

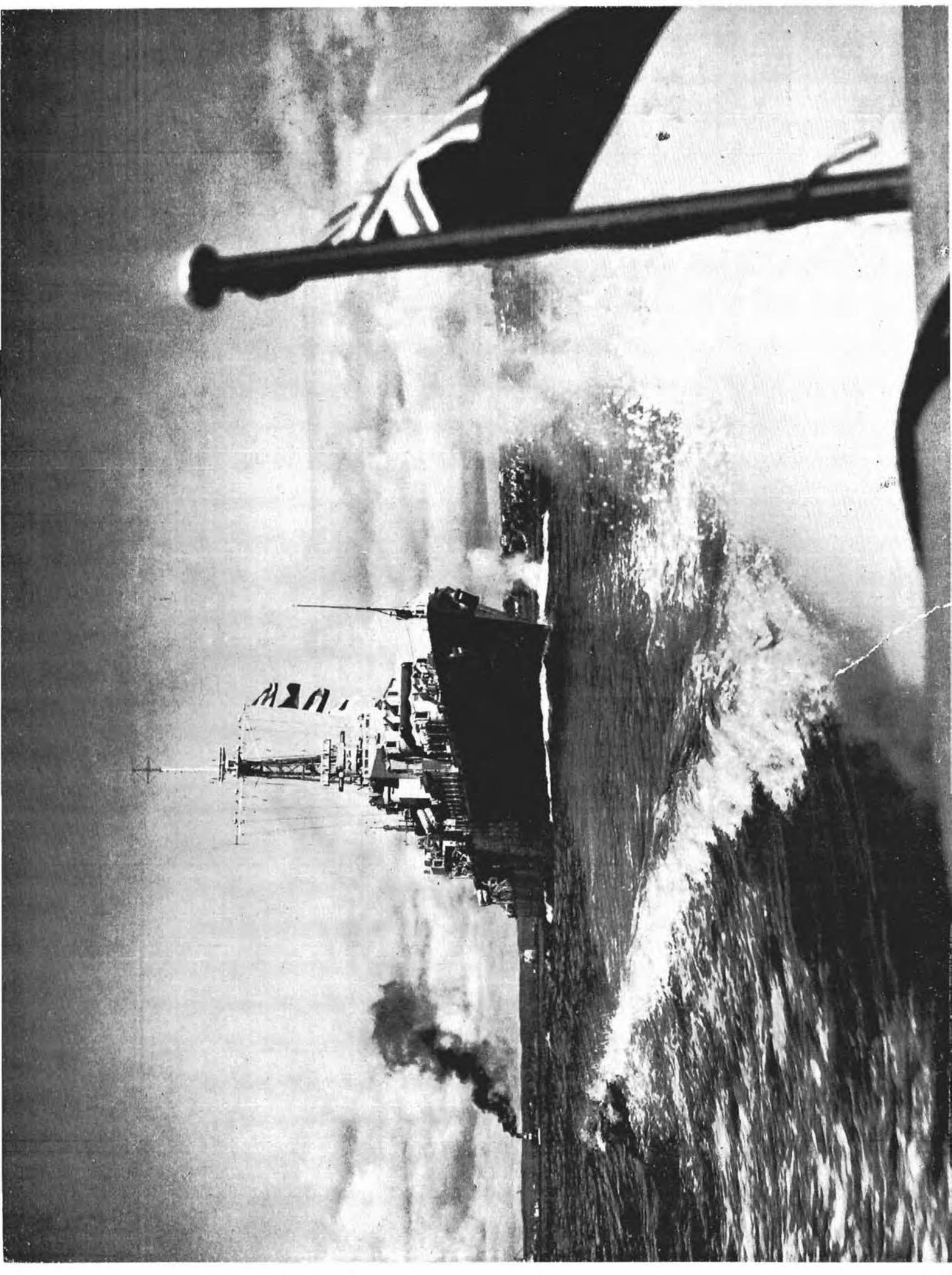
# The CROWSNEST

Vol. 1 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

April, 1949





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### Lady of the Month

HMCS "NOOTKA," outward bound from Halifax harbour. (RCN photo by AB Kenneth White.)

★ ★ ★

Copies of the CROWSNEST are allocated to ships and establishments on the basis of one to every three officers and men. They are forwarded in bundles and the actual distribution is the responsibility of each addressee. Apparently this is not fully understood, for "J. A. B.," writing from the West Coast, complains that in some cases the magazine is not getting full circulation.

Says he: "If only ten copies go adrift and wander ashore in somebody's rabbit-bag, twenty men are deprived of an opportunity to read the CROWSNEST and see how the other half lives. I have seen copies going ashore in many a pocket. The culprits range from Ordinary Seamen up."

He further claims that the "New Entries have a harder time than most in getting hold of a copy to read. On being asked what they think of the Navy's new literary effort, most trainees look puzzled, say they have heard of it, but have never been near enough to read it. Others think you're talking about a bucket nailed to a ship's mast."

We hope that the explanation of the system of allocation will result in this situation being remedied, and in everyone getting a fair chance to read the magazine.

★ ★ ★

A special word this month for "Ontario," "Crescent" and "Antigonish." The fact that they were in far away places, with lots to keep them occupied, did not prevent these ships from forwarding their regular reports to the magazine. It was a pleasant surprise to receive contributions sent from Mexico by "Ontario" and "Antigonish," even more unexpected was the one from "Crescent," mailed at a mid-Pacific stopping-place.

The Editors

Page one

Cover Photo — Back-date the cap and clothing a few hundred years and 25-year-old, prairie-born Petty Officer William McCrimmon might well pass for a real "sea-dog of Devon". PO McCrimmon is a crew member of HMCS "St. Stephen", with 15 months' service in the weather ship to his credit. A native of Edmonton, McCrimmon was a month short of 18 when he joined the RCNVR in March, 1942, as a Stoker II. He was an Acting Leading Stoker and had just come ashore after 11 months in HMCS "Port Colborne" when he transferred to the RCN in February, 1945. Made an acting PO Stoker in May, 1945, he was confirmed in that rate a year later, while serving in HMCS "Micmac".

# R.C.N. News Review

## Cruise Nears Completion

The major phase of the 1949 spring cruise programme is nearly over. Early in April units of the RCN's East and West Coast fleets and the Royal Navy's America and West Indies Squadron will conclude joint exercises in the Caribbean and go their respective ways.

HMC Ships "Magnificent," "Nootka" and "Haida" are due back in Halifax April 8; the West Coast group — "Ontario," "Athabaskan" and "Crescent" — will reach Esquimalt April 28.

The Caribbean manoeuvres have provided ships and men with valuable training, involving as they have the largest number and greatest variety of RCN craft ever to work together in peacetime. It has been, also, the "Magnificent's" first spring cruise and the presence of the carrier and her three squadrons of aircraft has added considerably to the scope of the exercises.

The week preceding "Magnificent's" March 5 departure from Halifax was a busy one for the ship's company. The carrier was 48 hours behind schedule when she arrived back from the U.K. on February 28, having gone through one of the worst storms to sweep the Atlantic in years. Storm damage had to be made good (it was); aircraft for 825 Squadron and "Shearwater" had to be disembarked and those of 803, 826 and 883 Squadrons, plus their crews, taken on board (they were); and storing, fuelling and a multitude of other necessary items had to be attended to while Halifax experienced its worst weather of the winter (all done). In spite of everything, the carrier put to sea as per her original schedule.

Three days later, off Bermuda, "Magnificent" ran into another bad

storm that brought a halt to training activities and caused her to head for the Jamaica area in search of better weather. "Nootka" accompanied her, while "Haida" proceeded to Bermuda to fuel, then caught up with the other two ships later. On March 15 they made their rendezvous with the west Coast group at Colon, Canal Zone, and the next day the six ships put to sea together.

## "Crescent" in China

HMCS "Crescent" arrived in Shanghai on February 26 and left on March 10 for Nanking, a day's steaming up-river from Shanghai. The destroyer was scheduled to sail from Nanking on March 21 for Hong Kong.

While the ship was in Shanghai a member of her crew, Petty Officer Nick Lazaruk was notified that his three-year-old son had been killed when struck by an auto in Victoria. The death of their only child came as a severe shock to Mrs. Lazaruk and on the recommendation of physicians attending her, PO Lazaruk was granted compassionate leave and flown home at service expense in order to be at her

side. Before news of the decision of Service authorities to grant passage to PO Lazaruk had reached the "Crescent," the officers and men of the destroyer had subscribed more than \$200 to help pay for his fare home.

## Back to the Lakes

The Algerine minesweeper, HMCS "Portage," already familiar to personnel of Naval Divisions in Great Lakes ports, is expected to commission about April 15, and for the second consecutive year will provide practical training for Reservists from Montreal to the Lakehead. Lt.-Cdr. D. M. MacDonald, formerly Commanding Officer of HMCS "Bytown," Ottawa, will command the vessel. "Portage" is scheduled to arrive in Montreal on May 21 and will remain in fresh water until September 10. During the summer the ship will call at Montreal, Kingston, Toronto, Hamilton, Windsor, Sarnia, Port Arthur and Port Stanley.

## Lands Medical Cases

Twice during her last tour of duty HMCS "St. Stephen" had to leave her weather station in Davis Strait to land medical cases at St. John's, Newfoundland.

The "St. Stephen" sailed from Halifax on February 7 and had been on "Station Baker" three days when she was instructed to "proceed with dispatch" to St. John's to land Ldg. Sea. T. F. Supple, suffering from appendicitis. The second time, the weather ship left her station early in March with two cases for hospitalization at the Newfoundland port, AB A. Turgeon, with acute appendicitis, and AB J. A. Baxter, suffering a mild heart attack.

Pack ice delayed the ship more than 12 hours but the men eventually were



LIEUT.-CDR. D. W. GROOS  
Commands HMCS "Crescent"

landed at noon on March 4. As the end of her tour was approaching, "St. Stephen" did not return north but sailed for Halifax on leaving St. John's.

### "Cornwallis" Opening Soon

May 1 is the tentative date set for the re-opening of HMCS "Cornwallis," near Deep Brook, N.S. While the peace-time activities of the base will not approach its war-time role as the largest training establishment in the British Empire, it is planned that in the neighbourhood of 700 RCN new entries will be continuously under training at "Cornwallis" when re-organization is complete. Under the command of Captain A. P. Musgrave and with Cdr. P. D. Budge, as Executive Officer, the establishment will be responsible for the basic training of all new entries in the RCN. In addition to professional training, academic instruction will be provided those who require further schooling for advancement in the Navy.

## SUMMER KHAKI FOR CHIEFS, PO 1's; REGULATION JUMPER TO HAVE ZIPPER

The Minister of National Defence has approved a number of changes in the design and scale of issue of uniforms for men of the Royal Canadian Navy and RCN (Reserve).

New uniforms will not be available immediately, however. Material must be procured, patterns made, contracts let and fulfilled and many other details arranged before the new uniforms can be issued.

Most sweeping changes are the introduction of a khaki uniform for Chief Petty Officers, First and Second Class, and Petty Officers, First Class, and the abolition of the white tropical uniform (shorts, open-neck shirts or tropical vests, and stockings) for all men.

Khaki uniform will consist of jacket, trousers, shirt and cap cover in a light-weight wool rayon, a material similar to tropical worsted and adopted recently by the Army and RCAF for summer uniforms. This will be

tailored in United States Navy pattern and will be worn with black tie, socks and shoes and red badges. At the discretion of the senior officer, the khaki uniform may be worn without jacket and tie.

White uniforms will be retained by CPO's and PO's First Class, but will be worn only for ceremonial occasions in peacetime.

The traditional seaman's jumper also has taken on the "new look." It has been altered to include a front opening with concealed zipper closure and "hung" sleeves which provide a better fit across shoulders and chest. It is proposed to tailor No. 1's in this rig in a new tri-service cloth, a Botany serge.

The old style white duck uniforms worn by the men also will be relegated to the past. The new uniform will be made of white drill and tailored in the same style as the new blue jumper.

Two pairs of blue denim shorts have been added to the kit of all men to provide a working dress for use in the tropics. These will be worn with sandals and without stockings.

Officers' khaki uniforms in future will be tailored in the same style as those of the Chiefs and Petty Officers. White uniforms will be retained but will be worn only on ceremonial occasions.

Khaki shorts, worn with the uniform khaki shirt, will replace white tropical gear for officers.

Standardized in the three services last Fall, battledress is now authorized working dress for all RCN and Reserve officers. Wearing of battledress is subject to orders of senior officers, but it is considered that as this uniform, combined with the khaki, makes a more suitable working and summer dress, use of both will become more widespread in future.



On her return crossing from the United Kingdom in late February, HMCS "Magnificent" ran into one of the worst storms to sweep the North Atlantic in years. The carrier was delayed 48 hours and sustained a certain amount of damage. A destroyer propeller was torn loose from its lashings on the flight deck and swept overboard. Here, as the ship dips her nose into a green one, crewmen reinforce the wires holding down two other destroyer screws.

# Old Convoys—New Submarines

by "T.A.S."

Convoy Called "Fast" In Second World War Is Seen As  
Poor Risk When Rated Against 1949 U-Boat

IN previous discussions of the "fast" submarine and the means whereby it might be countered, great emphasis has been placed on the need for warships of the right kind and in large numbers, manned by efficient operators and highly-skilled teams, and fitted with the very best equipment science can devise.

Little has been said about the merchant vessels whose fate would, as in the past, hang in the balance in any fight between their escorting warships and the attacking submarines. Perhaps they, too, can do something about improving their chances of getting through.

Let us make a tour of our anti-submarine compartment labelled "CONVOY", do a little theorizing and draw for ourselves some conclusions.

In the Second World War there were essentially two kinds of large convoys—fast ones and slow ones. The slow ones made about seven knots, the fast ones 10.

In the Second World War the enemy had U-boats with these vital

characteristics: A one-hour battery rate at eight knots submerged, torpedoes good for 40 knots to 10,000 yards, and the ability to detect a convoy—visually, by hydrophone or by radar—at about 20 miles.

Since the surface was denied the U-boat by our ship-borne radar and our aircraft, both carrier-borne and land-based, he was compelled to carry out his offensive operations submerged. And since his low battery power placed such definite limitations on his speed beneath the surface, you will see that, unless the U-boat was well-positioned ahead of his target on first detecting it, his chances of getting in a good attack were comparatively poor.

But times have changed, and for the worse. The new submarines have a one-hour battery rate at 17 knots, a 10-hour rate at 11 knots. The torpedoes are still 40 knots to 10,000 yards, but they now "home", which adds appreciably to our difficulties. The U-boat still detects his quarry at 20 miles.

The really essential change in performance between the 1944 and 1949 submarines is the greatly increased submerged speed and submerged endurance. This change forces us to contemplate staggering possibilities.

For example, let us take a 10-knot convoy as target and compare the mathematical chances of a 1944 U-boat and a 1949 "fast" U-boat. Omitting the formula (which is tricky) here are the answers we get:

(i) The old U-boat, on detecting the convoy, could be anywhere in an area of 376 square miles of ocean around our convoy and could still get in an attack.

(ii) The 1949 U-boat, on detecting the victim, can be anywhere in an area of 1,256 square miles and still manage an attack. In percentage, that is 100 per cent as to 30.

