

CROWSNEYS



Christmas 1949

*A Message
to
The Fleet*



It is more than twelve months since I last directed a message to the fleet through the medium of the "Crowsnest".

The Navy is stronger, in every way, than it was in November 1948 when the first issue of this magazine was distributed to the fleet. We have gained in numbers, in training facilities, and in experience. Above all, we have faced our difficulties squarely and in public.

In placing orders for new ships, foundations are being laid for the years to come.

Each officer and man will have his part to play and to this end a thorough understanding of the Navy's purpose is essential.

Our job, simply expressed, is to help guarantee the Freedom of the Seas, to be ready and able to play a man's part in preserving peace on earth and, if need be, to prevent by all means in our power the flames of war from touching Canadian homes. This is a large order, and a noble responsibility demanding the best that each individual has to give. Loyalty, physical fitness, a sense of duty, enthusiasm and teamwork have been the qualities of good seamen down the ages. The need for these qualities has not changed.

It is fitting that these matters should be emphasized at Christmas-time, for the spirit of goodwill and understanding which finds expression at this time of year is founded on those things which it is our duty and purpose to keep alive.

To all who have the honour of wearing the Naval uniform and to all others associated with us, I wish the merriest Christmas season and a Happy New Year.

A handwritten signature in dark ink, appearing to read 'H. T. W. Grant'. The signature is stylized and written in a cursive-like font.

*(H. T. W. Grant)
Vice-Admiral RCN*

The CROWSNEST

Vol. 2 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

Christmas, 1949

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Technically speaking, this is the January issue of The "Crowsnest." However, it was decided to try to produce, instead, a special Christmas number and have it in the hands of the Fleet before December 25.

This necessitated an advancement of the deadline date and a general speed-up in the collection of material and the processes of production. It also meant that special Yuletide features in the form of articles and illustrations had to be rounded up.

Thanks to the whole-hearted co-operation of all concerned—correspondents, feature writers, artists, engravers and printers—the issue was got together and came rolling off the press two weeks ahead of what would normally have been the publication date.

This, we hope, has allowed sufficient time for the Christmas "Crowsnest" to reach all ships and establishments ahead of the little old man with the long white beard.

To those whose efforts have made this possible, we wish to express our thanks.

To them and to all our readers go our very best wishes for a

MERRY CHRISTMAS

and a

HAPPY NEW YEAR

The Editors



The Christmas Cover — To Canadian sailors away from home, there is nothing more symbolic of Christmas than the tree. Often on board ship each mess has its own gaily-decorated evergreen, and it has become a universal custom for vessels in port to hoist trees at their mastheads. Here, while the captain and No. 1 look on, four seamen make a real job of festooning the mast and yard-arm of a Tribal Class destroyer.

Our Christmas cover was painted especially for The "Crowsnest" by Lieut.-Cdr. C. A. (Tony) Law, DSC, RCN. Lieut.-Cdr. Law distinguished himself during the Second World War while serving in motor torpedo boats in the English Channel, and became widely known, as well, as an official war artist who specialized in painting scenes involving MTBs.

Lieut.-Cdr. Law has continued to add to his reputation as an artist since the war and The "Crowsnest" considers itself both fortunate and flattered in having for its Christmas cover this product of his talented brush.

SUBSCRIPTION RATE

It is now possible to subscribe for personal copies of the "Crowsnest" at the rate of \$1 a year for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE KING'S PRINTER,
75 ST. PATRICK STREET
OTTAWA, ONT.

R.C.N. News Review

The Year in Review

The launching of Canada's largest peacetime naval ship-building program . . . the re-opening of "Cornwallis" as a new entry training centre . . . three rescue operations . . . the introduction of the new advancement structure and the sweeping changes it entailed . . . the investigations and report of the Mainguy Commission . . . cruises to the Arctic and semi-tropics . . . "Crescent's" dash to the Far East . . . an increase in the tempo of joint training and exercises with the USN. . . .

These were among the major highlights in the Royal Canadian Navy's diary for 1949.

The program to expand accommodation ashore went ahead at a good pace. Work was under way on the new barracks block at "Stadacona" and married quarters were springing up at Eastern Passage, "Cornwallis," Esquimalt and at smaller stations.

Attention was given, also, to accommodation afloat. The destroyer "Sioux," due to re-commission in January, has had a number of changes made in her living and eating spaces. These include the introduction of cafeteria messing, separate dining quarters and folding bunks. The "Sioux" will be the first destroyer, British or Canadian, to embody these systems and the experiments in her will be watched with considerable interest.

There were major changes in the personnel picture. The new rating structure, introducing two new rates — Chief Petty Officer 2/c and Petty Officer 2/c — and involving the advancement of large numbers of men, came into effect early in the year. It was followed by the reorganization of personnel administration, at Headquarters and in the Commands. Various branches also went through the process of reorganization, keeping

in step with changing conditions.

Changes in uniforms, aimed at improved comfort and appearance, were announced during the year. Summer khaki was approved for Petty Officers, first class and above, and changes were made in tropical rig and the style of seamen's blues.

Training in the Naval Divisions was placed on a specialized basis, with each of the 21 divisions being made responsible for a particular subject — naval aviation, gunnery, anti-submarine, etc.

On the sports front, outstanding were the performances of Petty Officer Eddie Haddad in retaining his Canadian lightweight boxing championship, the Navy team from Halifax in winning the Maritime intermediate hockey championship and HMCS "Donncona," the Montreal Naval Division, in capturing the Eastern Canada intermediate football title.

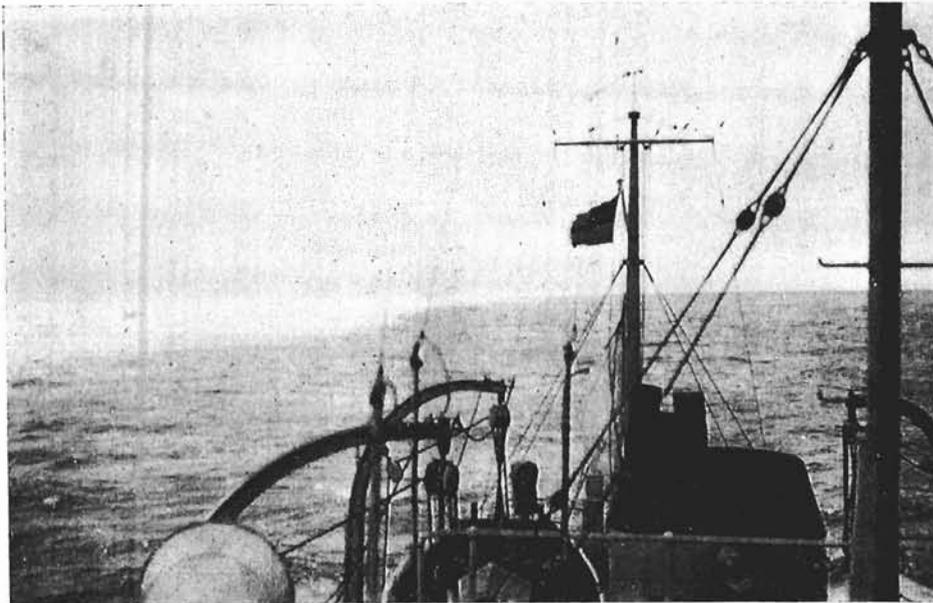
Here is a chronological run-down of the year's events:

January

HMCS "Magnificent" sailed from Halifax to the United Kingdom to embark new Firefly V aircraft for 825 Squadron . . . The most ambitious spring training cruise ever undertaken by the RCN began on January 28 when HMC Ships "Ontario," "Athabaskan" and "Antigonish" left Esquimalt. The cruise, which continued through February and March, saw the west coast ships being joined at the Canal Zone by the "Magnificent" and "Haida," from Halifax. The Canadian force then made a rendezvous with the Commander-in-Chief America and West Indies Squadron, in HMS "Glasgow," for intensive joint exercises in the Caribbean.

February

Twelve hours before she was due to sail on the spring cruise, HMCS



Ships and men of the Royal Canadian Navy sailed north during the autumn of 1949. On the Pacific side the little wooden survey vessel "Cedarwood" journeyed to the rim of the polar ice pack (above) during a two-and-a-half month oceanographic survey cruise which covered nearly 10,000 miles. On the Atlantic side, the frigate "Swansea" visited ports on the east coast of Baffin Land and called in at Godthaab, capital of Greenland.

"Crescent" had received new orders. Her destination: the Far East. Her mission: to assist, if required, in the evacuation of Canadian citizens. She sailed February 2 . . . "Antigonish" was detached from fleet exercises to take in tow the disabled Canadian motor vessel "Seekonk," drifting 80 miles south of Magdalena Bay, Mexico . . . Twelve RCN pilots and observers were at the San Diego Naval Air Station for a five week course in USN anti-submarine tactics . . . The new standard rating system was introduced . . . Naval aviation ground crews were reorganized into the Naval Airman Branch.

March

East and west coast ships joined forces at Colon . . . HMCS "Crescent" arrived at Nanking, then sailed to Hong Kong . . . Uniform changes were announced . . . The Communication branch was reorganized . . . Commodore R. I. Agnew, OBE, RCN, Senior Canadian Naval Liaison Officer (London), died March 22 . . . Halifax Navy won the Maritime intermediate hockey title.

April

The spring cruise was completed, east coast ships arriving in Halifax April 8 and the Pacific units reaching Esquimalt April 28 . . . They caught a quick breather before launching into another large-scale commitment, the 1949 reserve training program . . . HMCS "Portage," commissioned in mid-April and began work-ups . . . HMS "Tudor," a Royal Navy submarine on loan to the RCN for anti-submarine training, arrived at Halifax . . . Officers and men from "Crescent" paid tribute to Canadian war dead at Hong Kong.

May

HMCS "Cornwallis" re-opened on May 1 . . . An average of 74 recruits was expected to arrive every two weeks for the new entry course. . . The reserve training program got under way in the latter part of May, with most ships of both commands engaged in training cruises . . . Three ships were commissioned to assist in the



The Navy went south, too. Ships of the Atlantic and Pacific commands met in the Canal Zone in the spring to carry out combined exercises in Caribbean waters. One souvenir of the visits to tropical ports was the parakeet shown above with proud owner PO "Buster" Bowack on the quarterdeck of HMCS "Antigonish." (OC-138-13).

reserve program, the minesweeper "Sault Ste Marie" and the frigate "Beacon Hill" in the Pacific Command and "ML 121," slated for duty at Kingston, Ontario . . . HMCS "Portage" sailed for the Great Lakes . . . Authority was issued for all ships

to wear the maple leaf on their funnels.

June

"Crescent" returned from the Far East . . . The first contract in the RCN's anti-submarine escort ship-building program was awarded to Canadian Vickers Limited, Montreal . . . HMCS "Iroquois" returned to active sea duty on June 24 as a training ship for RCN(R) Cadets. "Iroquois" had been depot ship for the East Coast reserve fleet . . . The 19th Carrier Air Group flew west from "Shearwater" to the Joint Air Training Centre, Rivers, Manitoba, for training in ground support . . . HMCS "Cedarwood" left Esquimalt for an oceanographic survey cruise in the Northern Pacific and Arctic Oceans . . . The Naval Officers' Association of Canada held its first reunion, in Halifax.

July

Ships of the fleet called at ports on the East and West Coasts of Canada and the U.S. and went as far north as Alaska during reserve training cruises . . . Two squadrons of the 18th Carrier Air Group left Dartmouth for the US Naval Air Station at Quonset Point for two months of combined training with the USN . . . HMS "Tudor" returned to the United Kingdom and



"The little city on the hill" begins to take shape. This view shows a section of the new married quarters project at "Cornwallis," overlooking the training centre and Annapolis Basin. (DB-816-3).

was replaced by the "Tally Ho," another RN submarine . . . The RCN and RCAF figured prominently in saving the lives of two civilian divers seized with the "bends" — the Air Force furnishing speedy transportation and the Navy providing medical care and treatment in a recompression chamber.

August

August 8–13 was Navy Week on both coasts . . . During the month the Navy also went on show at the Canadian National Exhibition in Toronto, the Central Canada Exhibition at Ottawa and the Pacific North West Exhibition at Vancouver . . . The frigate "Swansea" left Halifax August 24 on a 6,350-mile cruise to ports on the east coast of Baffin Island, to Greenland and Labrador . . . Contracts for the construction of three anti-submarine vessels were awarded to Halifax Shipyards, Canadian Vickers Limited and Burrard Drydock Company, North Vancouver . . . Sea Cadets from five nations met at Camp Ewing, Choisy, P.Q., at the first British Empire camp in cadet history.

