB Albert Ethelston and CPO Edward Moore.

The team's mascot and bat-boy is "Tommy" Thomson, son of an ex-Master-at-Arms of the RCN. Missing when the picture was taken were Lieut.-Cdr. (L) Stuart Paddon, CPO Douglas Babineau, AB Robert Buchanan and AB John Knowler.



The "grunt and groaners" took over for a night at HMCS "Shearwater" and provided a wrestling card which mixed excitement and histrionics. In the photo above two matmen give their all during one of the bouts. PO Douglas Payne, of HMCS "Stadacona," temporarily has the upper hand — the rest of the anatomy belongs to PO John Sawatsky, of "Shearwater."

First Wrestling Show Held At "Shearwater"

The biggest July sports event in HMCS "Shearwater" was "Grunt and Groan Night," held in the gymnasium July 16. The first wrestling show to be held on the station, it attracted a good crowd and was well received. The feature bout of the card was a tag-team match with a pair of roughhouse locals, Bill Rhyno and "Bull" Ward, opposing Petty Officers Doug Payne and Charlie Roach. The first fall went to Rhyno when he pressed Roach to the mat. The second fall went to Roach after a round-house swing from Rhyno floored Ward. With no holds barred the battle for the third fall displayed every type of hold and blow known to wrestling. Ward finally got a leg lock on Roach's head and pinned him with a body press for the winning fall.

Of special interest to "Shearwater's" personnel was the match between PO Johnny Sawatsky and PO Payne. The boys showed admirable sportsmanship all through this very enjoyable

bout. The decision went to Payne after a nail from Sawatsky's shoe cut Payne's leg. Officials were "Curly" Alguire, referee, and CPO Hugh Clarke and PO Percy Banning, time-keepers. The M.C. was CPO Andy Chartren.

Inter-part softball playoffs are under way with nine teams on the rolls. It's a knock-out final so the winning team will have to be on the bit.

Cadets Cop Medals At Highland Games

Five cadets from HMCS "Stadacona" represented the UNTD at the stiffly contested Highland Games held at Antigonish on July 20, and returned to the barracks with two cups and a medal. Cadets Bruce Waldie won second place in the 100 yard dash, Cadet Richard Marshall was second in the 880, both being awarded silver cups for their efforts, while the cadet relay team kept in the mood by finishing second in the one mile relay to cop the medal.

Cadets participating in the events were, in addition to those mentioned, Emery Harris, Gordon Philpott and William Tiller.

"Shearwater," "Cornwallis," Teams Break Even

Early in July an officers' soccer team and a men's softball team from HMCS "Shearwater," journeyed to HMCS "Cornwallis." It was one of the hottest days of the summer — hardly good soccer weather. After 60 minutes of rugged play the score stood 3-1 for "Cornwallis." Instructor Lieut. K. D. F. McKenzie was the big gun for "Cornwallis," scoring his team's three goals, while Instructor Sub-Lieut. D. P. Sabiston was a very capable team-mate. "Shearwater's" goal, however, was the picture score of the game, Lieut. (P) R. L. McKay making the shot from a very difficult angle. Lieut. (O) P. C. Berry was the mainstay of the Air Station team, strong on offence and defence. Commander P. D. Budge, "Cornwallis" Executive Officer, handled the whistle and didn't miss a thing.

The softball team fared better and trimmed the "Cornwallis" nine to the tune of 12-3. AB George Roemer pitched the entire game and was well supported by his team-mates. Future games with "Cornwallis" are being planned.

Youngsters Receive Swimming Instruction

The "young fry" have invaded the swimming pool at HMCS "Stadacona" and the air is thick with yells, laughter and splashing. The children of naval personnel take over every morning from 1045 to 1145, with separate classes for swimmers and non-swimmers. A total of 203 children including 50 non-swimmers, and ranging in age from 5-½ to 16 years, attend the classes. Each Saturday, the P and RT staff welcomes the Halifax City Playgrounds and YMCA, with some 200 youngsters attending water safety and swimming classes.

Novel Prizes Awarded Regatta Race Winners

"Chief, you're all wet!" An OD said it and he didn't get in the rattle! Chief Petty Officer J. Kitson had just been thrown in the drink as winning coxswain in one of the whaler races in the Communications School Regatta which was held Friday, July 25.

