

The CROWSNEST

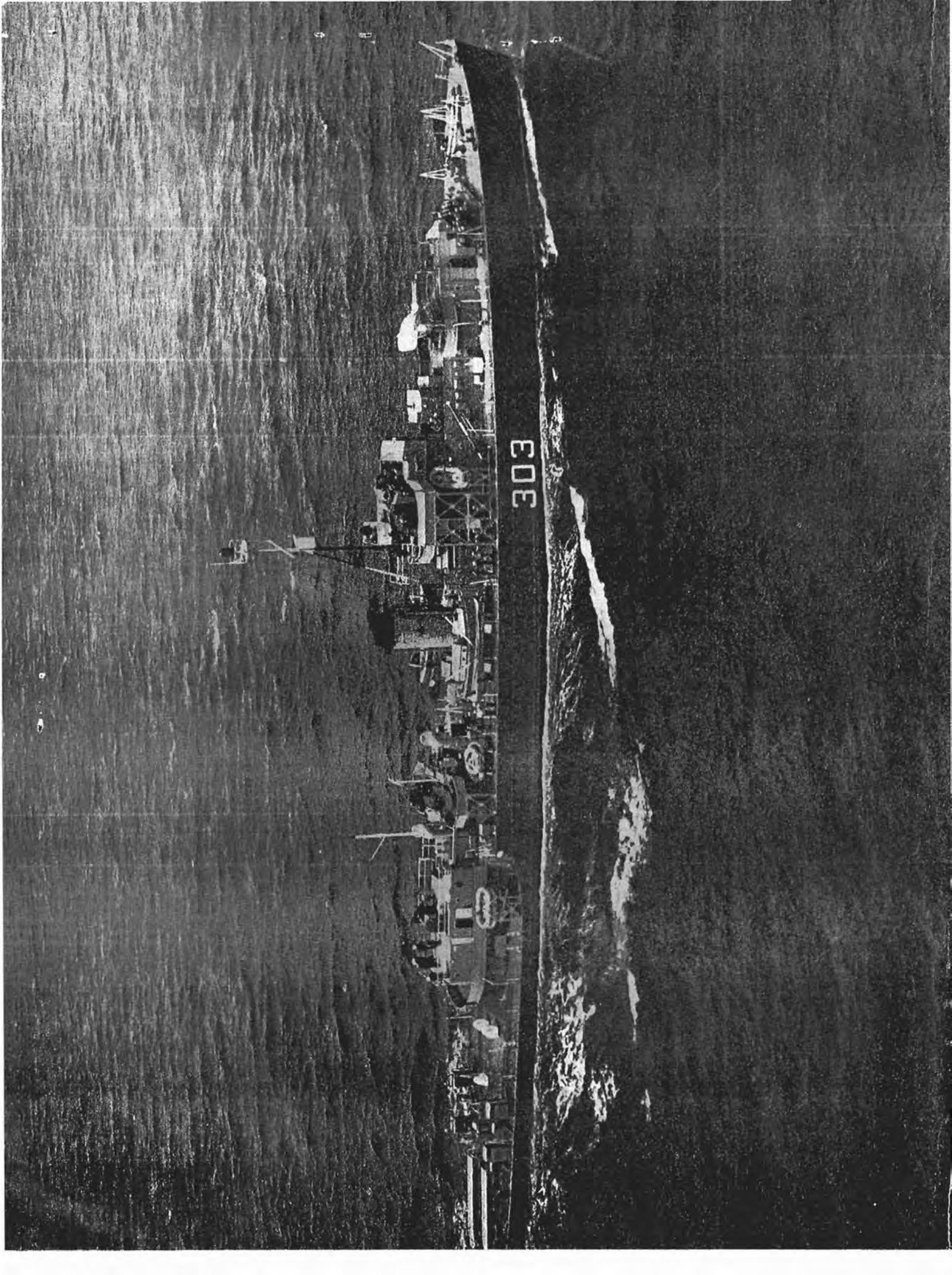
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The CROWSNEST

Vol. 3 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1951

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LADY OF THE MONTH

Last month it was her sister-ship and running-mate, HMCS Antigonish, who filled the place of honor. It is only right, therefore, that this month's Lady be HMCS BEACON HILL.

Built by Yarrows Limited, Victoria, the Beacon Hill was commissioned in May 1944. She sailed to the East Coast by way of the Panama Canal, worked up at Bermuda and then proceeded to Londonderry, by way of St. John's, to become senior ship of an escort group.

Paid off into reserve after the war, the Beacon Hill was jetty-bound until May 1949, when she was recommissioned as a training ship. Since then she and the Antigonish have been practically inseparable as they carried out their sea training assignments on the West Coast. (E-15226).



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Cover Photo — HMCS Magnificent gives the impression of solid strength as she lies quietly at anchor in the blue Caribbean waters off Barbados. The photo was taken during the carrier's visit to the island last spring.

Early in August, with HMCS Micmac in company, the Magnificent sets sail from Halifax on a training cruise to the Mediterranean (MAG-3044).

R.C.N. News Review

Magnificent Micmac Going to Mediterranean

The first peacetime cruise to be made by RCN ships to the Mediterranean will be undertaken this autumn by HMC Ships Magnificent and Micmac.

The ships are scheduled to leave Halifax August 7 for Gibraltar, where they will spend a day before entering the Mediterranean August 18. Malta will be their next stop and after four days there the Canadian ships will begin a lengthy schedule of exercises with units of the Mediterranean Fleet.

The training program is being arranged by the Commander in Chief, Mediterranean Station, and complete details were not available at press time. It was expected, however, that the exercises would be both varied and extensive, with the emphasis on flying training.

On completion of the exercises, the Magnificent and Micmac will return to Gibraltar October 17 and will sail the following day for Halifax, arriving October 26.

A Year of Korean Service Nears its End

The end of July will mark the passage of a full year of Canadian naval participation in the Korean war. Whether at that time the Canadian ships will still be operating on a war footing depends on the result of

armistice negotiations which, at the time of writing, had just begun.

It was on August 1, 1950, that HMC Ships Cayuga, Sioux and Athabaskan sailed from Sasebo, Japan, to commence operations with the United Nations fleet. Since then Canada has constantly had three destroyers serving in the Far East. For most of that year, too, another two destroyers, earmarked as reliefs, have been tied up by the same commitment.

Thus, the end of July will find the Sioux well into her second tour of duty, the Cayuga starting hers, and the Huron nearing the end of her first. The Nootka will be bound for Halifax, by way of Esquimalt, having completed her first Korean assignment, while the Athabaskan will be preparing to set sail for the Far East, to relieve the Huron and bring the three "originals" together again.

The Cayuga arrived in Japan the third week of July and, after a turn-over period, the Nootka set sail for Canada. On arrival at Esquimalt, July 31, she will disembark a number of personnel who are scheduled for leave and courses, after which a steaming party will take the ship around to Halifax, arriving about August 21.

Communist Targets Blasted by Huron

It took her quite a while to get into the thick of things but once she did,

HMCS Huron made the most of it.

For nearly three months after her arrival in the Far East, March 17, the veteran of Second World War fighting in the English Channel did little else besides screen aircraft carriers in the Yellow Sea. It was dull, tedious work.

In June, however, the ship was transferred to duties mainly concerned with the harassment and destruction of the enemy's lines of transportation and communication. This was more to her liking, and it was not long before the name Huron began to appear regularly in the UN naval communique.

On one patrol she: (1) captured and towed to a UN-held port a large communist junk; (2) shelled a concentration of enemy troops, causing heavy casualties and (3) crept right under the noses of enemy shore batteries at night to silence them with a surprise bombardment.

Intercepted in a restricted zone, the junk was taken into custody when its captain failed to produce satisfactory papers.

The heavy toll of enemy troops was exacted when the Huron, bombarding a communist position, exploded an ammunition dump.

The night bombardment was carried out after the enemy batteries had opened up on some friendly islands. Under cover of darkness, the Huron slid in close to shore, trained her main armament on the communist gun flashes and opened fire. There was no way of telling whether hits had been scored, but the batteries did no more firing.

On the same patrol the Huron went to the assistance of a Korean lighthouse-keeper who was ill, the medical officer, Surgeon Lieut. William Cook, of Toronto, being landed with an armed party to give the man treatment.

The Huron's next patrol probably was the liveliest that any of the Canadian ships has yet experienced. Operating this time on the east coast of Korea, she continued to concentrate her attentions on road and rail facilities behind enemy lines.



Her last two months of duty in Korean waters were active ones for HMCS Nootka as the destroyer joined in the seaborne artillery attacks on enemy positions, installation and supply lines. Here the Nootka is pictured bombarding a railway bridge, visible at the right, behind the enemy's lines on the east coast of Korea. (NK-667).



A junk which had entered restricted waters without satisfactory papers was apprehended by HMCS Huron off the west coast of Korea during a June patrol. Following a search by the Huron's executive officer, Lieut. T. W. Wall, and three members of the crew, the junk was towed to a UN-held port. Here PO R. Aldhelm-White, Halifax, ABs Stanley Leveck, Halifax, and George Samways, Brockville, Ont., and one of the junk's crew haul in the vessel's anchor prior to its being taken in tow. (HU-94).

In doing so she set a record for the number of shells fired by a Canadian ship during a patrol — 1,983 rounds from her four-inch guns and 8,984 from her close-range weapons.

Her shells destroyed a train at Chongjin, far up the east coast; caused an estimated 100 casualties among a repair gang working at night on a bridge that had been damaged by the ship in an earlier attack; silenced a shore battery that had tried unsuccessfully to hit the destroyer, and blasted bridges, rail lines, road junctions, pillboxes, shore batteries and other targets.

Shipyards to Refit 34 Wartime Craft

Delivery has begun to shipyards in the St. Lawrence area and the Maritimes of wartime frigates and Bangor minesweepers which are to be refitted and reconditioned for active service in the RCN.

Of the 34 ships involved — 16 frigates and 18 Bangors — 27 have already been towed from Sorel, P.Q., to their refit ports and the balance of those going elsewhere will follow at frequent intervals.

Pilot ship in the frigate program is the Prestonian, which has been taken in hand by Canadian Vickers Limited, Montreal, and will serve as the prototype in establishing detailed standards

for the others.

There will be a number of changes in the frigates. They will be brought up to current standards in respect to armament and technical equipment and will be so altered as to provide increased and improved accommodation.

The minesweepers will be refitted and re-equipped to their previous standard with certain relatively minor alterations.

Besides the Prestonian, the frigates are the Cap de la Madeleine, Jonquiere, Toronto, Buckingham, Victoriaville, Lauzon, New Glasgow, Penetang, Stettler, Ste. Therese, Inch Arran, Lanark, Outremont, Fort Erie and Sussexvale.

The 'sweepers are the Sarnia, Kenora, Fort William, Red Deer, Blairmore, Nipigon, Malpeque, Medicine Hat, Westmount, Port Hope, Swift Current, Mahone, Gananoque, Milltown, Minas, Kentville, Goderich and Drummondville.

At the same time, shipyards on both coasts, the St. Lawrence and the Great Lakes were busily working on new construction orders, whose total was increased to 39 with the placing of a dozen additional contracts in June.

The latest orders were for seven destroyer escorts, one loop layer, two steel crane lighters and two modified Norton class tugs.

Fairmile Flotilla Cruising Great Lakes

This summer has seen the introduction of a new reserve training scheme set up to provide basic naval training on the Great Lakes for new entries and junior officers of the RCN(R).

Commander F. R. K. Naftel, commanding officer of HMCS Prevost, London, has been appointed Reserve Training Commander Great Lakes. As such, he is administering the summer training program on Canada's "inland sea".

The plan was conceived mainly to provide "seagoing" experience for men of the RCN(R) who have not yet completed the six-month new entry training syllabus. These men are not sent to ships and fleet establishments until they are considered sufficiently trained. The Great Lakes Scheme will accelerate their practical training and give them a foretaste of life at sea.

Commander Naftel has at his disposal a flotilla of six motor launches. These are working together as a unit, which greatly enhances their training value. The six PTCs are from Ontario naval divisions — HMCS York, Catarqui, Star, Prevost, Hunter and



Cadets embarked in the ships of the east and west coast training flotillas are learning their seamanship the practical way. Here they handle a jackstay line on board HMCS La Hullose during a transfer exercise with the Swansea en route to the United Kingdom. (LAH-24).

Griffon. After the summer training season, each will rejoin her home division.

"Operation Beaver II" at Erieau, on Lake Erie, was the group's first task. This was a large-scale tri-service assault exercise carried out by reservists of the Navy, Army and Air Force.

The flotilla spent the rest of June on Lake Erie, then switched its scene of operations to Lake Ontario for the first half of July. The balance of the month was spent on Lake Huron, after which the group will cruise on Lake Superior for the better part of two weeks before dispersing.

Lieutenant-Governors Tour Provinces in Warships

The Navy played host during July to the Lieutenant Governors of Canada's eastern and western-most provinces when they made inspection tours of their respective territories.

Sir Leonard Outerbridge, Lieutenant Governor of Newfoundland, embarked in HMCS Portage at St. John's July 1 for an extended tour of the province's outports. Thirty-four ports on the island and in Labrador were visited during the three-week cruise.

On the west coast, Colonel the Honourable Clarence Wallace boarded HMCS Ontario July 16 for an eight-day tour to some of B.C.'s coastal cities and Indian settlements.



HMCS Ontario steams out of Wellington, capital city of New Zealand, on her way to Auckland. At Wellington, as at all the other ports of call on the South Pacific cruise, the Canadians received an extremely warm welcome and were bountifully entertained. (Photo by courtesy of the office of the New Zealand High Commissioner).

ONTARIO 'DOWN UNDER'

by E. H. R.

*In 98 Days, Cruiser Covered
19,025 Miles, Visited
Ten Ports*

HMCS Ontario's longest peacetime cruise began on February 26, 1951, when she set sail for Honolulu, en route to the following ports of call:

Pago-Pago	— American Samoa
Suva	— Fiji Islands
Brisbane	} — Australia
Sydney	
Melbourne	
Hobart	
Lyttelton	} — New Zealand
Wellington	
Auckland	

and thence homeward, calling at Suva, the Fanning Islands and Pearl Harbor on passage.

By the time she returned to Esquimalt, June 4, the Ontario had added 19,025 sea miles to her record and had spent 42 days in ports abroad.

The ship's company consisted of 700 officers and men, coming from every province in Canada. The proportion of green hands was high but sea legs and some experience were acquired in a hurry, as a gale sprang up the second day out. Two whalers were smashed to bits, a boom broke loose, water came in from the most unexpected places and all the usual heavy weather damage was sustained.

When it was over, the ship's company at least knew what "secure

for sea" meant; and thanks to the more experienced hands there was not a casualty worthy of the name.

The landfall at Pearl was dead on the nose and the "Pilot" was thereby established as a man to be reckoned with. Two days in harbour, even though both were rainy, left us with something to look forward to on the return journey; we wanted another go at the beaches under more favourable conditions.

Between Pearl and Pago-Pago we crossed the line. About 600 of the 700 on board were "tadpoles," and the "shellbacks" had a busy time as none escaped King Neptune's initiation into the mysteries of the deep.

At Pago-Pago, usually pronounced Pango Pango, the ship's company saw their first south sea island. Grass skirts, straw mats, etc., were the main targets of the souvenir hunters and the camera "bugs" were snapping away on all sides. Native ceremonies and dances were put on by the inhabitants, who were extremely friendly and good natured.

On the way to Suva, in the Fiji Islands, Petty Officer Lloyd Fell sustained a badly mangled hand. Examination by the PMO determined that immediate permanent treatment on board would entail amputation of

one or more fingers, while he considered there was some chance of saving them if full hospital facilities could be made available very quickly. Speed was increased and the ship arrived in Suva a full day ahead of schedule. The result so far is that PO Fell still requires another operation but there is a hope of saving all fingers.

Suva is in the sterling area and we had our first experience with pounds, shillings and pence and the favorable rate of exchange which the Canadian dollar commands practically everywhere in the world except the United States.

Suva provided a different experience, as far as Pacific islands were concerned, and the large Indian population made one feel that he could well be in some part of Southern India.

The Royal Suva Yacht Club holds a regatta during visits of HM Ships and during its 18-year history the shield — until the Ontario's arrival — had always been won by the club. The splendid sportsmanship shown in the arrangements whereby yacht club boats and members and the ship's boats were allocated undoubtedly did not hinder the Ontario's victory, which nevertheless was well-earned by excellent sailing.

Brisbane, in the semi-tropical state of Queensland, in northern Australia, was reached on March 24. This was the first time a Canadian warship had visited the city and probably the first time many of its citizens had seen a "real live" Canadian. It was certainly the first time many of us had seen real live koala bears, kangaroos and ostriches.

After the three-day visit, the ship sailed south to participate in exercises with units of the Royal Navy, the Royal Australian Navy and the Royal Pakistan Navy.

Convoy attack and defence exercises were carried out and on conclusion the ships met and anchored in Jervis Bay for a week-end. Fraternization to the limit of the boats' capacities was encouraged and we saw how the "other half" lives. For example, even though the Pakistani ships had been away from home a good deal longer than we had, they were still able to produce a curry dish the like of which few of us had ever tasted.

The next week was taken up with exercises of all sorts. In competitive evolutions the Ontario scored her share of points, while in individual exercises, such as sub- and full-calibre firings, the heavy drill program carried out while at sea began to show results.

As 1951 is the Jubilee Year of the Commonwealth of Australia and the exercises were the first of their kind, the opportunity was taken by the Flag Officer Commanding the Australian Fleet to send a message of loyalty to His Majesty the King.



A sight-seeing trip to the Blue Mountains, one of Australia's most famed beauty spots, was arranged for 200 men from the Ontario during the stay at Sydney. (OC-640)

A gracious reply was received shortly afterward.

After the exercises, ten days were spent in Sydney and constituted the longest stay of the cruise in any one port. The zoo, botanical gardens, race tracks and beaches were well patronized and many of the ship's company took the opportunity of making excursions inland.

Melbourne, the capital of the State of Victoria, was the next port of call. For the first time the Flag of the Naval Board of Australia was flown in a Canadian warship when Com-

modore Pullen entertained the Naval Board at luncheon.

At Hobart, Tasmania, a 200-man contingent from the Ontario participated in the traditional Anzac Day parade and in the evening the ship's guard and band carried out the Sunset Ceremony in Franklin Park.

The five-day passage from Hobart to Lyttelton, N.Z., was broken by a visit to Milford Sound, on New Zealand's northwest coast. This is a world famous beauty spot and the camera fans were once again in their element.