September

The destroyer "Cayuga" commissioned on September 15 at Esquimalt. She drew most of her crew from

"Athabaskan," which went into refit . . . "Iroquois" was placed in reserve . . . Five new ships were added to the construction program — four minesweepers and a gate vessel . . . Contracts for their construction were awarded to five different yards . . . "Swansea" completed the longest towing job in the history of the RCN when she went to the aid of the RCAF supply vessel "Malahat" and brought her safely to Goose Bay, Labrador . . . "Cedarwood" returned from the north completing a two-and-a-half month cruise . . . A new naval division, Canada's twenty-first, was commissioned HMCS "Cabot" at St. John's . . . The first class of new entries, 129 in all, graduated from "Cornwallis."

October

PO Eddie Haddad retained his Canadian lightweight boxing championship and won a berth on Canada's British Empire Games team . . . Commanding officers of Canada's 21 naval divisions met at Ottawa to discuss the reserve picture . . . "Haida" took part in an assault landing exercise on the Labrador coast with amphibious force units of the US Atlantic Fleet . . . Campaign stars and medals were distributed to Active Reserve and Permanent Force personnel . . . HMCS "St. Stephen" began her

third year of duty on weather station "Baker."

November

Senior officers of the RCN held their annual conference at Ottawa . . . The Mainguy Commission's report was tabled by Defence Minister Claxton in the House of Commons . . . "Magnificent" and "Haida" sailed from Halifax on a training cruise to the West Indies . . . Enroute, the ships were diverted to search for a missing US Air Force B-29 which had gone down in the Atlantic northeast of Bermuda . . . Led to the spot by an American search plane, "Haida" picked up 18 survivors of the crashed aircraft . . . The keel of the RCN's first icebreaker was laid at Sorel, P.Q., . . . Defence estimates tabled in the House of Commons earmarked \$70,000,000 for the Navy . . . "Crescent" was paid off into reserve . . . "Donnacona" won the Eastern Canada intermediate football championship.

December

All ships in the Atlantic and Pacific Commands, with the exception of the "St. Stephen," were alongside at Christmas. . . Special leave was granted, where possible, to naval personnel at either Christmas or New Year. . . "Magnificent" and "Haida" arrived in Halifax on December 6 from their cruise to the West Indies . . . "St. Stephen" returned to Halifax December 28 after a tour of duty on Station "Baker" . . . "Haida" paid off into reserve . . . "Micmac" carried out trials and work-ups prior to re-joining the Atlantic Coast fleet . . . The Naval Research Establishment, at Halifax, came up with a first in the scientific field when it announced the development of a method of protecting ships' hulls below the waterline from corrosion. The information was made public after the method had been tested and proven on RCN ships on the East Coast.

Strength of the Navy increased steadily during the year. In the first 10 months of 1949, the permanent force went from 7,575 to 9,010, the RCN (Reserve) from 3,044 to 3,494.



In 1949 the Royal Canadian Navy announced the largest ship-building program in her peacetime history. Heading the list of the nine new construction ships on order were three Canadian-designed anti-submarine escort vessels, one of which is shown in an artist's sketch above. The RCN had also ordered four minesweepers, a gate vessel and an icebreaker. (O-1185-1).

Christmas in the Navy

Children's Parties Feature Yuletide Programs at East, West Coast Bases

PACIFIC COMMAND

Dances and parties spark the Christmas season in the Pacific Command as ships and establishments swing into the spirit of "Old Saint Nick."

Late December is the usual time for this popular entertainment. HMCS "Ontario's" ship's company will crowd the Crystal Gardens in Victoria with about 250 couples for a special Christmas dance.

At the "Naden" Ship's Company dance, the Royal Canadian Navy Band will play to an expected capacity house, also in the Crystal Gardens.

Children's Christmas parties have been organized by committees from "Naden," "Ontario" and "Reserve Fleet and Ships Alongside."

The "Naden" children's party, held on December 20 in the Gymnasium, assumed the responsibility for children of men at sea or taking courses away from home, besides those of personnel serving in the barracks. More than 400 children, accompanied by their parents, shrieked to the antics of the clowns and stood spellbound before Santa Claus. Each received a present from Santa as well as all the candy fruit and nuts he could safely handle. Volunteers from among the single men in barracks relieved the mothers of their little charges periodically while refreshments were served.

A very active part in arranging the party was taken by Commander J. C. Reed, Executive Officer of "Naden," assisted by Petty Officer S. R. Wallace.

The "Ontario" children's party was held in the gymnasium on the 22nd and entertained more than 350 youngsters. "Santa Claus," in the person of PO "Butch" Adams, passed out the presents and made friends with all the kiddies. The committee was composed of Commander (S)

J. R. Anderson, CPO R. Crawford and PO H. Reinstein.

A similar event was staged by Reserve Fleet and Ships Alongside on December 23. A committee, made up of representatives from each ship and Reserve Fleet selected presents and arranged the entertainment.

Christmas trees in every ward, tiny editions in the cabins and a large one

in the main lobby give the Royal Canadian Navy Hospital at "Naden" a cheery and seasonable air. Colorful decorations add to the Christmas spirit in the hospital for the relatively few patients whose homes are too far away to make the trip or those who are bedridden. Certain up-patients, with homes or relatives in the city, have been given leave to coincide with normal barracks routine.



"Perhaps we'd better move the fire screen so it won't be in the way when Santa comes down the chimney." PO Bill Eastland, of Esquimalt, tells four year-old Bill Junior all about Santa Claus and his reindeer.

On Christmas Day, carol singing in the wards, with a four-piece section of the naval band in attendance, is expected to receive the usual spontaneous support from patients and others coming to join the carolling. Christmas stockings will be distributed by the Red Cross as usual.

For Christmas dinner there will be attractively decorated trays for the bed-patients, each with its cup of candy and nuts and the Christmas menu. A large table has been set up for the up-patients.

Individual place cards, candy and nut trays and Yuletide decorations have been provided and, of course, the traditional turkey and cranberry sauce.

ATLANTIC COMMAND

The Royal Canadian Navy's Atlantic Command took time out over Christmas to entertain its kiddies . . . so Santa appeared to more than 2,000 youngsters at "Stadacona," Albro Lake Radio Station, "Shearwater," "Cornwallis" and on board HMCS "Magnificent."

At "Stadacona"

Santa put in two appearances at the "Stad" gymnasium. He came down the stack December 20 to administer good cheer to more than 100 orphans from the Halifax area and returned two days later to ladle out entertainment to the small fry of officers and



CPO Sam (Santa) Short and Friend



A Children's Party for Ships Alongside and Reserve Fleet included HMCS "Cedarwood" and here, CPO S. K. Smith and Lieut. N. Langham give the toy counters a thorough check-over as they shop for presents that will be distributed by Santa Claus. (E-10438).

men serving in the establishment.

The "Stadacona" Christmas parties, attended by more than 850 kiddies, were organized by personnel of the Electrical School, under Cdr. (L) H. G. Burchell. The school came through with a first-class effort and worked up many innovations in the form of entertainment for the children. As at last year's parties, Santa was CPO Sam Short, of the Gunnery School.

At "Shearwater"

At the Dartmouth naval air station, more than 100 children gathered in the Clarence Park Rec. Hall for gifts, good things to eat and entertainment. Lieut. (P) Don Bethune of "Shearwater" headed the entertainment committee.

During the holiday, "Shearwater" observed the first anniversary of her commissioning. The occasion was marked by a ship's company dance in the Recreation Hall.

At Albro Lake

Some 45 youngsters were feted in the thriving community at Albro Lake Naval Radio Station, where the

festivities were laid on in the Recreation Centre. Santa on this occasion was Petty Officer William Carson, of Toronto. Lieut. Charles W. Fleming, Officer-in-Charge of the Station, coordinated the Christmas effort.

At "Cornwallis"

Sounds of Christmas frolickings also emanated from HMCS "Cornwallis"—the training centre near Digby, Nova Scotia, where last year chill winds held sway over a deserted village.

Here more than 100 families brought their youngsters to a special party in the Chief and POs' "galley," where Yuletide amenities were administered to the children in true naval tradition.

Earlier a "Klondyke Night" was held in order to raise funds for the children's party. The festivities were topped off with a joint ship's company dance in the galley on the 23rd for all personnel aboard.

In the Fleet

The quarterdeck and hangars of the "Magnificent," alongside at Halifax,

also resounded to the noise of fun-making kiddies of personnel serving in the various ships of the Command. Hundreds of youngsters and their parents were on hand for the party aboard the spacious carrier.



HEY, MOM!

LOOK AT THIS!

Some 3,000 members of the Navy, Army and Air Force in the Halifax area will push themselves slowly away from the table this Christmas heavier by about 9,000 pounds of turkey and trimmings.

The three Armed Services in the Halifax area, whose feeding is the responsibility of the Royal Canadian Navy, will have the normal ration per man increased to provide extra cheer December 25.

More than four-and-a-half tons of Christmas dinner ingredients are being provided by the Navy's Central Victualling Depot. This includes approximately a ton of turkey and more than a ton each of cakes and puddings.

The menu for Christmas dinner in "Stadacona," "Shearwater" and other service messes is as follows: Fruit cocktail (4 oz.), turkey (16 oz.), dressing (2 oz.), cranberries and sauce (4 oz.), plum pudding (8 oz.), cakes (6 oz.), mixed nuts (6 oz.), table raisins (3 oz.). This totals 49 ounces of "vittles," or three pounds and one ounce of dinner per man.

At the Naval Bakery, three men have been going full blast to prepare the three tons of pudding and Christmas cake, plus icing, for celebrating servicemen. The bakery men, under Mr. Ray Stenning, Warrant Cookery Officer, of Victoria, have worked since the middle of November on the project and used approximately the following amount of ingredients:



The Victoria Chamber of Commerce may not appreciate this photo, but we make haste to point out that it was taken a year ago, following the west coast city's heaviest snowfall in 14 years, and is being used solely because of its quality and because it is seasonable. Framed by snow-laden trees are the boat-floats and government jetty at "Naden." (E-8707.)

Christmas Cake:

- 250 pounds of brown sugar
- 200 pounds butter
- 50 pounds shortening
- 275 pounds nuts
- 250 pounds flour
- 250 pounds currants
- 400 pounds muscat raisins
- 420 pounds sultana raisins
- 150 pounds cherries
- 135 pounds peel
- 15 pounds spices
- 6 quarts of rum flavoring
- 100 pounds dates
- 6 gallons molasses
- 200 dozen eggs
- 5 pounds of salt.

Result:— 3,000-odd pounds of cake, topped off with 100 pounds of prepared almond paste and 150 pounds of icing sugar.

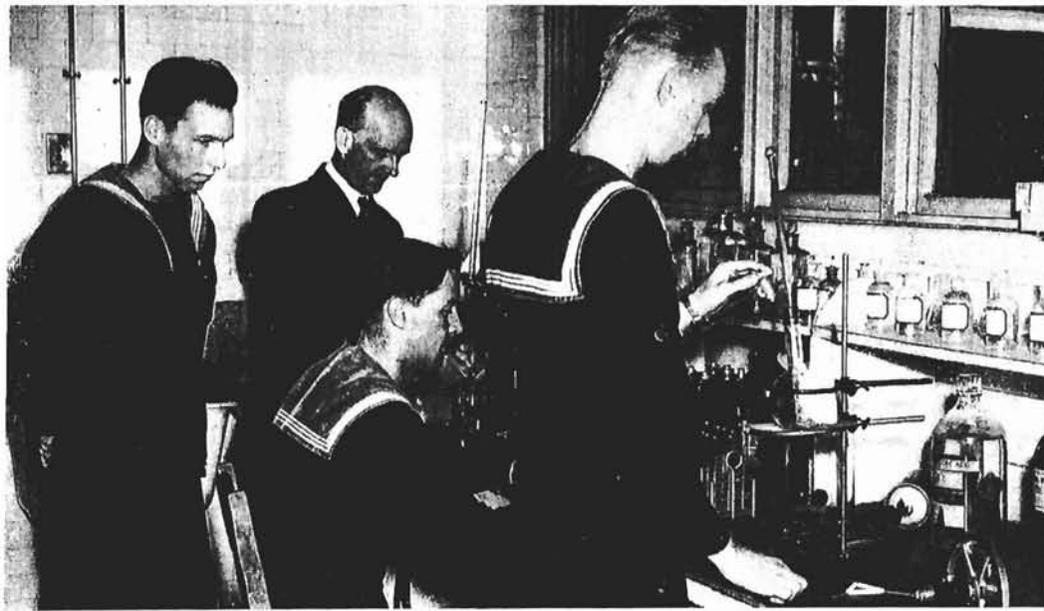
Xmas Pudding

- 350 pounds brown sugar
- 200 pounds flour
- 200 dozen eggs
- 200 pounds nuts
- 400 pounds raisins (sultana)
- 400 pounds raisins (muscat)
- 400 pounds currants
- 150 pounds cherries
- 135 pounds peel
- 10 pounds spice
- 400 pounds breadcrumbs
- 400 pounds suet
- 10 pounds salt.