It was a day of great joy for men of the Communications branch in Halifax. Not only were the winners of each heat to receive silver dollars for their prowess, but they would also have the opportunity of seeing officers, chiefs and petty officers straining their backs for the cause.

Enthusiasm was at a high pitch but nobody had a personal cheering

section like Petty Officer Bernard Roberge. Mrs. Roberge, conveying four little Roberges, came down from Dartmouth to see "Daddy" thrown overboard. When Daddy's CR 27 crew rowed him to victory, the cheers were deafening.

After all was over, classes were fallen in in front of the school and Lieut.-Cdr. J. C. O'Brien, Officer-in-Charge, presented the prizes. The prizes—a new silver dollar per thwart for each winning boat—were handed out to the cox'ns. The silver dollars (procured somehow by CPO William Cavanagh) commemorating the entrance of Newfoundland into Canada, will probably be collectors' items in a few years.

The winners of the regatta, CR 28, represented the Communications School in the mammoth regatta held during Navy Week. The members of the team, Ordinary Seamen P. Baran, J. Pope, A. LaTarte, G. Wells and J. Ellis, won three silver dollars each

and a small silver cup for their superior rowing ability.

"Stad" Soccer Team Has Fine Record

HMCS "Stadacona's" soccer team is still going great guns and boasts an enviable record of only one loss in nine games. The lone set-back was suffered at the hands of HMCS "Cornwallis," who won a close 1-0 decision. With a break in their league schedule the "Stad" team played an exhibition game against the "Stadacona" officers, who topped the inter-part league, and coasted to an easy 6 to 0 win.

Captained by Mr. Alfred Wildsmith Warrant Engineer, the officers' team sustained only one defeat, at the hands of the MTE, in booting its way to the inter-part championship. The team was composed of RCN officers stationed in "Stadacona" and RCN (Reserve) officers and cadets who were taking annual training at the East Coast base.

Canine S(up)port

During a recent softball game between teams from the Army Garrison at Work Point Barracks, Esquimalt, and HMCS "Naden", the Army team received effective support from a somewhat unconventional source.

Ord. Sea. Norman Bowman, in the box at third base, was doing a good job of coaching the Navy runners, and an even better one of heckling the Army batters. Suddenly a large, ferocious-looking bulldog, which had been lying near the Army benches, leaped to his feet, charged across the diamond and stopped three feet in front of Bowman, facing him and with one forepaw raised. Bowman, assuming that his heckling of the Army had been too forthright for the dog's liking, cast a futile glance around at the bystanders for aid, then performed a cautious about-turn and tore off the field, followed by the crowd's cheers and jeers.

The bulldog just stood staring. It seems he had not been the slightest bit interested in Bowman, but in another dog, which had strolled on the field unnoticed by the third base coach and had taken up station a few paces behind him.

In spite of the bulldog's complete, though unintentional, moral victory over one of its members, the Navy team won the game 3 to 1. It is possible that the dog's proud owner, Major Clarke of Work Point Barracks, may consider educating Byndale of Bryngwynn the Third in anti-heckling duties for future ball games.



Studying one of the charts to be used during the voyage are Lieut. J. M. Cutts and Captain E. W. Finch-Noyes, sailing master and skipper, respectively, of HMC Yacht "Grilse," which placed sixth and led all Canadian craft in the classic Marblehead race, from Marblehead, Mass., to Halifax.



✓ SLOOPS-OF-WAR by "Skipper"

On page seven of the June issue of "The Crow'snest" there appeared a photograph of the sloop-of-war HMS "Cormorant" in drydock at Esquimalt in 1887. The photo stirred up many memories of my own experience with this class of ship, and a reflection on the curious and colourful history that lies behind the sloop.

The sloop never seems to have been a definite class of ship. In the Nelson age, sloops were found of every rig. If a vessel was purchased or built for a special purpose, she was called a sloop. Old-time ships like the "Bounty", "Endeavour," the original "Discovery" and many others were designated as sloops even though their tonnage and rigging varied quite considerably. Only when steam gadgets were applied to these ships did they seem to evolve into classes.

There was one class, mostly under 300 tons, sometimes brig-rigged and sometimes barque-rigged. Their names began with "Bul" and

included "Bulldog," "Bullfrog" and "Bulfinch." These ships, like many others of this group, found prominent use in the Black Sea during the Crimean campaign and in the Persian Gulf and the Bight of Benin searching out gun runners and slavers, and then ended their careers as fishery protection vessels.