From Lyttelton, port of the South Island city of Christchurch, the Ontario proceeded to Wellington, thence to Auckland. On sailing from Auckland the ship carried additional cargo in the form of stores and mail for the armed forces in the Fiji Islands.

At Suva it was found that Fanning Island, a Pacific cable station, was urgently in need of supplies and once again the Ontario assumed the role of transport.

At Fanning Island, the depth of water prohibited anchoring and the ship hove to while stores were landed by lighter. Nevertheless, a few hours' leave was granted and some of the ship's company had a quick run around one of the more isolated Pacific islands.

Four days of fine weather awaited the ship at Pearl Harbor and full advantage was taken this time of the facilities and hospitality afforded.

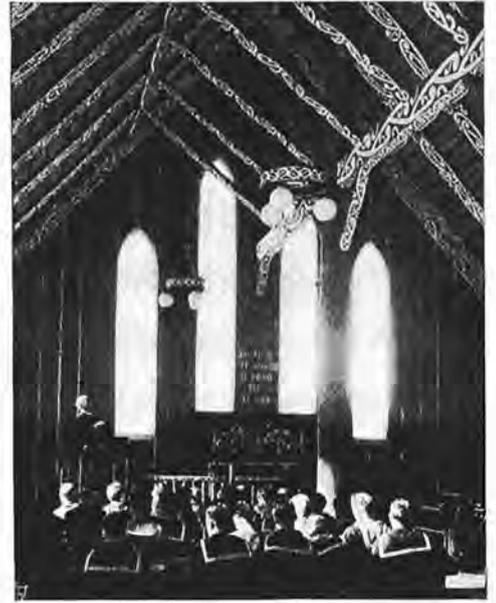
On the last leg of the cruise a message was received to the effect



PEARL HARBOR
(OC-409)



PAGO PAGO
(OC-449)



OTAKI, N.Z.
(OC-701)



The Australian Minister of State for the Navy, the Hon. Josiah Francis, visited the Ontario while the ship was at Brisbane. Here the guard of honor present arms during the playing of the musical salute by the band. On the Minister's right is Commodore Pullen. Officer of the Guard is Lieut. Gordon Hodgson, of Taber, Alberta, (OC-530).

that the Athelchief, a British tanker, had a seaman aboard who had sustained serious injury and required urgent medical assistance. Speed was increased to meet the Athelchief, then some 270 miles ahead, as soon as possible. Contact was made at 2300 on June 1 and Surg. Commander H. R. Ruttan was transferred by seaboat in a moderately heavy swell. His diagnosis resulted in the transfer of the patient to the Ontario by motor cutter and the cruiser proceeded to Esquimalt at an average of approximately 25 knots, arriving the afternoon of June 4.

The objectives of the cruise, as seen by the commanding officer, were fourfold:

1. To participate in exercises with units of other Commonwealth navies.
2. To provide training for 100 new entry seamen and 25 junior officers.
3. To work up to a reasonable state of fighting efficiency.
4. To act as ambassadors for Canada.

The objectives were conflicting in their demands on time and manpower. The necessity for having a clean ship had to be resolved with training and drill requirements; as much leave as possible had to be granted in harbour to fulfill the "ambassador" requirements and to give the ship's company the broadening education which only travel and first hand experience impart. Moreover, the

ship was below complement. Yet, somehow, all objectives were achieved, but only after long hours and steady, willing effort during sea passages and



Seaman Gordon T. Lee, of the British tanker Athelchief, is lifted from HMCS Ontario's motor cutter on the cruiser's boat deck after being transferred at sea from his ship. Lee had suffered a broken back and multiple rib fractures in a fall aboard the tanker. Answering a call for assistance, the Ontario proceeded to the tanker's position and, despite the darkness, a six-foot swell and intermittent rain squalls, effected the transfer speedily and efficiently. On arrival at Esquimalt, Lee was taken to hospital, where he is recovering.

forenoons in harbour.

The following summarize some of the more outstanding events and features of the cruise:

DRILLS—The following drills were carried out during the cruise:

6-inch.....	96
4-inch.....	58
Control drills.....	37
Close range.....	116

In addition, parade training and turret drills for officers were carried out whenever possible and the precision guard was drilled at every opportunity.

FIRINGS—The following firings were carried out:

6-inch full calibre.....	3
6-inch sub calibre.....	2
6-inch bombardment...	1
4-inch.....	7
Torpedo.....	1

LEAVE—Nearly every day in harbour was a "make and mend" and, in addition, native leave was granted whenever possible to those entitled. Most of the men were able to get a long week-end in Sydney.

HOSPITALITY—At every port of call the hospitality of the inhabitants was overwhelming. Organizations and civic authorities made special arrangements for dances, picnics, tours,

sports, concerts and other forms of entertainment. In some cities passes were issued for free transportation in street cars and buses. Free tickets to race tracks, theatres, etc., were made available. There were cases when the hospitality offered by private citizens was so extensive that it ran in competition with organized entertainment. In Sydney, a night club band and floor show gave a performance on board the ship.

TRAINING — Eleven midshipmen on short service commissions received their introduction to life at sea. The greater part of their time was spent in classes on navigation, seamanship, communications, gunnery, TAS, etc. Otherwise they worked part of ship and carried out practical duties.

Four sub-lieutenants and two cadets of the RCN(R) underwent similar training and gained practical experience in power boat and sea boat work as well as in officer of the watch duties at sea and in harbour.

One hundred and fifteen ordinary seamen underwent new entry training. Eighteen were men of the RCN(R), of whom eight further qualified as RP3 and three as AA3. Six sea cadets from across Canada joined with the ordinary seamen in their training.

Classes were held for sixteen candidates for petty officer second class in



The Tarongo Park Zoo was a favorite visiting place in Sydney. Here Ldg. Sea. Phillip Rhodes, of Haney, B.C., makes friends with a young kangaroo. (OC-606).

preparation for a Fleet Squadron Board.

Five of the ship's officers prepared for the destroyer command examinations.

the famous surfing beaches at Manly, after a luncheon with the Mayor and Council of Manly.

The Mayoress of South Melbourne, with the aid of the debutante set, staged a most successful ball for some 200 of the ship's company, an affair which was talked of for weeks afterward.

In New Zealand, sight-seeing trips were arranged at all the ports of call. Most of them covered long distances and treated the sailors to a feast of scenic beauty. Particularly interesting were the tours from Auckland to Rotarua. The thermal geysers, baths and mud pools and the Maori Village at Rotarua made the day very interesting indeed.

On the ship's return to Suva, Fiji, one of the most spectacular events of the whole cruise took place. Two hundred officers and men were invited to witness a demonstration of ceremonies and dances by natives from the island of Viti Levu and were most impressed by the performance.

The ship's company left the village clutching war-like clubs, bunches of bananas, coconuts and carrying exotic tropical leis around their necks.

As the three months passed by and the wonders of the cruise unfolded, the Ontarios began to find some meaning in the old recruiting posters which urged young men to "Join the Navy and See the World." — *F.J.P.F.*

CANADIANS OVERWHELMED BY 'SOUTHERN' HOSPITALITY

The men of HMCS Ontario came back from their three-month cruise in the Southern Hemisphere with many and vivid memories of the hospitality which was extended them in the various ports of call.

The cities of Australia and New Zealand could not have done more in the way of arranging entertainment for the ship's company.

Brisbane, the first Australian city visited, provided private hospitality and trips to the mountains and beaches by car for about 150 men, in addition to the many dances and free cinemas which were organized.

During the ship's visit to Sydney, a train trip to Katoomba in the Blue Mountains, some 75 miles away, was arranged for 200 men. The party was met at Katoomba by the Mayor of the Municipality of the Blue Mountains and then sat down to a delicious luncheon. The afternoon was taken up with sightseeing in the area around Katoomba, and all were much impressed with the spectacular beauty of the Blue Mountains — another Grand Canyon but completely blanketed with blue gum trees.

Also in Sydney, a party of 100 men had an opportunity to visit and enjoy

'EXCELLENT AMBASSADORS,' SAYS NEW ZEALANDER

Numerous messages were received from naval and civilian officials in Australia and New Zealand complimenting the officers and men of HMCS Ontario on their success as ambassadors of Canada. Of interest is this personal letter received by the father of one of the Ontario's midshipmen from a resident of Christchurch, N.Z.

Midland Club,
Christchurch, N.Z.
3 May, 1951.

Dear Sir,

Recently my wife and I had the very great pleasure of accepting an invitation to an "At Home" aboard HMCS Ontario. We had a most enjoyable visit and had the great pleasure of meeting a number of officers and among the Midshipmen present was your son.

As we have a son and a daughter of about the same age as your son it occurred to us that it may be of interest to receive a message from one of the many contacts the ship will make during its stay in New Zealand waters.

It is indeed a pleasure to tell you what a favourable impression your son made upon us and it was with much regret that we could not extend the hospitality of our home to himself and his friends, but the short duration of the stay of the cruiser in our port of Lyttleton made such a visit impossible.

The boys showed us every kindness during our short stay on board and in our exchange of information concerning our respective countries we gained the impression that their alert minds coupled with a desire to hear and learn made them excellent ambassadors of Canada. Of course we were particularly pleased that our wonderful home country of New Zealand had made such a favourable impression upon them in their short experience of us and ours.

We trust that this item of news, though from perfect strangers, would be of interest.

Yours sincerely,
D. S. MERRETT.

ADMIRAL PERCY WALKER NELLES

*One of the Navy's Original Officers,
He Served as CNS Through
10 Historic Years.*

Admiral Percy Walker Nelles, CB, LLD, RCN, Ret'd., the man who headed the Royal Canadian Navy through ten crucial years, from 1934 to 1944, as Chief of the Naval Staff, died in Victoria on the night of June 13. Private funeral services were held on June 15 and the next day, in accordance with his wishes, his ashes were committed to the sea from HMCS Sault Ste. Marie, following a simple service on board the ship.

Thus ended the career of a man whose leadership built the RCN from a token six-destroyer fleet to the third ranking Navy in the world — a task probably unprecedented in maritime history.

Admiral Nelles, the son of the late Brigadier General Charles M. Nelles, CMG, one of Canada's most distinguished soldiers, was born at Brantford, Ontario, January 7, 1892.

He enlisted as a Cadet in the Fishery Protection Service in 1909, the second of the first seven junior officers to start training for the anticipated Canadian Navy. In 1910 six of these seven cadets passed into HMCS Niobe as Midshipmen, RCN, with Percy Nelles as senior Midshipman.

From 1911 to 1917 he served in ships and establishments of the Royal Navy, then returned to Canada to become Flag Lieutenant to the late Admiral Sir Charles Kingsmill, RN, the then Chief of Staff of the RCN.

In 1920, Admiral Nelles went to the United Kingdom for a course at the Royal Naval College. Promoted to Lieutenant-Commander in 1922, he served for the next two years in ships and establishments of the Royal Navy and completed the war staff course at the RN College. He returned to Canada in August 1925 and in December of that year was promoted to Commander and appointed Senior Naval Officer, Esquimalt.

Back in the United Kingdom in 1929, Admiral Nelles served in various appointments until March of the following year, when he took command of the cruiser HMS Dragon, becoming the first RCN officer to command a capital ship. He received the acting rank of Captain while in this appointment.

On his return to Canada in 1931, he reverted to Commander but in 1933, while in command of HMCS Stadacona, Admiral Nelles became the



first Canadian to achieve the confirmed rank of Captain in the RCN. The next year he was promoted to Commodore and appointed Chief of the Naval Staff.

His promotion to Rear-Admiral came in 1938. In the same year the naval appropriation, though still extremely modest, was increased to a figure three times that of 1934; two more destroyers were acquired from Great Britain and four minesweepers, built in Canadian shipyards, were commissioned.

In the summer of 1939, the Canadian Navy consisted of six destroyers, five minesweepers and a handful of auxiliaries, and had a total strength, permanent and reserve, of 3,604. A tiny navy, by any comparison, it was to grow, in remarkably short time, to a size beyond all recognition.

That this was accomplished was due largely to the foresight of Admiral Nelles. In spite of apathy without the Service and frustration within, he never lost sight, in the pre-war years, of what he believed to be the Canadian Navy's destiny. When war came, the plans he had carefully laid and nurtured were transformed into reality.

In January 1944, with the change of operational emphasis, Admiral Nelles moved overseas to assume the leadership of the RCN in the coming invasion of Europe.

A year later, with the RCN's share

in invasion operations successfully completed, Admiral Nelles retired, closing out a naval career that spanned more than 36 years. Promoted to Vice-Admiral in 1941, he was promoted to full Admiral on his retirement, in recognition of his service.

In His Majesty's New Year's Honours List of 1943, Admiral Nelles was appointed a Companion of the Most Honourable Order of the Bath. In 1946, the United States honoured him with membership in the Legion of Merit, degree of Commander.

Admiral Nelles retired to Victoria to live. He became seriously ill toward the latter part of May and died two weeks later. Surviving are his wife, the former Helen Schuyler Allen, and two sons, Charles M. of Victoria, and Midshipman William A., who has been serving in HMCS Ontario and will join HMCS Magnificent early in August.

A TRIBUTE

1330 Ouellette Ave.,
Windsor, Ont.
14.6.51

The Editor,
The Crownsnest,

Dear Sir,

It is with great sorrow that I have just heard over the radio of the death of Admiral Percy Nelles. I hope I may be permitted a space in your columns to pay a brief, but at the same time, very sincere tribute to him.

Since he succeeded me in the post of CNS in 1934 no one knows better than I do the difficulties which beset him on taking over; and the way in which he surmounted these and developed the naval force which performed such invaluable work for the allied cause, makes him one of the great men in the history of Canada's fighting services.

I am sure that my very high regard for both his personality and achievements will be shared by all ranks of the Royal Canadian Navy.

Yours truly,
Walter Hose
Rear Admiral
RCN (Ret.)

HALF-YEARLY PROMOTIONS

The promotion of 33 senior officers was announced June 30 in the Royal Canadian Navy's half-yearly promotions list.

The RCN was represented by 26 officers and Royal Canadian Navy (Reserve) by seven.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Commodore (1)

Acting Commodore Herbert S. Rayner, Secretary of the Chiefs of Staff Committee, National Defence Headquarters.

To be Surgeon Commodore (1)

Surgeon Captain Archie McCallum, Medical Director-General, Naval Headquarters.

To be Captain (1)

Commander Duncan L. Raymond, Commanding Officer, HMCS Shearwater, Dartmouth, N.S.

To be Captain (E) (1)

Commander (E) John L. MacGillivray, Deputy Engineer-in-Chief, Naval Headquarters.

To be Constructor Captain (1)

Constructor Commander Frank Freeborn, Principal Overseer, Montreal Area.

To be Captain (SB) (1)

Commander (SB) Philip R. Hurcomb, Judge Advocate of the Fleet and Assistant Chief of Naval Personnel (Administration).



COMMODORE H. S. RAYNER

To be Commander (7)

Lieut.-Cdr. Marcel J. A. T. Jette, on the staff of the Director of Naval Reserves, Naval Headquarters.

Lieut.-Cdr. Richard M. Steele, Deputy Director of Naval Reserves, Naval Headquarters.

Lieut.-Cdr. Thomas S. Peacock, on staff of Chief of Naval Personnel, Naval Headquarters.

Lieut.-Cdr. Robert W. Murdoch, Commanding Officer, HMCS Beacon Hill.

Lieut.-Cdr. John C. O'Brien, Officer-in-Charge of the Chief and Petty Officers' Leadership Course, HMCS Cornwallis.

Lieut.-Cdr. Thomas C. Pullen, Commanding Officer, HMCS La Hullose.

Lieut.-Cdr. I. Paul Godfrey, Deputy Director of Air Logistics, Naval Headquarters.

To be Commander (E) (3)

Lieut.-Cdr. (E) Erik Revfem, Engineer Officer, HMCS Athabaskan.

Lieut.-Cdr. (E) William C. Patterson, on the staff of the Superintendent, HMC Dockyard, Esquimalt.

Lieut.-Cdr. (E) Dennis T. Forster, Staff Engineering Officer, HMCS Niobe, London.

To be Commander (L) (4)

Lieut.-Cdr. (L) Stuart E. Paddon, Staff Officer Electrical Personnel, Naval Headquarters.

Lieut.-Cdr. (L) John M. Doull, on the staff of the Electrical Engineer-in-Chief, Naval Headquarters.

Lieut.-Cdr. (L) Ernest J. Apps, on the staff of the Electrical Engineer-in-Chief, Naval Headquarters.

Lieut.-Cdr. (L) John E. Roue, Chief Inspector (Electrics and Electronics), Naval Headquarters.

To be Surgeon Commander (1)

Surgeon Lieut.-Cdr. John W. Rogers, Principal Medical Officer, RCN Hospital, and Officer-in-Charge of the Medical Branch School, Esquimalt.

To be Commander (S) (2)

Lieut.-Cdr. (S) Harold C. Ledsham, Supply Officer, HMCS Stadacona.

Lieut.-Cdr. (S) Peter H. Sinclair, Officer-in-Charge, HMC Supply School, Esquimalt.

To be Ordnance Commander (1)

Ordnance Lieut.-Cdr. Joseph A. M. Arcand, Ordnance Overseer, Sorel.

To be Commander (SB) (2)

Lieut.-Cdr. (SB) George R. Totten-

ham, Staff Officer Security, Naval Headquarters.

Lieut.-Cdr. (SB) A. O. Solomon, Deputy Naval Secretary (Personnel), Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Commander (1)

Lieut.-Cdr. James A. Brown, HMCS Malahat, Victoria.

To be Acting Commander (1)

Lieut.-Cdr. W. Graham Allen, Commanding Officer, HMCS Scotian, Halifax.

To be Commander (S) (1)

Lieut.-Cdr. (S) W. Ross Hickey, HMCS Nonsuch, Edmonton. (Formerly of HMCS Donnacona, Montreal).

To be Constructor Commander (1)

Constructor Lieut.-Cdr. Keith P. Farrell, on Continuous Naval Duty with the Naval Constructor-in-Chief, Naval Headquarters.

To be Surgeon Commander (1)

Surgeon Lieut.-Cdr. Everett G. Crutchlow, HMCS Donnacona, Montreal.

To be Acting Surgeon Commander (2)

Surgeon Lieut.-Cdr. Charles M. Harlow, HMCS Scotian, Halifax, and Honorary Consultant in Pathology to RCN Hospital, Halifax.

Surgeon Lieut.-Cdr. Jean Saint-Martin, HMCS Montcalm, Quebec City.