Result:— About 3,000 pounds of Christmas pudding.

Bakers turning out this volume of cakes and pudding were Able Seaman Brian Kelly, Petty Officer Fred Scott and Chief Petty Officer Benoit Fouquet.— H.C.W.





Practical instruction for chemistry classes in the "Naden" Prep School is provided in a "jury" lab. A more extensive laboratory will be set up as soon as the final details have been worked out and more equipment is procured. Here Instr. Lieut.-Cdr. C. R. Gower, Senior Instructor Officer of the Prep School staff, demonstrates some practical experiments. Looking on is Petty Officer Peter Berakos, of Winnipeg. Seated is PO Marcel Desaulnier, of St. Paul, Alberta, and on the right is PO Jim Grace, of Calgary. (E-10395).

'Little Royal Roads'

Scheme Gives Potential Officers
Chance to Acquire Academic Credits

"Dear Old Golden Rule Days . . ."

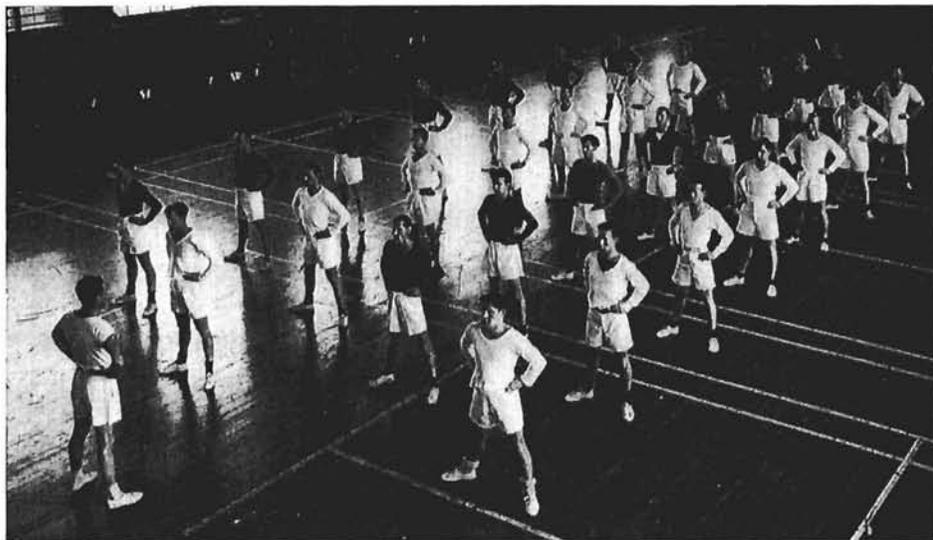
Autumn came again (as it so often does) and the kids went back to school. For some of the Navy's children in the Pacific Command, it didn't hurt quite as much as usual, because a few of the Dads started back, too — complete with satchels and apples.

In "Naden's" Central School a new Preparatory Course has been established for potential officers. It is designed to assist officer candidates from the "lower deck" in meeting educational requirements for commissioned rank.

Establishment of the school was announced in a memorandum from the office of the Flag Officer Pacific Coast, who stressed the desirability of drawing officers from the "lower deck." It added that not as many men had taken advantage of the various channels of promotion as might have because they lacked the necessary educational qualifications and did not have the proper time or facilities to acquire them.

To remedy this situation, the Preparatory School Course was estab-

lished on a one-year experimental basis. Its primary purpose is to provide an organized program of instruction through which men might quickly and efficiently obtain the necessary educational standards. Machinery was set up whereby men could be drafted to the school and there could concentrate on their various courses of studies, instead of



An important part of the Prep School course is a daily round of physical training to "sweep out the cobwebs" after a heavy session with the studies. Above, classes "A" and "B" start their warm-up for the more strenuous muscle conditioning to follow. (E-10392).

having to pound their textbooks during their spare time on board ship or in barracks.

Instruction is provided in Senior Matriculation Mathematics (Algebra, Geometry and Trigonometry), General Physics, Chemistry, English and French. Generally speaking, Junior Matriculation is a requisite to qualify for the course, but special consideration is given men who, though lacking in formal education, have demonstrated learning ability of a high order.

Classes start daily from Monday to Friday at 8:10 a.m. There are four 55-minute periods in the morning and three periods, from one to 4 o'clock, in the afternoon.

The men don't put aside their textbooks and pencils for the day when the bell rings at 1600. Each evening, Monday to Friday, they return to their desks for a two-hour period of supervised study. During this "homework" period, one of the instructor officers is on hand to help thresh out any problems.

One period a day is set aside for physical training and, in addition, the "students" take part in organized sports on Thursday afternoons. Great emphasis is placed on this section of the curriculum for it is considered

essential that the Prep School men be in top shape, both physically and mentally, in order to cope with their strenuous program and, eventually, to pass their officers' selection boards.

On Saturday mornings the Gunnery School takes over for a two-hour session. From 8 o'clock to 10 the "gentlemen in black gaiters" put the lads through their paces on the parade ground and, when weather permits, give instruction in boatwork and sailing. At 11 the Prep School contingent falls in for Divisions with "Naden's" ship's company. Finally, at noon the student-sailors get some well-earned leave and are on their own until 8:10 a.m. Monday.

The course was designed to last from mid-October to mid-July, with 10-day breaks at Christmas and Easter. A progress test in all subjects is held monthly and every subject must be passed. A single failure is enough to send a man back to general duty. The purpose of this is to ensure that there is no "lead-swinging" and that those taking the course have the necessary ability to learn.

Those attending the school — 40 in all — are divided into two groups, one consisting of senior rates and older hands, the other of younger men.



The Prep School classes have been divided into two groups, one consisting of senior rates and older hands and the other of younger men. Here class "A" checks over the syllabus. They are: Back row, left to right, PO V. E. Judson, AB P. Roggeveen, AB R. Dunlop. Third row, CPO R. MacPherson, CPO J. Ferguson, PO R. Eldridge, PO R. Davis, CPO J. R. Haight. Second row, Instr. Lt.-Cdr. G. C. E. Gray, CPO G. W. Peakman, CPO R. D. Sedger, CPO F. W. Bryan, CPO R. Meadows, PO N. Bryon. Front row, PO R. Thompson and CPO P. S. Cox. Missing from the photo is PO N. E. Sallis. (E — 10393)

They include four kinds of officer candidates:

- (a) Men preparing for the Canadian Services Colleges, either Royal Roads or Royal Military College.
- (b) Men wishing to take advantage of the University Training Plan leading to commissions in the technical branches of the Service (Engineering, Ordnance, Electrical, etc.)

(c) C. W. candidates. These are men of the Executive, Supply and Engineering branches who will go on to special courses in naval schools, on the successful completion of which they will receive commissions.

(d) Candidates for commissioned ranks in all branches. These are mostly older men who are not eligible for the other three schemes but who are considered to be officer material.



"To provide an avenue of advancement for every ambitious seaman, regardless of rating" is the aim of the Senior Instructor Officers in the Pacific Command who sparked the Prep School idea. Instr. Cdr. J. D. Armstrong (centre), Command Education Officer, discusses the syllabus and sets up a timetable with Instr. Cdr. G. L. Amyot (right), Senior Instructor of the "Ontario", and Instr. Lieut.-Cdr. Gower. (E — 10394).

The course is far from being a "soft number." It demands diligence and hard work on the part of those attending.

But, as more than one grizzled veteran of the struggle up from the lower deck to commissioned rank has remarked on learning of the scheme, "I would have given anything for a chance to attend a school like that when I was sweating away at CHETs to qualify for my warrant. I hope the boys in the school appreciate what they're getting."

Judging from the enthusiasm they have shown, they do. There is every indication that the new-born Prep School will fill successfully the need that prompted its establishment.

The Bulletin Board

Introduction of Branch Officers

Regulations governing conditions of service of men promoted from the lower deck have been approved. The principal changes consequent on the new regulations are as follows:

1. The present rank of Commissioned Officer from Warrant Rank is abolished.
2. A new rank of Commissioned Officer is introduced which carries the same pay and allowances as the present rank of Commissioned Officer from Warrant Rank. The uniform of this rank is the same as that for Sub-Lieutenant.
3. The present rank of warrant Officer will be allowed to die out, being perpetuated only for those present Acting Warrant Officers* who wish to retain their pension status as men.
4. The designation of Lieutenant* is adopted to distinguish Lieutenants who are not fully qualified.
5. All present Commissioned Officers from Warrant Rank are promoted to Lieutenant* retaining their present seniority.
6. With the exception of those Acting Warrant Officers* who wish to retain their pension status as men, all present Warrant Officers are transferred to the new rank of Commissioned Officer, retaining their present seniority.
7. Confirmed Warrant Officers and above who are now designated unqualified officers and who will be transferred or promoted to Lieutenant* or Commissioned Officer, will have the added designation of (NQ).
8. Selected men will in future be promoted to Commissioned Officer and from that rank may be promoted to either Lieutenant or Lieutenant*.
9. Promotions and transfers of officers who held their present ranks on August 31, 1949, are effective September 1, 1949.
10. Commissioned Officers and Lieutenants* will be known collectively as Branch Officers.
11. Recommendations for promotion of Branch Officers may be forwarded to reach Naval Headquarters before February 1 and August 1 of each year.
12. At any time between confirmation and attaining six years' seniority in the rank, including acting rank, Commissioned Officers may be recommended by their Commanding Officers as being suitable for promotion to Lieutenant. Those selected will undergo educational and technical courses for promotion to Lieutenant. On successful completion of the Education course, these officers will be promoted to Lieutenant* and on successful completion of the technical course will have the star removed and will be transferred to the list of fully qualified Lieutenants.
13. Commissioned Officers who are not selected to undergo the courses for promotion to Lieutenant, may, on attaining six years seniority in rank, be recommended for promotion to Lieutenant*. Officers not recommended on attaining six years seniority will be eligible for recommendation for a period of two years. Officers promoted to Lieutenant* will continue to serve in that rank until retire-



"ER . . . FELLAS . . . YOU FORGOT TO SAY GOOD NIGHT TO THE CHIEF."

(PO R. Emmerson)

ment. Commissioned Officers who are not promoted to Lieutenant* will continue to serve in the rank of Commissioned Officer until retirement.

14. All men now on the roster for promotion to Warrant Rank will be considered qualified for selection for promotion to Commissioned Officer.
15. To be eligible for promotion to Commissioned Officer a man must have completed 12 years service or have attained the age of 30 years, whichever is the earlier, hold the rating of CPO 1/c or CPO 2/c, passed professionally for CPO 1/c, have passed the educational and professional examinations for Commissioned Officer in his respective branch and completed the seetime qualifications in his particular branch for promotion to Commissioned Officer.

Granting of Permanent Commissions to Officers Holding Short Service RCN Appointments

Officers holding Short Service Commissions or Appointments who have not been granted Permanent Commissions by January 1, 1950, will not be considered for Permanent Commissions prior to entering the appropriate selection zone, which will be:

For officers holding seven-year Short Service Commissions or Appointments, between four and six years of service.

For officers holding five-year Short Service Commissions or Appointments, between two and four years of service.

On entering the selection zone, officers desiring to obtain Permanent Commissions must submit a written application.

Officers who are provisionally selected as suitable for Permanent Commissions during this period will be required to complete the Junior Officers' Technical Course before final selection is made.



Naval personnel on November 11 took part in Remembrance Day parades and ceremonies in many Canadian cities, as they paid tribute to fallen comrades. In Ottawa, HMCS "Bytown" provided personnel for the tri-service guard which was mounted at the National War Memorial. Shown above, resting on arms reversed while Prime Minister Louis St. Laurent lays a wreath at the foot of the monument, is AB Guy Chouinard. (O-1227-C).

Transportation by Private Car or Motorcycle

An officer or man travelling on duty by private car or motorcycle for his own convenience may be granted an amount equal to the costs of transportation, accommodation, travelling allowance and travelling expenses to which he would have been entitled if the journey had been made by rail, bus or steamship as applicable, over the most direct route.