There were also the larger ships that went by the names of birds. Of this class the "Cormorant," the first ship to use the naval drydock at Esquimalt, was a member. Others were the "Condor," "Magpie" and so on. These "bird ships" were usually about 350 tons, either "full" or barque-rigged and capable of about nine knots under steam. Armament consisted of four 4-inch breech-loading guns, and a small number of Hotchkiss or Nordenfellt machine guns, which were later replaced by Maxims. Their complement was about 80 officers and men, which generally included a corporal's guard of Marines. The ships were commanded by any officer above the rank of sub-lieutenant, and it was not unusual to see a

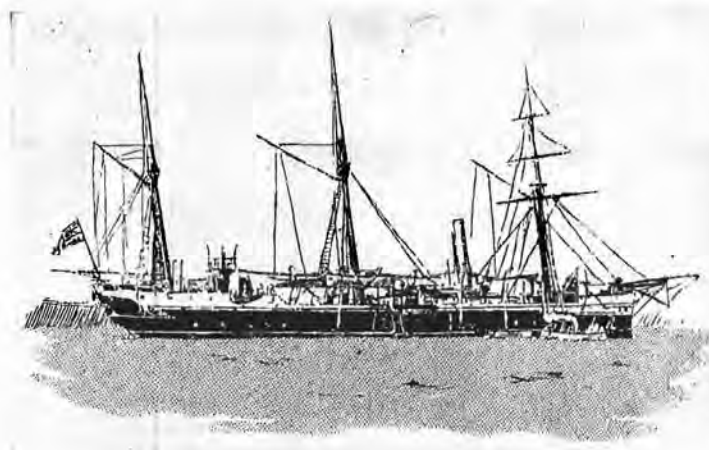
post captain as skipper of one of the sloops.

Generally speaking, the sloops were happy little ships and their "handiness" meant that they were often sent on detached duties. They were, in effect, the forerunners of the destroyers which the steel age brought.

The old-time sloops have left a definite mark on Canadian history and geography. If, while looking at a chart, you find an island, a shoal, or bay with a bird's name, ten chances to one it was discovered by some "Bird" sloop and named after her. There is a "Cormorant" Island on the British Columbia coast and there is a "Condor" Island in the Magellan Strait area, named after the ship that was later lost off the west coast of Vancouver Island.

★ ★ ★

Editor's Note: Bird class sloops were prominent during the Second World War and only recently one of them won world-wide fame, out of all proportion to her size, though not to



"Bird" sloops past and present. On the left is HMS "Thrush," of the 1890 period. On the right is HMS "Sparrow," a "Black Swan" class sloop and a sister-ship of HMS "Amethyst." (The photo of the "Sparrow" by courtesy of U.K. Information Service).

her exploit. She was HMS "Amethyst."

The deadliest and most noted submarine killer group of the war was composed of Bird sloops. They formed the Second Escort Group which, while under the late, brilliant Captain Frederick John Walker, RN, destroyed 20 German U-boats. Here are two of their more notable successes:

June 24, 1943: Two U-boats sunk within seven hours in Bay of Biscay.

Jan.-Feb., 1944: Six U-boats destroyed on one 20-day cruise, with the entire crew of one submarine taken prisoner. Three of these six U-boats sunk within 17 hours.

Among the ships comprising the group were HMS "Starling," "Woodpecker" (lost), "Wild Goose," "Wren" "Kite" (lost) and "Magpie." There were minor variations, but in general they had a displacement of about 1,300 tons, were 299 feet in length, carried three twin four-inch HA/LA mountings and were driven by geared turbines capable of producing about 20 knots. In profile they looked somewhat like the Canadian Bangor minesweeper, on a larger scale.

OLD SHIPMATES

The visit to Saint John this summer of the RCMP patrol vessel "Fort Walsh" was the occasion of a meeting of five old shipmates who had not been together for 30 years. They were John C. Kelly, Charles Bastable, William Harris, Albert Laskey and George Cameron, all of whom in 1916-17 had joined the Navy as Boy Seamen or Boy Signalmen.

Cameron, Laskey and Harris were recruited by Lieut. Woods, RN, in Saint John and along with the others were drafted to Halifax. At that time Mr. A. A. Hockley was in charge of "boys" and led them a merry dance. Many "amusing" incidents were recalled, such as scrubbing the decks in bare feet in January and living under canvas on MacNab Island in winter.