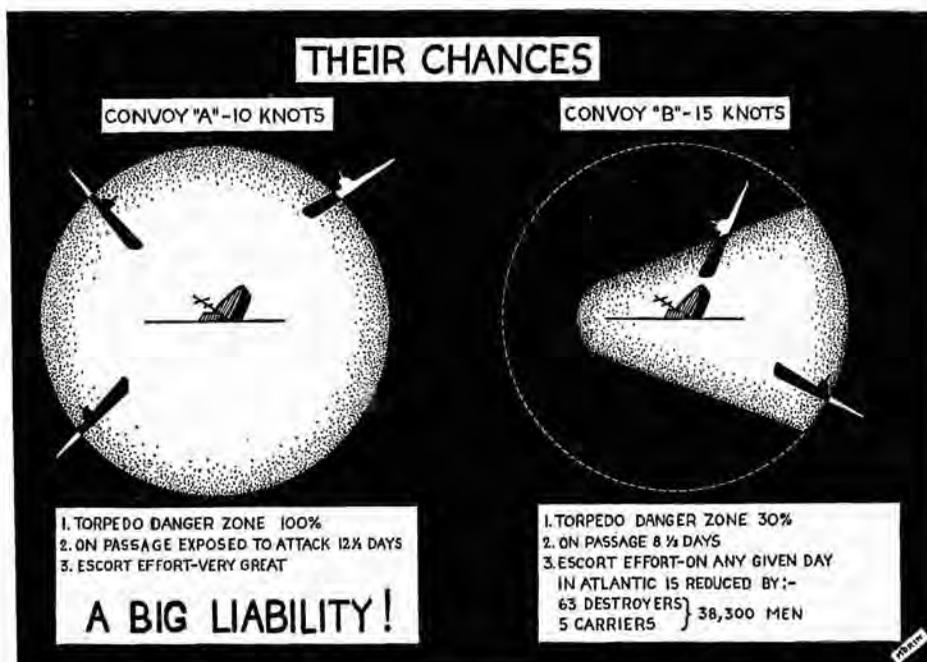
It is most apparent that the faster submarine can pretty well pick and choose its spot for an attack.

Let us now analyze what the effect is liable to be if the speed of the convoy is increased.

As an example, take a convoy route from Halifax to Gibraltar and place on it two convoys, A and B. Convoy A steams at 10 knots, Convoy B at 15 knots. Each requires an escort of 15 destroyers and one carrier. The route is 3,000 miles of open ocean.

You will see that Convoy A takes 300 hours (12-1/2 days) to make the trip. Convoy B is in Gibraltar in 200 hours (8-1/3 days); it has cut the time at sea by one-third. Logically, therefore, we can expect one-third fewer losses in the 15-knot convoy.

We have already shown that 10-knot ships, once they are detected by a "fast" submarine, cannot escape attack. Using the same reasoning, we can assume that a 15-knot convoy is one-third less vulnerable.



# THE R.C.N. ICEBREAKER



An artist's conception of the icebreaker now being built for the Royal Canadian Navy. (Drawn by Lieut. (SB) Douglas Grieve, RCN (R)).

There is a further point about these convoys. Convoy A was at sea for 12-1/2 days, Convoy B for only 8-1/3 days. Now if, as during the Second World War, there are some five trans-Atlantic convoys at sea on any given day, and if all these convoys are to steam at 15 knots, a saving of 21 convoy days will be effected. This works out to a reduction in escort requirements, on any given day, of 63 destroyers and five aircraft carriers in the Atlantic escorting forces. In a Navy that many ships represent about 38,000 men; and to a country, a huge industrial effort.

The faster the better is the rule to follow if you wish to avoid the fellow intent on torpedoing you. You have seen that a 10-knot tramp is a poor risk; a 15-knot ship will have a good chance, and a certain amount of excitement. The 28-knot giants like the "Queen Elizabeth" and "Queen Mary" will not need escorting, just as they were not escorted during the last war. A 28-knot ship has a theoretical chance of being torpedoed of 22.4 per cent, compared to 100 per cent for the 10-knot ship. However, with a zig-zag on top of the high speed, the actual chances of being hit are much less and are an acceptable risk.

We are not asking, however, for 28-knot ships. We are merely explaining why all ships capable of making ocean passages ought to be built to exceed 15 knots.

*P.S. — If you remember this story, it will probably be one day when you are escorting a 10-knot convoy.*

## Mail For "Crescent"

Letters addressed to officers and men serving in HMCS "Crescent" should continue to be addressed to them in the ship, care of HMC Dockyard, Esquimalt, Victoria, B.C. From Esquimalt letters will be forwarded by air to China, this being the only reliable way of despatching mail to the Far East.

Because air mail is to be used exclusively, it will not be possible to forward parcels to the "Crescent". Any which are received will be retained in the Dockyard Post Office at Esquimalt until the ship's return.

Incorporating the latest improvements in hull design, equipment and machinery, the Royal Canadian Navy's new icebreaker is now under construction at Marine Industries, Ltd., Sorel, P.Q.

The vessel will be 269 feet in length, with a breadth of 63 feet 6 inches and a displacement of approximately 5,400 tons. Her maximum draught will be 29 feet. A 10,000 SHP diesel electric system will drive the ship. Her complement will be about 13 officers and 160 men.

While similar in most respects to the United States Coast Guard's "Eastwind" Class icebreaker, the Canadian design has incorporated certain modifications to suit Canadian service and others which have been suggested by experience with the American ships and by observations of the performance of these and other icebreaking vessels.

A feature of the Canadian hull design is the thickness of the shell plating. In the new icebreaker this part of the structure will be of high tensile steel, 1 5/8 inches thick. While it seems inconceivable that ice could penetrate this steel wall, the added protection of an inner skin will be

provided throughout the vital parts of the ship. As a safeguard against being frozen in, the vessel will be equipped with heeling tanks.

Although temperatures at sea in the Arctic are not as extreme as those inland, special steps are necessary to maintain suitable temperatures inside the ship. In the RCN vessel this will be effected by the use throughout of four inches of Fiberglas insulation in place of the cork insulation formerly used.

A reduction in her gun armament will allow improved habitability and added storeroom capacity, as well as increased provision for radio and radar equipment.

Aft will be a flight deck, capable of landing a helicopter of the type currently in use by the Royal Canadian Air Force or of accommodating a seaplane.

The RCN icebreaker will carry two kinds of boats — a motor life boat for use in open water and a landing craft specially strengthened for use in ice. Experience has shown that the latter type of boat is extremely useful under Arctic conditions where the beaches of ice surfaces are hard on conventional boats.

# First 'Shearwater' Houses Occupied



An aerial view of the 100 houses for service personnel at HMCS "Shearwater". Twenty have been allocated and it is hoped to have the remainder occupied by mid-April.

A 100-unit housing sub-division at the Royal Canadian Naval Air Station, HMCS "Shearwater", at Eastern Passage, N.S., is nearing completion.

By mid-February, 20 of the 100 homes in the development had been occupied and A/Captain A. B. Fraser-Harris, Commanding Officer of the Station, directed that no time be lost in establishing eligible personnel in the remainder as they became available.

"Shearwater's" housing site is situated between the main Eastern Passage highway and the shoreline of the marine base. The new houses are complete in every detail. The modern kitchens seem to be the chief delight of the Navy housewives, each being complete with electric stove and refrigerator.

Personnel from the three services were among the first 20 to move into the homes. With naval personnel in greater proportions, allocations also are made to army liaison personnel attached to "Shearwater" and members of the RCAF at the Marine Section.

The selection committee is composed of Cdr. E. E. G. Boak, Executive Officer of HMCS "Shearwater",

Lieut. Cdr. P.C. Benson, Chaplain G. A. Stone, CPO J. Dunn and Ldg. Sea. W. C. Parsons.

Allocation of the houses is worked out on a basis of points for priority. Four points are given for each year of service, 10 points for each child and a maximum of 12 points for either

inadequate housing or separation from family due to lack of housing.

One of the first 20 families to be allocated houses was that of a man who had been trying in vain for months to find accommodation in Dartmouth or Halifax for his wife and three children, aged six, seven and nine.

Another, also with three children, had been living in a single room apartment for several years.

The proportion in which the first 20 houses were allocated was: Two to Army personnel, four to R.C.A.F. and 14 to Navy.

This was the second married quarters project to be undertaken in the Halifax area. Last year 90 apartments in four buildings at Tufts Cove, in North Dartmouth, were occupied by families of men serving in RCN Barracks or ships of the Atlantic Command.

A third and smaller project is under way at Coverdale, N.B., where married quarters are being constructed for naval personnel serving there.



Able Seaman R. H. Bell, formerly of Stratford, Ontario, sits down to an evening meal with his family in the dining room of their new home in HMCS "Shearwater's" housing subdivision. In Mrs. Bell's lap is seven-month-old Johnny, while Tommy, 3, has a place of his own.

# The Man of the Month

(The "Man of the Month" is elected by the vessel or establishment in which he serves. Invitations to ships or 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.)

**C**HIEF Petty Officer Morton Harry Keeler, RCN, of Dartmouth and Halifax, is HMCS "Shearwater's" Man of the Month.

Drafted to "Shearwater" last October, he became the naval air station's first Chief Boatswain's Mate when it was commissioned on December 1. His duties, however, are not new to him. He has served as "buffer" in various ships since 1943.

CPO Keeler is not in the Navy by any stroke of coincidence. He joined the Royal Canadian Naval Volunteer Reserve at Halifax as a Boy Seaman in December, 1938. At the time he was 17 years of age. Prior to this he had been associated with the Sea Cadets, and as a small lad had often toddled along Gottingen Street keeping in step with the Navy band during a church parade to St. Mark's Church.

From those early years to this present day there never has been any doubt in Keeler's mind about his chosen career. He was born within a couple of city blocks of the sea and his ambitions never have wandered away from salt water.

His first draft to sea was in May, 1939, when he joined the destroyer, HMCS "Saguenay", for a summer training cruise which turned into an operational patrol in the Caribbean Sea when war broke out in September. The "Saguenay" returned to Halifax in November for convoy duty and in that same month Keeler was advanced to Ordinary Seaman.

By October of the following year he had transferred to the R.C.N., been advanced to Leading Seaman, had served in HMS "Seaborne", head-

quarters ship in Halifax for the Rear Admiral, Third Battle Squadron, of the Royal Navy; HMCS "Protector," naval base at Sydney, N.S., and had been drafted to HMS "Trillium", one of the first corvettes launched in Canada.

During this period he embarked on another voyage — on the sea of matrimony.



CPO MORTON HARRY KEELER

As a member of the ship's company of the "Trillium" he saw many convoys cross the Atlantic. One particular trip stands out in his memory. On this crossing 14 merchant ships in his convoy were "fished" by enemy U-boats. The "Trillium" picked up 149 survivors and a cat.

"Our group got even with two U-boats," CPO Keeler recalls.

He left the "Trillium" and convoy duty in June, 1943, for a course ashore. In December he was back at sea as "buffer" of the American-built destroyer escort, HMS "Loring". Subsequently he joined HMCS "Orangeville", a Castle Class corvette, and returned to escort work on the

North Atlantic, where he remained until the end of the war. Keeler then went to HMCS "Scotian", where he was in charge of a diving tender guarding warships in Bedford Basin awaiting disposal.

From January, 1947, until his draft to "Shearwater", he was Coxswain in the destroyer HMCS "Nootka".

Keeler's service in the North Atlantic was recognized by a Mention in Despatches in the New Year's Honours List of 1946.

Fired with ambition, CPO Keeler spends his spare time studying navigation, and hopes to write shortly for his ticket as Mate, 4th Class. When he retires from the Service he plans to continue his sea-going career with the Merchant Navy.

CPO Keeler has three immediate ambitions: First, he wants to give each of his four sons an opportunity to enroll in the Canadian Services College, "Royal Roads"; in second place is his desire to go to Hollywood to visit movie actress Ruby Keeler, his first cousin; and last, but not least, he would like one of the Navy's pilots at "Shearwater" to take him up for his first ride in an aircraft.

## Home Again

When HMCS "Magnificent" arrived in Halifax on February 25, first one aboard the carrier was Ldg. Sea. Standeasy, the ship's mascot, who had been "on course" in the Mechanical Training Establishment at HMCS "Stadacona" during the "Magnificent's" absence in the United Kingdom.

Escorted by AB Roland Morin, of Halifax and Montreal, Standeasy was waiting on the jetty while the carrier was slowly warped to her berth. As soon as the gangway was in place, the dog was aboard and heading for his old home in the Stokers' mess.

# The Bulletin Board

## Reorganization of the Communication Branch

Changes in communication methods in the fleet during recent years have necessitated the re-organization of the Communications Branch. Men of the Branch are now known as Communicators, Communicators (S) or Communicators (C).

Communicators are trained in and are responsible for all forms of radio and visual communications, all forms of cryptography, message handling and fleet tactics.

Communicators (S) are trained in and are responsible for direction-finding duties ashore and afloat, supplementary communications and cryptography.

Communicators (C), RCN (R) personnel only, are trained in and are

responsible for radio teletype operation, voice radio operation, all forms of cryptography, and for message handling and Communications Office organization.

All men entering the RCN for communications duties are entered in the Ordinary rating. Prior to their basic professional course in HMC Communications School, they are required to complete new entry training and to proceed to sea for a period of three months.

## Autographed Photographs of Their Majesties

Autographed photographs of Their Majesties may now be obtained by ships and establishments at a considerably reduced price. The prices quoted in the following table include the cost of packing and shipping.

Size of Photograph	Size of Mounting	Price of Each
8" x 6"	15" x 9½"	\$ 8.13
10" x 8"	18" x 11"	9.78
12" x 10"	20" x 13"	12.20
15" x 12"	24" x 18"	19.52
18" x 15"	26" x 19"	26.57
20" x 16"	30" x 22"	33.81

Requests for photographs should be made to Naval Headquarters, through the Captain of the ship or establishment concerned, and must be accompanied by a cheque or other remittance made payable to the Receiver General of Canada covering the full amount of the order.

## Employment of Civilian Defence Counsel at Courts-Martial

When an officer or man is to be tried by Court-Martial, on a charge of a serious nature, or where such trial involves points of legal difficulty, and where the prosecution is being conducted by a legally qualified officer, he may be supplied with a civilian defence counsel at the expense of the Crown, provided such counsel is an officer of the reserve of the Naval, Military or Air Forces.

Counsel will be supplied only in such cases where the accused is not in a position to employ civilian counsel at his own expense and providing he undertakes to repay to the Crown such part of the costs involved as may be fixed by regulations approved by the Minister.

The provision of defence counsel in every instance is subject to certification by the Judge Advocate General that in his opinion such counsel is necessary.

The amount now prescribed to be assessed against an officer or man for cost of civilian defence counsel ranges from 35% to 50% of the total fee involved, being dependent on his rank or rating.



"Harrison certainly believes in relaxing when he's off duty!"

## Naval Officers' Association of Canada

An organization of retired officers known as the Naval Officers' Association of Canada has been formed to promote and maintain interest in naval affairs generally and particularly in the welfare and development of the Naval Forces.

Membership is open to all retired officers and officers of the RCN (R). Serving Officers of the RCN are not eligible for membership.

### Marriage Allowance

When an officer or man in receipt of Marriage Allowance is divorced or becomes estranged and lives apart from his wife, or when any other circumstance occurs which might preclude his receiving Marriage Allowance, he is immediately to inform his Captain accordingly. This undertaking is signed in applying for Marriage Allowance and it is most important that it be complied with promptly.

### Advancement — Former Service

A man upon re-entering the Navy in a branch other than the one in which he previously served can now count his former service towards advancement to Able Seaman and Leading Seaman in his new branch. This amendment became effective March 5, 1949, and is an addition to the previous regulation which only permitted former service in the same branch to count towards advancement.

### Ship's Log

The method of maintaining Ship's Logs in ships has been recently revised in a way which comes as a blessing to Navigators' Yeomen.

The information recorded by ships in the old Ship's Log (C.N.S. 321) and old Deck Log (C.N.S. 322) in the past will in future be recorded in a new revised Ship's Log (C.N.S. 322). This change will entail the maintenance of one detailed book where two are now required, and will avoid the transcription of detail from a rough to a fair book.