SURGEON COMMODORE
A. MCCALLUM



OFFICERS *and* MEN



Commissioned Rank for Three Chief ERAs

Three senior chief petty officers of the Engine Room branch have been promoted to the rank of Acting Commissioned Engineer. They are Edward V. Dear, Arthur L. Candy and Arthur C. Shelton, all of Victoria.

Commissioned Engineer Dear entered the RCN in February 1940 as an Acting ERA 4/c. He served in various ships and establishments during the war, his longest single stretch being in HMCS Assiniboine, from May 1941 to October 1943. In July 1949 he joined the destroyer Athabaskan and served in the ship throughout her first period of duty with UN Forces in Korea.

Commissioned Engineer Candy started his naval career as a stoker in September 1937. At the outbreak of the war he was in the destroyer HMCS Restigouche and later served two years in the minesweeper Kenora. At the time of his promotion he was in HMCS Naden. Commissioned Engineer Candy was awarded the RCN Long Service and Good Conduct Medal in November 1950.

After service in the Royal Navy, Commissioned Engineer Shelton transferred to the RCN in November 1943. He joined HMCS Ontario in April 1945 and later served in HMCS Warrior, in Naden and again in the Ontario. In November 1949 he was drafted to HMCS Cayuga and was in the destroyer until May of this year, seeing service in Korean waters during the ship's first tour of duty.

All three newly-created commissioned engineers have been appointed to Cornwallis for the officers' divisional course.

Nine CPOs Qualify as QM Instructors

The first Quartermaster Instructor conversion course to be undertaken at the Navigation Direction Training Centre, Esquimalt, completed in June, with nine chief petty officers qualifying for the new rate. They include CPOs L. Benesh, E. Biddle, R.

Bussey, H. Clark, T. Dicks, R. Fitzsimmons, M. Miller, D. Painton and E. Rigby.

Able Seamen D. Noseworthy, R. McNeil and M. Bradley successfully completed an RP3 course at the same time.

Petty Officers Cecil Ferguson and Frank McKay are recent additions to the centre's instructional staff.

Eighth Officers' Divisional Course Completes Training

The eighth Officers' Divisional Course completed its six-week curriculum at HMCS Cornwallis early in June. Under the direction of Lieut. (P) W. J. Spencer, course officer, the following officers attended the course: Lieut. L. C. Janke, RCN(R), Acting Lieutenants W. F. S. Doane and B. M. Kidd, Constr. Sub-Lieut. H. A. Shenker, Ord. Sub-Lieut. W. L. Wood, A/Sub-Lieuts. D. J. Price, A. M. Swain and D. A. Yule, A/Instr. Sub-Lieut. D. R. Whitmore, A/Cd. Engineer Officer C. H. Young and A/Cd. Catering Officer D. E. Jones.

Second Try Successful for Sioux Sailor

When HMCS Sioux sailed for her second session with the UN Fleet, Ord. Sea. Douglas Peyton, of North Battleford, Sask., and St. John's, Nfld., one of the many volunteers for duty aboard the ship, kept his fingers crossed until she cleared Pearl Harbor.

The reason: Peyton was in the Sioux when she left with the Cayuga and Athabaskan for the Far East last July but didn't get any further than Hawaii. On the way to Pearl Harbor, he suffered a head injury, was landed at Pearl and sent back to Esquimalt for hospitalization.

After his release from hospital, he served in the Ontario and the Crusader and ashore in the barracks. But when the Sioux came back from Korea, he was one of the first to volunteer to join her for the second round.

This time there were no hitches and Peyton got safely by Hawaii and on to the Far East.

Two Supply Branch Men Receive Promotions

Two upper yardman candidates of the Supply Branch recently were promoted to commissioned rank. They are Acting Sub-Lieutenants (S) Alfred E. Shaw, 24, of Calgary and Esquimalt, and William A. Faire, 23, of Sudbury and Esquimalt.

The two new officers are taking a divisional course at HMCS Cornwallis after having completed the supply officers' technical course at the Supply School in Naden.

Sub-Lieut. Shaw entered the RCN as a writer in February 1946. Since then he has served in Naden and in the cruisers Quebec (then Uganda) and Ontario. At the time of his promotion he was a PO 2nd Class.

Sub-Lieut. Faire joined the RCN as a storesman in October 1945. He has served in naval establishments on both coasts, at Naval Headquarters and in the Ontario. Just prior to his promotion to commissioned rank he was advanced to PO 1st Class.

Numerous Staff Changes at Communications Centre

The Communications Training Centre in HMCS Naden saw many departures and arrivals during recent months.

To the Cayuga for her second round in Korean waters went CPO Stuart McIntyre to relieve CPO Fred Watters, CPO Ralph Davies to relieve CPO Roy Adams and PO George Buckingham to relieve PO Ronald Tucknott.

Before the Sioux left, three new communicators joined her. CPO Walter Clements relieved CPO Alfred Andrews, PO Henry Abercrombie relieved PO Douglas Ireland and PO Ken McLeod relieved PO George Mannix.

Returning to Naden from other jobs were POs Thomas Fraser and Robert Stewart. POs Trevor Reading and David Larkey returned from the leadership course and PO Albert Bouchard arrived from a tour of duty at HMCS Tecumseh.

Gunnery Course Held for Reserve Officers

Twenty-two officers of the RCN (Reserve) recently completed the first gunnery course to be held for Reserve officers in the Gunnery School at HMCS Stadacona.

Members of the class were: Lieut.-Cdr. W. E. D. Atkinson, London; Lieutenants T. D. Hocken, Dutton, Ont.; G. G. Leask, Halifax, and W. S. Lover, St. Thomas, Ont.; Sub-Lieutenants R. A. Smith, Westville, N.S.; C. A. Brown, Crediton, Ont.; J. W. Carroll, Holyrood, Nfld.; D. G. Curry, Toronto; S. J. Farrell, Montreal; G. R. Ferguson, Ottawa; J. W. Gagnon, Quebec City; M. M. Hawley, Kingston; E. E. Jupp, Toronto; A. R. Marshall, Halifax; D. B. McCrimmon, Toronto; John Morgan, Winnipeg; Craig Swayze, Brockville, Ont.; D. H. Tait, Dartmouth; R. L. Williams, St. Thomas, Ont., and William Wilson, Winnipeg; Midshipman J. D. Wishart, Toronto, and Cadet D. E. Cooper, Hamilton. Instructors were CPO William Byatt, Saint John, N.B., and PO George Perigle, Orillia, Ont.

Former Ordnance PO Training as Cadet

An old friend in a new rig arrived at HMC Ordnance School, Esquimalt, recently. Cadet Thomas Mainer, of the University of B.C. UNTD, joined the school as one of eight ordnance cadets taking an eight-week course.

Cadet Mainer was an Ordnance branch petty officer a couple of years ago. After working up to matriculation standard by studying on his own time, he passed the entrance exams for the University of British Columbia and was promoted to the rank of cadet. This fall he starts his last year at the university. When he graduates, he will return to his branch in the RCN as an Acting Ordnance Sub-Lieutenant.

Special Confirmation Service for 23 Cornwallis Men

Twenty-three men from HMCS Cornwallis were confirmed recently in a special service at the United Church at Bear River, N.S. The Rev. R. Milley, pastor of the Bear River church, conducted the service and three naval chaplains, Rev. Harry Ploughman, Rev. Harry Pike and Rev. F. Temple Kingston, assisted.

Members of the class were Ldg. Sea. Angus Holden, Victoria, and Ord. Sea. Colin Bishop, Iroquois

Falls, Ont.; William A. Cameron, Tatamagouche, N.S.; AB Ronald Campbell, Ridgetown, Ont.; Lee Candler, Aylmer, Ont.; Ronald Carr, Niagara Falls, Ont.; Robert Coltart, Lauder, Man.; Roy Empey, Williams-town, Ont.; Grant Farrell, Yorkton, Sask.; Jack Graham, Brockville, Ont.; Samuel Hewson, Hamilton; Fred Hodge, St. Antony, Nfld.; Ted Luther, Englee, Nfld.; Richard Madder, Victoria.; George McDonald, Duparquet, Que.; Gerald McRae, St. John, N.B.; Edwin Pelley, Clarenceville, Nfld.; Douglas Solonik, Preston, Ont.; Robert Sweluk, Lac Vert, Sask.; Robert Taylor, Bronte, Ont.; Ted Willard, Deep River, Ont.; Harold Wrigley, Murillor, Ont., and Ernest Zehr, Tavistock, Ont.

Ten Petty Officers Finish TD Course

Ten petty officers recently completed a course for torpedo detector 1st class in the TAS School at Halifax. They are POs Beverley Allday, Frank Andrews, Richard Bodington, Roy Coupe, Roy Davis, Richard Elridge, Frank Grant, Gordon Hartman, Charles MacQueen and Charles Smylie.

Nine Men Enrolled in Armourers' Course

Nine men recently began an armourers' qualifying course at the Ordnance School in Naden. Members of the course are Petty Officers Jack Bell, Angus Gray, Max Guthrie, Albert Hughes, William Mellish, John Orr, Ernest Partridge and Robert Rogers, and Ldg. Sea. Armand Turgeon.

CPO Wilf Adams has joined the Ordnance School staff from HMCS Athabaskan and is in charge of the machines in the workshop. PO Bill Eastland has been drafted to the school from the Cayuga and is assisting in the Torpedo Section.

Two TAS Instructors Go to New Ports

From the Torpedo Anti-Submarine Training Centre in HMCS Naden, Esquimalt, two instructors have slipped and proceeded to new jobs. CPO Brian Brown has been drafted to the East Coast and CPO Ronald Munro joined HMCS Athabaskan after a spot of leave. A new instructor, PO John Bing, has joined the staff from HMCS Ontario.



Seven ordinary seamen were awarded bosn's calls for having shown the best all-round ability during their sea training classes on board HMCS Ontario. They were among the 100 ordinary seamen embarked in the Ontario for training during her Australasian cruise. Left to right are: Ordinary Seamen Gabriel Fortier, Montreal; Gerald Austin, London, Ont., and Len Tatham, Hamilton; Lieut.-Cdr. R. W. Timbrell, Vancouver, training officer; Commander E. G. Boak, executive officer, and Ordinary Seamen Donald Almen, Nipawin, Sask.; James Friars, Saint John, N.B.; Rod Petty, Spanish Point, Bermuda, and Ted Skov, Claresholm, Alta. (OC-774).

LOWER DECK ADVANCEMENTS

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

ACKERMAN, Ferdinand.....LSVS1
 ADAMS, John W.....P1SW2
 AIKEN, Raymond J.....LSVS1
 ALEKSON, Peter.....LSVS1
 ALEXANDER, Alan C.....LSNS1
 AMES, Albert E.....LSCK2
 ANDERSON, George A.....P1SW2
 ANDERSON, James W.....LSCK1
 ANDROWSKI, Donald.....LSCK2
 APPLEJOHN, Richard N.....P2MA2
 ARBIOUE, Marcel J.....P2AW2
 ARSENAULT, Joseph V.....LSNS2
 BALCOME, Hugh H.....C2AW3
 BALL, Francis G.....P2SM2
 BARRETT, William E.....LSCK2
 BARRIAULT, Michael A.....C2SW2
 BEAUDET, Marc A.....LSVS1
 BELANGER, Jean P.....LSAA1
 BENNETT, Albert.....PICK3
 BERRY, Watson C.....P1SW2
 BLAKENEY, Garth D.....C2CK3
 BLAQUIER, Joseph F.....LSSWS
 BORGAL, George G.....C2QR2
 BOURQUE, Jacques G.....LSSWS
 BRECKNELL, Raymond.....P1NS2
 BREWER, William T.....LSAW1
 BRIGDEN, Robert F.....LSCK1
 BRINEN, Bernard H.....P2SM2
 BROOKS, Kenneth S.....LSCK1
 BROWN, George J.....LSSWS
 BROWN, Joseph T.....P1VS3
 BROWN, Walter.....C2QM2
 BROWN, Warren L.....LSCK1
 BROWNE, Jack E.....LSNS1
 BUCHNER, Dalton M.....LSPW1
 BURKE, Raymond M.....LSPW1
 BURROWS, John R.....P1RP2
 BUTLER, Albert H.....P1QR1
 CAMBRIDGE, Donald J.....LSCK2
 CAMPBELL, Kenneth W.....C1CK3
 CANHAM, William R.....P1AW3
 CASEY, James A.....LSNS1

CHAMPOUX, Marcel L.....LSNS1
 CHIHHRIN, Michael.....P2SM2
 CHRISTIAN, Clarence R.....LSCK1
 COLE, Ronald N.....LSVS1
 COLEMAN, William J.....P2VS2
 COOPER, Stanley L.....C1CK3
 CORBIN, Jules G.....LSCM1
 COTE, Marcel J.....P2CK2
 COWPER, Peter W.....LSPW1
 CROXALL, David.....LSCK1
 CZECH, Ted J.....LSVS1
 DALEY, Alexander A.....P2MA2
 DAVIDSON, Robert W.....P1AT4
 DAWDY, Sherman.....LSCK2
 DAYE, Howard R.....LSNS1
 DEALHOY, Samuel E.....PICK2
 DEROCHIE, Jack V.....LSVS1
 DICKIE, George A.....P2VS2
 DOGGART, William.....LSCK1
 DOREN, Walter W.....LSCM1
 DOUCET, Isidore N.....C2CK3
 DRISCOLL, Carman F.....C2SW2
 DUNHAM, Roy O.....P2VS2
 DUNN, Russell C.....LSCK2
 DUTTON, James A.....C2NS3
 EARLE, Clyde W.....LSSWS
 EDGSON, Kenneth R.....LSNS1
 ELLIOTT, John L.....LSSWS
 EMERSON, Lylestone.....LSSWS
 EVERETT, Ernest W.....LSSWS
 FANE, Peter E.....C2NS3
 FINNIGAN, Arthur J.....LSCK1
 FOY, Paul E.....P2NS2
 FRIEST, Donald J.....LSNS1
 GAGNON, Benoit J.....P2AW2
 GALLANT, Melville J.....LSCK2
 GEORGE, Andrew.....P2VS2
 GERVAIS, Vincent A.....P1AT4
 GILES, Norval E.....LSCK2
 GLAZIER, Joseph A.....LSSW1
 GODOLPHIN, Alfred H.....LSAW1
 GONZALES, Claude.....LSCK1
 GORDON, Donald F.....LSMA1
 GOSSELIN, Peter M.....P2CK2
 GRAHAM, Thomas W.....LSVS1
 GUEST, Earl O.....LSCK1
 GUILLOTTE, Joseph R.....LSNS2

HALIKOWSKI, Gerald.....P1PT1
 HAMOR, Paul P.....LSCK1
 HART, James L.....LSCS2
 HARTLEY, Larry N.....LSSWS
 HATLEN, Dudley R.....C2G13
 HAWN, Keith A.....LSNS1
 HECKER, John.....LSCK1
 HOLMES, Robert J.....LSSWS
 HOLT, Arnold G.....LSCK1
 HORNICK, Carl V.....LSSWS
 HOWARD, John W.....LSCK1
 HOWELL, Robert C.....P1CM2
 HOWLETT, Russell R.....LSNS1
 HUGHES, Robert H.....C2SW2
 HUGHES, William R.....P2CK2
 HUNTER, Alexander M.....P2CK2
 ISHERWOOD, Arthur.....C2CK3
 JACKSON, Owen A.....LSVS2
 JACOBS, Harry B.....LSSWS
 JAMES, William S.....C2CK3
 JEWERS, John W.....C2CM3
 JOHNS, Henry J.....C2CK3
 JOHNSON, Robert B.....LSCK1
 JOHNSON, Roy E.....LSPW2
 JOHNSTON, Stanley A.....C2CK3
 JOHNSTON, William A.....LSNS2
 JOLY, Jean-Jacques.....LSPW1
 JUDSON, Vernon E.....P1PW3
 JULIEN, Frederick J.....P2AA1
 KEIL, Eric H.....PICK2
 KELLY, Bryant A.....LSCK1
 KENNEDY, Norman R.....P1SW1
 KLEE, Harold K.....LSSWS
 KLIES, John H.....LSSW1
 KUBISHESKI, Milton J.....LSPW1
 LALIBERTY, William E.....P1PW2
 LALONDE, Benedict D.....P2VS2
 LAPOINTE, Robert J.....PIER3
 LARIVIERE, Paul S.....LSCK2
 LAVALLEE, Marcel C.....LSPW1
 LAZARUK, Nick.....PIRC1
 LEBARR, Robert E.....LSNS1
 LeBLANC, Joseph A.....LSPW2
 LEBLANC, Joseph H.....LSCK1
 LECK, Glen E.....LSNS1
 LLOYD, Edward H.....LSAW1
 LONVIK, Gordon E.....LSAAS
 LYPPS, Perry T.....LSNS1



Able Seaman Ranny O'Laney, of Parrsboro, N.S., is a busy and versatile man. By trade a steward, he is normally employed on duties in the wardroom of his ship, HMCS Nootka. However, at action stations or during a bom-

bardment, he becomes a member of one of the guns' crews, donning a tin hat and serving as a loading number. In the photo with him is PO John Derek, of Toronto, captain of the gun. In addition AB O'Laney is the ship's barber

and when not otherwise engaged can generally be found putting the shears to one of his shipmates, in this case AB Jim Kelly, of Renfrew, Ont. (NK-689, 677, 690).