An officer or man accompanied by his dependents on transfer from place

to place in Canada or the United States other than temporarily, or on release, may be granted in addition to the above an amount equal to the cost of transportation, accommodation, travelling allowance and travelling expenses authorized for dependents travelling by rail, bus or steamship as applicable.

An officer or man travelling as a passenger in a private car or motorcycle of another officer or man authorized to travel at public expense may be entitled only to the travelling allowance and incidental travelling expenses for the actual period of absence not exceeding the time which would have been required to make the journey by rail, bus or steamship, as applicable.

Gratuitous and Repayment Issues—Books of Reference

A man on entry or on transfer to another branch is issued gratuitously with instructional manuals required for his duties. Only those books authorized to be issued gratuitously may be obtained on repayment without prior Headquarters' approval. These books may be purchased through the Clothing Store.

National Defence Act Goes before Senate

The National Defence Act, which would make Canada's sailors, soldiers and airmen subject to the same law and would replace legislation some of which dates back to 1868, was placed before the Senate early in November. The 251-clause act, which would nullify eight separate Acts of Parliament, either Canadian or British, is another step towards unification and co-ordination of Canada's Armed Forces.

The proposed act represents more than two years of study by officers of the Defence Department and the three Services, as well as the Departments of Justice and Finance.

Snacks for Watchkeepers

Provision is being made whereby each officer and man going on or coming off the Middle and Morning Watches at sea, may be provided with a sandwich and a cup of tea, coffee or chocolate.

"Naden" Boosts Trust Fund Donations

At a recent meeting of the Ship's Fund Committee of HMCS "Naden," Esquimalt, it was unanimously decided to increase contributions to the RCN Benevolent Trust Fund to one per cent of gross sales in the "Naden" canteen.

Action was taken following an address to the committee by Lieut. (S) Harry McClymont, secretary-treasurer of the Fund, who made a tour of West Coast ships and establishments. Lieut. McClymont gave a detailed outline of the fund's principles, objectives and accomplishments.

Increased contributions commenced with the quarter beginning December 15.

Officers and Men



ALBRO RADIO STATION STAFF CHANGES

Among the recent changes in personnel of the Albro Lake Naval Radio Station was the departure of the following six men to the Communication School, Halifax: POs Charles E. Dixon, Robert E. Walker, James English, John T. McLaughlin, Russel A. Maynard and Robert T. W. Palmer.

PO Douglas A. Potter has gone to the destroyer "Micmac" and PO Warren S. Walker to the frigate "St. Stephen."

New faces at the radio station belong to PO Donald P. Campbell, from "Micmac," and PO Charles J. Scott, from "St. Stephen."

FORMER SIGNALMAN PRESENTED WITH DSM

S. Keith Shufelt, of Cowansville, P.Q., a Signalman with the RCNVR during The Second World War, was

presented with the Distinguished Service Medal at a ceremony at HMCS "Donnacona," Montreal, on November 6.

The presentation was made by Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area, who also presented campaign medals and stars to the ship's company of "Donnacona."

Ex-Signalman Shufelt was a member of the crew of the minesweeper "Thunder" when she captured an armed German trawler. He was one of a 10-man boarding party which stayed aboard the trawler for three days under trying conditions.

ELECTRICIANS' MATES COMPLETE COURSE

Fifteen Able and Ordinary Seamen recently completed a 28-week course at the Electrical School in "Stadacona," Halifax. The course, which qualified graduates for the non-sub-

stantive rating of Electricians' Mate and Trade Group I, included study of electricity, mathematics, high and low power generators, electronics and the electrical set-up of aircraft.

Those who completed the course were Able Seamen Edwin L. Cain and James L. Kenny, and Ordinary Seamen John B. Rogers, G. Howard Wilson, Clifford R. Lemmerick, Stanley W. Hill, Jack B. MacCormack, Harold D. Kinney, Roy V. Sheppard, David J. Latimer, James F. Frost, Harris H. Hutt, Donald H. Bishop, Kenneth R. Bishop and Arthur W. Rummerfield.

J. S. WILSON HEADS HALIFAX NOAC

J. S. Wilson is the newly-elected president of the Halifax Branch of the Naval Officers' Association of Canada for 1950.

Other officers are A. D. M. Curry, vice-president; H. R. MacDonald, secretary; H. M. Romans, treasurer; W. R. Whitman, chairman house committee; D. G. Archibald, chairman sports committee; C. L. Waterhouse, chairman membership committee; E. G. Jarvis, chairman nominating committee; W. E. Harrison, chairman program committee, and G. W. Bridgehouse, chairman social committee.

Past president is Willard MacKenzie.

NOAC BRANCH FORMED AT KITCHENER, ONT.

R. J. G. Johnson has been elected president of the newly-formed Kitchener Branch of the Naval Officers' Association of Canada.

Other officers of the new group are J. R. Kirkpatrick, vice-president; A. McPhedran, secretary-treasurer, and G. W. Haslam and D. M. Morrison, directors.



Four men from HMCS "Griffon," Port Arthur, were presented with the Reserve Long Service and Good Conduct Medal at a ceremony on board October 31. Presentation was made by Captain H. L. Quinn, Director of Naval Reserves, who was in Port Arthur on an inspection trip of western Naval Divisions. Grouped together after the presentation are Petty Officer Roy Whitely, Port Arthur; CPO Harry Gothard, Fort William; Captain Quinn; CPO Harry Gill, Fort William; CPO Fred Jeacock, Port Arthur, and Cdr. E. O. Ormsby, commanding officer of "Griffon."

Retirements

Mr. Alfred E. Goodyer, Commissioned Cookery Officer

Age: 45
Address: 16 Kaye Street, Halifax.
Joined: December 1922, as an Assistant Cook.
Served In: HMS "Calcutta," HMCS "Guelph," "Patriot," "Stadacona," "Festubert," "Champlain," "St. Laurent," "Skeena," "Cornwallis," Naval Headquarters, "Niobe," and "Scotian."
Awards: British Empire Medal, January 1946. Long Service and Good Conduct Medal, December 1937.
Retired: December 12, 1949.

Chief Petty Officer Maurice Plourde

Rating: C1CW3
Age: 38
Address: 7560 Delanoudiere, Montreal.
Joined: November 1929, as an Ordinary Seaman.
Served In: HMS "Victory," "Hood," "Pembroke," "Dominion," "Kent," HMCS "Stadacona," "Champlain," "Saguenay," "Hepatica," Naval Headquarters Radio Station, "Venture," "St. Hyacinthe," "Niobe," "Scotian," "Ontario," Coverdale Naval Radio Station and "Donnacona."
Awards: Long Service and Good Conduct Medal, March 1945.
Retired: November 5, 1949.

Chief Petty Officer John G. Eaton

Rating: C1PN3
Age: 41
Address: 480 Swinford Road, Esquimalt.
Joined: October 1928, as an Ordinary Seaman.

Served In: HMS "Victory," "Warspite," "Excellent," HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Stadacona," "Royal Roads," "Avalon," "Scotian," "Cornwallis" and "Ontario."

Awards: Long Service and Good Conduct Medal, November 1943.

Retired: October 23, 1949.

Chief Petty Officer David A. Williams

Rating: C1SM3
Age: 43
Address: 821 Hutchinson Street, Victoria.
Joined: December 1928, as a Stoker 2/c.
Served In: HMS "Fisgard," "Pembroke," "Victory," HMCS "Stadacona," "Champlain," "Saguenay," "Ypres," "Naden," "Skeena," "St. Laurent," "Ottawa," "Niagara," "Givenchy," "St. Catharines," "Avalon," "Crusader" and "Uganda."
Awards: Distinguished Service Medal January 1943. Mentioned in Despatches, January 1946. Long Service and Good Conduct Medal, October 1944.
Retired: December 10, 1949.



Awards for "Best All-round New Entry" in "Haida" and "Huron" Divisions, first two to graduate from "Cornwallis", are presented to Ord. Sea. Robert Olson (left) and Ord. Sea. Robert Caldwell by Captain A. P. Musgrave, Commanding Officer of the base. (HS-8548).

Petty Officer Clifford Paul Henze

Rating: P1GI3
Age: 38
Address: 1631 Pinewood Avenue, Victoria.
Joined: October 1929, as an Ordinary Seaman.
Served In: HMS "Victory," "Warspite," "Excellent," HMCS "Naden," "Skeena," "Vancouver," "Fraser," "St. Laurent," "Stadacona," "Ottawa," "Cornwallis," "Burrard," "Givenchy," "Prince Henry," "Peregrine" and "Ontario."
Awards: Long Service and Good Conduct Medal, January 1945.
Retired: October 17, 1949.

Chief Petty Officer George R. L. Banfield

Rating: C1CW3
Age: 41
Address: 1143 Dominion Road, Victoria.
Joined: October 1928, as an Ordinary Seaman.



Served In: HMS "Victory," "Nelson," "Champion," "Glory," "Hood," HMCS "Naden," "Vancouver," "Stadacona," "Skeena," "Armentieres," "St. Laurent," "Avalon," "Givenchy," "Chatham," "St. Hyacinthe," "Fort Ramsay," "Peregrine," "Niobe" and "Warrior."

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

Retired: October 26, 1949.

Chief Petty Officer Charles P. Cue

Rating: C1SM3
Age: 42
Address: 2672 Scott St. Victoria,
Joined: January 1931, as a Stoker 2/c.
Served In: HMS "Victory," "Saker II," HMCS "Naden," "Vancouver," "Skeena," "St. Laurent," "Assiniboine," "Stadacona," "Cornwallis," "Hunter," "Givenchy," "Capitano," "Avalon," "Peregrine," "Ontario" and "Malahat."
Awards: Long Service and Good Conduct Medal, December 1944.
Retired: October 5, 1949.

Chief Petty Officer Charles W. Ball

Rating: C2SW2
Age: 38
Address: Boutilliers Point, Halifax.
Joined: November 1929, as a Steward 3/c.
Served In: HMCS "Naden," "Vancouver," "Skeena," "Fraser," "St. Laurent," "Stadacona," "Assiniboine," "Ottawa," "Royal Roads," "Kings," "Niobe," "Cornwallis," "Peregrine," "Warrior," "Iroquois" and "La Hullose."
Retired: November 25, 1949.

Chief Petty Officer Delamark Steven Lowe

Rating: C1SM3
Age: 41
Address: 1071 Colville Road, Esquimalt.
Joined: October 1928, as a Stoker 2/c.



Served In: HMS "Victory," "Comet," HMCS "Naden," "Thiepval," "Vancouver," "Skeena," "Restigouche," "Stadacona," "Cornwallis," "Niobe" and "Warrior."
Awards: British Empire Medal, June 1944. Mentioned in Despatches, June 1943. Long Service and Good Conduct Medal, November 1943.

Retired: October 14, 1949.

FOUR FINISH COURSE IN "FIXING FREEZERS"

Four Chief Petty Officers of the Engineroom Branch completed the Fifth Mechanical Refrigeration Course at the Mechanical Training Establishment, HMCS "Stadacona," Halifax, in mid-November.

After the eight-week course, graduates are qualified to carry out maintenance on all types of refrigeration machinery, from the smallest domestic "ice boxes" to the huge "walk-in" refrigerators installed in naval ships.

Those who completed the course were Chief Petty Officers Frank A. McGowan, Westmount, P.Q.; Wilfred G. Clarke, Victoria; Ralph J. McClinton, Victoria, and Edward J. Auby, Woodside, N.S.