## FRIENDSHIPS RENEWED



Chaplain (RC) J. H. Laporte, RCN (R), of Quebec City, baptizes a Mexican baby in the fishing village on the shores of Magdalena Bay, which has become an annual visiting place for units of the West Coast fleet during the spring cruise. Assisting Father Laporte is Ord. Sea. John Crete, of Montreal.

**ON BOARD HMCS "ONTARIO"**  
—To the inhabitants of the tiny Mexican fishing village that rests on the shores of Magdalena Bay, the annual visit of ships of the Royal Canadian Navy has become an event of great significance.

This year, when HMC Ships "Ontario", "Athabaskan" and "Antigonish" anchored in the bay, they were met immediately by a swarm of boats whose occupants happily shouted greetings to the Canadians.

A particularly warm welcome was given the Roman Catholic chaplain, Father J. H. Laporte, who was making a return visit, having been in "Uganda" when she called at Magdalena Bay in 1946. Father Laporte went ashore to say Mass, baptize a new crop of infants and generally renew acquaintances.

"Ontario's" dentist, Capt. J. Turner, RCDC, removed and treated teeth and the medical officer, Surg. Cdr. F. G. McHattie, treated serious cases among the villagers. These ranged from infected wounds to fish-hook tears.

Six hundred miles from San Diego, Magdalena is a vast bay nestled in the peninsula of Lower California. Because of its ideal weather (it may rain once in seven years) and sheltered waters, the bay is a favourable working up location. Here the three ships of Canadian Task Group 215.9 carried out drills and evolutions for more than a week, prior to proceeding on the second lap of the spring cruise.

The sole settlement on the bay has virtually been adopted by the RCN, and when Canadian ships drop anchor offshore, the villagers, and particularly the children, can look forward to receiving gifts and treats from the sailors. The warmth and sincerity of the welcome accorded by the fishermen and their families is more than sufficient return.

Later the ships visited the resort city of Acapulco, arriving just in time for Mardi Gras. A guard and band was landed from "Ontario" to take part in ceremonies ashore and men from the ships witnessed a number of colorful events, including parades and a bullfight.

# Officers and Men



## TO COMMAND "CORNWALLIS"

A/Captain A. Philip Musgrave, OBE, RCN, has been appointed commanding officer of HMCS "Cornwallis", which will commission this spring as a New Entry training establishment.

For the past three years Captain Musgrave has been Director of Sea Cadets, at Naval Headquarters. He will be succeeded in this post by A/Cdr. (SB) Douglas C. Elliott, RCN.

Captain Musgrave was in command of the Signal School at St. Hyacinthe, P.Q., throughout the more than four years it was in commission. Before that he was Executive Officer of HMCS "Stadacona II" and officer in charge of the Signal School when it was located there, as well as the school for new entry stokers.

Captain Musgrave entered the Royal Naval College of Canada in 1914 and during the First World War saw service with the Royal Navy. He

left the service in 1920 but re-enlisted on September 2, 1939. After a short time at Esquimalt he went to Halifax as Inspector of Boom Defence. In May, 1940, he was appointed Executive Officer of "Stadacona II", and in October, 1941, took command of HMCS "St. Hyacinthe".

"A/Cdr. Elliott was born in Manchester, England, and joined the RCNVR in Vancouver in June, 1941. He served in Halifax, Saint John, N.B., Toronto and Windsor, Ont., before joining the minesweeper, HMCS "Kelowna".

He left this ship in March, 1944, and after a short period in the frigate "Springhill" and in HMCS "York", Toronto, went to HMCS "Tecumseh," Calgary, as Executive Officer, later becoming Commanding Officer. A/Cdr. Elliott transferred to the permanent force in February, 1946, and in the same month was appointed Deputy Director of Sea Cadets.

## SENIOR OFFICERS MOVE

Captain E. P. Tisdall, formerly Director General of Naval Ordnance, has been appointed Director of Weapons and Tactics at Naval Headquarters. New D.G.N.O. is Ordnance Commander W. G. Ross, who previously was on the staff of D.G.N.O.

Acting Captain D. L. Raymond, formerly Director of Weapons and Tactics, has taken over the duties of Executive Officer, HMCS "Ontario." He relieved Commander P. D. Budge DSC, who will be Executive Officer of HMCS "Cornwallis" when the new training base is commissioned shortly.

## COMPLETE 55-WEEK COURSE

Eight former seamen torpedomen who transferred to the Electrical Department have recently completed a 55-week course at HMC Electrical School, RCN Barracks, Halifax. They are now qualified for the rating of Leading Seaman, Electrical Technician (Trade Group III). Graduates were James P. Slater, George F. Fry, Orville Boicey, Walter W. Curlew, Walter R. Nelson, John H. Brisdon, Hugh T. Harvey and Ronald Bone.

## QUALIFY AS RP II's

Nine men recently completed a nine-week course at the Navigation Direction School, RCN Barracks, Halifax, which qualified them as Radar Plot ratings second class. They will now be drafted to seagoing ships for practical experience. Those graduating were PO Brian Woodacre, Ldg. Sea. Guy A. Cross and Able Seamen Paul Boyle, Samuel Stephens, Victor Rochon, Jacques Grimard, McAvoy McDonald, Edwin Wells and Norman Bay.



A/CAPT. A. P. MUSGRAVE  
To command "Cornwallis"



A/CDR. (SB) D. C. ELLIOTT  
Becomes Director of Sea Cadets

## AWARDED CLASP

CPO Walter C. Burch, RCN (R), Coxswain of HMCS "Malahat", has joined the select ranks of those who are entitled to wear a clasp to the RCN (Reserve) Long Service and Good Conduct Medal.

Presentation was made by Commander Ronald Jackson, RCN (R), Commanding Officer of the Victoria Naval Division.

Burch received his LS and GC Medal in October, 1940. During the war he saw active service on convoy duty, as an instructor in the torpedo school at HMCS "Naden", and as Coxswain of the depot ship, HMCS "Provider".

He was discharged in November, 1945, and rejoined the Reserve in Victoria in September, 1946.

## 'UNICORN' MEN ON CRUISE

A number of officers and men from HMCS "Unicorn" are at present taking part in the 1949 Spring fleet exercises in ships of the Pacific squadron. Midshipman A. Swain is in HMCS "Ontario," as are Ordinary Seamen R. Trowbridge and H. Dreary. Able Seamen H. Humphreys, Early and Crichton are aboard "Antigonish," while Ordinary Seamen R. Cone, J. East, J. Cambridge, G. Clackson and B. Rimmer are slinging in "Athabaskan."

Surgeon Lt.-Cdr. R. Murray, RCN (R), of "Unicorn" is among Naval medical officers who took a special course at the US Navy Medical School in Bethesda, Maryland.

## 16TH DIV COURSE

Having completed five weeks of training at HMCS "Stadacona", the 16th officers' Divisional Course ended on Saturday, February 12.

An unusual departure from previous courses was the inclusion of two naval nursing sisters, four officers of the Royal Canadian Sea Cadet Corps representing Ontario, Prince Edward Island and Nova Scotia areas, and one officer of the RCMP Marine Section.



While Halifax was experiencing its worst weather of the winter, men of the aircraft carrier "Magnificent" and the destroyers "Nootka" and "Haida" were looking forward to discarding greatcoats, gloves and scarves and donning tropical gear. The ships left Halifax March 5 for spring fleet exercises in the Caribbean. Two of "Haida's" ship's company are shown above as they made up deficiencies in their tropical kit from the clothing store at R.C.N. Barracks, Halifax. Left to right, are Chief Petty Officer Hector Cooper, AB Edward Marchant and Petty Officer John Prestanski.

## WEDDING BELLS

Lieut. (P) Thomas J. Thomas, RCN (R), of HMCS "Swansea," to Miss Brenda Bowes, Cow Bay, N.S.

Lieut. L. Rex Carr, RCN of HMCS "Stadacona," to Miss Joan T. Harris, Victoria.

Lieut. Blyth A. Mitchell, RCN, of HMCS "York," to Miss Jessie M. Bucke, of Toronto. (Mrs. Mitchell is a former Lt. Cdr. (S), WRCNS.)

Lieut. (P) A. A. Schellinck, RCN, of HMCS "Magnificent," to Miss Genevieve E. Macdonnell, of Dartmouth, N.S.

CPO Hugh E. Taylor, of HMCS "Stadacona," to Miss Patricia O-Farrell, Quebec City.

CPO Robert J. Slavin, of HMCS "Montcalm," to Miss Shirley Burden, Sherbrooke, P.Q.

CPO Melvin Allen, of HMCS "Montcalm," to Miss Florence Young, New Mills, N.B.

CPO Joseph P. Doucette, of HMCS "Montcalm," to Miss Simone Vautour, St. Louis, N.B.

PO William Shorten, of HMCS "Shearwater," to Miss Calvaretta F. Richards, Halifax, N.S.

AB Peter J. Nicholson, of HMCS "Iroquois," to Miss Marion F. Sweet, Halifax.

AB Frederick J. James, of HMCS "Haida," to Miss Lydia C. Gailling, Carrot River, Sask.

AB Peter Matiachuk, of HMCS "Stadacona," to Miss Mary Ann Crocker, Fairview, N.S.

## TRAIN NEW ENTRIES

A staff of seven officers and nine chiefs and petty officers are currently in charge of the initial training of the large number of new entries at HMCS "Stadacona," Halifax.

Training officers and instructors are Lieutenants W. M. Kidd, M. W. Mayo, E. D. Robins, C. H. P. Shaw, G. W. S. Brooks and W. J. Ransom; Mr. W. C. Wheeler, Wt. Com. Offr.; Chief Petty Officers G. J. Beaulieu, W. Nichol, and W. D. Nettleton and Petty Officers J. H. Darveau, E. H. Randall, B. V. Durdle, W. Lockhart, R. Hannaford and C. E. Giles.



Commodore A. M. Hope, Commodore RCN Barracks, Halifax, inspects "Puncher" division of RCSC "Magnificent" at the commissioning of the Sea Cadet Corps at HMCS "Shearwater". Behind Commodore Hope is Sub-Lieut. Bernard Hope, RCSC, divisional officer.

# The Navy Plays



## **"Stadacona" Scene of Swimming Meet**

At the invitation of the Navy, swimming stars from New Brunswick, Acadia and Dalhousie Universities took part in a friendly swimming gala in the gymnasium pool at HMCS "Stadacona" on February 19. Ten events were listed on the programme.

The team from the University of New Brunswick won seven of the 10 events to take first place with 50 points. Acadia placed second with 31 points, Navy third with 27 and Dalhousie fourth with 15.

Officials included Commodore A. M. Hope, honorary referee; Cdr. P. E. Haddon, honorary judge; Lieut. C. A. Balfry, referee; PO Lawrence "Ginger" O'Brien, clerk of the course; PO Bob Coe, master of ceremonies; PO Joe Carisse, starter; CPO Bernie Gordon and PO Andy Chartren,

timers; PO Tom Mottershead, Ldg. Sea. Ron Dawson, Ldg. Sea. Edison Fraser and AB Bill Rushton, swimming judges; PO George Kinch, chief steward, and Ldg. Sea. Wes Donison and AB Albert Pike, stewards.

Following the programme contestants were served sandwiches and soft drinks.

## **West Coast Boxers Make Good Showing**

Snow wasn't the only thing flying around Victoria during February. The Vancouver Island Golden Gloves tourney was held February 4 and 5 and Navy entrants acquitted themselves well. Ord. Sea. Harold Holloway won the trophy for the "Most Sportsmanlike Boxer" of the tournament. AB Vernon Frankton (bantamweight) AB Russel Roberts (welterweight) and Ord. Sea. Norman Nelson (light heavyweight) all took runner-up spots in their respective classes.

## **"Naden" Encourages Outdoor Activities**

Personnel in HMCS "Naden" are being encouraged to join in athletic activities during Thursday afternoon "make and mends." Various games, boating and rifle shooting are among the events available to all personnel. When the weather clears, more outdoor sports will be laid on to provide as diversified a programme as possible.

In the field of indoor sports, the Badminton Club remained popular and well-attended during February despite bad weather and depleted numbers in the Command with the ships away.

Basketball games are played Mondays, Wednesdays and Fridays with seven teams competing. While no predictions can be made as yet on the outcome, teams are evenly matched and close competition should result. In the Bowling League, one of the best organized circuits in the barracks, the Supply and Secretariat School team is leading the field, with the Medical and Gunnery departments close behind.

## **Prince Rupert Division Claims Hoop Team "Unbeatable"**

HMCS "Chatham," the Naval Division at Prince Rupert, B.C., claims that the establishment's basketball team is "practically unbeatable," and to support its statement offers to meet any and all visiting teams.

A recent game between the team and the permanent staff saw the latter soundly trounced, although, it is reported, not without a struggle. Able Seamen Peter J. Petersen and Sidney E. Alexander were top scorers for the staff but their efforts were more than equalled by two Reservists, Able Seamen Melvin E. Thompson and Arthur Olsen.



Four of the swimmers who took part in a meet held February 19 in the pool at HMCS "Stadacona" are shown above. Swimmers from New Brunswick, Acadia and Dalhousie Universities and the RCN took part in the 10-event programme. From left to right above are George Noble, University of New Brunswick; James Gawley, Acadia University; Lieut. (S) Hugh McGregor, HMCS "Stadacona", and John Grant, of Dalhousie University.

### **Boxing, Baseball, Boating Occupy 'Nootka' Athletes**

During her visit to Florida waters with HMC Ships "Haida" and "Swansea", HMCS "Nootka" arranged an active programme of sports and recreation for the ship's company during the periods when the Canadians were not engaged in exercises.

The ship landed three men to take part in the boxing card arranged for a USO smoker. The three, Able Seaman Ronald Laliberte and Ordinary Seamen Norman Leonard and Joseph Shorey, all drew with their American opponents.

Baseball was played against a team from "Haida". The first game was won by "Haida" by a score of 5-4, but "Nootka" came back to take the second, 22-14. CPO J. A. Parker pitched the first game for "Nootka" and Lieut. J. J. Harvie took the mound for the second.

"Nootka" defeated "Swansea" and "Haida" in a war canoe race, while "Swansea" emerged victorious in a boat-pulling regatta.

### **'Shearwater' Wins Badminton Tournament**

A badminton team from HMCS "Shearwater" won a close decision in a tournament between the Air Station "bird chasers" and a team from the Atlantic Command Badminton Club. When the smoke had cleared "Shearwater" had emerged triumphant by a score of 13 games to 12.

The Royal Canadian Air Force played host at Greenwood, N.S., recently to the senior hockey and basketball teams from the Naval Air Station.

Hockey teams from HMCS "Shearwater" experienced a none too successful season, due mainly to the frequent changes in personnel caused by drafts. The senior squad finished the regular schedule by losing their last game to the Navy team from across the harbour, 10 — 3, and the Inter-part squad missed a playoff berth by one game. — A. C.

### **"Chippawa" Hockey Team Gains Playoff Final**

The Navy team from HMCS "Chippawa" advanced into the finals of the Manitoba Senior B hockey playoffs by defeating Winnipeg Army 3-2 in the sixth game of a best of seven series. In the other five games, each team had won two, with one tied.

The deciding contest produced some of the finest senior hockey seen in Winnipeg in years. Army were the favorites but the Tars staged one of their better performances to be full value for their win. There were no stars, as every man on the team went all out to pull the Navy through in this all important game.

The "Chippawa" team's next opponent was Winnipeg Triple A, with the winner to meet Winnipeg Nations for the provincial senior championship and the right to represent Manitoba in the Allan Cup playdowns.