McALONEY, Hazen I.....P2CM2
 McCAW, William E.....P2SW1
 McKERNAN, Ernest K.....P2SW1
 McLEAN, Cecil G.....LSSWS
 McMENEMY, Ernest S.....P2CM2
 McMULLEN, Jesse L.....P2CK2
 MacARTHUR, Lloyd G.....C2CK3
 MacCONNELL, Charles A.....LSCCK1
 MacDONALD, Hugh G.....LSNS1
 MacDONALD, John J.....P1MA2
 MacDONALD, Robert F.....LSCCK2
 MacDORMAND, Robert G.....P2SM2
 MacMURDO, Peter G.....LSNS1
 MACHAN, Frederick N.....C1VS3
 MAGEE, Raymond R.....LSVS1
 MANUGE, Ralph F.....P2SW1
 MARSHALL, Gordon.....LSSWS
 MARTIN, David R.....P1QR2
 MATYCHUK, Stanley M.....P2NS2
 MAUNDER, Kenneth M.....P2SM2
 MILLER, Edward E.....P2SM2
 MOECKL, Walter.....P2VS2
 MOODIE, Christopher S.....P1CK3
 MOODIE, Edwin A.....P2SM2
 MOORE, Alan E.....P1AT4
 MOYES, David.....P2NS2
 MUMFORD, Victor H.....LSCCK2
 MURPHY, Cyril.....LSNS1
 MYATT, Arthur J.....C2CK3

NICKEL, Milton M.....LSPW1
 NICKOL, Andrew J.....LSAW1

O'HEARON, William R.....P2VS2
 OLYNICK, Albert G.....P2CM2
 OTTENBREIT, Joseph M.....LSCCK1

PADDON, Bernard N.....P2SW1
 PARK, James A.....P2CK2
 PEACH, Max R.....P2VS2
 PELLETIER, Joseph W.....P2CK2
 PETERS, Delbert A.....P1AT4
 PERRY, Gordon A.....P2CK2
 PHILLIPS, Eugene E.....P2NS2
 PIPPARD, Frederick.....C2GA4
 PLUMMER, John C.....LSNS1
 POND, Reginald S.....P2VS2
 POTTINGER, John W.....C2NS3
 PRIOR, Hubert C.....LSCCK1
 PRIZEMAN, Robert J.....LSVS1
 PROWSE, Norman A.....LSCM1

RENTON, Robert O.....C2VS3
 RHEAUME, Joseph J.....LSPW1
 RICHARDS, Milton S.....LSCCK1
 ROBERTSON, Arthur M.....P2NS2
 ROBINSON, John D.....LSVS1
 ROSS, Jack H.....P1SW2
 RUSSELL, Bruce L.....P2VS2

SAUDER, Wilton H.....P2NS2
 SAUNDERS, Joseph E.....LSAC1
 SAVAGE, Edward A.....LSSW1
 SEEDHOUSE, Stanley E.....P2SM2
 SHELTON, John R.....LSVS1
 SHEPHEARD, William F.....LSNS1
 SINNOTT, Charles S.....LSCCK1
 SMITH, Allan J.....LSPW1
 SMITH, Donald A.....P1QR1
 SMITH, Norman W.....P2SE2
 SNOW, Edward R.....LSCCK1
 SPENCE, Albert C.....P2VS2
 STEENE, Ross M.....P2AC2
 STRYCKER, Howard K.....P2VS2
 SUDAK, William.....LSNS1

TARVES, Bruce W.....P2VS2
 THERIAULT, Joseph F.....P2AW2
 THEROUX, Norman.....LSNS2
 THOMPSON, Charles H.....P2CK2
 THOMPSON, Herman W.....LSVS1
 THOMPSON, William A.....P2NS2
 TIMMONS, Bruce L.....P2PW2
 TODD, Alfred A.....P1NS2
 TRELEAVEN, Fred T.....P2VS2
 VANASSE, Jean M.....C2CK3

VAN DER MARK, Herman F.....LSCCK1
 VEILLEUX, Joseph G.....LSCCK2

WADDELL, George S.....LSNS1
 WATSON, Andrew P.....P2PW2
 WATSON, Arnold W.....LSVS1
 WEBSTER, Kenneth E.....LSCM1

WEBSTER, Ronald D.....P1ER4
 WHITE, Donald G.....LSSWS
 WHITE, Jack.....P1PW2
 WHEATCROFT, Ernest A.....LSCCK1
 WILLIAMS, Douglas E.....LSNS1
 YAGER, Walter P.....P2PW2



Chief petty officers serving in HMCS Shearwater formed a special guard of honor at ceremonial divisions held at the RCN Air Station to honor the commanding officer, Captain E. W. Finch-Noyes, on his departure to take up a new appointment. Captain Finch-Noyes is shown inspecting the guard, which was in the charge of Lieut. William Walton. Captain Finch-Noyes becomes Deputy Chief of Naval Personnel at Headquarters. (DNS-5924).

SENIOR POSTS, SHIP COMMANDS TO CHANGE

Naval Headquarters has announced the following appointment changes of interest, most of which will take place toward the end of the year:

Commodore R. E. S. Bidwell to HMCS Naden in command and as Commodore RCN Barracks, Esquimalt, and Officer-in-Charge, RCN Depot (temporary appointment). Present appointment: Assistant Chief of the Naval Staff (Plans).

Commodore A. M. Hope additional for retirement leave. Present appointment: Commodore RCN Barracks, Halifax, and Officer-in-Charge, RCN Depot.

Commodore K. F. Adams to HMCS Naden in command, as Commodore RCN Barracks, Esquimalt, and Officer-in-Charge, RCN Depot. Present appointment: HMCS Magnificent in command and Senior Canadian Naval Officer Afloat.

Commodore H. F. Pullen to HMCS Stadacona in command, as Commodore RCN Barracks, Halifax, and

Officer-in-Charge, RCN Depot. Present appointment: HMCS Ontario in command.

Captain E. P. Tisdall to HMCS Ontario in command. Present appointment: HMCS Naden in command, as Commodore RCN Barracks, Esquimalt, and Officer-in-Charge, RCN Depot.

Captain K. L. Dyer to HMCS Magnificent in command. Present appointment: Naval Headquarters as Deputy Chief of Naval Personnel.

Captain E. W. Finch-Noyes to Naval Headquarters as Deputy Chief of Naval Personnel. Former appointment: HMCS Shearwater in command.

Captain M. A. Medland to Naval Headquarters as Director of Weapons and Tactics. At present on course at National Defence College, Kingston.

Captain L. L. Atwood to HMCS Naden as Chief of Staff to the Flag Officer Pacific Coast. At present on

course at National Defence College, Kingston.

Captain D. L. Raymond to HMCS Shearwater in command. Former appointment: Executive officer, HMCS Ontario.

Commander J. C. Littler to HMCS Huron in command. Present appointment: Executive Officer, HMCS Stadacona.

Commander A. B. Fraser-Harris to Stadacona as Executive Officer. Present appointment: Commanding officer, HMCS Nootka.

Commander E. E. G. Boak to HMCS Ontario as Executive Officer. From courses in United Kingdom.

Commander G. A. LaRue to HMCS Donnacona as Staff Officer (Administration). Present appointment: Naval Headquarters on attachment to the Secretariat of the Chiefs of Staff.

Commander M. G. Stirling to HMCS Micmac in command. Present appointment: Naval Headquarters as Director of Naval Communications.

Commander R. L. Hennessy to HMCS Quebec on commissioning as Executive Officer. Present appointment: Stadacona as Officer-in-Charge, Junior Officers' Technical and Leadership Course.

Commander W. M. Landymore to HMCS Iroquois on commissioning in command. Present appointment: Naval Headquarters as Director of Manning and Personnel Statistics.

Commander R. P. Welland to HMCS Stadacona as Officer-in-Charge, JOTLC. At present serving temporarily as Chief of Staff to the Flag Officer Pacific Coast.

Commander J. M. Leeming to HMCS Naden as Manning Commander West Coast. Present appointment: HMCS Naden as Reserve Training Commander.

Commander G. C. Edwards to HMCS Shearwater as Commander (Air). Present appointment: RCAF Station, Chatham, N.B.; for jet conversion course.

Commander J. A. Charles to Naval Headquarters as Director of Naval Communications. Present appointment: HMCS Stadacona as Officer-in-Charge, HMC Communications School.

Commander E. T. G. Madgwick to Naval Headquarters as Director of Manning and Personnel Statistics. Present appointment: HMCS Huron in command.

Commander (L) H. L. Crawford to HMCS Quebec on commissioning as Electrical Officer. Formerly Principal Naval Overseer West Coast.

Commander R. M. Steele to HMCS Crescent in command. Present ap-

Seagoing Rabbits Just Full of Tricks

Navy jargon proved too much for an inquisitive UNTD cadet who was making a Cook's tour of HMCS La Hullose just after he joined the ship.

In one of the messdecks he noticed a tiddly sea chest and asked his guide what it was. The latter, who shall go unnamed, replied, tongue-in-cheek, "That's a rabbit box."

That stopped the cadet for a moment but as the rest of the group moved off to other shipboard mysteries, the cadet examined the box more closely and was heard to mutter:

"Hmm, wonder how they breathe."

pointment: Naval Headquarters as Deputy Director of Naval Reserves.

Commander T. S. R. Peacock to Naval Headquarters as Deputy Director of Naval Reserves. Former appointment: Executive Officer, HMCS Athabaskan.

Commander R. W. Murdoch to HMCS Cornwallis as Officer-in-Charge, HMC Communications School. Present appointment: HMCS Beacon Hill in command.

Lieut.-Cdr. R. M. Young to HMCS Ontario as First Lieutenant-Commander. Present appointment: Naden as Manning Commander West Coast.

Lieut.-Cdr. G. H. Hayes to HMCS Naden as Reserve Training Commander. Present appointment: HMCS Crescent in command.

Lieut.-Cdr. J. W. McDowall to HMCS Beacon Hill in command. Present appointment: HMCS Naden as Officer-in-Charge, Gunnery Training Centre.

Weddings

Lieut. John Howard, HMCS York, to Miss Nancy Jones, of Halifax.

Lieut. Dugald Wales, HMCS Stadacona, to Miss Yvonne Anne Mowat, of Trail, B.C.

Lieut. (S) Arnold Bronskill, staff of Principal Naval Overseer, Montreal, to Miss Margaret Fitzgerald, of Halifax.

Chaplain (P) Frederick Temple Kingston, HMCS Cornwallis, to Miss Pauline Boyd Smith, of Toronto.

Commissioned Stores Officer Frank Bentley, Naval Headquarters, to Miss Ella Pelletier, of Hull, P.Q.

CPO Douglas W. Cooke, HMCS Shearwater, to Miss Sybil M. Hibbert, of Halifax.

CPO Arthur Speed, HMCS Shearwater, to Miss Margaret J. Crooks, of Halifax.

PO Ingram M. Cassidy, HMCS Shearwater, to Miss Helen Lovett, of Dartmouth.

Ldg. Sea. Leonard Bonner, HMCS Magnificent, to Miss Beatrice Miller, of Mosher River, N.S.

Ldg. Sea. Robert McCallum, HMCS Athabaskan, to Miss Kathleen Margaret Beaveridge, of Victoria.

AB Boyd Bishop, HMCS Crescent, to Miss Donna Miller, of Kentville, N.S.

AB Jean Blanchett, HMCS Magnificent, to Miss Joyce Dorey, of Western Shore, N.S.

AB Daniel Forbes, HMCS Micmac, to Miss Joan Crosbie, of Hamilton, Ont.

AB Robert Pace, HMCS Magnificent, to Miss June A. Foster, of Timerlea, N.S.

Ord. Sea. D. M. Robertson, HMCS Stadacona, to Miss Janet Jean MacKay, of Halifax.

Births

To Lieut.-Cdr. (S) J. W. Maxwell, HMCS Ontario, and Mrs. Maxwell, a son.

To Lieut. D. S. Bethune, HMCS La Hullose, and Mrs. Bethune, a son.

To Lieut. W. E. Clayards, HMCS Naden, and Mrs. Clayards, a son.

To Lieut. Arthur McDonald, HMCS La Hullose, and Mrs. McDonald, a daughter.

To Lieut. George MacFarlane, HMCS Stadacona, and Mrs. MacFarlane, a daughter.

To Lieut. M. A. Turner, HMCS Stadacona, and Mrs. Turner, a daughter.

To Lieut. H. J. Wade, HMCS Ontario, and Mrs. Wade, a son.

To Lieut. G. B. Wither, HMCS Naden, and Mrs. Wither, a son.

To Lieut. (S) D. S. McNichol, HMCS Stadacona, and Mrs. McNichol, a son.

To Lieut. (SB) W. J. Swiniarski, Naval Headquarters, and Mrs. Swiniarski, a son.

To Commissioned Engineer F. E. Shea, HMCS Magnificent, and Mrs. Shea, a daughter.

To CPO Clifford Giles, HMCS Micmac, and Mrs. Giles, a son.

To CPO Donald Newton, HMCS York, and Mrs. Newton, a daughter.

To PO Edward Bryson, HMCS Crescent, and Mrs. Bryson, a son.

To PO John Cariou, HMCS Ontario, and Mrs. Cariou, a daughter.

To PO Hjalmar Davidson, HMCS Crescent, and Mrs. Davidson, a son.

To PO Gordon Fenn, Naval Headquarters, and Mrs. Fenn, a daughter.

To PO John Meadwell, HMCS Micmac, and Mrs. Meadwell, a daughter.

To PO Louis Melanson, HMCS Crescent, and Mrs. Melanson, a son.

To PO Norman Peer, HMCS Ontario, and Mrs. Peer, twin sons.

To PO John Slusarenko, HMCS Naden, and Mrs. Slusarenko, a daughter.

To PO K. R. Taylor, HMCS Ontario, and Mrs. Taylor, a daughter.

To PO Ken White, Naval Headquarters, and Mrs. White, a son.

To PO Alan Worrall, HMCS Ontario, and Mrs. Worrall, a son.

To Ldg. Sea. Douglas Dickson, HMC Naval Radio Station, Aldergrove, and Mrs. Dickson, a son.

To Ldg. Sea. Robert Godman, HMCS Magnificent, and Mrs. Godman, a son.

To Ldg. Sea. Eugene Hovey, HMCS Stadacona, and Mrs. Hovey, a daughter.

To Ldg. Sea. Peter MacMurdo, HMCS Cornwallis, and Mrs. MacMurdo, a daughter.

To Ldg. Sea. R. W. Reid, HMCS Cornwallis, and Mrs. Reid, a daughter.

To Ldg. Sea. Ernest Riva, HMCS Stadacona, and Mrs. Riva, a daughter.

To AB Alan McIntyre, HMCS La Hullose, and Mrs. McIntyre, a son.

To Ord. Sea. Edwin Hucker, HMCS Micmac, and Mrs. Hucker, a son.

ABLE SEAMAN WINS HURON VOTE

*Though in RCN Just 21 Months
AB Robert Pugh is Far
from "Green Hand"*

AN able seaman who entered the Royal Canadian Navy less than two years ago was the winner, by a solid margin, in one of the liveliest Man of the Month election campaigns yet to be held in any ship or establishment.

The election was conducted on board HMCS Huron, in distant Korean waters, and the victor was Able Seaman Robert Pugh, of Verdun, Quebec. The campaign extended over several weeks and, with the ship's newspaper, *The "Fan Shaft,"* beating the drums, interest reached a high pitch.

However, when the smoke had finally cleared and the crew's ballots were counted, there was no doubt as to the popular choice.

Though he is a comparatively junior hand, so far as time in the Service is concerned, Able Seaman Pugh is a man to whom the adjective "green" definitely does not apply. Pugh has packed plenty of Armed Forces experience into the past ten of his 28 years. Nor have his 21 months in the RCN been any exception.

To start at the beginning, Pugh was born in Birmingham England, but was raised and attended school in Verdun. In 1939, at the age of 16, he lined up with the others answering the call to arms and tried to enlist in the Army. Rejected because of his age, he settled, temporarily, for the Reserve Army.

However, on reaching military age in 1941, he immediately applied, and was accepted, for active service with the Royal Montreal Regiment. Six months later he went overseas with a group of reinforcements for the First Division.

The next 30 months he spent in Britain, training with his regiment for the big offensive. He found time, however, to cultivate a personal interest in South Shields and on May 11, 1944, was married there to the former Catherine Ferguson.

Four weeks later, on D-Day plus 4, he landed on the shores of France and moved forward with his regiment. Pugh's career as a fighting soldier was interrupted in September by a piece of shrapnel. The wound was only superficial, however, and after a week in a Canadian Army field hospital he rejoined his regiment at the front.

Two weeks later he "bought" another one — this time more serious. He spent three months in hospital, then went to England on convalescent leave.

On completion of his leave, Pugh was sent to Aldershot, where he remained until May 1945. By this time his regiment was moving swiftly across Holland and he was permitted to rejoin it shortly after VE-Day.

Pugh's Army career ended with his discharge, in Montreal, in October 1945. A short time later he was joined there by his wife and 15-month-old son Robert.



ABLE SEAMAN ROBERT PUGH

For the next two years he worked in Montreal, mostly as a welder, but found that "civvy street" did not exactly appeal to him. Deciding he would be more at home in the Armed Forces, he renewed his service connection, only this time he chose the Navy.

In March 1947 he entered the Montreal naval division, HMCS Donnacona, as an ordinary seaman. For two years he faithfully attended weekly drills and took non-sub training in the gunnery branch.

Still he wasn't satisfied, and in February 1949 Pugh applied for naval

training and voluntary service. Off he went to Halifax, there to join HMCS Haida. Four weeks later he requested a year's special naval duty. Six months afterward he decided there was no sense playing at being in the Navy — why not make a job of it. He did.

Stadacona was his next stopping-place and after qualifying at the gunnery school as an LR3 he was drafted back to the Haida.

As will be remembered, the Haida in November 1949 rescued 18 crew members of a USAF B-29 that had crashed in the sea off Bermuda. One of the crew of the seaboat that brought the airmen's raft along side the Haida in heavy seas was Able Seaman Robert Pugh.

Early the following year Pugh left the ship to take the new entry training course at Cornwallis. From there he went to Stadacona, remaining in the barracks until drafted to the Huron just before she sailed in August 1950 on the European cruise.

He had already seen much of the territory covered by the Canadian Special Service Squadron, but found it so different as to be hardly recognizable. He could not believe, he says, that these were the countries he had seen devastated by war.

While in Amsterdam, Pugh was introduced to the Burgomeister of the city. The next morning, via the local mails, he received an autographed edition of "Behind the Dunes and Dykes." It bore the inscription, "In remembrance of your visit in 1945 and again in 1950," above the Burgomeisters' signature.

Pugh can always be counted on to participate in any inter-departmental sports, but does not lay claim to any exceptional athletic skill. His one real hobby is fishing, and he's a disappointed man if he gets his leave at a time when the fishing season is closed.

AB Pugh, the father now of two children, a boy and a girl, celebrated his seventh wedding anniversary while his ship was on patrol in the Yellow Sea.

"It's no fun celebrating a wedding anniversary 12,000 miles away from the person you most want to do the celebrating with," says he, "so let's get the job over with in a hurry — but good."

Acorn of the RCN

HM Provincial Marine

by C. H. J. SNIDER

(from "Schooner Days," *The Toronto Telegram*, March 3, 1951)

"TWO leaky destroyers locked up in a garage in Halifax" was the Canadian Navy as described around 1920 by T. L. Church, KC, MP, seven times Mayor of Toronto. At the beginning of the last (we hoped) war it was six modern destroyers, five small minesweepers and two training yachts. Schull's Official Account of Canadian Naval Operations in the Second World War names 427 "principal ships", with their commanding officers. Of these, 101 were fairmiles and motor torpedo boats, 122 corvettes, 71 frigates, 73 minesweepers, 27 destroyers, 12 Algerines, two cruisers, two escort carriers, two depot ships, three armed merchantmen, six armed yachts and six patrol vessels.