"We went to sea in HMS 'Shearwater' and escorted four Canadian drifters to Bermuda. There was one of us in each," recalled Laskey. "Shear-

water' was hard work, she was 'hand-draulic.' Later, some of us went to HMS 'Caesar' (Captain Falton 'Hooky' Brown)."

"Captain Newcomb, who lost a leg at Jutland, had the 'Niobe,'" said Kelly. "It was he who brought the cane back as punishment."

"I got six cuts for smoking once," broke in Harris.

"It was mighty cold in winter — no heating on board and once we had to haul back 'Niobe,' who had nearly broken adrift, in our bare feet and six inches of snow on the deck," said Bastable.

"Barry German was first lieutenant of 'Shearwater' and Alfie Wurtele was a cadet. Tommy Cox was the commissioned gunner. The captain was Bertram Jones."

"We got good education in the Navy and the food wasn't bad, either. The cleanest mess got ham and eggs on Wednesday and treacle for dessert, while the rest got tripe," said someone.

"One punishment you got was 10 A. You had to get up at 0500 and rig the shower bath," said another. "Niobe's" original mascot was a goat. He used to butt the boys as they went down the ladders. On Christmas Day, 1917, he ate some paint and that finished him off."

Kelly is now a Staff Sergeant, RCMP, and in command of "Fort Walsh," while Bastable is a Sergeant and is Chief Engineer. Cameron, who served in the Navy in the Second World War and retired as a Chief Shipwright, is now with the Blue Peter Boat Works. Laskey owns a grocery store in Saint John and Harris is in the Customs House. — C.H.B.

BOOK REVIEW

VICTORY IN MY HANDS

by Harold Russell
With Victor Rosen

This is the story of a man who conquered, mentally and physically, one of the most formidable of all

handicaps — the loss of both his hands.

Harold Russell, whose hands were blown off by the premature explosion of a charge of TNT while in training with the United States Army, is, today, a successful and happy man, a husband and father. He has made two movies, won two Academy Awards and has appeared on lecture platforms and theatre stages in all parts of the United States.

Mainly, the story deals with the author's fight against "the challenge of utter despair," his thoughts and reactions to the knowledge that two iron "hooks" would replace his hands for the rest of his life, and his eventual conquest of his handicap and complete re-establishment.

The message he has attempted to convey is summed up by Mr. Russell in these words: "My weakness — my handlessness — my sense of inferiority — has turned out to be my greatest strength. I didn't think so at the time it happened and I don't think I'd ever willingly lose my hands, if I had it to do over again. But having lost them, I feel that perhaps I have gained many fine things I might never have had with them. This seeming disaster has brought me a priceless wealth of spirit that I am sure I could never have possessed otherwise. I have enjoyed a life that has been full and rich and rewarding, a life that has had a meaning and depth it never had before. I am very grateful."

Throughout the book Author Russell has shown his appreciation of one thought: "It is not what you have lost, but what you have left that counts."

—Published in Canada by McClelland and Stewart Limited, 280 pages, \$3.00.

(Editor's Note: As a general rule, only books having a naval connection are reviewed in the "Crow'snest." An exception has been made in this case because of the inspiring message contained in Mr. Russell's book.)

Comrades in Arms



THE RCAF

The Great Eagle-Albatross Controversy

(Condensed from an article appearing in the RCAF Magazine, The Roundel.)

Time was, say the oldsters, when a simple statement in a Service mess about the bird shown in the RCAF's official badge and appearing on officers' cap badges and airmen's uniforms started a whacking fine argument, good for an extra half-dozen rounds and general furore far into the night. The once-burning issue regarding the bird's true identity has almost flickered out, and the bird has been officially established as an eagle. But mention that to an officer wearing First World War ribbons on his tunic and you run a risk of becoming involved. For if he flew in the old Royal Naval Air Service (and three of our four Chiefs of Air Staff did!) a gleam comes into his eye and he starts convincing you. In no time at all you find yourself agreeing tactfully that it isn't an eagle at all, but, as any clot can plainly see, an albatross.

For the benefit of those youngsters able to date their wartime operations only to the recent unpleasantness, the great Eagle-Albatross Controversy started back in the days of the Royal Naval Air Service. Officers of the RNAS wore on their sleeves a badge showing a bird. Although official naval orders have been located referring to it as an eagle, the nautical members of the RNAS considered as high treason any indication that the bird was other than a proper sea-going albatross.