### **Division Is Centre Of Boxing Activity**

HMCS "Unicorn" has become the boxing centre of the Saskatoon district. The ship's main deck provides the setting for all major boxing events sponsored by the Hub City Boxing Club and the University of Saskatchewan.

In basketball the Navy Blues are still in top spot in the Intermediate League but Navy Reds have slipped down to fourth place as the end of the playing season draws near.

Under the guidance of PO W. P. Serhenyko, the hockey team from HMCS "Unicorn" has taken part in a large number of league games and exhibition matches in Saskatoon and nearby towns. Twice the club has participated in the opening ceremonies of new memorial ice arenas in rural centres.

A badminton tournament held by the ship's company during dog watches and on Friday nights proved most successful. The winners, Lieut. R. B. Hayward, staff officer, and Petty Officer C. P. McQueen, were presented with suitable prizes.

### **Mild Weather Hampers Winter Sports at 'Star'**

HMCS "Star's" programme of outdoor sports has been seriously curtailed by the absence of cold weather. A rink was laid out on the parade square but the only result was



TOM JESSIMAN

BERT OIG

ERNIE CASTELANE

MILTON CARRIGAN

BOBBY HAYWARD

EMILE ST. MARIE

Six members of the Navy hockey team from HMCS "Chippawa", Winnipeg, are shown above. Playing-coach Jessiman, a former junior Monarch, saw five years' war service, mostly at sea. Oig, 21, was the team's high scorer over the regular season. Castelane, 21, holds down a defence position and Carrigan and Hayward, also 21, are forwards. St. Marie, 18, is the team's goalie.

a pool which was too shallow for swimming.

Badminton courts have been marked out on the drill deck and the ship's company is making good use of them.

The officers have an entry in the Hamilton Garrison Officers' Baseball League. In the latest encounter the Navy beat the Air Force with a two run rally in the last inning. Final score: 8-7.

### **'Montcalm' Team Tops Service Hockey Loop**

The only Navy entry in the six-team Quebec Garrison Hockey League, the team from HMCS "Montcalm" was leading the circuit at the end of February. The remainder of the league is made up of five Army squads.

Paced by such stalwart puck-chasers as Captain Bruce Crutchfield, of the Canadian Army Dental Corps, Naval Section, CPO Robert Slavin, AB Mike Belanger and AB Paul Horth, the "Montcalm" team has lost only one game all season.

Capt. Crutchfield was a member of the Navy hockey team which won the Nova Scotia championship in Halifax in the 1945-46 season.



A "Cock o' the Fleet" won by HMCS "Swansea" in a boat-pulling regatta with HMC Ships "Nootka" and "Haida" at Key West, Fla., is mounted in a position of prominence by PO Wilfrid Lamoureux and the frigate's Executive Officer, Lieut. F. L. P. Ross.

### **Varied Sports Programme Under Way at 'Discovery'**

Two basketball teams representing HMCS "Discovery" are making progress in the Vancouver City Intermediate "A" League. Coach Bob Haas, a member of the Vancouver Clover Leafs, Dominion hoop champs, says he is highly pleased with the performance of the Tars.

Volleyball has come into its own at this Division. In its first encounter the "Discovery" team was beaten by an Army Reserve team, but in all other matches, with Air Force, Army and civilian teams, the Division's volleyball team has won handily.

Unseasonable weather forced postponement of the soccer programme lined up for the Ship's company. "Discovery" boxers are working out and expect to meet pugilists from "Naden" and other service centres on the Pacific Coast during the spring.

Thursday nights have been set aside as Sports Nights at "Discovery". Under the sports officer, Lieut. John Gourlay, RCN (R), Vancouver reserve units and civilian groups are invited in for basketball, boxing, volleyball, badminton, ping pong and gym routines, all of which can be carried on at the same time on "Discovery's" large drill deck.

A new softball diamond is being constructed on the base and plans are being laid to enter a team in the city league. Tennis tournaments and archery contests are other sporting activities planned when Vancouver's weather returns to normal.

### **Cadets Hold Annual Boxing Tournament**

The Canadian Services College, "Royal Roads" annual boxing tournament was held in the college gymnasium on February 15, with cadets of the three services putting on an interesting and exciting show for a capacity audience.

Major General H. F. H. Hertzberg, CB, CMG, DSO, MC, one-time Commandant of the Royal Military College, Kingston, presented the



Senior Term Navy Cadet E. D. Francis, of Medicine Hat, Alberta, (left), mixes it up at close quarters with Junior Army Cadet J. K. Devlin, of Perth, Ontario, in their welter-weight match in finals of the annual "Royal Roads" boxing tournament. Francis was the winner.

trophies and congratulated the cadets on their good showing.

Results in the various classes were:

Featherweight: D. C. Patterson (Army, Junior) of Hamilton, defeated W. J. Marsh (Air Force, Senior) of Toronto.

Lightweight: C. W. A. Prentice (Air Force, Senior) of Toronto, defeated R. D. McDonald (Air Force, Junior) of Regina.

Welterweight: E. D. Francis (Navy, Senior) of Medicine Hat, Alberta, defeated J. K. Devlin (Army, Junior) of Perth, Ontario.

Middleweight: F. D. Trebell (Navy, Senior) of Picton, Ontario, defeated D. I. Knight (Air Force, Junior) of Vancouver.

Light Heavyweight: J. A. Laudenschach (Air Force, Junior) of Seaforth, Ontario, defeated R. K. Swartman (Air Force, Junior) of Parry Sound, Ontario.

Heavyweight: B. A. Howard (Air Force, Senior) of Toronto, defeated D. G. Lomis, (Army, Junior) of Sorel, P.Q.

The trophy for the "Gamest Loser" went to Cadet M. C. W. Miller (Air Force, Junior) of Toronto.

# Small Ship -- Big Job

by L. W. T.

She May Not Be Any Glamour Gal  
But 'Cedarwood's' Crew Wouldn't Trade Her

Working from 0530 until 2000 or later, throwing 700-pound weights and 1,000-pound Admiralty Pattern anchors around, and handling various types of floats, buoys and wire rope cannot be called a "soft touch", but the crew of H.M.C.S. "Cedarwood", oceanographic survey vessel, would not change places voluntarily with anyone from a frigate to a flat-top.

Formerly the RCASC "General Schmidlin," H.M.C.S. "Cedarwood" is 167 feet long with a 30-foot beam and running around 260 tons. She was built in 1941 at Lunenburg, N.S., for the Army as a target towing vessel for offshore batteries and was used in and out of Halifax and around Newfoundland. Following the war the Army put her in reserve. In June, 1946, she was transferred to the West Coast, via the Panama Canal, and used as an ammunition dumping tender. Turned over to the Navy, she was put under the administration of Harbour Craft and it was not until September, 1948, that she was formally commissioned as H.M.C.S. "Cedarwood".

The vessel has had her moments. In April, 1944, while off Halifax, she was sighted by a surfaced enemy submarine. The U-boat gave chase and, having only a few rifles aboard, the "General Schmidlin" took to her heels.

According to the ship's old log book, every ounce of power possible was squeezed from the single Diesel engine. Barely able to stay out of range, she somehow managed to reach Halifax harbour. When her engine was shut down, it was found every bearing had been burned out.

One of the first evolutions carried out as H.M.C.S. "Cedarwood" was laying a fresh water line from a creek for ships' use. A pump onshore forced the water through a hose secured to three buoys in the channel. Another line shackled to the centre buoy was secured to a large rock beside the creek. The crew promptly dubbed

them "Shmoo Creek" and "Shmoo Rock" respectively. A mishap while a ship was watering fouled up the system and "Cedarwood" had to effect repairs and replace the buoys. These were moored with 1000-pound Admiralty Pattern anchors.

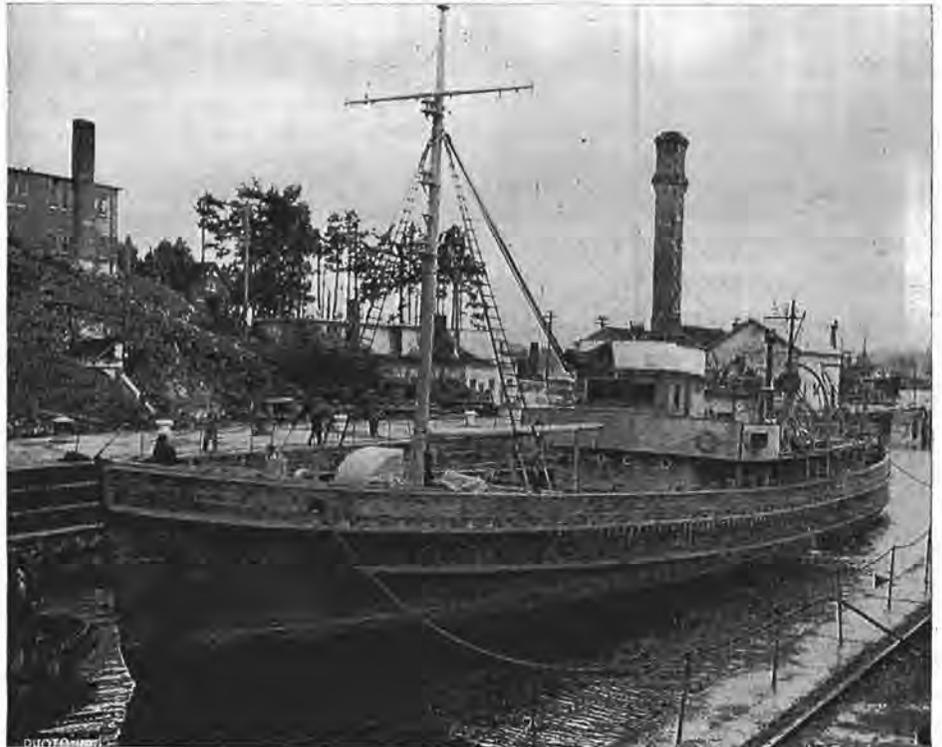
Under the command of Lieut.-Cdr. J. E. Wolfenden, RCN (R), of Victoria, "Cedarwood's" ship's company includes two other officers and 20 men. Among them are Lieutenant "Tony" Hutton, the Executive Officer, and Lieutenant N. Langham, who quadruples as Navigating Officer; Wardroom Secretary, Canteen Officer and Supply Officer. In addition he does all the ship's bookwork. Six Able Seamen, one Leading Seaman and the Coxswain, Petty Officer W. M. Graham, of North Vancouver, comprise the executive side of the lower deck, while C/ERA E. M. B. Pearse, of Courtenay, B.C., along with three E.R.A.'s and four Stokers make up the

engine room staff. Chief Telegraphist Donald Waring, of Victoria, completes the crew.

The crew's favourite recreation ashore is hunting and fishing. On board, aside from a few hobbies, they hold bridge and crib tournaments, and future plans are to get a record player — when the canteen can afford it.

Keeping track of the Fairbanks Morse Diesel and allied machinery in the engine room, the motor boat ("Which", says Able Seaman Clarence Dueck, of Kingston, Ont., "makes more noise than the ship") and the winch on the top deck is the chore of C/ERA Pearse and his staff of "clinker knockers". Not infrequently the engine room watches not on duty turn out and give the hard pressed seamen a hand when the going gets tough.

(Continued on page 31)



HMCS "CEDARWOOD"

(The smokestack belongs ashore)



## PACIFIC COAST

### HMCS "Naden"

A brief weather bulletin on the "Island Paradise" must be included this month. Victoria in February had its heaviest snowfall in 14 years. After Old Man Winter relaxed a bit there came the rains and the city played host to a downpour that flooded streets, cellars and came through roofs. Victoria looked like Venice, without the gondolas.

During the storms, working parties in the barracks had the unusual experience of clearing snow-clogged roads one day and cleaning out clogged drains the next.

A Guard of Honour, 100 strong, was present at the opening of the British Columbia legislature. Lt.-Cdr. T. S. R. Peacock was in charge and Mr. D. F. Tutte, Commissioned Gunner, was Second Officer of the Guard. His Honour, Lieutenant Gov-

ernor Charles A. Banks inspected the Guard.

"Naden's" laugh of the month concerns a guard which mysteriously disappeared while drilling on the parade ground. The band was in the lead, the guard bringing up the rear. The guard, for some unknown reason, wheeled left at the edge of the parade ground while the band marched on down the hill. The Officer of the Guard, following the band, was mighty bewildered when after ordering a halt, he turned about and found himself addressing only a couple of bored seagulls.

### HMCS "Crescent"

The day of departure for the spring cruise was full of surprises for "Crescent". The first indication of "something in the wind" was a delay in the ship's departure. At 1030 "Athabaskan" and "Antigonish" slipped and proceeded, followed by "Ontario" at 1100. "Crescent" was left looking

a little forlorn on the big jetty at "Naden". The next surprise was the announcement by the Minister of National Defence that the ship was proceeding to the Far East.

This news was received with mixed feelings but with preparations proceeding at top speed for the next few days, all hands began to look forward to the Far East cruise and the jobs for which they might be required.

Pearl Harbor was the first stop on the 7,500 mile trip and the run from Esquimalt was completed in a little over five days. After a short stay in "Pearl" the ship sailed for Kjawalein, in the Marshall group. Dog watch time was passed on board by impromptu sing-songs and swimming in a tank rigged on deck.

The first issue of the ship's newspaper appeared on Sunday, February 13, and a competition was launched to find a fitting name. Suggestions so far include "Crescent China Crusader", "The China Mail" and "Slow Boat News."

### HMCS "Ekholi"

The little ship with a happy crew and more sea-time than all the "fighting ships" is at present completing refit and the ship's company has had an opportunity to take leave and see harbour again.

Lt.-Cdr. G. A. Powell, RCN (R), recently relieved Lieut. R. B. Hayward, RCN, as Commanding Officer, and Lieut. R. G. Hurlburt, RCN (R), has taken over as First Lieutenant. Present crew members are CPO's G. Fraser, R. Macpherson and T. Hutchinson; PO H. Kilvington; Leading Seamen W. Stanbrook and A. H. Christie, and Able Seamen R. Stirling, F. Detcher, W. Taylor, W. Hume, A. Falkenburg, B. Tarves, R. Childs and W. Zerr.



A blizzard-swept Northern outpost? No. This is Victoria — where the birds spend the winter. The scene is the parade square at HMCS "Naden", where the Guard of Honour for the opening of the British Columbia legislature has a short standeasay during Victoria's worst snow-storm in 14 years.

## HMCS "Antigonish"

Our ship made the headlines again. It certainly gave the ship's company a lift to see her name in bold type in the newspapers.

When ordered to prepare for sea that night in Magdalena Bay there were, of course, many rumours as to our destination; none of us were sorry when we learned we were to assist a ship in distress. The "Seakonk", a Canadian-owned merchant vessel, was pitching heavily and helplessly when "Antigonish" found her.

A line to be passed in short order and it wasn't long before we were on our way back to Magdalena Bay with our charge. During the night the tow line parted and more hard work was required in getting another passed. On arrival at the bay, the merchantman anchored to await a tug to tow her to San Diego.

While in Magdalena Bay, the ship's company enjoyed several well-attended sing-songs. The ship's piano, which was received on board just before sailing, came in very handy.

A number of the participants in the ship's beard-growing contest dropped out on arrival at San Diego. Shore leave, apparently, looked even better than "sporting a set."