All this argosy, more numerous than the Spanish armada, sprang from Schooner Days.

Yes, the first British keel of any kind to cleave the blue waters of the Great Lakes was a schooner's. This schooner was the origin of His Majesty's Provincial Marine, and the Provincial Marine was the ancestress of the Royal Canadian Navy.

The Provincial Marine fought four wars for Canada and founded one of the world-great transportation systems.

It was not the Royal Navy on duty in the colony; it was the naval department of the new Province of Canada, which became the provinces of Upper and Lower Canada, and it handled all the internal defence and transportation requirements of the new country until the Rush-Bagot disarmament agreement restricted navies on the Great Lakes to the vanishing point.

It fought the French in the Seven Years' War, it broke Pontiac's siege of Detroit in the Indian wars, it held every British post on the Great Lakes in the War of American Independence, and it fought to victory in the War of 1812. And we still had our "provincial" gunboats for the Fenian Raids and afterwards, so that when the Statute of Westminster made a modern Canadian navy possible the Provincial Marine came to

life again in the RCN.

Nor did the Provincial Marine rust and rot in peacetime. It was not only Britain's inland naval force in America, but Canada's whole transportation system. The Great Lakes and rivers were the only trunk lines and highways until roads were cut through the wilderness and railways began.

It handled all the freight and passenger traffic of the incoming Loyalists and early immigration and all the requirements of the civil administration of the growing provinces. It was thus the mother of the fleets of schooners which private enterprise provided, and the grandmother of the present 3,000 steel steamers and motorships, Canadian and American, which transport 200,000,000 tons of essentials annually for the fifty million population of the Great Lakes area.

The Provincial Marine began with ships built under the supervision of Royal Navy officers in "American"

waters, as they were in 1755 — Lake George, Lake Champlain and Lake Ontario. These ships were commanded by RN officers and manned by RN seamen at first, but in five years, with the conquest of Canada, officers and crews began to become localized. Alexander Grant, for example, a young RN lieutenant, rose to command on Lake Champlain before Wolfe took Quebec, and with the conquest Grant made Canada his home, became Commodore of the western division of the Provincial Marine, with headquarters at Detroit, acquired an estate there, built Grant Castle, and became a member, and President, of the Council and Administrator of Upper Canada.

This forgotten service, the Provincial Marine, was first merely His Majesty's vessels for inland America; then the naval force for the Quarter Master General's Department of the army; in 1765 the Provincial Marine of Canada, and in 1812 His Majesty's Provincial Royal Navy.



The first decked vessel of His Majesty's Provincial Marine was thus depicted by a Captain Labroquerie. The ancestress of HMCS Ontario (see page 4) she was launched at Oswego, on Lake Ontario, in 1755. A map which included this sketch was discovered by the late John Ross Robertson in the British Museum in 1894.

"All able-bodied seamen who are willing to enter into the service of His Majesty's Provincial Royal Navy on the Lakes and Rivers of Upper and Lower Canada are invited" — said an advertisement in the Montreal Herald of September 26, 1812 — "to rendezvous at the house of Mrs. Grant, at the sign of the Sugar-Loaf, Montreal. Bounty, \$20 for each able-bodied and \$12 for each ordinary seamen; PAY \$8 PER MONTH, payable at the end of every two months." The hours were certainly more than 40 a week and there was plenty of overtime. (In the Navy, there still is).

The service was not intended as a little navy for each province, but received its "Provincial" appellation because it was provided for the new British Province of Canada after the conquest. Upper Canada did have a provincial armed vessel for its civil administration, ordered by Governor Simcoe.

HMCS Ontario might well have III after her name, for so was called the first decked vessel armed with carriage guns in the Provincial Marine. And so was named another very fine ship, a square-rigger designed in England and built at Carleton Island, just below Kingston, in 1780. Hers was the greatest tragedy that befell a sailing vessel in all Great Lakes history. She was lost with all on board, 172 persons, including two companies of the 8th (King's) and 34th Regiment, in a great storm on her first voyage to Oswego.

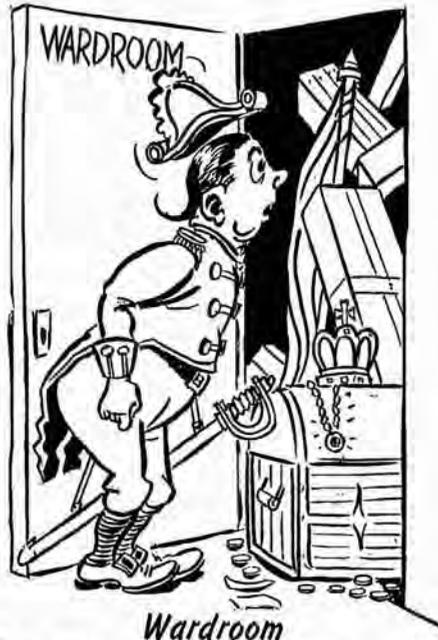
Major Thomas Mante, in his history of the Seven Years War in America (so rare a copy costs \$400) wrote: "In 1755 the brig Ontario, 12 guns, was launched at Oswego." But Mante used the wrong word. This first Ontario was not a brig. She was intended for a schooner, but was in service as a sloop. The major, a soldier writing sixteen years later, probably did not know the difference.

The Ontario's sister was also a sloop, but she, too, was intended to be a schooner, and was one, perhaps before and certainly after her sloop experience. She was a schooner when she nearly drowned Montcalm's officers when she was lost in the ice at the end of navigation in 1756.

We adhere to the statement that the first British keel to cleave the lakes was a schooner on the strength of a letter attributed to John Bradstreet, the Nova Scotia born whaleman sent to Oswego with fifteen carpenters by Governor Shirley of Massachusetts to build the first British fleet to fight the French.

"Oswego, July 9, 1755 — I found the sloop Oswego in great

HOW IT STARTED



Wardroom

In the early part of the 18th century, there was a compartment aboard British ships called the "wardrobe". It was used for storing valuable articles taken from prize ships. The officers' cabins were nearby — and when the wardrobe was empty they would gather there for lounging and, later, for meals. In time the compartment came to be used entirely as an officers' mess and the name was changed to wardroom.

* * *

A correspondent takes issue with the story in the March 1951 issue "purporting to suggest the origin of the Commissioning Pendant in the Service."

"I think," says he, "you will find that the Commissioning Pendant came into being long before the days of Messrs. Tromp and Blake. Captain Beckett, in his most excellent work on naval customs, traditions and expressions, states that the Commissioning Pendant was introduced some time during the fourteenth century."

Checking with various books on naval traditions, we find that none pins down the exact origin of the commissioning pendant, though Captain Beckett says they "were authorised by law about the middle of the 14th century."

The most generally accepted version is that the pendant dates back to the time when men-at-arms were embarked in ships to do the fighting. Then a knight or, in smaller ships, a man-at-arms, took command and indicated his presence by raising aloft the pendant he bore on his lance.

It became the custom for the commanding officer to fly his flag, or pendant, and the practice survives today in the form of the commissioning pendant and the personal flags of admirals and commodores. — *The Editor.*

forwardness, and shall turn her off the stocks tomorrow — I sent Mr. Dean out in a small schooner, upon hearing they (French and Indians) were nigh us, who soon discovered them encamped within eight miles of this place; but as there was little wind he could not venture nigh enough to form any judgment of their numbers. I sent him out the next morning in the same boat, but they had left their encampment in the night, which makes me conclude they are gone to Niagara. It was very unlucky that one of the sloops was not ready; if she had (been) I think they might have been stopped."

The gallant Ontario, though launched June 28, 1755, was not yet in service by July 9, through indecision over her rig. Governor Shirley decided she would be a sloop. The Oswego was still on the stocks. But one little schooner at least had been launched, if not named, and was sent out against the French and Indians hovering to attack the first British shipyard. Oswego, fortified by the English in 1727, and held until 1796 despite the revolution, was an early trading fort for English and Dutch merchants from New York and Albany. It was Britain's only access to the Great Lakes.

Capitaine Francois de Pouchot of the Regiment de Bearn thus described the first British naval establishment of 1755:

"The first English schooner on Lake Ontario was launched this summer. She had 40 feet keel, mounted 14 swivel guns and was made to row when necessary. The fleet fitted out by the English at Oswego in 1755 consisted of a decked sloop of eight 4-pounders and thirty swivels, a decked schooner of eight 4-pounders and 28 swivels and 14 oars, and another of 12 swivels and 14 oars. All of these were unrigged and laid up early in the fall."

From this seed sprang the Provincial Marine. The axe was laid to that heart-of-oak by the disarmament agreement of 1817. Yet the tree lived in the acorn it had dropped. The first green shoot appeared in 1866, when the lake schooner Eureka and timber tugs like the W. T. Robb of Dunnville were pressed into service, and, manned by volunteers, drove the Fenians back over the border. A permanent Canadian navy was yet unthinkable; but the Statute of Westminster made it possible and the Second World War made a new and far mightier oak an actuality.

The Bulletin Board

Medical Branch Organization

Effective August 1, 1951, the officer structure of the medical branch will be divided into four sections: Medical Officer (Surgeon Lieutenant); Medical Administrative Officer (MAO); Nursing Officer (MN); and Medical Technical Officer (MT).

Provision will be made for branch officers in the medical administrative and medical technical sections for which the rank title will be Commissioned Officer (MAO) and Commissioned Officer (MT), respectively.

Serving wardmaster officers, officers of the nursing branch and pharmacists who are now officers of the special branch, will be transferred with present seniority in rank to the appropriate rank under the new organization.

It is intended to introduce a salmon pink distinguishing cloth to be worn with rank lace in the case of officers of the (MAO), (MN) and (MT) sections. Until a stock of the

new distinguishing cloth becomes available, officers in the new branches will continue to wear the old color distinguishing cloth.

The Medical Administrative Officer normally will be the divisional officer of men of the medical branch.

Requirements Eased for Aircrew Entry

A new and broadened scale of requirements has been drawn up for the entry of aircrew officers into the RCN on seven-year appointments.

Young men between the ages of 18 and 23 years may apply. Junior matriculation or equivalent standing in English, Mathematics, Science and one other subject are the academic qualifications, while candidates must be unmarried and medically fit for aircrew duties. Men now serving in the RCN may apply provided, in addition to qualifying in the above-mentioned respects, they have had at least 12 months' favorable service.

Recruits will be entered in the RCN as midshipmen. Aircrew aptitude tests will be conducted at the RCAF Station, Crumlin, Ont., to determine whether a candidate will train as pilot or observer.

The midshipmen will then undergo one year's basic naval training, spending eight months at sea in one of HMC ships and four months ashore in an RCN training establishment.

The next stage consists of flying training. Pilots will go to RCAF Station Centralia to work up to wings standard. Upon graduation, they will be sent to the United Kingdom for operational and deck landing training. Observers will take their course in the United Kingdom as soon as they have completed the one year basic naval training.

Aircrew midshipmen may be promoted to the rank of acting sub-lieutenant upon completion of the one-year basic naval training. After serving their seven-year appointment, these officers will be considered for transfer to the permanent force of the RCN. This is in accordance with current policy which has established the short service appointment as a recognized avenue for entry into the RCN.

Allowances for Meals on Trains, Ships Raised

The rates of reimbursement for meals on trains or ships in Canada have been increased as follows:

Breakfast.....	\$1.65
Lunch.....	2.00
Dinner.....	2.35

Meal ticket rates now are:

Breakfast.....	\$1.50
Lunch.....	1.80
Dinner.....	2.10

Gratuities—Sleeping Car or Parlor Car Attendants

Officers and men travelling by rail at Government expense are entitled to claim reimbursement for actual and reasonable expenses in respect of gratuities paid to sleeping car or parlor car attendants.

Rates of reimbursement will not exceed:

(a) 25 cents for each night and 25 cents for each day or half day when accommodated in a standard sleeping car;



High above Halifax Harbour fly two Avenger aircraft newly modified for carrier-borne anti-submarine duties in the RCN. (DNS-5353).

(b) 25 cents for each complete period of 24 hours when accommodated in a tourist sleeping car; and

(c) 25 cents for each day a seat is provided and occupied in a parlor car.

Training of 3rd Class Non-Substantive Rates

During the current recruiting period, the enrolment numbers of seaman branch personnel of the Halifax Home Port Division have exceeded those of the Esquimalt Home Port Division.

In order that the largest possible output of 3rd class rates may be achieved, it has been decided that schools and training centres undertake the training of 3rd class rates regardless of home port division.

Halifax Home Port Division men who are marked trained on the East Coast will undergo 3rd class courses in Halifax, while Esquimalt Home Port Division men who are marked trained on either the East or West Coast will take 3rd class courses in Esquimalt.

Halifax Home Port Division men who are marked trained on the West Coast will train on the West Coast up to the capacity of the training centres and the overflow will be drafted to Halifax for qualifying courses.

Naval Assistance To University Students

Final year university students in any faculty may be accepted for a career in the Regular Force of the Navy. Students will be entered with the rank of acting sub-lieutenant and will receive the pay and allowances of that rank until graduation.

Candidates will be limited to personnel of UNTD; RCN(R) officers and ex-naval officers of Commonwealth navies and their reserve forces; RCN(R) active list men, except for executive branch; and for the medical branch only, veterans of any service.

Applications from candidates should be made through the Commanding Officer of the appropriate naval division or University Naval Training Division and forwarded to Naval Headquarters. During summer training, application may be made through the Commodore, RCN Barracks, Halifax or Esquimalt.

Officers entered under this order shall obtain the degree required by their branch. Officers who do not graduate will be released.

General Order 4.05/2 contains further information.



Loaded with troops, PTC 706, from HMCS Star, Hamilton, enters Rondeau Harbour to rendezvous with the other MLs of the Great Lakes Training Flotilla taking part in Operation Beaver II. (Photo courtesy The London Free Press).

OPERATION BEAVER II

Great Lakes Flotilla Took Part in Big Reserve Scheme

The Navy's newly formed Great Lakes flotilla of five Fairmiles, under the command of Commander F. R. K. Naftel, RCN(R), commanding officer of HMCS Prevost, took part in Operation Beaver II at Ericau, on Lake Erie, June 16 and 17.

Beaver II, an amphibious landing and paradrop, was the largest tri-service operation carried out in Canada by reserve troops in peacetime, with 1,700 navy, army and air force reserve personnel taking part. In essence, it was an attack on the peninsula of Ontario above the western end of Lake Erie.

Fairmiles were from Prevost, Hunter, Star, York and Griffon.

Nearly 500 army troops were landed on three beaches from the Fairmiles. They stormed the beaches in four waves in army assault craft under naval command.

The first landing was made by a naval landing party of 26 under Sub-Lieut. George Luce. The party "captured" a jetty which controlled the entrance to the harbor where the MLs were to unload the troops. Then the ships cruised into the harbor from behind a smokescreen laid by PTC 716, from York, and disembarked the soldiers.

The amphibious operation was under attack from a squadron of

Harvard and Mustang aircraft, from No. 420 City of London Squadron. Two hours before the landing, permanent force paratroopers from the 1st Battalion, Royal Canadian Regiment, captured an airfield at nearby Chatham to allow friendly air support.

Friendly aircraft based on the captured field theoretically pounded the beaches two hours before H-hour, noon on June 17. Then they became "enemy" craft and buzzed the ships and ground troops with flour bags.

Thirteen assault craft and navy cutters shuttled back and forth with their cargo while under continuous fire. The craft were powered with 50-horsepower outboard motors.

The build-up of equipment and supplies for the operation began two days before. Tanks, trucks, guns, tons of food, tents and bedding, aircraft and naval craft poured into the area for 48 hours.

Brigadier P. W. Strickland, of Chatham, over-all commander of the forces, termed the exercise "highly successful." It was watched by 15,000 spectators.

Captain A. G. Boulton, Director of Naval Reserves, and Commander W. A. Childs, Assistant Director of Naval Reserves, observed the operation.—N.C.

F. C. Aggett Heads NOAC

*Annual Meeting Held
by Dominion Body
in Toronto*

F. C. (Ted) Aggett, of Toronto, was elected president of the Dominion Council of the Naval Officers' Association of Canada at the annual general meeting held June 7-9 at HMCS York, Toronto.

He succeeds Richard W. Underhill, of Vancouver, who remains on the executive of the Dominion Council as past president.

Rear-Admiral V. G. Brodeur, RCN Ret'd, of Vancouver, was named honorary president.

Vice-presidents elected were: B. D. L. Johnson, Vancouver (West Coast); H. W. Balfour, Saskatoon (Prairies); T. D. Kelly, Toronto (Ontario); John Stairs, Montreal (Quebec), and J. A. Fritz, Sydney (Maritimes).

Barry German, of Ottawa, was re-elected Ottawa representative of the Dominion Council and Z. R. B. Lash, of Toronto, and Harry McClymont, of Ottawa, were re-elected honorary counsel and secretary-treasurer, respectively.



F. C. (Ted) Aggett, of Toronto, left, took over the reins as president of the Dominion Council of the NOAC from R. W. (Dick) Underhill, of Vancouver, right, following his election at the annual meeting in Toronto. As past president, Mr. Underhill retains an active post on the national executive.

The council's official luncheon was held in the Royal York hotel on June 7. Among the guests of honor was Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. Various other functions, including a reception at York and an informal dinner and dance at the Royal Canadian Yacht Club, were held in honor of the visiting delegates by the Toronto Branch of the NOAC and were arranged by a special entertainment committee, headed by William Tennent.

Following the completion of the two-day business sessions, the newly elected executive met on the morning of June 9 to set the council's course for the ensuing year.

In connection with manpower discussions, delegates called upon employers to release employees for reserve training with the naval forces.

The current appeal of the Canadian Naval Service Benevolent Trust Fund for money received the wholehearted endorsement of the council.

(Continued on Page 32)



Officers and delegates at the annual meeting of the Dominion Council of the Naval Officers' Associations of Canada are shown above with guests of honor during a luncheon held June 7 at the Royal York Hotel. Front row, left to right, are: Harry McClymont, Ottawa; F. C. Aggett, Toronto, newly-elected president; Group Captain G. A. Hiltz, RCAF; Captain F. R. Base, RCN(R), Toronto; R. W. Underhill, Vancouver; Vice-Admiral H. T. W. Grant, Chief of the Naval Staff; Major-General H. D. Graham, General Officer Commanding, Central Command; Barry German, Ottawa; E. R. Brock, Winnipeg; R. A. Judges, Montreal, and William Tennent, Toronto.