LOWER DECK ADVANCEMENTS

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

ADAMS, Byron E.....LSGA1
 ALDRICH, Arthur E.....P2AL2
 AMY, Ellwood G.....LSCS1
 ANGUS, Thomas D.....C1CA4
 ARNOLDI, Peter.....C2RA3
 ARROWSMITH, John H.....LSMA2
 BECKER, Anton.....LSFM2
 BELL, Walter E.....P1GA3
 BIGNELL, Verle L.....P2SM1
 BLACK, William N.....LSGA1
 BLACKWELL, George E.....P1FM2
 BOOTH, Douglas A.....LSAO1
 BOUCHARD, Germain.....LSMA1
 BOULTON, Douglas W.....LSAW1
 BRADSTOCK, Robert M.....P2AL2
 BRODIE, Charles A.....C2TA4
 BROWN, John R.....P2SM1
 BROWN, Robert.....LSSW1
 BRUCE, John P.....LSFM2
 BRYK, Yaraslow.....P2SM1
 BURBINE, Robert J.....P2SW1
 BUSCH, Frank K.....P1RA3
 CADWELL, Edward T.....P1FM3
 CALDWELL, Ralph L.....LSCK2
 CAMPBELL, Robert D.....P2AL2
 CAUDLE, Douglas A.....LSAL2
 CHADWICK, George H.....LSVS1
 CLARK, Harry J.....P2MA2
 CLEMENTS, Albert S.....P1QR1
 CONROY, Eldon J.....C2GA4
 COOPER, Tracy W.....LSVS1
 COTE, Roland J. P.....C2FM3
 COUTLER, John C.....LSAAS
 COURTENAY, Ralph V.....C1CA4
 CRACKNELL, Robert L.....LSAO1
 CROWTHER, John H.....P2AN2
 CUMBERS, John W.....LSMO1
 CURRIE, William G.....C2GA4
 DARLING, Frederick G.....LSAO2
 DEWELL, Wilfred A.....P2AN2
 DICKIE, George A.....LSVS1
 DILLON, Harold G.....P2AL2
 DREW, Colin A. E.....P1GA3
 DUNAE, Paul.....LSNS1
 DUNNE, William R.....LSAF1
 FINCH-FIELD, Reginald D.....P2CA3
 FLANDERS, Clayton E.....LSSM1
 FRASER, Edison C.....P1PT1
 GOOD, Raymond S.....LSCK2
 GRAHAME, John G.....C2GA4
 GRANT, Harold B.....LSEM1
 GREENE, William.....P1CA3
 GRIMLEY, William E.....LSSW1
 GRISDALE, Lionel E.....C1SW2
 GUISE, James A.....C2GA4
 HAMILTON, Alexander G.....LSFM1
 HEATH, John R.....P1GA3
 HEENEY, Thomas H. G. A.....C1CA4

HILLSDEN, George W.....LSSM1
 HOPKINS, Walter J.....LSCK2
 HORNOSTY, Joseph.....P1GA3
 INGLIS, Arthur T. R.....P1TA3
 IRONSIDE, Hugh A. J.....LSAO1
 JENKINS, Robert C.....P1OR3
 JENSEN, Robert M.....LSNS1
 JOHNSON, Douglas L.....LSSM1
 JOHNSTON, Lloyd A.....C2GA4
 JONES, David L. G.....LSCM1
 JUDD, Frank S. A.....LSSM1
 KERIEFF, Mike.....P2SM1
 KILGOUR, George A.....C2CA4
 KROGEL, William F.....C1RT4
 KVAMME, Glen E.....P2GA3
 LANGLOIS, Lucien E.....LSSM1
 LANGTON, Robert N.....C1CA4
 LAVENDER, Hugh M.....P2SM1 (NQ)
 LEE, Alfred R.....C2CA4
 LEGAULT, Edgar O.....LSGA1
 LOCKYER, Robert D.....LSCK2

WEDDINGS

Lieut. Alan T. Love, HMCS "Scotian," to Miss Pearl M. Scott, Reg. N., of Halifax.
 CPO John R. Davies, HMCS "Cayuga," to Miss Bernice E. Bradford, of Calgary.
 PO Alvin E. Farrell, HMC "PTC 724," to Miss Vera M. Walker, of Victoria.
 PO Gerald R. Donohue, HMCS "Stadacona," to Miss Laura G. Wheeler, of Halifax.
 Ldg. Sea. Leonard Mackey, HMCS "La Hullose," to Miss Lorraine M. Sydney, of Rockingham, N.S.
 AB Gilbert H. Shaw, HMCS "Micmac," to Miss Margaret M. MacNeil, of Christmas Island, Cape Breton.
 AB George Taylor, HMCS "Micmac," to Miss Esther Sullivan, of Herring Cove, N.S.
 AB Arnold Hall, HMCS "Sault Ste. Marie," to Miss Rose Marie Dirk, of Victoria.
 AB Gordon L. Kirkman, HMCS "Tecumseh," to Miss Elizabeth Ann (Betty) Paterson, of Calgary.
 AB Donald Nieman, HMCS "Ontario," to Miss Rosemary Pottinger, of Victoria.

BIRTHS

To Lieut.-Cdr. C. P. Nixon, Canadian Services College, Kingston, and Mrs. Nixon, a daughter.
 To Lieut. John Husher, Gunnery School, HMCS "Stadacona," and Mrs. Husher, a son.
 To Sub-Lieut. (L) Ralph G. Lindsey, HMCS "Stadacona," and Mrs. Lindsey, a daughter.
 To CPO Charles Keen, HMC "PTC 724", and Mrs. Keen a daughter.
 To PO Laurence Haywood, HMCS "Carleton," and Mrs. Haywood, twins, a boy and a girl.
 To PO Brian L. Cox, HMCS "Swansea," and Mrs. Cox, a son.
 To PO Osborne Hodgess, HMCS "Cornwallis," and Mrs. Hodgess, a son.
 To Ldg. Sea. Robert Rogers, HMCS "Micmac," and Mrs. Rogers, a daughter.
 To Ldg. Sea. Robert Laframboise, HMCS "Stadacona," and Mrs. Laframboise, twin girls.

LOWE, Francis H. M.....P1RP2
 LYNCH, Lawrence R.....LSEM1
 MacDONALD, Elwood J.....P1TA3
 MacLEAN, Hugh K.....C1GA4
 McCOWELL, Daniel L.....LSAO1
 McDONALD, Donald R.....P2SM1
 McLEAN, Dennis M. H.....LSCK2
 McNEIL, Cyril J.....C2GA4
 MAGILL, James.....C1AO3
 MARCEAU, Guy.....LSNS2
 MEIKLE, Murray A.....P1GA3
 MILLARD, Edward C.....LSVS1
 MIREHOUSE, George T.....LSEM1
 MISIURAK, William.....LSAL2
 MOEN, Arlo M.....C1RT4
 MONTGOMERY, William J.....P2AO2
 MOODIE, Edwin A.....LSSM1
 MORGETROYD, James.....P2GA3
 O'HARA, Charles A.....P2AN2
 OLIVER, William L H.....LSSM1
 PAGE, John W.....P1CA3
 PALY, William C.....LSCM1
 PAYEUR, George J.....LSPW1
 PENNEY, Charles C.....C1GA4
 PINKNEY, John W.....C2GA4
 PINKOS, William B.....P2GA3
 PIROS, Archibald.....LSSW1
 PITTS, John M.....P1GA3
 PORTER, Alfred M.....P2GA3
 PRATT, Donald E.....LSSM1
 PRYNE, Allan S.....LSFM2
 QUICK, Paul B.....LSNS1
 SANDERSON, William G.....P2TA3
 SCARLETT, Ralph M.....LSRPS
 SEMCZYSHYN, John.....LSCK2
 SEXAUER, James G.....P1NS2
 SHEMILT, Howard W.....P1RA3
 SHIRLEY, Robert A.....LSCK2
 SHOULTS, Mervyn J. K.....LSAN1
 SIMES, James O.....LSCM1
 SPEED, Ronald D.....P2RP1
 SPICER, Maurice W.....LSCK2
 STREET, Ronald L.....C2CA4
 SUTHERLAND, Robert D.....LSNS2
 SWANSON, George S.....LSPW1
 TETLOCK, Donald B.....P2AL2
 THOMAS, Roy A.....LSAL1
 THOMPSON, Norman H.....P2SM1 (NQ)
 TREBLE, Marshall E.....LSCK1
 TYSOWSKI, Lawrence A.....LSCK1
 UNDERDOWN, John E.....C1CA4
 WALES, William D.....LSGA1
 WESTON, Robert S.....LSAO1
 WHEATLEY, Charles N. S.....P2GA3
 WHITE, Russell E.....P2CA2
 WHITTAKER, Allan B.....P2SM1
 WIGGINS, Donald W.....C2CA4
 WILKINS, John A.....LSSM1
 WILLIAMS, Richard.....C2CA4
 WILLIAMS, Russell J.....LSFM1
 WILSON, William J.....P2SM1 (NQ)
 WOOD, William.....P2GA3
 YAGER, Walter P.....LSPW1
 YOUNG, Wilfred E.....LSAO1
 ZABRICK, Metro.....LSCK2
 ZRUDLO, Edward.....P2SM1

Wartime Christmas

by C.T.

TWO days in Halifax and two days' Number 11 . . . what kind of a life is that? Now a dirty head sea smashing into the frigate's bows, tumbling over the foc'sle head and flying bridgewards in great clouds of spray. . . Everybody cold, wet, miserable, and Christmas only a day away . . . Migosh, Able Seaman Kiner thought, whatta life this is.

He made his way into the messdeck, weighted down with his soggy oilskin and the soggy clothing underneath.

The place was in confusion. The Christmas tree had fallen down again. They had altered course just before dark and the sea was rounding to the beam. The ship was rolling. Not an easy roll, where a seaman could pick the feel of the deck, but a lurching, pitching roll that whipped and threw you while the frames wracked and groaned.

The eager beavers were around the Christmas tree, pointing it to the deckhead with new lashings. Kiner could hear the crunch as they stamped in the mess of broken baubles. He peeled off his streaming oilskin and it fell in a heap about him. He shoved a cigarette between his lips and watched them trying to fix the tree. What a lot of baloney, celebrating Christmas out in this. That must be the hundredth time the tree has gone down and every time the fools put it up, lashing it with heaving lines. . . He sat on his locker, bracing his back to the bulkhead. He felt a little sick.

Later he lay in his hammock, listening to the seas slam against the steel only four feet from him. There were thumping and banging noises as odd boots and bits of gear jumped and slid with the moving deck. Someone was snoring . . . the guy should be shot.

Kiner got to thinking. . . What kind of a guy is the "Old Man," anyway? Only two days in Halifax and Number 11 slapped on you. . . He thought of the officers, of his messmates, and of the "Old Man" again. . . What a stinking steerage they were, picking on you one minute and putting up Christmas trees the next. Tomorrow the "Old Man" would go through the messdecks, saying "Merry Christmas" and shaking their hands . . . Baloney. The guys in the mess would chatter like a bunch of cream puffs about Christmas, their girls and their mothers; and any minute they might be blown to blazes, or smashed and broken by the sea. Exhausted, he fell to sleep and bitter dreams.

At dawn the Atlantic was roaring down from the Arctic pole, with shrieking wind and huge, racing seas. Low overhead, so low they seemed to join hands with the spray, grey clouds scudded before the blast. The ship was wild now, rearing up with each foam-laced wave crest and tumbling down, down into the following pit. She was working hard; each plate, each frame, twisting, turning, giving, holding.

Kiner wedged himself in the starboard bridge wing. Sometimes, through the half light, he could see ships of the convoy clawing and fighting their way in the seas. They were hove-to and Kiner knew the convoy would soon be scattered over miles of Atlantic. Christmas was nothing; this was a fight, and he had an hour of lookout duty. He glanced toward the centre of the bridge. The "Old Man" was standing there, one arm hugging the gyro compass, his face dirty, unshaven, his eyes, black and hollow, searching seaward. With a start Kiner realized the "Old Man" must have been standing there all night.

Kiner got to thinking. Pictures jumbled through his head while his eyes swept his lookout arc. It would be Christmas at home soon and he could see the tree in the living room, firm and steady and sparkling with lights and tinsel. The family would be gathering there . . . his father pretending to be unconcerned about it all . . . his mother excitedly handing out the presents to his two younger brothers and his sister. He could hear the rustle of the colored wrappings as they undid their gifts. . . He could hear his father muttering about the late breakfast and the sudden squeals from his little sister as she opened her presents. . . He could see the sizzling turkey in the oven and the work-worn hands of his mother basting it. . . He could see his father spiking the cider just a little bit more, then tasting it on his tongue and smacking his lips.

The neighbours would be dropping in, and there would be laughter inside the house and the snow would be white through the windows. There would be new skates and snowball fights in the garden, and his brothers would be like a couple of colts and wearing his mother out. . . And she would be smiling and loving every minute of it . . . Kiner realized he was smiling himself and he snapped it off his face. He was getting soft.

He looked to the bridge again, and the "Old Man" was smiling, too — the quiet smile of a man who has remembered something. Cheez, Kiner thought, the "Old Man" has a family . . . a heck of a good-looking wife and two small children. . . The "Old Man" must be thinking of his family, of his Christmases at home. . . Without knowing why, he felt a sudden affinity with the officer standing by the compass. Kiner felt warm and he should have been frozen and miserable.

His relief startled him, and he turned over the lookout. He reported to the officer of the watch and then started to make his way below. He stopped. Suddenly he knew it wasn't just another day.

Heck, he thought, those cream puffs in the messdeck don't know a thing about decorating a tree. It had probably fallen over again, but he had figured a way to make it stay put. . . Kiner glanced back at the "Old

Man" . . . Heck, that guy was a man . . . He'd been taking the seas and the dirt all night and he was still standing there . . . and the guy was smiling . . . He thought, I guess I did ask for that number 11 . . . Ask for it? I had it coming a mile away.