## ATLANTIC COAST

### HMCS *New Liskeard*"

Congratulations are due to Art Higgins on his receiving sailing orders for the tranquil waters of the Chiefs' and POs' Mess... So many new faces occupy the familiar places at the seamen's mess table that we have started to wonder what happened to the old crowd... It has been rumored that the quartermasters are still experiencing a little difficulty in filling in the short leave book with all the new substantive structure abbreviations... It won't be long, however, until the newest entry in the Service will be able to rattle off even the hardest of 'em... The hockey team and Stokers' Mess lost a valu-



Canadian and American naval aviators meet at the RCN Air Station, Dartmouth, when three Avenger aircraft land at the Canadian base en route to join the USS "Saipan." The carrier was on its way to take part in the rescue of a party of airmen from the Greenland ice cap. In the group are (l. to r.) Lieut. (E) (AE) J. D. Newton, RCN; Lieut. Weart, USN, Avenger pilot; Lieut. Moore, USN (back to camera); Cdr. (P) B. S. McEwen, RN, and Captain A.B. Fraser-Harris, DSC and Bar, RCN, Commanding Officer of the station.

able member and friend in the person of Able Seaman Gerald Tasse... The Chiefs' and POs' Mess lost a familiar member in the person of CPO Bernard Irvine... A vote of thanks goes to our retiring Mess President and a note of welcome is extended to the new President, PO Wallace Muloin.

### HMCS "Swansea"

HMCS "Swansea's" air conditioning unit added to her popularity during the Florida cruise in January. While the southern air was hot enough at times to be disagreeable, the cool messdecks of "Swansea" were the answer to insomnia. Only once did the air conditioning unit fail to reduce temperatures on the frigate, and that was one night during the first week at Key West when the Master of Ceremonies of the "Tropics" entertained aboard with part of his act. Torrid stuff!

"Swansea" hoisted an enormous cock of the walk prior to returning to Halifax since she won top points in

evolutions and all regatta events except the war canoe race, which went to the "Nootka" tribe.

PO Paul Miller said farewell to his messmates March 1, when he proceeded on discharge leave. CPO Stuart Duncan was another one to leave "Swansea" the end of February. Chief Duncan will stand by at "Stadacona" until he is drafted to another ship.

The Engine Room Branch of "Swansea" has done an excellent job during the current refit. Refit ends in mid-April and then the frigate will embark on a busy programme of reserve training.

### HMCS "Haida"

The Merchant Seamen's Club in Halifax was the scene last month of one of the best ship's company dances that has been held by the crew of HMCS "Haida" for quite some time. With the exception of the duty watch, everyone turned out in full force to make it a bang-up evening.

### Reserve Fleet

The Reserve Fleet is shrinking. "Portage" is returning to service as a reserve training craft. "Kapuskasing" and "Fort Francis" have gone from the Dockyard, the former to the Halifax Shipyards and the latter to Saint John Drydock, both for conversion for service with the Department of Mines and Resources.

Lieut. (E) George Somers, formerly of the MTE, "Stadacona", has been appointed to "Portage" in charge of machinery. Lieut. (S) William Powell is looking after the storing of "Portage" prior to taking up the appointment of Supply Officer, HMCS "Micmac". — J.N.W.

### TAS School

After a fairly quiet month, during which all classes but one were at sea for practical A/S training, the school has returned to normal.

Some familiar faces turned up for the TAS Instructors course that started February 14. It was a pleasure to welcome back Petty Officers Dunc Wallace, George Hornett and Douglas Ingraham, from the West Coast, and CPO John Lipton and PO's Tom

Elstone, Jack Jackson and Len Rousell from the East Coast.

CPO's Bob Middleton and Art Buchard and PO's Freddie Webb and Dave Hurl have left for HMS "Ver-non" for a Gunner (TAS) course.

## NAVAL DIVISIONS

### HMCS "Griffon"

(Port Arthur)

Able Seaman Stirling Crocker was judged winner of the ship's company beard growing contest held in conjunction with the Lakehead Winter Carnival. CPO Francis Gerrie won second prize and Lieut. (P) Ted Fallen was in show position.

Judges of the Naval qualities of the various growths were Cdr. C. W. King, RCN(R), Commanding Officer, Lieut. A. Elliott and PO J. Good-fellow. Points of feminine appeal were appraised by three Navy wives, Mrs. C. W. King, Mrs. A. C. Theobalds and Mrs. K. M. MacAskill, who also presented the winners with their prizes.

### HMCS "Discovery"

(Vancouver)

A recruiting campaign covering the whole of the lower Mainland of

British Columbia was undertaken early in March by officers and men of HMCS "Discovery". The drive, aimed at bringing the complement of the Division up to 450 men, started with an "open house," similar to the one held last fall in conjunction with other divisions across Canada.

Special invitations to visit the establishment on March 3 were issued to all men between the ages of 17 and 35. Sports displays were organized and demonstrations of radar, asdic, torpedo and radio work were set up. Groups were taken on conducted tours of the division and officers stood by to answer questions.

The programme wound up with a reception in the Seamen's Canteen.

Able Seaman Fred Holland has been elected president of the Seamen's Canteen at HMCS "Discovery". The canteen has recently been renovated and its members now boast that it is the "tiddliest" in the service.

AB "Bud" Jupp, a keen athlete and the star of "Discovery's" basketball team, has been drafted to HMCS "Ontario".

Ten members of the ship's company are at present in the West Indies with units of the Pacific Coast fleet on the spring cruise. They are Able Seamen L. W. Tyson, K. R. Johnstone, J. H. Beattie, S. Podgornick, R. A. Leveridge, A. T. Ketchell and Charles R. Thomas, and Ordinary Seamen T. R. Williams and E. C. Fairburn.

### HMCS "Chatham"

(Prince Rupert)

Steady growth in the size of the Division has been noted during the past few months and the outlook is definitely "fair and warmer."

"Chatham" has regretfully parted with its Staff Officer, Lieut. John Quinn, RCN, who is now commanding officer of HMCS "Bytown," Ottawa. Mr. A. Gray, Gunner, RCN, formerly of HMCS "Naden," has been welcomed as successor to Lieut. Quinn.

### HMCS "Montcalm"

(Quebec)

Recruiting is again the order of the day at HMCS "Montcalm." A/Captain E. F. Noel, OBE, RCN(R), who has succeeded A/Lt.-Cdr. J. B. A. Berube, RCN(R), as Commanding



Finalists in HMCS "Griffon's" beard growing contest, held in conjunction with the Lakehead Winter Carnival, are shown above with the three young ladies who assisted the judges. Ord. Sea. Stirling Crocker, extreme right, was declared the winner after a close race. Those in the photograph, from left to right, are Lieut. (S) A. C. Theobalds, Lieut. Ted. Fallen (third prize winner), CPO F. Gerrie (second prize winner), Mrs. C. W. King, CPO W. Graham, Mrs. Theobalds, AB R. Tornbloom, Mrs. K. M. MacAskill, Ord. Sea. L. Martin, Ord. Sea. J. Bryant and Ord. Sea. Crocker.

Officer of the Division, has stated that one of the primary aims of the present campaign is to interest more French Canadian youths in the RCN (Reserve).

The drive will continue for several months and has as its objective a complement of 35 officers, 62 chief and petty officers and 450 men.

On relinquishing command of HMCS "Montcalm", Lieut.-Cdr. Berube received the following message from Vice-Admiral H. T. W. Grant, Chief of the Naval Staff: "On the occasion of your relief as C.O. 'Montcalm' I wish to express the appreciation of myself and the Naval Board for your sincere continued interest in naval affairs at Quebec and for the many hours of your own time devoted to HMCS 'Montcalm.'"

#### HMCS "Queen" (Regina)

A novel instructional system has been devised by Lieut. J. W. B. Buckingham, RCN, Staff Officer at HMCS "Queen", for teaching basic radio telephone procedure and ship manoeuvres to Reserve Officers.

In one of the classrooms a 16-foot circle has been painted on the deck and marked off in 360 degrees. Four concentric inner circles mark off various ranges.

Small ship models are directed on the plot by class members seated in individual desk-chairs on a raised dais overlooking the manoeuvring board. Each one of the class has a set of earphones, and is screened from the rest of the class. From a master transmitting station (an amplifier on the instructor's desk) messages are passed to each "ship", or class member. Correct R/T procedure is followed with the passage of each message and a visual record of movements of each ship is given by the models being shifted about on the manoeuvring board.

More modifications are planned for the classroom. When completed, it is expected that full scale manoeuvres can be carried out, with the class watching and directing. Through this training, it is hoped Reserve officers will report for annual sea training with some knowledge of fundamental pro-



A group of fair guests at the University of Toronto UNTD dance at HMCS "York" pose for the cameraman under the arch formed by twin seahorses. The main deck of the naval division was suitably decorated for the highly successful affair.

cedures which can be expanded with practical work.

#### HMCS "Unicorn" (Saskatoon)

Despite adverse weather, a band concert held in the establishment recently to promote recruiting was an outstanding success. All the chairs that could be rented or borrowed proved inadequate for the crowds that attended. Another and even more successful band concert from an attendance point of view, was held shortly afterwards. This took the form of a "jam and jive session", and although again chairs were rented and borrowed about 200 young people had to be turned away, due to lack of seating accommodation.

#### HMCS "Malahat" (Victoria)

There is considerable satisfaction among the ship's company of HMCS "Malahat" now that word has finally come through that the division is to get the Algerine minesweeper "Sault Ste. Marie" as its headquarters.

During the summer reserve training period, the division will be able to take her to sea during weekends and put into actual practice theoretical knowledge gained through a series of lectures given by Lieut. Cdr. (TAS) A. R. Turnbull, RCN.

Two of the Division's officers have shipped their half-stripes — Lieut. W. Ostler and Lieut. (L) J. Thornton.

#### U. of T. U.N.T.D.

One of the highlights of the winter social season at the University of Toronto was the U.N.T.D. Dance, held at HMCS "York" on February 4. The Commanding Officer of the division, Captain F. R. Base, RCN (R), and Mrs. Base formally opened the dance. Among the patrons were the Hon. Vincent Massey, Chancellor of the University, and Mrs. Massey, and Dr. Sidney E. Smith, President, and Mrs. Smith.

Decorations on the main deck featured two large seahorses which formed an arch through which all guests entered. Music was supplied by Bos'n Buddy Hill and his orchestra.

Mr. E. A. Jupp was chairman of the canteen committee which convened the dance.

### HMCS "York"

An inter-divisional competition designed to promote keenness and morale has been introduced at HMCS "York". There are 21 competitive events ranging from the academic to such practical accomplishments as whaler rigging, and from the general smartness of divisions to participation in various athletic events such as sailing, swimming and badminton. Among other competitive events are indoor rifle shoots, squad drill, boat work and attendance. "York's" 11 divisions — New Entries, Engine Room, Foc'sle, Foretop, Main-top, Quarterdeck, Electrical, Air, Communications, CPO's and PO's, and Shipwrights — will have until the second week in May to build up their total scores. Appropriate awards will be made to the winning group. Officer in charge of the competition is Lieut. G. Jarvis Lyons, who is assisted by Sub. Lieut. Peter McLachlan.

A regulation indoor 25-yard range for .22 calibre rifle practice has been installed and is proving to be highly popular with the ship's company.

Rear Admiral E. R. Mainguy, OBE, RCN, Flag Officer Atlantic Coast, visited and walked around the establishment January 22. About 100 officers and their ladies entertained Admiral and Mrs. Mainguy in the wardroom on the evening of January 24.

### HMCS "Hunter" (Windsor, Ont.)

With recruiting for both the permanent force and Reserve still continuing at a satisfactory pace, the month of February was featured at HMCS "Hunter" by strenuous activity in the training field.

Especially good progress is being made in the Leading Seamen's qualifying course, where new stress has been put on instruction in seamanship, boat work and anchor work.

Social activities were at a minimum during the month after the Christmas-New Year holiday. On Friday, February 11, the Wardroom officers held a mess dinner, the first of the year. During dinner selections were played by an orchestra drawn from the ship's band.

Friday afternoon has been set aside at "Hunter" as a sports period for the permanent force personnel. The new system was tested Friday, February 18, when a game of deck hockey was played. To the very great credit of the permanent staff, it is recorded that they ended the afternoon bloody but unbowed. The experiment will be repeated each Friday until the manpower situation makes it necessary to discontinue.

"Hunter's" recruiting office staff has been singled out for special mention this month. Recently a staff of civilian painters were called in to redecorate the ship. Before they were finished, six had joined the Reserve. An effort will be made to have the ship painted twice a week henceforth.

### TORONTO EX-WRENS HOLD ANNUAL MEETING

Miss Isabelle Archer is president of the Wren Association, HMCS "York" Division, for 1949.

Other officers are Miss Ruth Mulvihill, first vice-president; Miss Betty Taylor, second vice-president; Miss Doris Fells, recording secretary; Miss Ann Ireland, corresponding secretary; Miss Vera Dwyer, treasurer; Mrs. Ross F. McDonald, public relations; Miss Kay Mottram, hospital visiting; Mrs. G. Earl Rogers; Welfare, Miss Frances Alley, Miss Alice Mottram, Miss Jessie Torrance and Miss Margaret McCallum, general committee.

Except during summer months, meetings are held every two months at HMCS "York." Activities include visits to military hospitals, sending of parcels to ex-members of the WRNS overseas, and publication of a regular newsletter. The organization has even adopted two children through the Save the Children Fund.



Proud parents pose with their children following christening ceremonies on January 9 at HMCS "Shearwater". Parents are Lt.-Cdr. (P) and Mrs. John Roberts; Lt. (P) and Mrs. Noel Cogdon; Lt. (P) and Mrs. Robert W. J. Cocks; Lt. (P) and Mrs. William J. Spencer; Lt. (P) and Mrs. John D. Lowe and Lt. (O) and Mrs. Robert D. Feagan.

## 80 RESERVE TRAINING CRUISES SCHEDULED

Approximately 80 separate cruises have been scheduled for the Atlantic and Pacific Coasts and the Great Lakes in connection with the 1949 Reserve Training Programme.

East Coast training will be carried on in HMC Ships "Magnificent," "Nootka," "Haida" and "Swansea" and cruises will be made to such points as Boston, Newport, R.I., Provincetown, Mass., Cornerbrook, Newfoundland, and Bar Harbor, Maine.

On the West Coast, participating units will be "Ontario," "Athabaskan," "Cayuga," "Crescent," "Antigonish" and "ML 124." Ports of call will include Seattle, Portland, San Francisco, Monterey and Santa Barbara, Calif., and Kodiak, Alaska.

Great Lakes training will be provided by HMCS "Portage" and four ML's.



Cadets of the University of British Columbia Naval Training Division now have their own gunroom at HMCS "Discovery", Vancouver Naval Division, and are proud of the fact that they have raised the money for renovation and furniture themselves. Shown at the formal opening of the gunroom are (left to right): Lieut. A. M. Slater, RCN, Staff Officer, "Discovery"; Mr. Clarence Wallace, President of Burrard Shipyards Ltd. and a Past President of the Navy League of Canada; Cdr. W. R. Stacey, DSC, RCN(R), Commanding Officer, "Discovery"; UNTD Cadet William McConnell, Vice-President of UNTD-UBC gunroom; Sub-Lieut. Frank Dayton, RCN(R), gunroom President; Lieut.-Cdr. J. A. R. Allen, DSC, RCN(R), Executive Officer, "Discovery", and A/Lieut.-Cdr. Frank J. E. Turner, RCN(R), Commanding Officer, UNTD-UBC.

## AN APPRECIATION

by

a C.P.O.

*The following expression of appreciation was submitted by a Chief Petty Officer of the Engineer Branch who makes his home in Dartmouth, N.S.*

In the town of Dartmouth there is no hospital. As the ferries that transport virtually all passenger and vehicular traffic across the harbour do not operate between the hours of one a.m. and 6 a.m., all emergency hospital cases which develop in Dartmouth between these hours must be driven some 20 miles around Bedford Basin to Halifax. In the winter this drive often becomes hazardous. There have been occasions after heavy storms on which automobiles have been unable to get through.