Second row: Lieut.-Cdr. L. D. M. Saunders, RCN; J. M. Dowler, Calgary; Willard MacKenzie, Halifax; B. D. L. Johnson, Vancouver; R. B. Warwick, Montreal; A. W. Baker, Guelph; F. W. B. Doherty, Ottawa; H. W. Balfour, Saskatoon; G. A. Rotherham, Toronto; Keith McCaffrey, Port Arthur; Fergus Cross, Halifax; H. Stirling Maxwell, Montreal; B. W. Greathed, Victoria; D. O. Hunter, Calgary; J. S. James, London; James Farmer, Windsor, Ont.; Arthur Pedder, Kingston, and G. Kernohan, Toronto.

Third row: Z. R. B. Lash, Toronto; F. Price, Quebec; Jack Leitch, Toronto; W. Lord, Toronto; E. F. Fox, Vancouver; W. E. Simpson, Halifax; F. J. Heatley, Saskatoon; H. W. Dadson, Winnipeg; J. C. Finley, Sydney; G. Elkin, Saint John, N. B., and A. T. Hall, Regina. David Bean, delegate from Kitchener-Waterloo Branch, is absent from the photo.

PORT LOOKOUT

by CPO F.A.J.

AS Harvey struggled to grasp the life-lines of the raft he felt a sombre, almost suffocating stillness in the air and sea about him — a stillness now broken by the splashing of swimming men, and the anguished cries of the badly wounded and drowning. How different from one short hour ago, when the calm silence of the sea was broken only by the throbbing of the ship's engines and the hum drum of voices of men on watch on the bridge and at the forward gun.

He could see it all again . . .

He lowered his glasses, to wipe the tears from his eyes, tears caused by the strain of continually watching for some sign of the enemy. In his port lookout position below the bridge he knew he could not be seen. Besides — weren't they through the danger zone and the convoy almost over? Tomorrow night he would be ashore, looking up old friends.

His mind wandered as he thought of the pleasant things to come.

"I wonder if they will give us leave? The Captain said he could almost guarantee that we would get it. Bill will be able to see his son . . . Doesn't seem like we've been away for a year . . . I wonder whether George will marry that girl he is always talking about? . . . Thought I saw something over there about Red 8-0 . . . better have a look . . . Couldn't have been anything, probably a piece of wood . . . I wonder if there'll be a board for leading seamen this time in? . . . Looks like a porpoise, they like following the wake of . . ."

A sudden crashing roar filled the air. Harvey felt himself thrown violently down. Then came another, louder than the first, and all went black . . .

As he pulled himself up on the raft, Harvey could see Bill lying half in and half out, his right leg gone and the stump bleeding badly. Just before closing his eyes Bill looked at him and tried to say something. Harvey thought about Bill's son, and then heard a cry off to the left. It was George, disappearing under the oily slick, or it looked like George — he couldn't be sure — Harvey was too tired to help him. Then again came that

Sailor-Authors

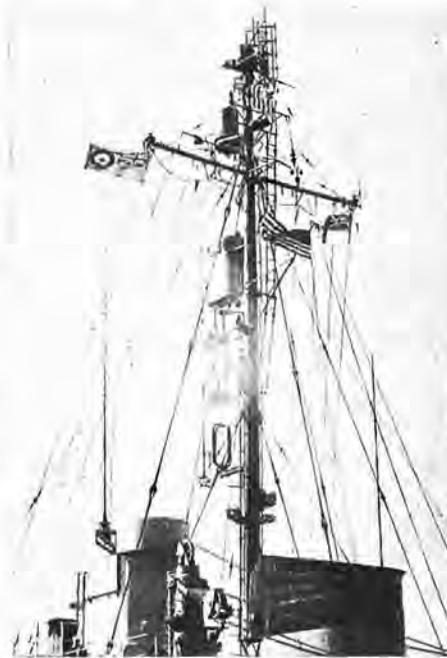
Out of the RCN Preparatory School at Esquimalt have come the two literary efforts printed here. In the course of the school's curriculum, the students are required to write a short story. "Port Lookout" was produced by a chief petty officer and, besides being a good piece of writing, contains a worthy moral.

In "All So Simple" a petty officer records the thoughts and ideas that run through his mind as he tries to fasten on a suitable subject for his short story.

In the Prep School selected personnel from the "lower deck" are provided with the academic training required to qualify them for commissioned rank. The authors were members of the second class to go through the school since its inception.

terrible silence. All was now still — no voices — nothing.

Slowly Harvey slipped down the side of the raft, as he had slipped down behind the break of the flag-deck, only this time it was much farther down . . .



When the U.S. Coast Guard icebreaker Eastwind left Halifax after a recent visit, she sailed down the harbor wearing the White Ensign and RCAF Ensign, as well as her national and service flags. It was her way of expressing thanks to the two Canadian services for the hospitality they had shown her in Halifax. (HS-1444).

ALL SO SIMPLE

by PO J. D. O'N.

Effect Sought: —

A Student's Mind On Being Told That He Must Write A Short Story.

"Today the class will write a short story."

It struck a note. Somewhere in the dim recesses of my mind a bell, a very small bell, tinkled. Gradually thoughts began to marshal themselves, disorderly at first, like milling men on the edge of a parade square just before "fall in":

Well, it seems easy enough — all I have to do is to fall them in. Just like a mathematical problem — insert the necessary data, turn the crank and out comes the answer. Yes, simple enough indeed.

Choosing a plot will prove a mere fundamental. Now, let's see — a horror story is always a good stand-by. Ah! "The Case of the Mutilated Cook," or, "Bumper Bean Crop Solves Navy's Menu Problems." No — it's bad enough having to eat them without writing about them.

Adventure? DaGama, explorer extraordinary . . . Columbus, bravely sailing off into the unknown . . . Steve Canyon, dashing hero of fluttery females . . . the mysterious Congo, land of steaming jungles and sweating Sahibs . . . seems like a fruitful yield but much too technical. Travel! With a little flannel it might do. Romance? — hardly. A sob story — play on the emotions, wrench hard hearts and reduce soft souls to tears — the moving melodrama of a homeless, grubby, little waif. Shows promise.

Yes that's it — a sob story. Now, local colour, setting, introduction, resolution, climax, conflict. Ye gods! the little brat is only 5½! Sorry, Herman, some other time.

Man, man, where's the time going? Fifteen minutes left. Caesar! Caesar and his legions marching triumphantly through Gaul, armor and weapons shimmering in the sun. The victorious Roman eagle . . . Not enough time to develop it properly. Think!

Ten minutes left? Ten minutes and not a scratch. Put down something — a sentence — a word — anything! Ten minutes!

"Today the class will write a short story."

Afloat and Ashore

PACIFIC COAST

HMCS *Sioux*

In the month of May the *Sioux* spent 26 of 31 days at sea and steamed just 48 miles short of an even 8,000. The 8,000 mark would have been exceeded easily but for the fact that on two occasions the ship was hove-to for bombarding and spent three nights at anchor as AA guard for minesweepers.

The first of the two bombardments was directed at suspected troop concentrations and gun emplacements, while the second was in support of a Royal Marine landing party from HMS *Ceylon*.

During a stay at Kure, Japan, for a maintenance period, *Sioux* personnel met up with a large number of Canadian troops. AB Maurice G. Howson located his cousin, Pte. Fred W. Paul of the PPCLI, and the chiefs and petty officers were entertained by the sergeants in their mess.

Lieut. Neil Norton of Vancouver was congratulated recently for his ship handling by a USN admiral in the cruiser *Los Angeles*, after he had taken the *Sioux* alongside the American ship while under way in order to transfer mail. Commander P. D. Taylor is giving his officers practice in this operation to ensure they can carry it out in the event of his absence. The scheme was started following an occasion on which Commander Taylor transferred by jackstay for a conference and one of the other officers had to handle the ship.

Ordnance School

Once again the Ordnance School played host to wives of officers and men of a returning ship. This time it was HMCS *Ontario*, coming home from her Australian and New Zealand cruise. Since her return, many familiar faces have been seen around the school, each man with his own story to tell of experiences "down under."

The school's baseball team has

recorded one win (by default) over MTE "B", one tie with MTE "A" and one close defeat at the hands of the Electrical and Regulating Squad.

Communications Training Centre

With the summer training program under way, the Communications Training Centre has become increasingly active. By the end of June, two second year cadet classes and one for RCN(R) officers had completed courses at the centre. Under instruction were one first year cadet class, one RCN sub-lieutenants' refresher class and one RCN(R) communicator visual course. Two additional cadet classes got under way June 25.

The instructional staff at the centre includes CPO Alfred J. Andrews, chief instructor; Petty Officers David G. Larkey, Trevor G. Reading, Alexander D. Ireland, Robert A. Stewart and Ronald A. Tucknott.

Recent drafts involving communications personnel on the west coast saw PO Edward T. Keays go to Naden from the Cayuga; PO Albert E. Bouchard to the Athabaskan from Tecumseh, and Ldg. Sea. Gordon J. Smith to Naden from Aldergrove.

Aldergrove Radio Station

The five-gun frigate "HMCS *Sans Eau*" was commissioned at Naval Radio Station Aldergrove under the command of Admiral Gary Carr (five-year-old son of PO Gordon Carr) as the station's contribution to the local 24th of May parade.

The radio station's "Crowsnest" correspondent reports:

"Vice Admiral (Ldg. Sea.) Gordon Smith, complete with red beard, was press-ganged for the occasion to act as Flag Officer Second in Command. The *Sans Eau* was commissioned to hunt down and destroy pirate craft preying on local vessels operating in the Channel of Jackman Road and the large stretch of water known as the Trans-Canada highway.

"The ship was a three-masted square-rigged frigate. Her armament included five soil pipes powered by .303 rifles firing blanks, fitted in two movable broadsides of two and three



HMCS *Cayuga* sails out of Esquimalt harbour, bound for her second tour of duty in the Korean theatre. The ship departed June 19 and was scheduled to relieve HMCS *Nootka* in mid-July. (E-15573).

guns each. Secondary armament consisted of four cutlasses (carefully stowed in scabbards to save wear and tear on the children).

"On a clear day the ship hoisted and proceeded (powered by truck #1340 under her hull). While beating back and forth in the proximity of Elks Hall light, one interesting fact was discovered on the performance of sailing ships. Contrary to the Manual of Seamanship, it was proved that this sailing ship could go astern.

"On the ship's nominal list were borne: as gunners, Ldg. Sea. Douglas Dickson and AB Barry Murphy, and as apprentice seamen, PO Lindsay Sheppard, PO William Kitchin and AB Gerard Reitsma. Gary Carr, Gary Sheppard, John Lang, Bruce Waters and Billy Waters, all sons of station personnel, made up the rest of the working hands. George McAdam, motor transport driver, was Chief Quartermaster.

HMCS Ontario

During the Ontario's visit to Prince Rupert in June, 15 cadets of the newly formed Captain Cook Corps, attached to HMCS Chatham, were afforded the opportunity of taking part in the ship's routine for a day.

Attending divisions Sunday morning, the sea cadets fell in on the quarterdeck and were duly inspected by Commodore H. F. Pullen. Following divisions, they were shown around the ship by members of the training staff. The power driven Boffin mountings appeared to offer the greatest fascination, as each of the cadets took his turn operating the gun.

A visit to the canteen, where they received free soft drinks and chocolate bars, was followed by a continuation of the tour. At noon the cadets sat down to a chicken dinner, with ice cream for "duff." The boys "dished up" themselves and were unanimous in their enthusiasm for this brief taste of navy life. — *D.D. McC.*

TAS Training Centre

"Exercise Shift" was carried out in the centre recently when the staff and the equipment were moved from the torpedo building to the detection section. The change was made to enable the torpedo school to undergo a general face-lifting and alteration of office and classroom space.

Despite the current premium on space, the training syllabus is being carried out on schedule. Now under instruction are a class of TD2s and two classes of RCN(R) Cadets.

Sports activities have increased and



This business-like looking group is composed mostly of members of a landing party sent ashore from HMCS Nootka to obtain information at an advance South Korean intelligence headquarters on Korea's east coast. The photo was taken at the army post and includes some of the ROK troops stationed there. In the photo are:

Front row, left to right: AB Blake Marshall, Parry Sound, Ont.; Ldg. Sea. Paul Melanson, Rockingham, N.S.; AB Art Wilson, Hamilton, and PO Lloyd Kirkpatrick, Saint John, N.B. Second row, kneeling: AB Charles Carmichael, Truro, N.S.; Lieut. Ou, ROK Navy; Lieut. Anthony Slater, Toronto, officer in charge of the landing party. Third row: ROK officer, PO Guy Dodsworth, Bedford, N.S.; Ldg. Sea. Harvey MacCausland, Charlottetown; PO Edward Randall, Halifax; PO David Martin, Montreal and Dartmouth; ROK soldier; AB William Stokes, London, Ont.; ROK soldier; AB Charles Milks, Windsor, Ont.; PO Cecil Brown, Swift Current, Sask.; Ldg. Sea. Norman Austin, Callander, Ont., and Dartmouth, and two ROK soldiers. (NK-682).

the TAS and Electrical branches have combined to form a team which at The "Crownsnest" deadline had won one game and tied another. — *G.R.F.*

ATLANTIC COAST

HMCS Nootka

While the Nootka has been in Pacific for going on eight months, she still considers herself as belonging to the Atlantic — and, in fact, will be in her home ocean before long, heading back to Halifax.

After six months service in the Korean campaign, the Nootka was relieved by the Cayuga in mid-July and turned her bow eastward.

Her last two months in Korean waters were eventful ones for the Nootka. During a patrol off the east coast in May, the ship fired more than 1,500 rounds of 4-inch ammunition in bombardments of enemy targets; the motor cutters were put to use as improvised minesweepers, and a commando-type landing was attempted.

The cutters were employed as sweepers in order to clear a channel for the ship to proceed closer inshore to bombard a railway bridge. The landing got no further than the beach because of resistance encountered from a local garrison. However, the party obtained intelligence which proved useful in the selection of bombardment targets.

May 24 marked the passing of six months from the time the ship left Halifax. During this period her ship's company had many experiences, seen a lot of new sights and learned a great deal about destroyer life under wartime conditions.

The navigating officer, Lieut. Allister Miller, had plotted the ship's course safely through 50,000 miles of sea, which had not been entirely devoid of navigational hazards.

Though most of the crew is looking forward to getting home, at least two men, ABs Arthur Wilson and Howard Boucher, have expressed a desire to stay on in the destroyers serving in the UN fleet.

The ship's company was increased by one with the arrival on board of Rummy, a young fellow of uncertain ancestry who joined the ship at Kure, at the invitation of AB Frank Noyes, one of the cooks. The dog had a hard time of it on his first trip to sea but since then has been making out famously. — *J.S.K.*

HMCS Shearwater

On Thursday, June 14, the commanding officer, Captain E. W. Finch-Noyes, inspected the ship's company for the last time in an impressive ceremony which consisted of ceremonial divisions, march past and a fly past by aircraft of the 30th Carrier Air Group, 31st Support Air Group and No. 1 Training Air Group. The

Captain inspected a special Guard of Honor composed of chief petty officers. During the march past, types of motor transport peculiar to the air station drove past the saluting base.

On completion of a most impressive fly past, all aircraft landed and the Captain inspected them and said farewell to the pilots.

The ceremony was open to all members of the ship's company and their families. A number of guests, including Rear-Admiral E. R. Main-guy, Flag Officer Atlantic Coast, attended.

Electrical School

The Electrical School is bulging with men under training. Two more radio technician courses and a course for petty officer electrical technicians 4th class began in June.

Lieut.-Cdr. (L) Fred Palmer, formerly electrical officer in HMCS Cayuga, has replaced Lieut.-Cdr. (L) J. A. M. Lynch as senior instructional staff officer (electronics), the latter taking up an appointment at Headquarters.

Lieut. (L) J. G. Hutcheson and Lieut. (L) G. G. Crosswell left the school on June 14 for a year's course with the USN at Jacksonville, Florida.

The school's softball team is picking up where it left off last year when it won the inter-part championship. To date, the electricians are unbeaten in three games.

HMCS La Hullose

Task Group 213.1, with HMCS La Hullose as senior ship, returned to Halifax June 21 after the first of three scheduled month-long trips to the United Kingdom as part of this summer's cadet training program. Other ships in the group were the Swansea and Crescent.

During the eastbound passage, all ships engaged in evolutions, practice shoots and anti-submarine exercises. Competitive drills in which the ships engaged before departure proved their worth, the cadets quickly showing the benefit of this type of training.

First port of call was Portsmouth, where the ships arrived May 30 to find HMS Excellent assigned as host ship. The cadets were taken on conducted tours of the various schools at the naval base and, with members of the ship's company, took advantage of the opportunity to visit HMS Victory.

At Whale Island the three ships' companies attended divisions as guests and watched a field gun's crew go through its paces in pre-



HMCS Swansea won the Cock o' the Walk in a regatta held by the East Coast Training Flotilla at Invergordon, Scotland, during the first UK cruise this summer. In the top photo, the Swansea' war canoe crew cheers triumphantly after defeating the boats from the Crescent and La Hullose. By tradition, the coxswain of the winning boat was tossed overboard after the race. The photo at right shows the Swansea coxswain, Ldg. Sea. James Blackwell, of Sudbury, being helped aboard after his ducking. (LAH-067 and 064).

paration for the Royal Tournament.

While at Portsmouth, 48-hour leave was granted and the Festival of Britain proved the top attraction. Some of the more fortunate also managed to get a glimpse of the dress rehearsal for the Trooping of the Colour at the Royal Tournament.

The group regatta was held at Invergordon, Scotland, and the fact that HMCS Swansea wears the "Cock o' the Walk" at her masthead needs no elaboration.

Rosyth was the next and last port of call, with the stay there marked by visits to Edinburgh and its famous castle. It was here, too, that the stokers defeated the seamen and the supply bos'ns took the measure of the wardroom in a sports meet. The cadets held special competitions within their ranks.

HMCS Swansea

May 21 marked the beginning of the Swansea's summer cruises in company with the La Hullose and Crescent. The cruise was completed June 22 after visits to Portsmouth, England, and Rosyth, Scotland. Cadets and ship's company were



granted two days' leave during the stay in Portsmouth, which gave them an opportunity to visit outside cities and points of interest in England.

During 22 days spent at sea, exceptionally good weather was experienced, permitting ample opportunity for evolutions and general drills. A regatta was held while the ships lay at anchor in Invergordon, Scotland. In both the regatta and seamanship drills, under the direction of Lieut. W. A. Manfield, first lieutenant, the Swansea won the Cock o' the Walk.