Then, in 1918, the RNAS and the Royal Flying Corps merged, to become the Royal Air Force. The RNAS bird was taken as part of the new Service's badge, and, quite naturally, RNAS members continuing

in the RAF carried with them their unswerving loyalty to the albatross. When the RCAF was created in 1924, it adopted a badge similar to that of the RAF, and with it came the bird. Many of the RCAF personnel at that time were wartime veterans who had flown with the RNAS. Although former "Silent Service" types, they must have been persuasive, for the legend grew in the RCAF that the bird on its badge was really an albatross. The argument went on for years, mostly in the messes, although



occasionally someone actually got down to writing a memo about it.

When the Second World War came along, thousands of wartime recruits were told that the bird they wore on their shoulders and on their brass buttons was an albatross. Just as many others were told it was an eagle. However, there were other things to think about, and no one actually worried much over it.

Finally, however, the Chester Herald settled the matter, referring to the bird in the official badge as "an Eagle volant affronte the head lowered and to the sinister". In short, it was an eagle, and always had been, although the albatross was a very nice bird, too.

By this time the former RNAS members in the RCAF were so outnumbered that they could do nothing about it, anyway, except to mutter in their beer. But even so, if the subject ever comes up, and there's a Very Senior Officer about, be careful. He may be an old RNAS man, and if he is, it's an albatross!

THE CANADIAN ARMY

Soldiers Qualify As 'Copter Pilots

Two battle-trained observation post pilots—airborne eyes of the artillery—recently won the distinction of becoming the Army's first qualified helicopter pilots.

The officers are Capt. J. M. Sutherland, of Shilo, Manitoba, and Moose Jaw, Saskatchewan, and Capt. A. B. Stewart of Calgary. They qualified as pilots of the Canadian Joint Air Training Centre's two types of helicopters, the Bell and the Sikorsky.

Both officers travelled to the United States to qualify on the Bell and then returned to Rivers, Man., to receive instruction on the Sikorsky "flying egg beater."

Officials at Army headquarters pointed out that the helicopters are being tested experimentally in a variety of roles. These include normal air observation post work, wire laying, casualty evacuation, intercommunication and other duties.

Capt. Sutherland is currently serving as an air observation post pilot at Shilo, while Capt. Stewart is employed as a flying instructor with the Light Aircraft School at CJATC, Rivers. Both were members of Air OP Squadrons in action during the Second World War.

Sapper Yacht Club

The fact that the army isn't usually equipped with ships doesn't mean that all soldiers are landlubbers. The recent formation of the Sapper Yacht Club at the Royal Canadian School of Mechanical Engineering, Chilliwack, B.C., is proof to the contrary.

Open for the recreation and instruction of all ranks, the club is equipped with a generous "fleet" of dinghies and rowboats. In addition there are five "Sunray" sailboats and one 19-foot sloop, all at nearby Cultus Lake. Available sailing time is allotted among the various rank groups to ensure that all have equal opportunity to sail. Instructors are always on hand and "veteran" sailor-soldiers may qualify as skippers.

"COMBINED OPS"

Hitting the Beach

In a splendid example of co-operation and inter-service co-ordination, the combined forces of HMCS "Portage", HMCS "Prevost", and local army and air force units of London and St. Thomas demonstrated to the public on the beaches of Port Stanley on July 1 the carrying out of an assault landing.

A crowd of several thousand watched from the beaches and from boats as men of the Navy and Army stormed ashore under cover of a smoke screen and gunfire from HMCS "Portage" and strafing and dive bombing by two RCAF planes.

The objective, held by men from HMCS "Prevost" and Sea Cadets, was soon taken and the "enemy" flag replaced by the White Ensign of the RCN. An area of the beach was roped off and mined by men of the Engineers. These charges were so timed that when shell fire was simulated by HMCS "Portage" or when a mock dive-bombing or strafing attack was made by the air force, appropriate noise and sand eruption took place. To add to the reality of the invasion, each man of the landing party was supplied with blank cartridges for rifles and pistols, and a smoke float was discharged by HMCS "Portage".

More than 100 RCN and RCN (R) personnel participated in the show.

Used as landing craft were an army Dwk, two service whalers and "Portage's" motor cutter. Air support was provided by two Harvards of the

City of London Squadron, RCAF, which added a further touch of realism and a good deal of noise. All in all, it was a most successful exercise.