To alleviate this situation for naval personnel and their dependents living

in Dartmouth, the Flag Officer Atlantic Coast authorized the use of harbour craft for emergency transportation after the local ferry services stopped for the night. Subsequently, ambulance service from HMC Dockyard was authorized in combination with the harbour craft service.

On the night of January 24-25 an ERA living in Dartmouth had occasion to make full use of the service. The situation at the time was that he was expecting an addition to the family. All necessary arrangements had been made with the exception that hospitalization could not be obtained until the very last minute. At two o'clock on the morning of January 25 the situation became urgent. Telephone calls were made to the harbour craft dispatcher and for a taxi. A friendly neighbour, who had previously volunteered, came in to stay with the two younger children.

By the time the taxi had arrived at the French Cable Wharf in Dartmouth, the harbour craft was pulling

alongside. With the cheerful assistance and solicitude of the crew, the transfer to the boat was made with dispatch. On arrival at No. 3 Camber in HMC Dockyard, the ambulance was waiting. The ambulance driver proved to be just as co-operative and efficient as the boat's crew. The offer of a stretcher was refused, and the patient sat in the heated cab for the trip over snowy roads to the hospital.

After his wife was comfortably settled, the husband returned to Dartmouth over the same route. At three o'clock he was at home with the two children. At five o'clock he received the welcome news that a baby boy was born and that mother and child were fine.

The above case history certainly shows the value of this service. Also, the attitude, efficiency and solicitude of the personnel putting it into effect must be a source of gratification to the authorities who were responsible for the scheme.

# The Electrical Department

In Three Years It Has Come A Long Way; Second to None  
Is Its School at Halifax

**P**ERSONIFYING the Electrical Department — one of the youngest, and huskiest, offspring of the Royal Canadian Navy — is HMC Electrical School in HMCS "Stadacona," Halifax.

In less than three years the Electrical School has grown to such a stature that, insofar as facilities for theoretical and practical training in all phases of electrical engineering are concerned, it is regarded as second to none, anywhere.

The school is located in the large, modern building that served during the war as a WRCNS block. Sharing the building is HMC Communication School, which occupies one third of each of two floors.

Departmental approval for the establishment of the Electrical School was given in September, 1945, and an officer of the Electrical Department visited the electrical and

electronic training schools in Canada, the United States and the United Kingdom. His assignment was to examine their equipment and facilities and to see that installations for the projected RCN school were the most modern and efficient possible.

In June, 1946, the renovation and fitting out of the building assigned to the school was begun.

An important factor here, and one that enabled the school to develop its facilities rapidly, was the availability of large quantities of surplus electrical and electronic equipment at the end of the war.

The function of the Electrical School is to train officers and men of the Electrical Department in the technical aspects of all naval electrical equipment, including radar, radio, asdic and fire control fitted in HMC ships, shore establishments and aircraft. In addition, familiarization

and special courses are given to officers and men of other branches.

The school is divided into the following main sections:—

## *Theoretical*

This section is responsible for the fundamental training in mathematics and physics essential to an intelligent assimilation of electrical training.

## *Basic Workshops*

All officers and men of the Electrical Department spend many hours of their qualifying courses in the school's well-equipped machine shops, learning or increasing their skill in the use of power and hand tools. Particular stress is laid on this phase of training in the case of the Electrical Technician who is now responsible for the mechanical duties previously carried out by the Electrical Artificer, this latter branch having been absorbed into the Electrical Technician Branch in February.

## *Power*

Electrical Technicians are trained in this section. Their syllabus consists of the following subjects: Asdic, fire control, low power, high power, workshop, teletype, gyro, transmission systems, remote power control, logs and plots, theoretical and practical workshop instruction.

## *Electronics*

This is the Radio Technicians' section. Their subjects include: Radio communication, radar, radio aids to navigation, radio teletype, theory and practical workshop training.

## *Air Electrical Section*

This section is only now nearing completion but will be fully equipped in time to undertake conversion and qualifying courses for men of the Air Radio Mechanic and Air Artificer (L) Branches who have been transferred to the new Radio Technician



Two members of a Radio Technicians' qualifying course at H.M.C. Electrical School in the ship's radio transmitting room in the school. Checking fuses on a transmitter with a multimeter test set are PO J. C. Lewis, of London, Ontario (left) and PO C. A. Redden, of Windsor, N.S.

(Air) and Electrical Technician (Air) Branches of the Electrical Department.

The Air Electrical section is divided into two sub-sections as follows:

(i) *Air Radio*

This is the Radio Technician (Air) section and the syllabus will cover airborne radar and radio, carrier borne radio and radar equipment for aircraft control, air station radio and radar, theoretical and practical workshop instruction.

(ii) *Air Electrics*

This is the Electrical Technician (Air) section and the syllabus will include instruments, lighting, ignition systems, generators, fire control, theoretical and practical workshop instruction.

The Air Mechanics (L) will remain in the Air Department and be transferred to the Air Fitter Branch. The Electrical School will train these men in electrics to whatever technical standard is required by the Air Department.

#### ELECTRICAL OFFICERS

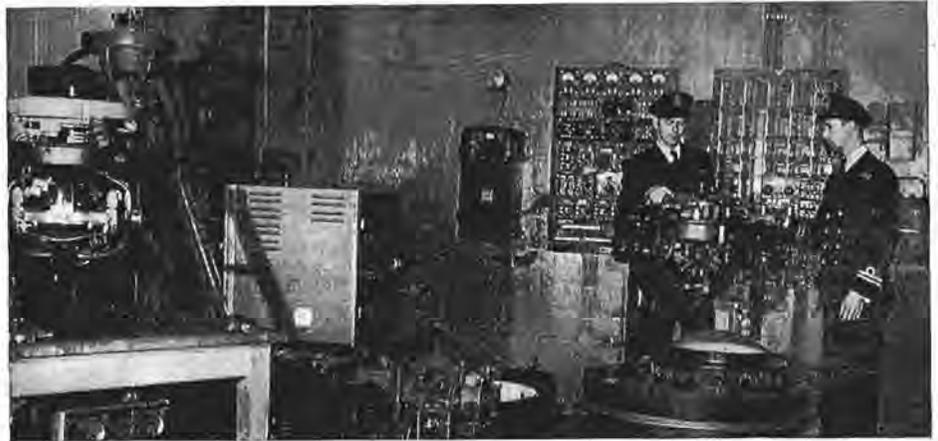
On graduating from university it is intended that all Electrical Officers shall serve for a short time at sea and then carry out training in industry. This will be followed by a 12-months' course in the Electrical School which will cover all phases of installation, maintenance and operation of naval electrical and electronic equipment.

After a period of general service there will be opportunities for the Electrical Officer to undergo further training to specialize in one of the following subjects: Fire control, communication engineering, detection (including radar, asdic and radio and electronic aids to navigation), air electrics radar and radio, and electrical systems and fitting. Even as a specialist, however, the importance of a thorough general electrical knowledge and experience will not be lost sight of, in order that the Electrical Officer may hold appointments where all round electrical ability is required.

#### OPPORTUNITIES FOR PROMOTION

The avenue of promotion from the lower deck to commissioned rank in

the Electrical Department is open to all men who show the required standard of technical knowledge and general ability. At the present time nine men from Electrical Branches are attending Universities to obtain their degree in Electrical Engineering and be commissioned as Acting Sub Lieutenants (L); six Chief Petty Officers and Petty Officers of the Electrical Technician Branch are undergoing courses for Warrant Electrical Officer; and six Commissioned Electrical Officers have been promoted to Lieutenant (L) and will undergo courses in HMC Electrical School whenever they can be spared.



In the gyro room at HMC Electrical School are CPO Irvin Johnston, one of the school's instructors, and Lieut. (L) D. C. Waring, officer-in-charge of the Power Section.

#### MEN OF THE ELECTRICAL DEPARTMENT

The formation of the Electrical Department was announced in September, 1945, but it was not until January, 1947, that training courses began in the Electrical School with the first course of Electrician's Mates. In July, 1947, a number of men were transferred to the Electrical Department from the Communication, Torpedo and Anti-Submarine Branches. This was necessitated by the allocation of complete responsibility for the installation, maintenance and repair of all electrical and electronic equipment to the newly formed Electrical Department. All of these men required courses to broaden their technical knowledge, so a program of conversion courses for SDI's, HSD's, TGM's, LTO's, Tels., etc., was planned.

A total of 195 men required courses of an average length of 50 weeks. Of that number only 35 still have to be drafted to the school for courses. It is anticipated that this conversion program will be completed by September, 1950. This is in addition, of course, to the normal qualifying courses for advancement.

The recruiting and training of men of the Electrician's Mates branch is such that the school's staff is taxed to capacity. It is from this branch of the Electrical Department that men are trained for transfer to either the Electrical Technician, Electrical Technician (Air), Radio Technician

or Radio Technician (Air) Branches. To qualify for transfer to one of these branches an Electrician's Mate must have undergone a six-months' electrical course in the Electrical School, have served a minimum of 15 months in the Ordinary rating and eighteen months in the Able rating, have at least one year sea service, and be recommended for transfer to the Technician branch of his choice.

This 33-month service period, during which the Electrician's Mate acquires experience in every phase of the Electrical Department's duties ashore and afloat, may be likened to an apprenticeship. This is when, on the basis of experience gained, he will decide in what field of electrics or electronics he would like to make his service career. After that decision has been made and he has been accepted for course, he will undergo

approximately 68 weeks' training to qualify him for transfer to a Technician branch. This method of selection and training produces the best type of technician and, of primary importance, one who has interest in his specialization.

During his "apprenticeship" time the Electrician's Mate is not just a bag carrier or replacer of lamp bulbs; he is an important part of the maintenance team. In preparation for this, his six-month course in the Electrical School has equipped him with a grounding in the basic principles of electricity and electronics, plus a good practical knowledge of ship equipment and systems. There is no place today in a maintenance team for any but the well trained technical man, since simplicity does not, unfortunately, go hand in hand with technical development, and 'rule of thumb' methods of maintenance cannot be applied to Naval electrical or electronic equipment.

Transfer to a Technician Branch is at present achieved at the Leading rating. The Radio and Electrical Technician are by training and employment the highly skilled technicians of the Electrical Department and as such are awarded Trade Group IV at the Petty Officer First Class rating. Advancement in these branches depends upon ability to pass examinations and competency to carry out the duties of the higher rating.

However, it's not all work when ashore for a course. The Electrical School is active in sports and social events and an elected committee organizes and encourages widespread participation. Four inter-part sports championships were won by the school in 1948 and it is hoped the record for 1949 will be even better.

#### OFFICER IN CHARGE

Officer in Charge of the Electrical School is Commander (L) H. G. Burchell, who holds a B.A. in physics and mathematics, is a member of the American Institute of Electrical Engineers and the Institute of Radio Engineers and has the further quali-



CDR. (L) H. G. BURCHELL  
*Electrics, Electronics, Athletics*

fication of having spent a year in post-graduate work in pædago-gy, specializing in technical training and vocational guidance.

A sports enthusiast, he has been largely responsible for the keen and active interest taken in games by the men attending the school. He himself has been particularly active as a hockey and softball player.

### NAVAL BRANCH GETS LEGION CHARTER

The charter of the first Naval Branch of the Canadian Legion in the Province of Quebec was presented by Mr. W. J. J. Neish, president of the Quebec Provincial Command of the Canadian Legion, to Mr. Stanley Glass, president of the newly formed naval branch, on the drill deck of HMCS "Donnacona" January 10.

This new branch, which will be known as the Canadian Naval (Quebec No. 7) Branch, will be offered a seat on the Provincial Command thereby giving Naval veterans in Quebec direct Naval representation on the command and assurance that their interests will be well protected.

The organizers of the branch were mostly members of the Montreal Naval Division. The presentation took place before a crowd of 150

Legionnaires and, besides Mr. Neish, was attended by Mr. Hugh Parry, Past President of the Quebec Command and representative of the Command on the Dominion Council, Mr. K. L. Woolley, Managing Secretary of the Command, and many others.

Mr. Parry initiated some 40 new members into the Legion and Mr. Neish installed the following officers:-

Captain R. B. Warwick, RCN (R), Commanding Officer, HMCS "Donnacona," 1st Hon. Vice President; Stanley Glass, President; John Cartlidge, 1st Vice President; Donald A. McKeen, 2nd Vice President; John A. Fenton, Treasurer; W. F. Matthews, Secretary; Earl Vallie, Master at arms.

John Lawrence, Charles Cattle, Arthur Cochrane, Walter Cox, Robert Moore, James Fitzgerald and Oswald Bowie, Executive Committee.

The Honorary President, Commodore Paul Earl, OBE, MLA, RCN (R) (Ret'd) was unable to attend.

Captain Warwick extended a hearty welcome to the Branch and invited members to use the facilities of the building. He went on to say that the formation of this Branch of the Legion would fill a large gap in the Command, and finished by wishing the Branch the very best of luck. The Branch will meet monthly in HMCS "Donnacona".

### WINGS FOR UNTD's

Opportunity exists for a number of University Naval Training Division cadets to enter the Royal Canadian Navy executive branch for specialization in Naval aviation.

Candidates must graduate in 1949 or 1950 and be under 23 years of age on June 30 of the year of graduation. Flying training will be given cadets after successful completion of a six months' probationary period at sea in the rank of sub-lieutenant and courses in the United Kingdom.

On attaining wings standard officers will hold the confirmed rank of lieutenant.



**HMCS "Shearwater"**

The badge design interprets the name of the air base at Dartmouth, N.S. The shearwater is a small bird which flies far out to sea and remains for many days, returning only for nesting. The implication here is that the aircraft from the station patrol at great distances from land and return only for refuelling.



**HMCS "Brunswicker"**

The badge design of the Saint John, N.B., Reserve Division is taken from devices in the Arms of the Province of New Brunswick. The dominating feature is the white horse on the mainsail of the galley, "The White Horse of Brunswick," to suggest the name of "Brunswicker".



**HMCS "Iroquois"**

This destroyer is named after the Iroquois Tribes, the famous Confederacy of Six Nations. The ship's badge shows an Indian head wearing the "hair-style" usually depicted in early paintings and prints of the Iroquois. The badge makes an interesting contrast to that of H.M.C.S. "Sioux".



**HMCS "Tecumseh"**

The word "Tecumseh" is said to mean a panther crouching to spring, or a meteor, called by the Indians a 'panther in the sky.' In recognition of the great Indian Chief Tecumseh's genius and bravery in uniting and leading the various tribes from the South Mississippi into Canada to form

## HALIFAX WIVES FORM JILL TAR CLUB

Jack Tar has found himself a sister on the East Coast. She is Mrs. Jill Tar.

Several months ago a group of wives of naval men, acting on a suggestion from Mrs. E. R. Mainguy, got together to organize a Jill Tar Club similar to the one in existence on the West Coast.

Mrs. A. W. Boden is president of the new club. Others on the slate of officers are: Mrs. W. S. Norman, vice-president; Mrs. F. E. Rushton, secretary; Mrs. J. A. Flood, treasurer; Mrs. J. W. Lang, program convenor; Mrs. J. F. Handley, social convenor; and Mrs. E. B. Young, press liaison.

The wardroom of HMCS "Scotian," in HMC Dockyard, is the scene of the weekly business meeting and once a month the group spend an evening at the bowling alleys at HMCS "Stadacona." The club has already embarked on a charitable project of sending parcels to the Shaftesbury Orphanage in London, England. The club plans to hold a bazaar in the near future.

During the weekly meeting of February 23 the Jill Tars laid down a tentative schedule for March and April. It included a lecture from one of the city's child psychologists, a talk on first aid by a Naval Nursing Sister, a bingo party and a "budget night."