Kiner waited for the drunken reel of the bridge to subside for a moment. The ship rose to a sea, took it green over the port bow, then dived for the trough, steadying with a smash as the next one hit her.

He faced his captain.

"Merry Christmas, sir," he said. The "Old Man" held out his hand.

FIREFLIES TRY ROCKET TAKE-OFF GEAR

Firefly Mark V aircraft of 825 Squadron (18 Carrier Air Group) used rocket assisted take-off gear for the first time on November 9 at the RCN Air Station, Dartmouth, N.S.

"Ratog," as it is known to the airman, is used to get an aircraft airborne in the shortest time and with the shortest length of take-off run possible. Rockets are attached to either side of the fuselage in pairs in such a way that force is applied to the aircraft in a forward and upward direction.

Best performance reported was that of Lieut. (P) G. H. Johnson, with Lieut. (O) J. M. Steel in the rear cockpit, who gained 1,000 feet altitude within a very few seconds.

Further Ratog trials were conducted aboard the "Magnificent" as part of flying exercises during her recent cruise to the West Indies.

The rockets can be fired one on each side or two on each side, depending on the amount of thrust required. Both combinations were tried by a number of 825 Squadron pilots, with the conclusion that four rockets were the minimum required to obtain a suitable acceleration.—PO F.J.M.

HALIFAX SEES FIRST JET-ASSISTED TAKE-OFFS

Seven United States Navy Martin Mariner patrol bombers whooshed into the air above Halifax on the



afternoon of November 16, marking the first time aircraft had carried out jet-assisted take-offs from the harbour.

The Lieutenant Governor of Nova Scotia, Hon. J. A. D. McCurdy, who holds a number of firsts in the aviation world, was on board one of the bombers, as was Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast.

Mr. McCurdy flew the first heavier-than-air plane in the British Empire on February 23, 1909, at Baddeck, N.S. As guests of Captain E. M. Block, USN, Commanding Officer of the seaplane tender USS "Duxbury Bay," the Lieutenant Governor and Rear-Admiral Mainguy were on hand to watch the first jet-assisted take-off from the port, and later donned flying togs and climbed aboard a second

Seven United States Navy Martin Mariner seaplanes took off from Halifax harbor on the afternoon of November 16 with jet boosters, the first jet-assisted take-offs from the Port of Halifax. Among the passengers in one of the aircraft was Hon. J. A. D. McCurdy, Lieutenant Governor of Nova Scotia, who flew the first heavier-than-air plane in the British Empire in 1909 at Baddeck, N.S. Shown in flight togs as they are being briefed for their flight are, left to right: United States Consul-General H. Merrell Benninghoff; Rear Admiral E. R. Mainguy, Flag Officer Atlantic Coast; the Lieutenant Governor and Lieut. Peter Berry, Flag Lieutenant to Rear Admiral Mainguy. Giving them pre-flight instructions is Captain E. M. Block, USN, Commanding Officer of the seaplane tender USS "Duxbury Bay." (HS-8776.)

The photo at the left shows one of the Mariners shooting skyward. (HS-8778.)

Mariner seaplane for a "repeat performance."

The USN planes were in Halifax for the final phase of war games in the Atlantic. Besides the seven Mariners, which operated from the seaplane base at Eastern Passage, five Neptune coastal bombers made the nearby RCN Air Station their temporary home.

The USN aircraft operated from Eastern Passage early in November and as the US Task Force out at sea moved northward, they also shifted to bases further north. They returned November 14 and resumed support of USN submarines which were searching out ships of the Task Fleet making their way homeward down the Atlantic Coast.

The Man of the Month

THIS will be the second consecutive Christmas at sea for Petty Officer Donald C. Hughes, Coxswain of the frigate "St. Stephen."

To some people this may look like a pretty dismal prospect but to the good-natured Coxswain of the weather ship it doesn't merit a second thought — it's an accepted part of the sailor's life. As a matter of fact, although his more than two years' service in the weather ship makes him eligible for draft to another ship or to a shore job, Hughes says he would like to spend another year in the "St. Stephen," or at least stay with her until she next goes into refit.

"I guess being on board since she was commissioned has made her grow on me. If I were drafted off it would be like leaving home."

Born on September 20, 1919, in Saint John, N.B., PO Hughes always has had a high regard for the sea and ships. He joined the "Rodney" Division of the Sea Cadet Corps in 1931 and, as soon as he was old enough, became a member of the Royal Canadian Naval Volunteer Reserve.

On active service at the outbreak of war, he was drafted to "Stadacona" at Halifax on September 3, 1939, and on December 19 joined the destroyer "Restigouche." While serving in this ship, he was advanced, in August 1941 to the rating of Leading Seaman. A month later he transferred to the permanent force, and shortly afterwards came ashore for duty as an instructor in the training establishment, HMCS "Cornwallis," then located in Halifax.

From November 1941 until November 1943 he served in his home town division at Saint John where, as New Entry instructor, he taught scores of youthful sailors the basic principles of seamanship and discipline.

From "Brunswicker" he returned to "Stadacona," and in January 1944 was back at sea in the Bangor minesweeper "Transcona" on the "triangle run" — St. John's, Halifax and New York.



PETTY OFFICER DONALD HUGHES

His next ship was the frigate "Toronto," which he joined as Chief Bos'n's Mate in May 1944 and in which he received the "crossed hooks" of a Petty Officer on August 1, 1944. Leaving this ship after a year of service, he spent several weeks in "Peregrine," at Halifax, then, in the destroyer "Saskatchewan," served his first term as Coxswain. Three months later he was transferred to the Algerine minesweeper "Oshawa" in the same capacity, and travelled with the ship from Halifax to Esquimaux when she went around to the West Coast after the war to be paid off.

Short periods in "Stadacona" and "Haligonian," both in Halifax, were followed by three months as Coxswain of the wooden minesweeper "Lloyd

George." In September 1947 he was drafted to the Tribal class destroyer "Iroquois," and in the same month, at his own request, became Coxswain of the "St. Stephen." He is one of the handful of men still in the ship who were members of her commissioning crew in 1947.

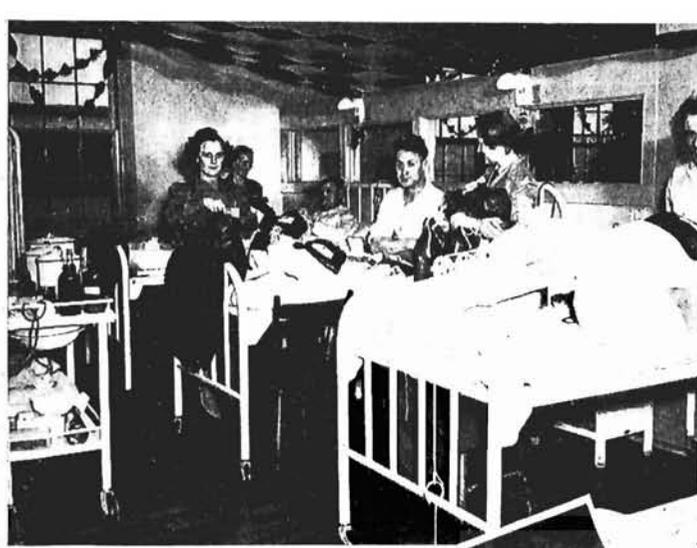
Like the majority of the crew members of the "St. Stephen," PO Hughes has a hobby. His is wood carving and model making. He is currently putting the finishing touches on a scale model, complete to the last stanchion, of the weather ship. He has plans also, for another model — a replica of the famous clipper ship "Cutty Sark," one-time holder of the record for the passage from England to Australia in the days of the tea-carrying sailing ships.

He plays a competent game of bridge and hence makes a welcome fourth when a table is being organized during off duty hours on station "Baker."

His shipmates regard him as an "all-round guy." He is, they say, a man "who doesn't let you forget he's Coxswain, but, at the same time, lets you know that he's pretty human and willing to give advice and help at any time."

PO Hughes lives at 49 Cork Street, Halifax, with his wife, the former Dorothy Nickerson of Halifax, and their two children, Doreen, aged eight and Donald, seven.

And while "Daddy" will be away for Christmas again this year, he will not miss the Yuletide celebrations in the Hughes home. His wife and children have promised to save the Christmas tree, the presents and the good cheer until his return to port on December 28.



OTHER CHR 1939



The war didn't stop for Christmas. The convy often in some of the winter's dirtiest weather. ships fortunate enough to be in port, officers and hand and observed the Yuletide season in the ti those other Christmases.

1. Christmas dinner was a matter of great pride with the ship's cook and in many cases he produced results, such as this, that were well worth "writing home about." (0-1242-1).
2. A sailor in HMCS "Trillium" wonders when the time will come when he can wear the "civvie" tie he found among his gifts. (M-508).
3. Busy Wrens in the Fleet Mail Office, London. (F-127).
4. In the frigate "Kirkland Lake," the youngest seaman enjoys his role as "captain for the day." (A-1101).
5. The Red Cross, complete with ditty bags, calls on patients in the RCN Hospital at St. John's. (NF-3740-1).
6. Signs of winter show plainly on ships in St. John's harbor on Christmas Day, 1942. (NS-1490).



CHRISTMASSES

1945

boys still sailed and the escorts went with them — However, in shore establishments and in those men looked up briefly from the stern business at the-honored fashion. Here are some scenes from

7. A Christmas buffet supper and dance at "Cornwallis." (H-5660).
8. Canadian Wrens play "Santa Claus" to children in London's East End. (HN-2119-1).
9. The First Lieutenant of HMCS "Wallaceburg" sweeps up the seamen's mess. (S-132-11).
10. Messdecks were crowded in the old four-stackers, but they still found space for Christmas trees. (H-5623).
11. In a frigate's messdeck, crew members compare gifts. (A-1096).
12. This corvette's mascot wasn't forgotten. (M-507).
13. Christmas dinner in HMCS "St. Thomas," 1944. (Z-952).
14. A Christmas cake at "Cornwallis." (DB-0604-1)





ATLANTIC COAST

Damage Control School

The Firefighting School on McNab's Island, in the approaches to Halifax Harbor, is now in operation and has been christened by a group of Aircraft Controlmen from "Shearwater," who started a week's firefighting course on November 21.

In establishing the school it was found necessary to have a tool crib. Accordingly, a cell in the building which formerly served as a detention barracks was set aside for this purpose and PO Jim Greig was installed as guardian of the spanners and wrenches. And in keeping with the original theme, an old cell door was used on the new "lock-up."

CPO Fred Evans, of Halifax, has left the school to take up new duties in the damage control headquarters in the aircraft carrier "Magnificent." Ldg. Sea. William Maguire, Toronto, and AB J. Lavoie, Montreal, also have left the school, both going to the destroyer "Micmac."

New additions to the staff are CPO Cecil Mason, of Halifax, PO Joseph Peters, of Saint John, N.B., Ldg. Sea. Douglas Graham, of Hopewell, N.S. and AB Pete Kanis, Halifax. — J. N.

HMCS "Cornwallis"

The first Leadership Course for Chief and Petty Officers started on November 14, with Lieut.-Cdr. J. C. O'Brien, of Montreal, in charge. Assisting him are Instr. Lieut.-Cdr. Craw-

ford Mahon, of Kitchener, Ont., Lieut. (S) A. F. Reade, of Ottawa, CPO Cecil Hancock, of Ottawa, and PO Richard L. Johnson, of Hamilton.

A further 125 men from "Athabaskan" and "Sioux" Divisions have been drafted and are now serving in ships and establishments of the fleet.

During October war service medals were presented by the Commanding Officer to officers and men of the ship's company.

Albro Lake Radio Station

As in other RCN establishments on both coasts, the main subject of conversation at Albro Lake these days, at least among married personnel, is married quarters.

Thirty houses are building at Albro Lake, with the first scheduled for completion early in December, and the remainder at 10-day intervals. The houses are attractively designed and well equipped, and it is little wonder that all concerned are anxiously watching the various stages of construction.

The Saturday night "get togethers" attended by off-duty men, their wives and friends, are becoming increasingly popular. Dancing and refreshments are featured.

Communication School

Two new classes, made up mainly of new entries from "Cornwallis," started during November at the Communication School. Instructors are CPO Claude Scott and PO Mike Ciz.

Graduates of CR 24 have left the school for various destinations. Ord. Sea. Terrence Hamilton has gone to



A highly successful masquerade dance was held in the Chief and Petty Officers Mess at "Cornwallis" on Hallowe'en. Shown above is a group of those who attended. (DB-822-1).

the destroyer "Micmac" and Ord. Seamen Thomas Schives and Donald Kennedy to the aircraft carrier "Magnificent."