Navy, Army and Air Force combined to carry out an assault landing exercise on the beach at Port Stanley, Ontario, during the scheduled visit of HMCS "Portage" in July. In the top photo, taken by the London Free Press, men from the "Portage" and HMCS "Prevost," London naval division, board their craft alongside the minesweeper. The lower photo shows the first wave hitting the beach, with part of the large crowd which witnessed the demonstration in the background.

Babes In The Woods

by J.A.B.

Dishes done, I took off my shoes, propped my chair on its hind legs, stuck my feet in the oven and settled down to read the March issue of The "Crowsnest."

I laughed at the jokes, chortled over the cartoons and took a delight in reading about chums on the other coast. But what really took my eye was the short article, entitled "Hammers and Saws," by L.W.T. That was my inspiration. I read it once, read it again, then handed it to the Mrs. She read it and said, "So what?"

By her tone I could see she didn't get the same inspiration I had.

Here we had been living in an ancient dungeon for the past two years. The owners called it an apartment house. But who ever heard of a house made of stone, with windows all of two feet square, to say nothing of the bars? At night the wind used the iron rungs to croon us to sleep. Still, they insisted upon calling the place an apartment.

That night, while the wind moaned a soft dirge, one word kept turning over in my mind: Build! build! build! . . . Why not? Of course I knew I was far from being an expert, but if others, as mentioned by L.W.T., could do it, so could I.

I dug my wife in the ribs to let her in on my imaginary construction plans. In answer came an inspiring snort. As I fell under the spell of Morpheus, visions of boards, shingles and cement passed in review before me.

My first step in getting the dream house underway was to buy a lot. This doesn't sound difficult, but have you ever tried it? After seeing in the neighborhood of 200 chunks of property, some under water, others which should have been, we bought our estate. It wasn't bad. The only drawback was that a small forest happened to be right smack in the vicinity of our future kitchen.

Paul Bunyan would have taken this forest in his stride. Being neither lumberman nor beaver, I just sat and gazed at those tall marvels of the Canadian forest. It was at this point that my wife arrived on our tandem bicycle (can't afford gas for the scooter) to take charge of operations.

Without further ado I picked up the axe and began slugging the first tree within reach. Now, I know it sounds fantastic, but I'll lay two to one this tree discovered America at least 500 years ahead of Columbus. It was the toughest thing I've tackled since I tried one of the canteen's sandwiches. The head of the axe went into the trunk right up to the hilt, and I glared with satisfaction at my watching wife. On trying to release the axe from the tree, I found it wouldn't budge. I pulled, tugged, kicked and swore, still it wouldn't come free, so I left it stuck in the bark of the big stick hoping some professor would stumble on it about two years hence and claim it to be a relic of the iron age.

Nattering like ten squirrels, I grabbed the saw and vigorously attacked a second stalwart citizen of the jungle. I sawed, and sawed, then sawed some more. With a creaking and a groaning it began to sway. In the best lumberman style, I bellowed "TIM-BER!" and down she came.

It wasn't in my plans at all to drop this gigantic log across the road — especially atop a parked Austin, to say nothing of ripping asunder a few high tension and telephone wires, but my Patron Saint must have been playing hookey, or perhaps was at a ball game, because with a squooshing thump the little car disappeared among the green branches. Fractured high tension wires coiled and struck in every direction like a family of angry cobras.

The car's owner proved to be a man without a sense of humour. He was out to sue me, shoot me, and have all my relations shovelling coal in the here-

after. What an obnoxious character.

So if L.W.T. wouldn't mind sending me a few pieces of the "long green" to help pay for a '49 Austin, and to soothe the financial nerves of the Power and Telephone Company, I'll be glad to give him my acreage of virgin timber — plus a rusty axe head.

In any case, I wish he would cease writing articles of that type.

"NONSUCH" OFFICERS IN RESCUE EFFORT

Lieut. R. H. Leir, RCN, staff officer at HMCS "Nonsuch," the naval division at Edmonton, and Mr. F. C. Short, Gunner RCN, who had been transferred to "Nonsuch" from the west coast a week before, were instrumental in saving five persons from drowning in Lake Wabamun July 24.