### STAFF OFFICER (AIR)

Lt.-Cdr. (P) H. J. G. Bird, RCN, of Kingston, Ont., and Dartmouth, N.S., has taken up the appointment of Staff Officer (Air) on the staff of the Flag Officer Atlantic Coast. Lt.-Cdr. Bird previously commanded 803 Squadron of the 19th Carrier Air Group, the first squadron of Sea Fury fighter aircraft in the Royal Canadian Navy.

a Confederacy which fought at the side of the British, a circle or amulet, is shown behind the panther to suggest the unity he achieved among the Indians.

# Looking Astern



## GLIDER BOMBS IN THE BAY OF BISCAY

*In August, 1943, the Germans introduced a new type of missile — the aerial controlled glider bomb. One of the first victims of the "chase me Charlie," as it came to be called, was the original HMCS "Athabaskan", then commanded by Cdr. (now Commodore) G. R. Miles, OBE, RCN. A first hand account of the attack and how the "Athabaskan" survived to fight again, follows:*

**Wednesday, August 25**

**A**LL day HMCS "Athabaskan" rode at her mooring to No. 9 buoy, standing by at half an hour's sailing notice. In the evening "Special Sea Duty Men" were piped to their stations. "Athabaskan" slipped her moorings and headed seaward. HMS "Grenville", her companion on this mission, as on others, followed in her wake. On board "Athabaskan" the messdecks buzzed with the report, "We're going farther south than we've ever been before." Clear of land, the destroyer followed the setting sun and held her course into the night.

**Thursday**

In the early morning hours "Athabaskan" turned slowly to port and pointed her nose slightly to the eastward. All that day was spent in uneventful routine as "Athabaskan" maintained her new course and gracefully rode the light swell.

At 1700 "Action Stations" sounded throughout the ship and the messdecks swarmed with hurrying, life-jacketed figures as the men closed up to their posts. Gun crews, depth charge parties, damage control and fire fighting groups took their positions. Signalmen scrambled up bridge ladders, telegraphists hurried to the W/T office, asdic and radar teams manned their sets. In seconds "Athabaskan" lost her apparent air of nonchalance and was in fighting trim. However, this, too, was routine. The destroyer was keeping in shape, flex-

ing her muscles, proving to herself that she was ready for trouble that must eventually come. She felt finely trained today and shortly the pipe "Secure" was heard.

At 1725 the alarm bell played a tune of "A"s. Aircraft had been picked up on radar. In less time than before, "Athabaskan" was ready for the fight. There was a new urgency in the way her guns ran through their turning limits and sniffed skyward. Five Ju-88's came into sight, well out of range. They looked around, turned and disappeared. "Secure" sounded in "Athabaskan". That night she turned and proceeded in toward the coast of Spain — and trouble.

**Friday**

At 0400 "Athabaskan" made her rendezvous with the sloops and frigates of the 1st Escort Group.

As the sun crept over the cliffs of the Spanish coast, "Athabaskan" was on the alert and action bells sounded throughout her decks. Action Stations were short lived but this time there was no secure. The crew remained at Defence Stations, ready on the instant for any trouble.

"Athabaskan" and her group cruised along the coast, looking for fishing boats suspected of passing clandestine shipping information to the enemy. All that morning they kept up the hunt, while those on board eyed uneasily the unfriendly coastline.

At 1030 Action Stations were again sounded and the trim ship remained at the alert.

Sharply at 1320 the aircraft alarm rang and almost immediately 16 Dornier 217's were counted coming in on the port quarter. "Athabaskan's"

long range guns opened fire... Strange aircraft these! Slung under the fuselage of the 217's were what appeared to be smaller planes with propellers, wings and tails. They reminded one of a hawk clutching its prey.

While still out of range of the ship's guns, three planes released their strange burdens, which then flew on toward the ship. "Athabaskan" twisted to port and starboard as the strange craft uncannily followed each move. On and on they came; then suddenly, one crashed into the sea astern of the ship. Another sailed harmlessly by the bridge and churned into the sea to starboard. The third bomb found its mark on the port side. With a rendering, tearing crash the missile tore through the bulkheads of the ship and exploded to starboard. The explosion sent shrapnel into the starboard side of the ship, riddling her plates at the water line. "Athabaskan" staggered from the blow and settled well down to starboard. The ship drew slowly to a halt.

Aboard all was a shambles. As it crashed its way through the ship, the bomb had severed the legs of three men in the Signal Distributing Office. Its blast had blown a man overboard from "A" gun. Exploding cordite killed three men in "B" gun's crew. Fires raged all over the ship.

As she lay stopped on the water the aircraft attacked again but "Athabaskan's" guns opened fire as the planes carelessly came into range, seeking the kill. The wounded ship fought them off and the escort group counted a toll of two aircraft shot down and one "probable". Meanwhile, the remainder of 1st Escort Group was also in the thick of the

grim fight. The sloop HMS "Egret" had been hit three times and sank in 30 seconds. From her crew of 200 officers and men, 37 were picked up.

"Athabaskan's" damage control parties, after an hour's desperate work, had her under way again. Taking on board "Egret's" survivors, she headed slowly, drunkenly for Plymouth. And as the ship got under way, two bodies wrapped in the White Ensign were committed to the depths of the Bay of Biscay.

With dozens of casualties aboard, "Athabaskan's" decks that night were crowded with bloody and dirty men.

### *Saturday*

At 0400 the group left "Athabaskan" and she was now on her own. The riddled starboard side left her hull too weak for much speed and she was limited to 14 knots. As both the asdic and "B" gun were out of commission, "Athabaskan" stayed well to westward, hoping to avoid enemy aircraft and submarines. During the morning another man was buried.

At 1200 fuel oil leaked into the water tanks and the boilers lost steam. Again the ship came to a stop, with all power off, and lay at the mercy of whatever enemy craft appeared. This process of stopping and getting under way was repeated throughout the day.

"Athabaskan's" list to starboard was more pronounced than ever. Emergency pumps were going all over the ship. She rode dangerously in the water with two magazines, No. 1 boiler room, the provision room and the torpedo mess flooded.

Her casualty list now read four dead, one missing presumed dead and 37 injured.

### *Sunday*

Sunday was another day of stopping and starting but the ship fought her way homeward. Her position showed a gain of about 12 miles an hour in spite of the choppy sea. It was still a long run to port.

The mess decks were all awash and all the pumps were working full time. The ship had now taken a list to port as port tanks were loaded to keep the damaged starboard side as clear of the water as possible.

Drinking water was scarce and meals were scanty, due to flooding of provisions.

### *Monday*

At 1400 "Athabaskan" made a rendezvous with tugs off Land's End. Shortly after, an escort of three "L" class destroyers arrived. "Athabaskan" proudly increased speed to 18 knots for the run to port.

On board spirits were high as land was sighted. The crew relished the thought of being able to wash again and of enjoying a good meal and a good sleep.

At 2100 "Athabaskan" limped through the harbour gates and waiting

tugs took her to the jetty.

"Athabaskan" had proved her mettle. She had survived a fight with a group of deadly enemy attackers using a new and ingenious weapon. She had brought her crew back to port to fight again.

Other dangerous and exciting missions were to be carried out by "Athabaskan" before a German torpedo ended her brief but brave career. Nine months later, while in company with her sister ship "Haida", the gallant ship was torpedoed in the English Channel and went down with her guns firing.



"With a rending, tearing crash the missile tore through the bulkheads of the ship and exploded to starboard." And this is what the original HMCS "Athabaskan" looked like after being struck by a glider bomb.

# Comrades in Arms



## THE R.C.A.F.

### Ground Training

The RCAF realizes that an air force of wartime strength during peace is not practical, but it aims at making every airman a highly-skilled tradesman, capable in emergency of stepping into higher rank and greatly increased responsibilities. Air Force ground training schools are turning out skilled tradesmen fitting into this pattern, and one of the largest is the technical training centre at Camp Borden, Ontario.

Machinery — and what makes it tick — is the keynote of training at Borden, and it runs all the way from a Goblin jet engine out of a Vampire fighter to a small timepiece used in the instrument panel of a North Star transport. At Borden the Air Force takes a recruit who perhaps has only a vague idea of what goes on inside a motor car engine, and starts him on his career as a master aero-engine mechanic, on whose skill and efficiency

will depend the lives and safety of the men doing the flying.

Basic trades instruction is given to men learning eight different trades: aero-engine mechanic, air-frame mechanic, aero electrician, instrument-mechanic, metal worker, vehicle mechanic, machinist, and safety equipment worker. The recruit, having selected one of these trades, comes to Borden after a short stay at Trenton, Ont., the Manning Depot for ground-crew entrants. Basic courses at Borden are long and thorough, but at the end comes the passing out parade, the ground school equivalent of the wings parades held at flying centres. The airman, a recruit no longer, but a tradesman of sufficient skill to justify a feeling of true pride in his craftsmanship, receives his certificate of graduation and a posting to one of the many Air Force stations across the country. A visitor at one of these graduation exercises sees the same elation and pride that prevails when

pilot wings are pinned on a class of graduating flyers.

Instruction in the technical trades at Borden, as at other RCAF training centres, has come a long way since the days of the pre-war Air Force. The Service realizes that for an instructor, skilled knowledge of his trade is not enough. He must know how to pass his knowledge and skill on to others. A special training scheme for instructors at Borden produces men fitted for the work from all aspects. Potential instructors are selected from senior non-commissioned officers, and the NCO chosen is given a short course in methods of teaching. On finishing this, the future instructor begins a 22-week apprenticeship teaching course in one of the basic trades classes, under close supervision of experienced instructors. On completion of the course, he is absorbed into the regular teaching staff of the school.

Wooden-faced recitations from Service manuals have no part in the educational programme at Borden or elsewhere in the RCAF. Lectures are bolstered by practical application of what students learn in class, and visual aids, such as motion pictures, are widely used. Synthetic training devices are also used widely, as are working models or actual parts with portions cut away to reveal what goes on inside. The tradesman at Borden has to absorb enough theory to fit him for advancement in his trade, but there is no lack of practical application. If his work calls for operation of a turret lathe he works on one, and the school contains a selection of such equipment matched at few other points.

The airman's stay at Borden is not all work, for the station is well-fitted for recreational purposes, with sports fields, a swimming pool and a golf



Future RCAF technical officers who are recent graduates of Canadian universities in engineering are being shown by means of an exploded view the internal mechanism of a Derwent Rolls Royce jet engine. This engine is presently standard equipment in the twin-engine Meteor. Shown above, left to right: F/L L. K. Firth, Victoria, F/L D. J. Allan, Saskatoon, F/L F. F. Graham, Calgary, F/L W. D. Birch, Winnipeg, and WO1 W. A. Yager, Swift Current, Sask., instructor. (RCAF Photo)

course. As at all permanent RCAF stations, recreation rooms, canteens, libraries, the station motion picture theatre, and station dances play a big part in the entertainment programme.

When the airman leaves Borden, he starts on a carefully-planned educational programme. This programme includes not only formal advanced instructional courses, but continuous informal educational aids of many types, designed to keep the airman in touch with developments in his trade and with new techniques and equipment.

## THE CANADIAN ARMY

### Valuable Peacetime Role

One of the most important engineering inventions to come out of the Second World War, the world-famous Bailey bridge, has not been lost in the postwar shuffle. Many veterans of the Royal Canadian Engineers assumed that wartime experience in constructing Bailey Bridges would be of little use in seeking postwar employment. However, to all parts of Canada the call has gone out for trained "reinforcements" to assist in the development of Canada's vast natural resources, especially hydro-electric power.

A shortage of steel, the speed with which these bridges can be thrown across a river or a gorge, the necessity for making short-cuts to greater power developments, all are factors surrounding the increasing importance of its peacetime role.

Recently, the Ontario Hydro-Electric Power Commission issued an urgent plea for aid from ex-army engineers in reconditioning, storing, shipping and erecting 20,000 tons of Bailey bridging owned by the Commission. The bridging is being used in temporary and semi-permanent structures at various projects now in progress.

There is no shortage of equipment, but there has been a definite shortage of men with the working knowledge necessary in dealing with the construction of these giant-sized mechno sets.



A detachment of Royal Canadian Engineers from the 3rd Field Engineer Regiment (Reserve Force) of Montreal was flown north to Angliers, Quebec, where they threw a Bailey bridge across the Quinze River for the Northern Quebec Power Company, which purchased the bridging material some time ago from British War Assets. The bridge, which is 250 feet long, was constructed in three 50-foot spans and one 100-foot span and was assembled and put across the river in near record time. A practical form of training for the Reserve Force Engineers, the completed structure will be of real value to the company in its present development work in Northern Quebec.

The New Brunswick Public Works Department recently used a Bailey bridge to span the Miramichi River on the road between Fredericton and Newcastle. It replaced a bridge that was destroyed by fire. A shortage of steel prohibited construction of a permanent bridge.

On the Quebec Power Company's huge hydro project at Angliers, Que., members of the Royal Canadian Engineers, Reserve Force, were called upon to throw a Bailey bridge across the Quinze River. This particular bridge is 250 feet long, weighs approximately 45 tons, and took only 11 hours to construct. The longest span is 100 feet.

Faced with the problems of bringing materials in and out, a Quebec pulp paper company utilized a Bailey bridge to provide an economical route to the base of operations.

The Bailey bridge provided a short-cut to victory in the Second World War. Now it is providing an equally efficient short-cut to Canada's natural wealth.

Members of the Army's Royal Canadian Engineers and other veterans, experienced in handling such equipment, are playing an important part in tapping resources hitherto untouched and inaccessible.

### OLD 'INSIDE DOPE'

*I'm tired of the guy  
Who will whisper, "Say I  
Have the dope on the whole situation.  
They'll be sending us soon  
To a spot on the moon  
Where they've planted a new installation."*

*I'm sick of the Joe  
Who says, "Listen — I know  
For a fact that we're leaving on Tuesday."  
He will shout loud and clear  
Where odd persons can hear —  
Every day to this type is bad news day.*

*I'm fed up with the jerk  
Who sets rumours to work,  
Mixing truth and half truth and sheer fiction,  
And my heart will be gay  
When they take him away  
For a permanent stretch of restriction.*

*I'm through with the bird  
Who starts out with "I heard"  
And goes on with "It's dead on the level."  
He's so darned well informed,  
That his tail should be warmed,  
And for that he can go to the devil.*

Able Seaman R.C.D.  
HMCS "Athabaskan"

# SHANGRI LA? -- NOT ANY MORE

by S.G.M.

Nowadays It's All Business—Or Nearly So—  
At "Naden's" TAS Training Centre

There seems to be a general belief that the real job of TAS training in the R.C.N. is being done by the Torpedo Anti-Submarine *School* at Halifax, and that the TAS Training *Centre* at Esquimalt is a sort of Shangri La where everything is done in leisurely fashion, when it's done at all.

You might expect the TASTC to resent this attitude on the part of the unenlightened. However, the Centre's staff is aware that in informed quarters (these include the TAS *School*) it is regarded with respect, perhaps even admiration, and so goes serenely on its way, completely free of rancour.

It may not be as large or in such fine quarters as the TAS School at Halifax, but in the field of accomplishment "Naden's" TAS Training Centre will make concessions to no one.

The Centre is housed in two buildings which are, by an unhappy accident, situated about as far apart as possible within the sprawling confines of "Naden". However, exercise gained by frequent trips on foot between the buildings results in the athletic forms and healthy complexions so noticeable in TAS personnel on the West Coast.

The torpedo building is quite a venerable one — comparatively speaking. It was built in 1929, rather along the lines of the archaic piles in British Royal Dockyards, and will probably be standing long after its present tenants have forsaken this earth. The A/S building is new, having been built during the last war.

In the torpedo building lies an impressive collection of torpedoes, mines, A/S missiles, paravanes, torpedo sights and innumerable smaller pieces of equipment — together with an equally impressive array of officers and instructors to enlighten the novice in the operation of same.