PO Gilbert Howe also has left to join the "Magnificent," while CPO Charles Bourgeois, formerly of Aldergrove Naval Radio Station, has joined the school staff.

PACIFIC COAST

HMCS "Ontario"

A week's visit to Vancouver over, "Ontario" proceeded to Nanoose Bay where she carried out various exercises.

During a six-inch full calibre practice shoot on a target six and one-half miles distant, seven hits and four straddles were recorded — a good showing. In the torpedo shoot, five hits out of a full set of six "fish" gave the torpedo party no little thrill.

The exercise period over, "Ontario" returned to Esquimalt, shifted her crew into quarters in the Reserve Training Establishment and commenced her annual refit.

TAS Training Centre

TASTC had an unusually quiet time for a spell when most of her classes were embarked in "Crescent," "Cayuga," and "Antigonish" carrying out anti-submarine exercises.

Lieut.-Cdr. William Bremner, Officer-in-Charge of the TASTC, has been responsible for a number of changes in the centre. Meanwhile, Lieutenant R. L. Ellis, Staff Instructional Officer, is mapping out a program for Reserves for this coming winter.

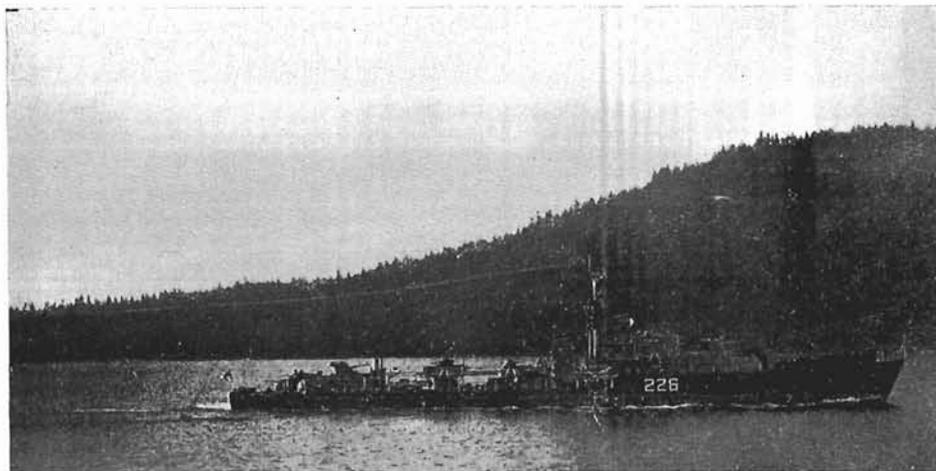
Mr. Len Corbett, Gunner (TAS), has joined the staff as Trials and Equipment Officer and has been kept busy. Mr. L. "Hoot" Gibson, Gunner (TAS), now rules the roost in the A/S Section.

HMC "PTC 724"

While "PTC 724" has been comparatively quiet in recent weeks, she did take part in exercises with HMCS "Cayuga", and also carried out a number of engine and other trials.

During the Christmas season "PTC 724" joined in with ships alongside and those in the Reserve Fleet to make an outstanding success of the annual children's Christmas party held in "Naden."

Messdecks in the ship will be decorated to achieve a festive look for Christmas dinner, which will be served several days in advance to enable all hands to be present.



Bound for Esquimalt on the completion of her final cruise before being paid off into reserve, HMCS "Crescent" flies her "paying-off pendant" from the foremast. (OC-184-7).

HMCS "Sault Ste. Marie"

Since last heard from, "Sault Ste. Marie" has made a number of trips to various American and Canadian ports. Among them were Bellingham, Everett and Bremerton, all in Washington, and Ganges, Ladysmith, Fort Warden and Vancouver, in British Columbia.

Recently, too, the ship carried out anti-submarine exercises in waters near Esquimalt.—R.A.V.J.

HMCS "Crescent"

A week of anti-submarine exercises in November resulted in valuable training for both TAS personnel of the ship and training classes embarked from "Naden."

The next two weeks were spent alongside at Esquimalt and final preparations were made for the annual inspection by Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast. Everything ran smoothly on the big day and "Crescent" was looking her best — better, that is, than any other

ship could possibly hope to look.

Twenty new entry seamen completed their examinations with the standard of marks attained being very high.

Approximately two-thirds of "Crescent's" ship's company is expected to commission HMCS "Sioux" and "buzzes" are flying thick and fast as to the identities of the fortunate ones.

NAVAL DIVISIONS

HMCS "York"

(Toronto)

Recent activities at the Toronto Naval Division were highlighted by the annual Trafalgar Ball, held in the establishment October 21. Among those present were Defence Minister Brooke Claxton, Vice-Admiral H. T. W. Grant, Chief of the Naval Staff, Commodore W. B. Creery, Chief of Naval Personnel, and Commodore H. N. Lay, Naval Member of the Canadian Joint Staff, Washington.

New presidents and committee members were elected by the various messes at "York" at a general meeting held on October 19.

The aviation department has completed the mounting of a Seafire MK XIV fuselage and tail assembly on the drill deck.

A meeting of the directors of the Toronto Naval Officers' Association was held in the wardroom October 11;

a Sea Cadet meeting took place on October 1, and on October 24 the "York" division of the Wren Association held a gathering in the wardroom. On October 26 the Staff Officer gave an interesting address to approximately 70 members of the Women's Naval Auxiliary.

HMCS "Chippawa"

(Winnipeg)

November saw a wide range of activity in "Chippawa" as conferences, a special parade, and even a Sadie Hawkins' Day dance, supplemented the regular training sessions.

In conjunction with his annual inspection of the Division, Captain Howard L. Quinn, Director of Naval Reserves, held an informal round table discussion of various phases of reserve activity at which representatives of all branches in the establishment were present.

In common with other Naval Divisions across Canada, "Chippawa" was represented at local Remembrance Day ceremonies. Despite the fact that

November 11 in Winnipeg was a normal working day, a remarkably good turnout of reservists was present.

The Ex-Wrens' Association provided one of the biggest social events of the season in the form of the now traditional Sadie Hawkins' Day dance for which more than 600 RCN and Reserve personnel and their friends crowded the parade deck.

The new dry canteen, sponsored by the Ex-Wrens, went into operation in December and, with its bright, two-tone blue color scheme, table tennis tables, coffee bar and Wren servers, is proving a popular feature.

HMCS "Donnacona"

(Montreal)

Fifty officers, 65 Chief and Petty Officers and 105 men were present November 6 when Commodore G. R. Miles, Naval Officer-in-Charge, Montreal Area, presented war service medals and stars to the ship's company. Following the ceremony relatives and friends were entertained

in the Wardroom, the Chief and Petty Officers' Mess and the Seamen's Mess.

The Ladies' Auxiliary of "Donnacona" was hard at work during November and early December on arrangements for the now famous "Donnacona" Christmas Party. The organizing committee, under the capable chairmanship of Mrs. Hodge, wife of Lieut.-Cdr. (E) A. G. Hodge, put in many hours to ensure that this year's affair would be bigger and better than ever. — R.F.D.S.

HMCS "Queen"

(Regina)

Captain Howard L. Quinn, Director of Naval Reserves, made his annual inspection of "Queen" on November 7. Following the inspection, campaign medals and stars were presented to entitled members of the ship's company.

On November 8, John William Spicer, infant son of Commander W. W. Spicer, commanding officer of "Queen," and Mrs. Spicer, was christened in the wardroom by Chaplain J. W. Carter.

During the month, re-decoration of the wardroom and the Chief and Petty Officers' mess was undertaken by the ship's staff.

HMCS "Star"

(Hamilton)

The ship's company paraded to Christ Church Cathedral on November 6, accompanied by members of the UNTDs of McMaster University and the Ontario Agricultural College, and Sea Cadets from RCSCC "Lion." Commander S. F. Ross, commanding officer, took the salute at a march past.

Representatives from "Star" attended the funeral of Rev. Wilfred A. Henderson, former Protestant Chaplain of the Division, who died November 4 after a lengthy illness. He had served in "Star" from July 1944 until April 1949, when he was forced by ill health to retire from active work



A trophy, to be awarded annually to the best all-round seaman in HMCS "Scotian," has been donated to the Division by the Halifax Branch of the Naval Officers' Association. In the above picture, Commander W. E. S. Briggs, commanding officer of "Scotian," accepts the trophy from Mr. J. S. Wilson, president of the Halifax NOAC. (HS-8951).

The annual children's Christmas Party was held December 18. The Women's Auxiliary of "Star" had conducted a number of social functions prior to the party and the proceeds from these affairs ensured a good supply of gifts for the children of personnel of the Division.

As in previous years, the ship's company is planning to hold a New Year's Eve dance in the establishment. — C.S.J.L.

HMCS "Griffon"

(Port Arthur)

Four members of the ship's company have been awarded the Reserve Long Service and Good Conduct Medal. Presentation was made by Captain H. L. Quinn, Director of Naval Reserves, during his visit to "Griffon" in the course of an inspection tour of western Naval Divisions.

Those who received the medals were CPO Harry Gothard and CPO Harry Gill, Fort William, and CPO Frederick Jeacock and PO Roy Whiteley, of Port Arthur.

During his visit Captain Quinn announced that a Fairmile motor launch had been allocated permanently to the Division and would be placed in service at the Lakehead next summer.

Personnel from "Griffon," under their commanding officer, Commander E. O. Ormsby, took an active part in the recent search of Sibley Peninsula for a lost fisherman. The tug "Queensville" was utilized in landing search parties on the rugged coast of the "Sleeping Giant."

On the social side, the ship's company is making preparations for the annual Christmas Ball, one of the most ambitious efforts of the Lakehead winter social season.

HMCS "Chatham"

(Prince Rupert)

Lieut. (P) Thomas Scheer, RCN(R), has taken over the duties of Staff Officer of the Prince Rupert Naval Division. He succeeds Mr. Alex Gray, Gunner, RCN, who is returning to



Mr. Frederick Freeman, Commissioned Gunner, RCN, attending his last Divisions at "Cornwallis" before going on retirement leave, takes the salute at the march past. Mr. Freeman last fall completed a 30-year career of honorable service with the RCN. Behind him are Captain A. P. Musgrave, Commanding Officer, and Cdr. P. D. Budge, Executive Officer, of "Cornwallis." (DB-810-1).

"Naden" after almost a year at "Chatham."

During a recent stiff blow the naval tug made an emergency trip out into the harbor to stand by a commercial passenger plane which appeared to be in some difficulty after landing on the water. However, the plane managed to gain her berth unaided.

HMCS "Hunter"

(Windsor)

The medal presentation parade held in the establishment on November 14 was the highlight of the month. Four former commanding officers took part in the ceremony during which campaign medals and stars were presented to more than 100 officers and men.

The four former COs present were Cdr. Nigel Bruce, Lieut.-Cdr. Jordan H. Marshall, Lieut.-Cdr. A. M. Kirkpatrick and Lieut.-Cdr. John Loaring.

Cdr. W. A. Wilkinson, present commanding officer of "Hunter," took the salute at a march past which followed the medal presentation.

For the remainder of the drill period, normal training was carried out and relatives and friends who had been invited to witness the presen-

tation were taken on a tour of the establishment. A social hour in the various messes concluded the evening.

"PTC 762," the Fairmile allotted to "Hunter," arrived early in the month from Sorel in charge of a mixed crew of RCN and RCN (R) personnel under the command of Lieut.-Cdr. W. R. Aylwin, Staff Officer of the Division. The trip was completed in eight days. Immediately on arrival she was placed in winter storage at Amherstburg. — R.M.P.

HMCS "Discovery"

(Vancouver)

The month of November was one of the busiest for "Discovery" since the end of the war.

Early in the month the Division held its annual Church Parade and Captain's Inspection. The Church service was held on the main deck but the remainder of the ceremonies took place outdoors. In addition to reservists of the Division, the parade included three platoons from the University of B.C. UNTD, and a similar number of Sea Cadets from the Vancouver area with their drum and bugle band.

On Remembrance Day, the ship's company turned out in force for services in Vancouver's Victory Square. Again, UNTD Cadets were present for the ceremony at the Cenotaph and the march past.

Captain Howard L. Quinn, Director of Naval Reserves, made his annual inspection of the Division on November 15. After reviewing the ship's company, he complimented the Division on its physical appearance and the general well-being and training of its officers and men. He indicated that as far as he had travelled, "Discovery" had turned out the largest number of men to greet him.