The two officers were inspecting the naval summer camp at the lake when a man came running down the beach shouting that five persons were drowning. The only boat in the water was a flat-bottomed one, without oars. Two paddles were located and Lieut. Leir and Mr. Short headed their craft for the unfortunate group, who were clinging to an overturned canoe and shouting for help.

The officers hauled four persons into their boat and, on searching for a fifth, found him under the canoe, drowned. On reaching shore, artificial respiration was applied to the drowned man by R.C.M.P. officers but without success.

Outside of a bad scare and an overdose of water, the others were none the worse for their experience. Their less fortunate companion was a German displaced person who had been in Canada less than six weeks.

CADETS PUBLISH PAPER

Cadets, RCN(R), at HMCS "Stadacona" have a newspaper, entitled the "Gunroom Gazette", which reports activities of interest to the sub-lieutenants, midshipmen and cadets who make up the gunroom membership. The first edition of this weekly publication came out on July 23 and contained news, reports of social activities and a sports round-up.

New Entry Report of Proceedings (Chap. II)

by Ord. Sea. R. I. (OSCMS)

Dear Jim,—

I guess you've been wondering why I haven't written you for a spell. Well, I've been busy — really busy.

It all started about a month ago when my PO in "Naden" said I was going to Halifax. That's where I am now.

When I first arrived they said I had to work on Manual for a week till my course started. Well, this Manual turns out to be a job and it sure wasn't no picnic. Every time I went to work they sent some guy with me. He didn't do nothing, just stood and watched me. I figured it was my turn to watch after a while and I stood and watched him. He watched me and I watched him. I looked at him and he looked at me. I noticed his face was getting a little red and finally he said he had a surprise for me. It turned out that I had No. 11. Some surprise.

This communications course I'm taking is a doozer. Me and the rest of the fellows go to a big school. Instead of a teacher like Miss Oglethorpe we got a Petty Officer. His name is Mulrooney or something. I can't ever remember it right but it ought to be Patience and Fortitude — what he puts up with from us guys!

The first day in school we all sat down to a desk with a typewriter and earphones. The PO said he was going to send a message and for us to copy it down on the machine. I put on my earphones but couldn't hear no message — just a lot of static. I told the Instructor about the noises and he came and listened. He looked at me with a funny expression on his face. Then he asked me how long I was gone from the farm. He sure is smart to know I'm from a farm, eh? He even said I must be from Manitoba. I think somebody must have told him.



They got a new game here, I don't know the name of it, but they won't let just anybody play it. There was some guys walking around a field carrying flags with a PO shouting at them. When he shouted they'd all wave their flags and turn to go off in another direction. It looked like fun. I asked one of the guys what they were doing. He said it was a game and did I want to play.

He gave me a flag on a stick and told me what side I was on. Before I could go to my side he said to run up to the PO and say "I'm late!" Well, that isn't my name, but I told him, anyway. The PO, who must have been the referee, didn't like it much and bawled me out and told me to get in line. He yelled "Corpen 9" and "9 Turn" and stuff like that, which didn't mean

much to me, but I waved my flag and followed the other guys. I ended up running around in circles waving my flag until I decided I didn't like the game. He told me to report to the CPO in the school. I did and ended up scrubbing floors, I mean decks.

One day the PO gave us a pep-talk and said we'd all have to study harder. He told one guy he'd have to do extra studying. He came to me and smiled and said it wouldn't do me any good to study. I guess he figures I'm smarter than the rest of them.

Today he asked me to come back to the school for some help so I gotta go now. He seemed awful anxious for me to come and give him a hand.

Your pal,
Clem.

Attack At Dawn

It was 0530. A sharp blast on a whistle sounded the alert, a smoke screen hung over the beach, and the fight started. Three service whalers nosed toward the shore and, rifles held high, 50 RCN (R) Cadets leapt into the water and charged up the beach. Small explosive charges roared and threw sand and water into the air. Rockets and Vereys lights broke the gloom of early dawn. Rifle fire (blanks), explosions and the shouts of the assault group shattered the usual quiet charm of the little island.

A body of about 100 cadets of University Naval Training Divisions from Winnipeg east to Halifax had taken a week of seamanship training and an assault course at the Navy League's Sea Cadet Camp Major, near Lunenburg. The cadets' routine involved living in tents and spending their days sailing, boat pulling and drilling for the carefully detailed operation directed by Lieut. H. E. T. Lawrence, senior staff officer in HMC Gunnery School, Halifax. In an observer's role was Lieut.-Cdr. R. M. Steele, Reserve Training Commander.