A commendable display of altruism by the TAS Branch has permitted the Electrical Training Unit to occupy about half of the lower floor of the building. On the upper floor (top deck to saltier readers) are found the "Naden" telephone exchange, a large tactical room, the instructors' study (where they make the world's worst coffee) and the offices. There is also an attic where obsolete bits of gear that "might be useful someday" collect dust.

The A/S building — known as the "other building" to the ex-"T" staff and as the "school" to the ex-"A/S" staff — is filled with A/S sets, A/S tables and a somewhat balky mass procedure teacher. A film projection room, storeroom and other classrooms occupy the spaces untrammelled by A/S sets.

The staff of the TAS Training Centre consists, at present, of four officers and thirteen men. CPO H. Dunbar "regulates", while CPO G. Bowditch, DSM, spends most of his time on his back — under the A/S tables getting the dud ones working and keeping the not-quite-so-dud ones in action. AB D. Brooks, the TAS Officers' Writer, assiduously pounds the typewriter, keeping the files and correspondence just this side of chaos.

Among the instructors are Petty Officers F. Webb and E. Bonsor, who rejoined the TASTC after a short "holiday trip with pay" to Pearl Harbor. In the process of removing the extra "T" or "D" from their non-substantive rates (converting to TAS) are PO J. Cariou, Ldg. Sea. N. Jones — a re-entry from civilian life — and three other Leading Seamen. Twelve men have taken the T.D. 3 qualifying course, among them the Mutt and Jeff of the Training Centre, AB Donald Weston and Ord. Sea. Donald McRae.

During the war, when all of the fighting and most of the training were carried out on the Atlantic side, the Torpedo and A/S Schools at "Naden" were the sort of places to which were sent officers and men in need of a rest. The atmosphere and surroundings were pleasant and the work was not too strenuous.

The atmosphere and surroundings have not changed (though we will admit that the past winter has shaken our faith), but the amalgamation of the two branches, the establishment of the West Coast fleet and "Naden's" development as a training base have resulted in an increase in work and a corresponding increase in responsibility for the TASTC.

During the past year the average number of officers and men under instruction at one time has been in the neighborhood of 100, with a large proportion of these New Entries. Second and third class TAS qualifying courses also were given, ships' torpedo and A/S control teams attended at periodic intervals for instruction and refreshers, and during the summer short courses were held for many RCN (Reserve) officers and men.

So not only has the Centre been busy but it has been able to provide a fairly wide variety of TAS training courses.

Who knows? Perhaps... maybe... if it keeps up its present rate of progress, some day it may even become a *school!*

## TO CORNWALLIS

Mr. Charles E. Johnston, Bos'n, RCN, who has been in charge of the Seamanship Training Centre in HMCS "Naden" for the past three years, has been appointed to HMCS "Cornwallis," which will commission shortly as a New Entry Training establishment.

# Retirements

## Lieut. (E) Sidney Tapper

Age: 50  
 Address: 10 Hester Street, Dartmouth, N.S.  
 Joined: September, 1920. As an Engine Room Artificer, Fourth Class.  
 Served in: HMS "Hood," "Vivid," HMCS "Ypres," "Festubert," "Patriot," "Champlain," "Saguenay" and "Loch Morlich."  
 Awards: Long Service and Good Conduct Medal, January, 1935.  
 Retired: March 3, 1949.

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## Mr. Richard J. P. Ventham, Commissioned Ordnance Officer

Age: 50  
 Address: 14 Merkel Street, Halifax.  
 Joined: August, 1930. As an Electrical Artificer, Third Class. (Transferred from Royal Navy.)  
 Served in: HMS "Vernon," "Fennon" and "Victory," HMCS "Stadacona," "Patriot," "Saguenay," "Niobe," "Venture," "Scotian," "Givenchy" and "Bytown."  
 Awards: Long Service and Good Conduct Medal, December, 1935.  
 Retired: March 31, 1949.

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## Chief Petty Officer Charles D. Emsley

Rating: C1TC2  
 Age: 37  
 Address: Gaston Road, Halifax County, N.S.  
 Joined: March, 1929. As a Boy Seaman.  
 Served in: HMS "Victory," "Iron Duke,"



"Excellent," "Pembroke," "Champion," "Bulldog" and "Comet," HMCS "Stadacona," "Champlain," "Saguenay," "Ypres," "Restigouche," "Fraser," "Acadia," "Moose Jaw," "Niagara," "Hochelaga II," "St. Francis," "Minas," "Kootenay," "Avalon," "Ottawa," "Peregrine," "Scotian," "Shearwater" and "York."

Awards: Long Service and Good Conduct Medal, August, 1944.  
 Retired: March 1, 1949.

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## Chief Petty Officer Joseph R. Fournier

Rating: C2SM3  
 Age: 39  
 Address: 7470 Delaroche, Montreal, P.Q.  
 Joined: December, 1928. As a Stocker, Second Class.  
 Served in: HMS "Danae," HMCS "Stadacona," "Champlain," "Festubert," "Ypres," "Saguenay," "Columbia," "Morden," "St. Clair," "Goderich," "Niobe," "Qu'Appelle," "Peregrine," "Scotian," "Inch Arran," "Donnacona" and "Magnificent."  
 Awards: Long Service and Good Conduct Medal, April, 1945.  
 Retired: March 6, 1949.

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## Mr. Ronald C. Hockley, Acting Gunner (TAS) (T)

Age: 38  
 Address: Tufts Cove, Dartmouth, N.S.  
 Joined: March, 1927. As a Boy Seaman.  
 Served in: HMS "Warspite," "Vernon," HMCS "Festubert," "Saguenay," "St. Laurent," "Skeena," "Algonquin" and "Haida."  
 Awards: Long Service and Good Conduct Medal, November 1943. Mentioned in Despatches, November, 1944.  
 Retired: March 22, 1949.

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## Mr. Godfrey W. Bridgehouse, Commissioned Ordnance Officer

Age: 47  
 Address: 20 Marlborough Ave., Halifax.  
 Joined: August, 1923. As an Acting Electrical Artificer, Fourth Class.  
 Served in: HMS "Iron Duke," "Vernon," HMCS "Patrician," "Saguenay," "St. Laurent," "Skeena," "Assiniboine," "Stadacona," "Avalon" and "Niobe."  
 Awards: Long Service and Good Conduct Medal, June, 1936.  
 Retired: March 31, 1949.

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## Chief Petty Officer Richard J. Caldwell

Rating: C2ET4  
 Age: 40  
 Address: 618 Dallas Road, Victoria.  
 Joined: October, 1928. As an Ordinary Seaman.

Served in: HMS "Victory I," "Emperor of India," "Vernon" and "Courageous," HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Assiniboine," "Ottawa," "Stadacona," "Cornwallis," "Niobe," "Fennel," "Columbia," "Peregrine," "Ontario" and "Rockcliffe."

Awards: Long Service and Good Conduct Medal, March, 1944.

Retired: March 24, 1949.

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## Chief Petty Officer Neville Taylor

Rating: C1SW2  
 Age: 38  
 Address: Markham Road, Royal Oak, B.C.  
 Joined: March, 1929. As an Ordinary Seaman.  
 Served in: HMS "Victory I," "Warspite," "Vernon," HMCS "Naden," "Vancouver," "Skeena," "Armentieres," "Fraser," "St. Laurent," "Restigouche," "Stadacona," "Prince David," "Royal Roads," "Chatham," "Peregrine," "Cornwallis" and "Givenchy."  
 Awards: Polish Cross of Valour, December, 1941. Long Service and Good Conduct Medal, May, 1944.  
 Retired: March 1, 1949.

# LEAD RIFLE LEAGUE

A busy and popular section of the Gunnery School at HMCS "Stadacona," has been the .22 rifle range, which is used daily by the RCN Atlantic Command Rifle Club and the Inter part rifle teams. The Interpart record for the month was hung up by the Electrical School with 1892 points.

Newcomers to the range are the Nursing Sisters and the Postmen Club.

Standings in the Inter-part competition as of March 1 were: Electrical School, 1892; Gunnery School, 1881; TAS School, 1742; Regulating Branch, 1677; Albro Lake, 1663, and Supply Branch, 1653.

(Continued from page 15)

One man aboard who doesn't believe in inflation is Able Seaman Frank Maxwell, of Saskatoon. He is the ship's barber. "But", he says, "I don't charge for cutting hair because I am just getting practice. When I become proficient there will be a small charge".

Presently refitting, "Cedarwood's" alterations will feature better mess-deck accommodation and generally improved living conditions.

So if you should be talking to a sailor ashore, don't be confused if he says his ship is H.M.C.S. "Plywood". He is using the unofficial title they have given to their craft. Further questioning will probably elicit the information that they have whipped up an unofficial crest, too—an Eight Ball rampant. In the Wardroom there is a giant one. The crest itself features the commanding officer astride the eight ball.

## NEW U.N.T.D. DIVISION

A University Naval Training Division was commissioned this month at Prince of Wales College and St. Dunstan's College, at Charlottetown, as a tender to HMCS "Queen Charlotte." A/Lieut.-Cdr. W. N. Inman, RCN(R), is Commanding Officer of the new division.

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# ***Benevolent Fund's Annual Statement***

Deficit of \$68,075 Incurred in 1948;  
Financial Assistance Given 818 Applicants

AT the beginning of 1948 the sum of \$966,868.46 in cash, bonds and other assets was on deposit to the credit of the Canadian Naval Service Benevolent Trust Fund.

After the year's operations the Fund's net worth stood at \$898,792.98. This showed a deficit for 1948 of \$68,075.48. In other words, the Fund expended almost \$70,000 more in assisting needy naval personnel and ex-naval personnel and their dependents than it received in donations and interest on investments during the period.

To meet this deficit it was necessary during the year to sell bonds on which the Fund had been receiving interest. While a premium was realized on the sale of these bonds, this gain is speedily eaten up by the current loss of interest. *Continuation of this reduction of revenue and capital means that to carry on the activities of the Fund, more and more must be taken from the invested capital. Thus, over a relatively short period the capital assets will be completely extinguished and the existence of the Fund terminated.*

Administration costs during the past year were kept to a minimum figure of \$5,973.71 — less than one cent for every dollar spent in grants and loans. This was accomplished chiefly because a large proportion of the work done on behalf of the Fund was voluntary.

Income of the Fund from investments during 1948 was \$26,908.46. Donations from all sources totalled \$7,068.17. The sum of \$101,618.92 was paid out in grants and administration expenses and in a charge to provide a reserve for doubtful loans. Total revenue, therefore, amounted to less than one-third of total expenditure.

This is not an encouraging picture. The Fund, during its seven-year life, has clearly demonstrated its ability to help a great many people, and from the increasing number of applications being received daily it is apparent to officials of the Fund that the need for it is growing.

During the past year, 1,009 naval and ex-naval personnel and their dependents applied for financial assistance. Of this number, 220 were RCN personnel, 747 were veterans of naval service and 42 were widows or dependents of naval or ex-naval personnel. Assistance by way of grants or loans was given to 818 of these applicants, 177 of whom were permanent force personnel, 604 veterans and 37 dependents.

Of the \$90,504.34 expended in grants, 18.4 per cent was paid on behalf of RCN personnel, 76.5 per cent ex-members, and 5.1 per cent dependents. Loans were approved to a total of \$17,841.17. RCN personnel received 33 per cent, ex-members 65.9 per cent, and dependents 1.1 per cent. It should be stated that loans made to widows and other dependents were to relieve immediate distress while awaiting receipt of pensions, workmen's compensations or insurances.

Many of those who did not receive assistance in dollars and cents were referred to other agencies from which financial or other help was obtained. Many were referred to prospective employers; others were given advice regarding the solution of their problems by the use of their own resources.

Suggestions have been made that the annual expenditure of the Fund should be limited to the amount of yearly income and thus preserve intact the capital resources. If this practice were carried out, it can easily be seen that a large number of needy cases would remain unassisted. As long as the Fund retains its charter "to relieve distress" it must respond to the calls for help raised by hundreds of naval and ex-naval personnel.

To ensure continuation of the Fund for many years, sufficient donations are required to raise the capital worth to a point where income from invested capital will completely cover anticipated expenditure, or, at the very least, to provide an income that will not place too drastic a strain on the capital year after year. — *H. M.*

# CANADIAN NAVAL SERVICE BENEVOLENT TRUST FUND

## Statement of Revenue and Expenditure For the Year Ended 31st December 1948

REVENUE			
Interest on bonds.....	26,908.46		
Less:—Portion of premium on purchases amortized during the year.....	1,506.60		
	25,401.86		
Interest accrued on War Savings Certificates.....	4.20		
Bank interest.....	124.21		
	25,530.27		
EXPENDITURE			
Grants.....		90,504.34	
Administration expense —			
Salaries.....	4,140.00		
Travelling.....	675.10		
Office.....	329.62		
Insurance.....	33.00		
Professional fees.....	475.00		
Miscellaneous.....	320.99	5,973.71	
Provision for doubtful loans.....	5,140.87	101,618.92	
		101,618.92	
EXCESS OF EXPENDITURE OVER REVENUE FOR THE YEAR.....		\$ 78,088.65	

## Statement of Revenue Deficit For the Year Ended 31st December 1948

BALANCE — 31st December 1947.....		83,473.29
Excess of expenditure over revenue for the year ended 31st December 1948.....		76,088.65
BALANCE — 31st December 1948.....	\$	159,561.94

## Statement of Capital Surplus For the Year Ended 31st December 1948

BALANCE — 31st December 1947.....		1,050,341.75
Donations received.....	7,068.17	
Profit on sale of investments.....	945.00	
		8,013.17
BALANCE — 31st December 1948.....	\$	1,058,354.92

## Balance Sheet as at 31st December 1948

A S S E T S			
CURRENT ASSETS:—			
Cash.....		498.91	
Loans Receivable.....	16,197.70		
Less: — Reserve for Doubtful loans.....	6,479.08	9,718.62	
Unexpired Insurance.....	58.75		
		10,276.28	
INVESTMENTS: —			
Dominion of Canada bonds — at par value and accrued interest.....	883,270.00		
Unamortized portion of premium on bonds purchased.....	11,971.43	895,241.43	
War Savings Certificates — at present redeemable value.....	67.95	895,309.38	
SUNDRY ASSET:—			
Amount assigned by HMCS CORNWALLIS Canteen.....	40,000.00		
Less: — Reserve therefor.....	\$40,000.00		
		\$ 905,585.66	

L I A B I L I T I E S			
CURRENT LIABILITIES:—			
Bank overdraft.....		204.61	
Grants payable.....	6,088.07		
Accrued expense.....	500.00		
		6,792.68	
CAPITAL SURPLUS AND REVENUE DEFICIT:—			
Capital surplus — as per accompanying statement.....		1,058,354.92	
Less: — Revenue deficit as per accompanying statement.....		159,561.94	
		898,792.98	
	\$	905,585.66	

### AUDITORS' REPORT TO THE MEMBERS

We have examined the books and accounts of Canadian Naval Service Benevolent Trust Fund for the year ended 31st December 1948 and have obtained all the information and explanations which we have required.

We have received confirmation that the investments shown on the above balance sheet were held by the Bank of Montreal, Ottawa, for safe keeping for the Fund as at 31st December 1948.

We report that, in our opinion, the above balance sheet and the accompanying statements of revenue and expenditure, revenue deficit and capital surplus are properly drawn up so as to exhibit a true and correct view of the state of the affairs of the Fund as at 31st December 1948 and the result of its operations for the year ended on that date, according to the best of our information and the explanations given to us and as shown by the books of the Fund.

McDONALD, CURRIE & Co.  
*Chartered Accountants*

OTTAWA, 1st February 1949.