The return of the Training Group to Halifax in June was a welcome respite, augmented as it was by the reunion of many of the officers and men with families and friends.

Two more cruises to the United Kingdom are on the summer schedule, featuring short stays in Belfast, Ireland and Swansea, Wales. Portsmouth remains the initial port of call on each cruise. — J.K.

HMCS Whitethroat

The Whitethroat took time out from her usual operations with Seaward Defence during June to salvage a Sea Fury aircraft which was ditched earlier in the month about 30 miles off Jeddore Head, N.S. The pilot had escaped unhurt.

The approximate location of the wreck had been marked by buoys during previous attempts at salvage by other ships, and the plane was soon found with a chain drag hauled between two motor cutters.

The Whitethroat then manoeuvred into position and Lieut. (E) E. D. Thompson of the Underwater Training Unit, working at a depth of six fathoms, secured a hoist on the aircraft and it was brought aboard the minelayer. Lieut. (E) W. J. Bryan, technical officer from Shearwater, figured in the salvage.

The whole operation occupied the best part of a day and the following morning the wreckage was removed to Halifax for investigation.

The Whitethroat had her first christening June 10 when Janet Grace, infant daughter of Lieut.-Cdr. Ernest Cassels and Mrs. Cassels, was baptized by Chaplain (P) Cyril Earle of HMCS Magnificent. Godparents were Lieut.-Cdr. R. S. Hurst, commanding officer of the minelayer, Miss Grace Brooks and Mrs. Gertrude Harris, all of Halifax. — M.P.D.

Communications School

Two classes of communicators, CV37 and CR38, completed their basic courses in mid-June. Graduates of CV37 have been drafted to ships in the Atlantic Command while those of CR38 have dispersed with drafts to various ships on both coasts.

Reserve personnel have been arriving at the school in ever-increasing numbers, most of them for instruction periods varying in length from two to three weeks.

CR43, who have yet to lose a ball game, are presently leading the Communications School's softball league.

PO Jerome Kay has arrived from Albro Lake to become instructor of CV43. Congratulations this month go to A/Commissioned Communications Officer C. J. Scott, recently promoted from CPO and appointed to the school's staff.

HMCS Brockville

During the Halifax-Marblehead yacht race in early July, the Brockville served as guard ship for the competing boats, transmitting their positions from time to time and keeping an eye on their safety. The ship was under the command of Captain W. E. S. Briggs.

The sea training program got under way following the arrival of instructors from Scotian and HMCS Queen, Regina, and the first class of trainees from HMCS Donnacona, Montreal. Forthcoming cruises will take the Brockville to Bermuda and Montreal.

Sub-Lieut. R. T. Murray, RCN(R), has left the ship for Stadacona in order to attend a divisional course. His post as First Lieutenant has been taken over by Lieut. J. A. MacLellan, RCN(R).

The softball team did not fare too well in its first contest, dropping a 12-5 game to the Mechanical Training Establishment.

HMCS Portage

After an extended refit in Saint John and a short spell in the dockyard to complete work, the Portage once more "girded her loins" to deal with the requirements of active duty.

First undertaking was a "shake-down" cruise to Bermuda to take advantage of the better weather in cleaning up and straightening out the ship and to brush up on drills. Starting at 0630 each morning, everyone pitched into the work and time was

Dockyard Thanked in Cayuga Message

The men whose work often goes unsung were remembered when HMCS Cayuga sailed from Esquimalt June 19 for her second tour of duty in Korean waters.

They were the dockyard "mateys" who refitted and reconditioned the destroyer during the 10 weeks she was back in Canada.

To the Superintendent of HMC Dockyard, Captain (E) B. R. Spencer, went the following signal from Commander James Plomer, commanding officer of the Cayuga:

"On leaving for operations the ship wishes to thank wholeheartedly the entire dockyard staff for the immense effort that has gone into the task of preparing this ship for her mission.

2. The personal interest taken in the ship and the very considerable craftsmanship employed have been exceptional.

3. The men that forge the weapon are every bit as important as those that wield it, and this has made a strong bond between ship and shore.

4. We will do our best.

left every afternoon for swimming and relaxation.

Following this came a three-day spell in Halifax to store for a three-week trip in company with HMCS Wallaceburg to New London, Conn., and the Bay of Fundy for anti-submarine exercises.

During the ship's stay in New London, every facility of the base was extended to the crew by the USN. Also during the visit, opportunity was found to play a softball game with the Wallaceburg, the pounding Portages winning by a decisive margin.

After stopping overnight on June 16 in Saint John, the ships made a rendezvous with the Dundalk for fuel and stores before being joined later by HM Submarine Thule. Unfortunately, fog precluded exercises in the bay and the group moved out to the Gulf Stream for the remainder of the week.

HMCS Portage now lays claim to the Algerine Blue Ribbon for the Atlantic Coast, having last year defeated the New Liskeard and this year the Wallaceburg during full power and fuel consumption trials.

There have been a number of changes in the ship's company recently. Among them, Lieut. R. A. Beach and Lieut. C. W. Fleming have left for new appointments.

HMCS Micmac

During the month of May and early June, the Micmac was attached to HMCS Magnificent as plane guard while the latter carried out flying training and anti-submarine exercises with HMS Thule off the East Coast.

Heavy fog necessitated cancellation of a number of scheduled flying exercises. However, the destroyer made good use of these periods to carry out other forms of training.

In July the ship was alongside for the annual leave period and preparations for the Mediterranean cruise.

TAS School

In June the TAS School was host to a number of visiting delegations. A group of officers and men from the destroyer USS Robert A. Owens was shown around the school and a return visit was made by TAS School personnel to the USN ship. The nursing officers from the RCN Hospital, Halifax, made a tour of the school to familiarize themselves with TAS training facilities. Earlier a group of officers from the visiting French frigate L'Aventure was shown around the school.

The first class of 50 UNTD cadets commenced a short course at the TAS School and as the summer training program progresses additional cadet courses will be conducted.

A new addition to the staff was Commissioned Gunner (TAS) J. Perreault, formerly of HMCS Crescent.

The school's softball team made its debut in the inter-part softball league with a triumph over the Supply Branch.

Albro Lake Radio Station

The Admiral's inspection of the station and personnel on June 22 had all hands pitching in as they prepared for the big day.

Radio message reception records continue to be set and broken almost daily, with each of the four watches trying its hardest to outdo the others for top honors. Currently, the record for the most traffic copied in a single watch stands at 121 messages but by the time this copy of The "Crowsnest" has gone to press that figure will probably have been exceeded by a considerable margin.

At the station's married quarters, work goes on apace, landscaping and construction of cement walks being the big items at present. Work is well under way on both these projects and, when completed, the site will

be one of which the residents can justly be proud.

With summer here, Albro's bathing beach is receiving more than a little attention. The reason for the increased activity is that the existing beach, made by station personnel back in '43, has proved much too small to accommodate all those who would bask in the sun or swim in the cool, clear water of the lake.

It was decided, therefore, to enlarge the beach, which meant a lot of back-breaking work clearing away the underbrush, levelling the ground and transporting sand from the seashore—a distance of roughly ten miles. A dump truck has been made available for this purpose but the work itself is being done wholly by Albro personnel in off-watch hours. Great progress has been made and soon the job will be completed. All personnel and their dependents owe a vote of thanks to this hard-working group. — *J.T.M.*

NAVAL DIVISIONS

HMCS York (Toronto)

The Women's Naval Auxiliary presented a pair of bookends to Ldg. Sea. Gordon Spiker on May 31 for his having been chosen the best hand aboard York during the year.

The annual visit of United States Navy Reservists from Rochester, N.Y., took place on July 7 and 8. Boat races, a buffet supper, a ball game and a dance on the drill deck were included in the two-day program arranged for their entertainment.

On Sunday, June 3, more than 300 officers and men from York participated in the Toronto Garrison Church Parade. York's detachment was in the charge of Commander R. I. Hendy. The parade, attended by members of active and reserve units of the Navy, Army and Air Force, was the largest held in Toronto since the end of the war. — *H.G.E.*

HMCS Discovery (Vancouver)

Trophies won by Discovery's whaler crew at the Gorge Regatta in Victoria May 24 were presented by Captain A. G. Boulton, Director of Naval Reserves, to Midshipman Malcolm Matheson, stroke of the winning squad, during the former's visit to the division.

Discovery's boat won both the whaler final, defeating HMCS Malahat, and the open race, in which she beat 11 other craft.

For Midshipman Matheson, the regatta victories practically coincided with another banner event, he having been promoted from able seaman to "middy" just two days before. Recommended as a CW candidate while taking a 15-month RP3 course in the division, Matheson qualified in all respects and, following a final selection board, was promoted to midshipman.

Discovery now has her own training ship, PTC 724 having been transferred from Esquimalt to the Vancouver division.

HMCS Hunter (Windsor)

HMCS Hunter's gunnery class has been declared winner of the divisional shield for proficiency over the 1950-51 training season.

The division, under Lieut. T. A. Tarleton, won two out of three of the bi-monthly competitions during the winter. Attendance, drill, smartness on parade and efficiency in divisional work were the basis of the award.

The trophy was presented to Ldg. Sea. William Dear, leading hand of the gunnery class, by the commanding officer, Commander W. A. Wilkinson, at divisions June 11.

Social activity in the chief and petty officers' mess closed for the summer season with a party at which the non-commissioned officers of the Windsor Regiment were entertained.



Three Halifax high school students were rewarded early in June with a trip to sea in HMCS Magnificent for their efforts in preparing vocational guidance books on the Navy as a career. Two of them, Bert McIsaac and Colin Evans, are shown chatting with Commodore K. F. Adams, commanding officer of the Magnificent, on the carrier's bridge. (HS-14677).

In the seamen's mess, work has been completed in re-arranging the bulkheads to provide a new recreation room with billiard and ping pong tables. The same renovations provided the chief and petty officers with additional mess space.

In recent weeks the wardroom has made farewell presentations to several officers who have transferred to the RCN. These include Lieut. (SB) Graham Holland, Sub-Lieut. Rowland B. Marshall and Sub-Lieut. Thomas Smith, this year's senior cadet in the UNTD of Assumption College.

A sailing club has been formed and is busy training with whalers and dinghies at Barr Harbour. — *R.M.P.*

HMCS Cabot (St. John's)

HMCS Revelstoke, tender to Cabot, recently made a week-end cruise to the north coast of Newfoundland and visited Port Union and Harbour Grace.

The first annual meeting of the Navy League of Canada in Newfoundland was held in Cabot on June 8. The following day, visiting Navy League officials and 15 Sea Cadets were taken on a cruise to Bay Bulls.

On Battle of the Atlantic Sunday, the ship's company was inspected by Commander Harold Garrett, commanding officer, at divisions, following which there was a march past and church parade.

CPO Eric Graham and PO William Andrews embarked on another recruiting tour of Newfoundland and again found a favorable response from the young men of the tenth province. — *J.F.S.*

HMCS Chippawa (Winnipeg)

The month of June saw the conclusion of the winter training season at HMCS Chippawa, with the final parade of the ship's company taking place June 3. After this date, training of re-entry personnel was discontinued for the summer while new entries continued training until June 26, when members of the class were rated able seamen on the successful completion of examinations. Composed of 13 men, it was the largest group of graduating ordinary seamen at Chippawa since 1945.

One officer and five men from Chippawa travelled to HMCS Griffon to help man the Port Arthur division's Fairmile for Exercise Beaver II.

The division's summer boat training program is in full swing, with a harbor craft, two whalers and a

service dinghy being employed.

Lieut.-Cdr. W. G. Brockie, who was transferred recently to Montreal in his civilian employment, was succeeded as Executive Officer by Lieut.-Cdr. L. B. McIlhagga.

Two successful dances in June wound up social activities for the season. One was held in the chief and petty officers' mess June 9 and the other June 16 for the entire ship's company. — *L.B.McI.*

HMCS Donnacona (Montreal)

HMCS Donnacona has officially completed the season's training program but with the much improved barrack facilities a number of branches are continuing to train new entries in their departments throughout the summer.

In spite of this activity, there is an empty air about the division, due to the departure of many of the ship's company for training at the coast.

A new rifle range is proving a popular spot on Wednesday evenings.

The wardroom welcomed back Surgeon Lieut. Bruce Ramsey, RCN(R), from a tour of operations in the Korean theatre in HMCS Athabaskan. He had volunteered for a summer cruise last year and later found himself in a war. In addition to his verbal accounts of his varied experiences and his many souvenirs from the Far East, he came back with a beard that would put even Santa Claus to shame. — *R.F.D.S.*

CRUSADER CREW HELPS QUELL FOREST FIRE

Crew members of HMCS Crusader turned fire fighters recently, with so much success that they were credited by B.C. Forestry officials with "saving the day" when a raging forest fire threatened the resort town of Mill Bay on Vancouver Island.

While on a training cruise, the Crusader sighted smoke billowing over the hills inshore, and her commanding officer, Commander H. V. W. Groos, ordered course altered to investigate. The destroyer anchored at Mill Bay and a boat was sent ashore under Commissioned Bos'n Alfred Corner to offer assistance. With Commissioned Bos'n Corner were PO Ronald Bennett, of Regina, and PO Lloyd Bergstrom of Victoria, the former with a walkie-talkie radio.

Their offer was immediately and gratefully accepted and within 20 minutes a party of 25 men had been

landed, complete with axes, shovels and rope. CPO Charles Simsey, of Penticton, B. C., was in charge of the party.

Joining force with a small group of civilians fighting the fire, the sailors provided the manpower needed to bring the blaze under control.

Meanwhile, another boat was put ashore. This one was in the charge of Lieut. (S) Charles Crothers, the ship's supply officer. In short order a field kitchen was set up at the scene of the fire and PO James Waller, of Victoria, supervised the preparation of huge quantities of pork and beans and gallons of coffee. Petty Officer O. Holland, of Victoria, organized the making of dozens of sardine and corn beef sandwiches. Pineapple and apple juice and canteens of fresh water also were supplied. In addition, the ship's fund donated 50 packages of cigarettes.

Two walkie-talkies were set up, one in the thick of the fighting and the other at the field kitchen. Communication was maintained with the ship at all times.

PO Eric Crump, Victoria, the ship's medical assistant, was the only medical man on the scene and was kept busy treating minor burns and cuts. PO Mel Padgett, of Raddison, Sask., was in charge of a party detailed to put out small isolated fires which started from sparks which had jumped the fire guards.

Among others who aided materially in the fire fighting were AB David Hill, of Kelowna, B. C.; AB William Dutchak, Winnipeg; AB Alec McCraw, Wishard, Sask; CPO Cliff Mullin, North Vancouver; and Cadets John McKenzie, Campbell River, B. C.; Dick Grant, Rothesay, N. B.; John Peers, Dartmouth, N. S.; Jeff Meek, Montreal, and Bill Law, Winnipeg.

Bouquet for Nootka

As HMCS Nootka neared the end of her six-and-a-half-month tour of duty in the war zone, the destroyer received a message of high praise from the Commander Cruiser Division Five, under whom she had worked during a recent patrol period. The message said:

"The performance of duty of Nootka during her long period of operation in Korean waters has been magnificent and will stand as a challenge to all destroyers in the area. It has been a pleasure to have worked with Canada's fine naval units. Well done to Nootka. God speed and bon voyage."

The Nootka was due to sail from Japan July 19 for Esquimalt and Halifax.



The Navy Plays



Crescent Hoopsters Upset RN Champions

The highlight in sporting events during HMCS Crescent's first of three cadet training cruises to the United Kingdom took place at HMS Caledonia, the Royal Navy training school for engine room artificers at Rosyth, Scotland, when the destroyer's basketball team defeated the Royal Navy team by a score of 32 to 31.

The RN team was the same one that defeated the Magnificent, Huron and Micmac, while on their European cruise last fall. In addition, this same team is representing the Royal Navy shortly in a tri-service round robin in Glasgow.

The Crescent team took a 26-10 lead in the first half but during the last half the RN champs narrowed the score to 32 to 29 with only a few minutes left to play.

Excitement really broke forth then. Some 200 officers and men from Caledonia, displaying no favoritism whatever, cheered equally for both sides when the RN team tossed one more basket to make the score 32 to 31. However, the Canadians managed to cling to their lead until the final whistle.

Members of the Crescent team were: Cadet Palle Kiar, Shawinigan Falls, P.Q.; Cadet Scott Henderson, Halifax; Cadet Cameron McIntyre, North Bay, Ont.; Midshipman David Wolfe, Montreal; PO Sam Iscoe, Montreal; PO Stan Fall, Hamilton; AB Gerry Akesson, Ottawa; AB Norm Drabble, Montreal, and AB Ed Pare, Timmins, Ont.

Earlier, the Crescent's Electrical department team defeated HMS Perseus (aircraft carrier) to the tune of 28 to 9 in an exhibition game at Portsmouth. — J.R.A.

Cruiser's "L" Staff Holds Golf Tourney

CPO William R. (Dark Horse) Hewitt, won top honors during a golf tournament held by the electrical staff of HMCS Ontario at Suva in the Fiji Islands when the "Big O" called there on her South Pacific cruise.

For his achievement, CPO Hewitt received a trophy produced for the occasion by a fellow electrician, CPO Roger R. Curtis.

Those who entered the tournament were Commander (L) H. D. McCormick, Lieut.-Cdr. (L) W. L. Watson, Commissioned Radio Officers F. G. Douglas and S. O. Harding, and Chief Petty Officers M. D. Butt, W. L. Chistrani, R. J. Masse, Hewitt and Curtis.

Shearwater Enters Inter-Service Loop

The baseball, softball and soccer seasons are well underway at HMCS Shearwater and a number of exhibition games have already been played.

The station has entries in what appears to be an excellent inter-service league composed of RCAF stations at Greenwood, Summerside and Chatham, HMCS Stadacona, Cornwallis and Shearwater. Baseball, softball and soccer teams are competing in the league and, where necessary and possible, are given air transport.

Inter-part sailing races have been under way for some time and have produced keen competition.



Shortly before she sailed for the Far East, HMCS Cayuga was provided with a quantity of sports equipment, in recognition of the ship's company's need for recreation during pauses between patrols. PO C. A. R. Irwin poses with some of the sports gear just delivered to the ship. (E-15572).

Canadian Football Team Planned at Cornwallis

Summer sports have been in full swing at HMCS Cornwallis, despite a lack of co-operation on the part of the weather. Leagues are operating in baseball, softball and soccer; tennis enthusiasts are getting their games into shape, while the Canadian football hopefuls are working out under the watchful eye of CPO Andy Chartren, who was recently drafted to the establishment from Shearwater. His experience should be valuable as Cornwallis has hope of entering in the Halifax District League this year.