The hands were called at 0200. After tea and quantities of sandwiches the "defenders" were moved to the battle area — a small deserted island about a mile and a half from the campsite. After going ashore, they were broken up into divisions and deployed in the fringe of bush just off the beach. Smoke floats were set about 15 minutes before the attackers were due to land and a heavy blanket of white smoke gave protective cover.

The offensive was strongly taken by the attackers and they drove the defenders back into the bush of the small island and to the water's edge on the other side.

After about an hour of intense fighting and noise the battle was over — clearly a victory for the invaders. The cadets straggled back to the beach, attackers and defenders arguing about who killed whom and whether their tactics were sound. The motor cutter towed back the four whalers and the skiff, all loaded with tired men. Never was a breakfast so welcome as it was that morning after a long night in water-soaked clothes on the cold beach.



During a week of seamanship and assault training at Camp Major, 100 University Naval Training Division Cadets took part in a realistic amphibious assault. Above, a group of Cadets "hits the beach" with fixed bayonets as a land mine goes off in the background.

Furies Set Record?

Four Sea Furies Mark 11 of the Royal Navy are believed to have set an official international record for a flight from London to Malta. Flying in formation, the four Furies on July 19 made the 1,310-mile non-stop hop in three hours, 23 minutes 21 seconds.

These aircraft are the same as the Sea Furies in use by the RCN and are in general service in the front line squadrons of the RN. The Admiralty announcement pointed out how a formation flight of this kind "emphasizes the potential strategic mobility of modern Naval aircraft."

SEAGULL CLUB

(Continued from page 5)

dining room and good meals can be had for reasonable prices.

The committee is responsible for good conduct and for the proper care of the building. A note in the Committee's brief says, "There will be a committee of ratings in the club who will deal with any offences against the club rules. This means that if you abuse the privileges of the club, your own people will punish you, probably barring you from the club for a period of from three to six months." As Rear-Admiral Mainguy said in his address at the opening of the club, referring to the fine effort of the Navy League, "The one thing the Navy can do is see that the club is kept a decent place and a popular one."

The cartoon on the opposite page was drawn for The Crow'snest by the late Lieut.-Cdr. (P) C. G. (Clunk) Watson, RCN. A cut had been made of the cartoon and the magazine was just about ready to go to press when Lieut.-Cdr. Watson was killed in an air accident at Toronto on August 23.

At first it was decided to withdraw the cartoon from the magazine. But then we began to wonder how "Clunk" Watson would feel about that, and realized he might be pretty annoyed. So we left it where it was . . . a cartoon by a great pilot and a great guy. — The Editors.





GET AIRBORNE SON,
YA CANT GO WRONG

IT IS WITH FEELINGS "FRAUGHT
WITH FRIGHT" THAT THE R.C.N.(R)
PILOT APPROACHES HIS FIRST SOLO
AT H.M.C.S. "SHEARWATER" AFTER PLODDING
THE PATHS OF CIVVY ST. FAR FROM AVIATION
AVENUE - A KIND INSTRUCTOR THOROUGHLY
BRIEFS HIM -

THEN HE STARTS UP USING 21 CARTRIDGES



FIRE TEN!

HE TAXIES OUT AND TAKES OFF

"WE'RE OFF LIKE THE CLAPPERS -
AND SIDEWAYS TOO!"



TRIM IT CHUM - AT 1,000 FT. OR SO HIS
HEAD EMERGES FROM THE OFFICE



KEE - WRISTMAS



OWS! IN THE CLOUDS



HE FINDS THE RUNWAY HE LEFT
SHORTLY BEFORE, AND REQUESTS
LANDING INSTRUCTIONS

S'TREWTH!



-Clunk-

AFTER SUNDRY PREPARATIONS, OUR HERO APPROACHES
AND DOES A BEAUTIFUL THREE-POINTER-TAIL WHEEL,
MAIN WHEEL, AND ONE WING-TIP, THEN TAXIES
BACK TO THE TRAINING AIR GROUP - A FULLY
FLEDGED FLY-BOY ONCE AGAIN!



WHICH HE GETS FROM A COOL CALM
CHARACTER IN THE TOWER WHO TELLS
HIM FIRMLY TO GET THE*    !!!
OUT OF THE AIR . . .