The base teams are finding lots of competition, both within and without the service. The soccer team, managed by Instr-Lieut. L. Farrington, has made a clean sweep of its matches so far, defeating RCAF Greenwood 6-2 and 2-1 and Stadacona 4-1.

The softball nine has managed an even break, downing Stadacona and bowing 15-3 to Greenwood Flyers.

The Cornwallis entry in the local intermediate baseball loop is showing a .400 average, having won two and dropped three in its first five starts.

A contingent of Cornwallis golfers, headed by Chaplain Harry Pike, took part in the Nova Scotia amateur championship, which was held at The Pines course at nearby Digby.

Ontario's Athletes Busy During Australian Cruise

In spite of the varied tasks and globe-trotting of HMCS Ontario in the past six months, her crew has been active in the field of sports.

During the cruise "down under," the ship welcomed every opportunity to meet representative teams in ports of call and was called on at various times to muster squads for basketball, baseball, softball, cricket, soccer, ice hockey and water polo.

Enthusiasm ran highest, however, when the officers met the ship's company in a softball series that started in Australia and finished in Canada.

Setting for the first softball game was Jervis Bay, Australia, with the ship's company team turned out in maroon and white uniforms while the

wardroom entry appeared on the diamond wearing grey "bags" and blue sweaters. After taking a 4-1 lead in the first four innings, the confident ship's company pulled their star pitcher, PO Cy Henderson, to try out new talent. The move backfired, the officers finding the range to squeeze out a 6-5 victory.

Pearl Harbor presented an opportunity for the return match and revenge on the part of the ship's company. And revenge it was, the wardroom going down to defeat by a 16-6 score.

Final game of the series was played in Prince Rupert June 25. Ship's company turned out the strongest team they could muster and, after opening the scoring in the second inning, didn't let up until defeating the wardroom 12-7.

During the visit to Prince Rupert, the Ontario took on local teams at softball and soccer. The ship's company softball team broke even, losing 3-0 to Rupert Radio and defeating Columbia Celluloids 7-6. The Rupert team won the soccer match 5-3.

Handicap Golf Champs Decided at Esquimalt

The fifth annual handicap championship of the RCN Golf Association (West Coast) was brought to a conclusion on Sunday, June 17, after four days of ideal golfing weather. The newly crowned champion was Capt. (E) B. R. Spencer, while CPO Donald Oxborough won medalist and first flight honors.

To wind up the tournament, a successful get-together of members and lady guests was held in the lower lounge of HMCS Naden. The winners of the various flights were presented with their trophies by Rear-Admiral W. B. Creery, Flag Officer Pacific Coast. The chairman of the association, Instr. Commander G. L. Amyot, opened the ceremony with a few informal words and introduced the Admiral to those present.

First item on the agenda was the presentation of a new trophy to the RCNGA for 54 holes of handicap play on three different courses in the city. This was followed by presentation of the Sports Shop Trophy to the team from Naden for topping the monthly competition with a score of 722. Runner-up was HMC Dockyard with 747, followed by HMCS Ontario with 787. Individual winners and runners-up were:

First Flight — CPO Oxborough, PO Thomas C. Plume.

Second Flight — Lieut. (E) Ray Johns, CPO George E. Harvey.



Instructor Commander George Amyot, runner-up in the fifth annual handicap tournament of the RCN Golf Association (West Coast), tees off on the 9th hole at the Gorge Vale course. Looking on are Ldg. Sea. Frank Barron and CPO Rollo Ferris. (E-15521).

Third Flight — PO Angus Nelson, Lieut. R. G. Tate.

Fourth Flight — Ldg. Sea. Frank Barron, CPO Arthur R. Chamberlain.

Fifth Flight — Lieut. William Hibbert, Lieut. Cdr. (L) Leslie Watson.

Sixth Flight — Sub-Lieut. (NS) Margaret Carson, Cdr. (E) E. N. Clarke. Sub-Lieut. Carson was also ladies' medalist.

The runners-up were presented with towels, to be known as the official RCNGA "crying towels."

The competition saw some fine golf by both the high and low handicappers. Lt. (E) Richard F. Keen and Professor Cook battled to the 36th hole in their third-round match before the latter triumphed. Next pair to fight it out were Commander Dudley King and Commander Amyot, who went to the 34th before the latter was victorious.

On conclusion of the presentation of the prizes, Commander Amyot thanked the committee in charge of arrangements and the management of the Gorge Vale Golf Club for the valuable assistance given. Rear-Admiral Creery then stepped forward to move a heavy vote of thanks to Commander Amyot for his fine efforts in promoting golf within the RCN and expressed his regrets and those of the association on the fact that the west coast golfing fraternity was shortly to lose, with Commander

Amyot's appointment elsewhere, one of its most active members. Refreshments were provided by the catering staff, under the supervision of CPO Frank Elston, chairman of the refreshment committee.

Swim Meet Winners Receive Trophies, Medals

Winners in the first meet of the Nova Scotia Swimming Association received their awards at a ceremony in the Halifax YMCA clubrooms in May. Hugh Noble, Director of Physical Education for Nova Scotia, made the presentations.

The Myers Sport Shop Trophy for high team aggregate went to HMCS Stadacona and was received by PO Mike Bidnock, team captain. He also won the high individual aggregate.

Mac Shatford, donor of the Sports Lodge Trophy for high girls' team aggregate, presented the award to Frances Murphy of Dalhousie University.

Medallions were presented to first and second place winners. Navy swimmers receiving first place medallions were PO George Fry, who won the 60-yard backstroke, and the Navy team which captured the 240-yard free style relay. Members of the team were Sub-Lieut. (S) Jim Gawley, PO Bidnock, AB Robert Leclerc and PO Albert Trepanier.

This August, the association will sponsor outdoor meets in Halifax and Dartmouth.



Ord. Sea. Fred Newman, of Kingston, Ont., wallops a home run in a softball game played by two teams from HMCS Nootka at a UN base in southern Japan. Catcher is PO John Derek, of Toronto and Halifax, and umpire is PO George Boardman, also of Toronto and Halifax. Newman's homer helped his team win by a 13-7 score. (NK-646).

Sioux Defeats Army Team at Japanese Port

During a stay at Kure, Japan, HMCS Sioux's softball team received a challenge to play the No. 1 nine in the Canadian Army's eight-team league at Camp Hiro, on the outskirts of the port. In a truly seamanlike manner, the sailors chalked up six to the Army's four in a tight nine innings.

The Sioux's team was an untried one but behind the sizzling deliveries of AB Ernest MacAuley and aided by AB Roy Jones' two-run triple and a run-earning bunt by Commissioned Gunner D. B. Babineau, the tars succeeded in subduing their comrades in arms.

It was a friendly contest and for both sailors and soldiers it was like playing on a neighborhood diamond back home. CPO Albert Bowbyes, team manager, was eloquent in his praise of the soldiers' sportsmanship and after-game hospitality.

Cabot Team Victorious in Softball Openers

The Navy softball team entered by HMCS Cabot in the Joint Services Softball League at St. John's, Nfld., started off the season with victories in its first two games.

Other teams competing in the league are from Regular Army and Reserve Army units, RCAF and USAF. Members of the Navy team include Lieut.-Cdr. A. A. MacLeod, Petty Officers W. C. Jardine, Arthur S. Peet and Donald H. Jenkins; Leading Seamen R. M. Stevens, D. C. Wickstrom and C. L. Morton, and Able Seamen M. I. S. Love,

R. V. Porter and Lloyd E. King.

Cabot's rowing crew has been undergoing training in recent weeks, getting in shape for the annual regatta. Crew members include Lieut. Cdr. MacLeod, coach; PO Peet, Leading Seamen G. J. Furey, H. H. Hibbs, Morton and Wickstrom and AB Love.

Albro Lake Team Makes Successful Softball Start

Three victories and one loss was the record of the team from Albro Lake Naval Radio Station after its first four games in the Halifax North End Softball League. In scoring win No. 3, the team rolled up a 36-5 margin.

Electricians, Communicators Tied for Softball Lead

Electrical School and Communications School were tied for first place

as the HMCS Stadacona Inter-part Softball League got under way. Both teams, traditional rivals in inter-part competition, had scored two wins without a defeat to top the "A" Section of the league.

The Stores team was in the lead in the "B" Section with a record of two wins and one defeat.

Other teams in Section "A" include Regulating Branch, MTE, Cadets "A" and RCNH. In Section "B" are Electrical School "B", TAS, Writers, Cadets "B", Cooks and Stewards, and Navigation Direction School.

Navy Man Qualifies for N.S. Rifle Team

Commissioned Gunner John Abraham was one of eight marksmen who won a place on the Nova Scotia Rifle Association team which represented the province at the annual Inter-Maritime championship meet at Sussex, N.B.

Commissioned Gunner Abraham, who is attached to the Gunnery School at HMCS Stadacona, scored 292 to gain a berth by a comfortable margin. Sub-Lieut. (NS) Hazel Mullin, who was also competing in the qualifying shoots, ran into some bad luck and her score dropped below her usual mark.

Queen in Second Spot in Softball League

With five wins and three losses, HMCS Queen has moved into second place in the 10-team Regina Independent Softball League. Other sports activity in Queen has included rifle shoots and boat pulling. Preparation was being made for a challenge softball game between the officers and chiefs and petty officers.

SEA CADET GROUP MAKING MEMORABLE TRIP

Four sea cadets and their commanding officer, Rev. J. E. McGrane, of Lac La Biche, Alberta, are conducting their own European cruise in their own little home-made craft — the Exeter.

After completing arrangements for shipping the Exeter overseas, this small crew of enterprising part-time seamen from Northern Alberta sailed in early July from Montreal in the Empress of Canada for Liverpool.

From Liverpool they plan to sail their small craft via rivers and canals to Manchester, through the Grand Union Canal to London, coastwise to Dover, thence across the channel to Calais.

The cruise is sponsored by the Northern Alberta Division of the Navy League of Canada, with the blessing and assistance of C. K. McLeod, president of the Montreal Division of the Navy League. A number of other organizations lent their backing and assistance in one form or another.

All members of the Lac La Biche cadet corps, the four cadets accompanying Father McGrane are Jack Wolstenholme, Romeo Lebeuf, Harold Klein and Wilfred Woychuk.

A year ago Father McGrane, who is also parish priest at Lac La Biche, and members of his cadet corps sailed their home-made motor launch on a 450-mile voyage down the North Saskatchewan River to Prince Albert, Sask. Their current expedition tops the list of their adventurous undertakings.

KOREAN ADVENTURE



There was six of us, doin' a shore patrol,
And we'd denned-up at noon, in a comfy hole,
When one of our ratin's remarks, "Now! Look!
"Which of you fellers is able to cook?"
Then an ex-Boy Scout with a fiery eye,
Says, "Leave it to me, boys. I'm ready ta try.
"My name is Simpkin. I'm off the Sioux,
And I'll bile ye me infamous Simpkin's Stew."

(Into his cauldron went all our loot,
Carrots, rice and a rubber boot;
Bully-beef; cotterpins, bolts, and screws,
Which all goes to makin' of Simpkin-stews.)

A hungry Noo Brunswicker tried it first,
Wolfed three helpin's and—promptly burst.

They had cited him once (or twice) before,
For brave deeds done on a furrin shore.
Now he's got a posthumous V.C., too,
For eatin' so hearty of—Simpkin's stew.

We was busy in shellin' a shore position,
And we found ourselves low in our ammunition
When a man with a bucket yelled—"This will do.
Fill yer guns ta the muzzle with—Simpkin's stew."

Now I wonder how the enemy feels,
When he's sprayed with a salvo of rubber heels?
Or a half-cooked carrot lops off his ear?
Or hardware peppers an exposed rear?

If them soldiers take credit, well, that ain't true!
'Twas a Navy Show; armed with—Simpkin's stew.

Herman Lordly



BOOK REVIEW

THE U.S. MARINES
AND AMPHIBIOUS WAR

by Jeter A. Isely and Philip A. Crowl

Although the RCN neither has Marines nor includes large-scale amphibious warfare within its comparatively modest but compact effort, there is much in this book that recommends it as worthwhile reading in the supplementation of a naval education.

The RCN is specializing in anti-submarine, for which experience and circumstances of size and environment

make it best fitted. There is no guarantee, however, that in the course of some future conflict Canadian naval resources might not be called on to participate in sea-borne assaults.

As the joint authors of this book point out, seaward assault is very much a naval matter, even though the actual storming of the beaches may be carried out by the Marines, the Army, or both. The Navy must supply the transport, provide virtually all other forms of logistic support, soften the target with bombs and gunfire—and above all, must isolate the target area from the enemy by

sea blockade and carrier-based air cover.

The authors have carried through an exhaustive research in U.S. Navy, Army and especially Marine Corps records. Their book is authoritative, combining a logical presentation of the developing theory of amphibious warfare with a detailed narrative of the Pacific War.

The first four chapters explain the theory of and necessity for amphibious war as it appeared to strategists during and after the First World War. Also in these chapters is the history of the development during

the 1920's of the basic maxims of amphibious assault, presented by the Marine Corps in 1941 as the criteria for seaward attack.

Chapters five to eleven are devoted to graphic historical analyses of each major Pacific landing: Guadalcanal, New Guinea, Tarawa, the Marshalls, Iwo Jima and finally Okinawa. Each attack presented problems and truths which enhanced the amphibious theory. The account of the Okinawa landings, plus the final chapter, give the reader a completed picture of near perfect assault. — A.B.R.

Published in Canada by S. J. Reginald Saunders and Co., Ltd., Toronto.

UNTD MAGAZINE (Volume IV)

It is with some alarm that one reads of the uncertain future of the "UNTD Magazine." The editors of this publication, in the most recent issue, warn that general apathy and a lack of contributions may force it to fold up.

If this were to happen, the University Naval Training Divisions would lose a valuable source of information. The magazine has been giving excellent coverage of the activities of the UNTD's afloat and ashore, and has been a credit to the editors and to the organization as a whole.

The current issue, for instance, covers training on the East Coast, the meaning of service in the UNTD, an outline of summer training for this year, an editorial on "The University and National Defence," entry into the RCN from UNTD, news from the divisions and a number of generally informative items, including a list of reading for naval officers.

NOAC MEETING

(Continued from Page 20)

The ex-naval officers expressed satisfaction with the current move to form the Women's Royal Canadian Navy (Reserve), which will provide a nucleus of trained women capable of taking over many important shore duties, thus releasing men to serve at sea.

Mr. Aggett, the newly-elected president, held the rank of Commander in the RCNVR at the end of the Second World War. During his wartime service, he saw action in the English Channel during the Battle of Britain and on convoy duty in the North Sea and the Western Approaches.

He served in the African theatre from 1941 to 1943. Returning to Canada he held appointments, first at HMCS Star, Hamilton, as executive officer and later at HMCS Queen, Regina, as commanding officer. Prior to his demobilization in February 1946, he was in charge of the rehabilitation organization in naval divisions across Canada.

WILLIAM TENNENT HEADS TORONTO NOAC

William Tennent was elected president at the annual meeting of the Toronto Branch of the Naval Officers' Association of Canada.

Others elected to office included: Vice-presidents, J. D. Leitch and J. D. Frewer; secretary, D. W. Best, and treasurer, J. B. Goad. In addition, the following took office as directors: W. G. Aird, R. J. Boxer, A. R. E. Coleman, N. L. Earl, J. S. Keachie, T. D. Kelly, G. E. Kernohan, W. T. Lord, J. G. Lyons, D. C. MacKintosh,

J. A. McAvity, P. McLaughlin, R. I. Medland, W. G. Shedden, P. W. Spragg and Dr. J. G. Watt. Honorary directors include: O. B. Mabee, F. C. Aggett, F. R. Brebner, C. S. MacLachlan, G. C. Bernard and Z. R. B. Lash.

NAVAL NAVIGATORS INVITED TO JOIN NEW SOCIETY

The Canadian Institute of Navigation, a nonprofit scientific and engineering society, with headquarters in Montreal, has been in existence for the past year.

The Institute's objectives are to advance the art and science of navigation and to promote interest in its study. Particular emphasis is placed on the study of the Canadian Arctic.

Membership is open to serving and retired navigating officers of the armed forces and the merchant service, to government and civilian scientists in associated professions and to individuals who merely make a personal hobby of navigation, astronomy, oceanography, electronics, exploration, hydrography, etc.

From its beginnings, the Canadian Institute has had the full encouragement and co-operation of the American and British Institutes of Navigation. The council of the British body has urged close collaboration and has offered to print Canadian papers on navigation subjects in its quarterly publication, The Journal of the British Institute of Navigation. The offer was gratefully accepted by the Canadian organization, thus providing Canadian members with a medium of recognized excellence in which to publish some of their proceedings and findings.

Membership fee is \$2.00 per year. Canadian members can purchase the Quarterly Journals of both the British and American Institutes at the reduced rate of \$2.50 per year or \$5.00 for both. Applications or inquiries should be addressed to:

The President,
Canadian Institute of Navigation,
3465 Ridgewood Ave., Apt. 405,
Montreal 26, P.Q.

SUGGESTIONS IN USE OF "BOTTLE POST"

Anticipating that PO Michael Chihrin's success with "bottle post," as reported in the July issue of The "Crow'snest", may lead to a rash of bottle-dropping at sea, the hydrographic office at Naval Headquarters has a few suggestions to make.

Anyone following Chihrin's example should ask the navigating officer for the ship's position and include this, together with the date, in the note he places in his bottle. He should also ask that the finder, besides notifying the sender, inform the United States Navy Hydrographic Office, Washington, of the dropping date, initial position and place and date of recovery.

Naval personnel receiving replies to "bottle post" letters should inform Naval Headquarters, through their commanding officers.

Information so obtained will be useful in analysing the currents which have carried the bottles to their points of recovery. Such data is sparse in some untravelled regions, such as the Canadian Arctic, Davis Strait, Gulf of California, etc., and the oceanographers would welcome any information obtained by Chihrin's method.

Chihrin's bottle, by the way, did not perform "according to Hoyle". The oceanographers say it should have grounded, not on the coast of France, but further north. The assumption is that, after the bottle had been carried into the Gulf Stream by the Labrador Current, a north-west gale or series of gales must have blown the surface waters off the Gulf Stream toward the coast of France, and with them went Chihrin's bottle.

A footnote added that in time of war the dropping of messages in bottles at sea naturally would have to be discontinued.

CRUISER'S CREW

The superstructure of HMCS Ontario is practically hidden by the ship's company in this photo taken at Pearl Harbor when the cruiser called there on her return voyage from the South Pacific. (OC-825)