The annual ship's company dance saw about 600 persons jamming the huge drill deck for the affair.

The big event for December will be the annual Christmas Party, staged for the underprivileged children of Vancouver. — W. J. H.

THE GOOD SHIP "SEAGULL"

When the new entry sailor finishes his training at HMCS "Cornwallis" and joins a sea-going ship, he is not completely a novice to the routine and living conditions that await him. Thanks to an ingenious scheme in operation at "Cornwallis," he becomes well-schooled in how to live in a ship's messdeck before ever setting foot off the shore.

Lying "at anchor" at the Annapolis Valley base is "Seagull" Block. Towards the end of their term, each class of new entries lives for two weeks in "Seagull," where shipboard conditions are duplicated as far as they possibly can be ashore. The men sleep in hammocks, live in confined quarters, carry their food 200 yards from the galley to the messables, get no leave. The following letter describes the experiences of a typical new entry during his fortnight in "Seagull" Block:

*Seagull Block:
H.M.C.S. Cornwallis,
November 15, 1949.*

DEAR MOM:

I'm duty watch tonight, so I'll take this opportunity to answer your latest letter, which arrived yesterday.

My duty this time is much different from the usual one, as we are down in "Seagull Block" for two weeks.

Our time here is done as part of our training to get us used to living more like the way we'll live when we go to sea.

The block itself is fixed up like a messdeck in a ship. Everything was cleaned out of the main dormitory, and it was divided into port and starboard sides by building a stowage rack for kit bags, cap boxes, attache cases and boots down the centre. As many articles of ship's gear have been put into it as possible. There are hatches, fans and fan trunks and small "dwarf" bulkheads that I've cracked my shins on a couple of times, as I keep forgetting they are there. Even the windows are blocked off, and instead we have small holes the same size as a ship's portholes.

They supply enough air during the day, when the doors are being used a lot, but in the mornings when we get up the air is pretty thick.

We sleep in hammocks while we live in Seagull Block. Most of us like them fine now that we're getting

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In the top photo, shown in their hammocks just before "out lights" is piped in "Seagull" Block, are (left to right) Ord. Sea. Kenneth Buck, Toronto; Peter Smith, Montreal; Harry Childs, Windsor; Fred Leslie, Kingston, and Kenneth Koyama, Kelowna, B.C. Contrast this with the lower photo, which shows Ord. Sea. Robert Thynne, Brighton, Ont., and Sidney Smith, St. Thomas, making their bunks in one of the roomy cubicles in which new entries live for all but two weeks of their "Cornwallis" training period. (DB 824-4 and O-1180-22).

Cleaning up for Saturday rounds in "Seagull" Block are Ord. Sea. David Robertson, Winnipeg; Douglas Jebson, Vancouver, and Bruce Meikle, Moose Jaw. (DB-824-2).



used to them, though some of us had a struggle getting into them for the first time. In fact, my chum Larry fell out on his first try! I like my 'mick much better than my bunk and I'm going to miss sleeping in it when we move back to the other block. When we get all the hammocks slung it's sure crowded, but we're told that we have much more room here than we will in the ships, so I guess it must be really cramped at sea.

For eating we are divided up into groups of 10 to 12 and have our own table and benches. This is our mess. We take turns at being "cook of the mess" and while we are "cook" we are responsible for drawing and serving the food, washing the dishes, scrubbing the table and deck and generally keeping the mess shipshape. Sometimes the food gets a little cold before we get it, but I suppose this happens at sea, too. I like eating this way as I have more time to eat and can take a few minutes over a cup of coffee and a cigarette after the meal.

We all live out of our kit bags here, which is very much different from our nice big lockers up in the block. The thing you want always seems to be at the bottom of the bag and when half a dozen of the boys start dumping their gear around, hunting for something, we have quite a time rescuing our belongings when we restow the bags. It teaches us to stow our gear properly, however, and it's quite a trick to keep my good uniform, collar and silk from getting creased up.

There aren't as many heads and bathrooms here as we are used to, and once again we find it a bit crowded and rushed, but all in all, I think the whole thing is a fine idea. Besides giving us a good idea of what to expect at sea, it helps us to get used to living more closely together and teaches us to work and get along with one another better.

We all stand watches as quartermaster when we are on duty, and even when not duty we have to stay on board, leaving the block only to go to classes and some other musters. It's just as though we were at anchor in some out of the way harbor.

Well, Mom, the quartermaster has just piped "duty watch to muster," so I'll have to close now. 'Til next time then,

Your loving son,

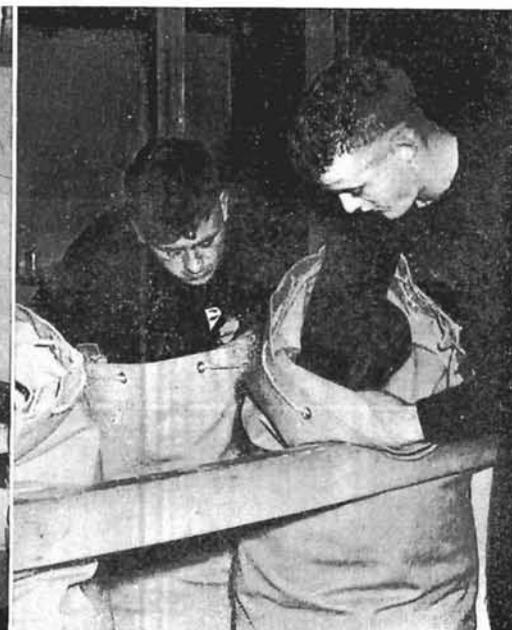
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Messing arrangements in "Seagull" are similar to those at sea. At dinner, above, are Crd. Sea. Edgar Keats, St. John's; Gordon Mullet, Cornerbrook, Nfld.; Jean Gravel, Montreal; Vinammy La Brecque, Three Rivers, Edward Brake, St. George's, Nfld., and Vernon Briskham, Mission City, B.C. (DB-824-5).

In the photo at left below, Ord. Sea. George Spicer, Edmonton, and PO Jack Roche, Hamilton, Vancouver, "dish up." (DB-824-1).



Locker space in "Seagull" is limited and a good deal of gear has to be stowed in kitbags, and properly. Working out their stowage problems, above right, are Ord. Sea. Edward Brake and Vernon Briskham, (DB-824-6). The men have to make their own recreation and, as at sea, cribbage is a popular pastime. The scene below, showing Ord. Sea. Patrick Sterling, Merritt, B.C.; Lawrence Miller, Lethbridge, Alberta; Briskham, Lakey and Garnet Bull, New Westminster, could well be duplicated on board ship. (DB-824-3).



Looking Astern



OLD "RUSTYGUTS" WINS A BATTLE

Many ships of Canada's wartime Navy knew what it was to feel the force of a full Atlantic gale. Destroyers, frigates, corvettes, minesweepers and other craft — all had occasion at one time or another to do battle with the elements. Seas that built up to awe-inspiring heights, then smashed at them with pile-driver force . . . shrieking winds so strong they plucked the crests from the waves and blew them along in clouds of stinging, smothering spray . . . sodden clothing . . . broken crockery . . . clammy messdecks a-slosh with salt water . . . these things, and more, combined to test to the limit the strength and endurance of our ships and the men who sailed them.

Out of the war's many stirring storm stories, one has been selected for the Christmas issue of The "Crownest." It has been chosen because it is appropriate to the season. This is it:

ON the morning of December 12, 1941, a group of seven ships sailed from Hvalfjord, Iceland, with orders to rendezvous with and take over escort of a convoy bound for North America.

The group consisted of the Canadian destroyer "Restigouche" (Senior Officer) the Canadian corvettes "Agassiz", "Amherst", "Bittersweet" "Chicoutimi" and "Orillia", and the British corvette "Celandine".

Spirits were high in "old Rustyguts", for Halifax was her ultimate destination, and for many of her crew that would mean leave and Christmas at home.

The wind was fresh, the temperature not far above freezing, and

occasionally a squall of snow swept over the line of ships; but there was little, other than the usual falling barometer, to indicate the state of things to come.

Early in the afternoon, the first real portent arrived in the form of a signal advising that the convoy had been slowed by bad weather and was considerably behind schedule. The "Restigouche" immediately went up to 22 knots and drove on ahead to search for the merchantmen.

She failed to find any trace of the convoy by dark, and so returned to the corvettes. Throughout the remainder of the night the ships proceeded, in line abreast, along the path it was calculated the convoy would follow.

Early in the morning of the 13th the barometer began to fall rapidly and the wind and seas to increase. By afternoon the glass was down to an unbelievably low 27.76 inches. Then the storm broke in all its fury.

Although contact with the convoy had by this time been established and its approximate position (some 30 miles distant) ascertained, there was to be no rendezvous.

A matter of greater concern than the relief of the escort now confronted the Senior Officer of the Canadian group: The little ships under his charge must be preserved from the onslaughts of what had developed into a full-fledged, raging hurricane.

Every Man for Himself

"Restigouche" ordered the corvettes to heave to, suggesting that they endeavor to make good as nearly as possible a course that would intercept the convoy. He himself did the

same. It was now every ship for herself.

It was still daylight but the wind-driven spray had reduced the visibility to zero. The seas were mountainous, the wind was a thing of incredible power.

The stubby corvettes bobbed up and over the seas. The thin-plated destroyer, with her long, narrow hull, knifed into them and was slugged unmercifully. Worse still was her tendency to fall off into the trough; the rudder was almost useless and only by using port and starboard propellers alternately was the "Restigouche" kept pointing into the weather.

Within half an hour from the time the storm broke, all the destroyer's canvas covers, splinter mats and carley floats had been ripped off or torn to shreds, and her boats reduced to matchwood. At 1700 the foremast split, with a tremendous crack, below the crownest. The upper section broke off and the steel lower section bent back until the stump rested against the fore-funnel. There it was secured.

To the eerie shrieking of the wind was added the wail of the ship's siren; arials and halliards from the mast had been borne down on the siren wires. This lasted for ten minutes, until the tangle had been cleared away.

The ship's wireless went with the mast, but the W/T department wasted no time in rigging a jury aerial. Within half an hour they had broadcast a test message and received an acknowledgment from Whitehall.

Carnage on the Quarterdeck

The seas were playing similar havoc on the quarterdeck. Depth charges, torn loose from their lash-

ings, were rolling wildly about, and the hatches to the tiller flat and stewards' flat had been broken off by a carley float washed aft from its stowage by the after funnel. The funnel itself was knocked 45 degrees to starboard.

With every roll, water cascaded into the two flats and it became imperative to cover the open hatches. This was undertaken by Sub.-Lieut. S. G. Moore, RCN, and the ship's Coxswain, Chief Petty Officer William Montgomery. They were successful, but not without cost. As they were completing the job, Sub-Lieut. Moore was thrown against a depth charge rail, breaking his leg.

There was four feet of water in the tiller flat and six feet in the stewards' flat. The former was pumped out during the night but no headway could be made in the latter, due to a clogged line.

There was danger that the pressure of water in the stewards' flat would force the bulkhead between the flat and the wardroom, so some of the damage control party undertook to shore the bulkhead from the wardroom side. They found the wardroom so full of fumes from calcium flares set off by water in adjoining compartment that they had to don Salvus breathing apparatus to avoid being overcome.

Meanwhile, up above on the quarter-deck, others were engaged in the dangerous task of corraling the stampeding depth charges and jettisoning them over the side.

Up forward, the situation steadily became worse. The forepart was taking a frightful pounding. The galley fires went out, to be replaced by a steam jet rigged by an ingenious engine room department. At 4 o'clock on the morning of the 14th the main steering system failed and for an hour the ship had to be steered by main engines. At 5 o'clock a sea struck with such violence that the starboard dynamo was knocked out of action and the ship thrown into darkness until repairs could be made. The gyro and steering engine alarms added their notes to the din.

Dawn brought a slight cessation of

the wind but no relief to the situation. It was, in fact, becoming increasingly grave. The forward magazine and shell room were found to be flooded to a depth of about seven feet and two oil fuel tanks were believed to have leaked salt water, pointing in both cases to the likelihood of sprung plates in the ship's bottom.

In these circumstances, it was decided to save the forepart of the ship from any further pounding by altering course so as to bring the wind and sea directly astern. There were some anxious moments while the "Restigouche" rolled dangerously in the trough; many remaining upper deck fittings were carried away as the seas struck her broadside on, but she gradually came around and nosed on to her new course.

This seemed like comparatively smooth sailing, but steering was every bit as difficult as before and the danger of broaching to persisted. However, the quartermasters quickly got on to the new technique and handled the wheel with skill.

The ship was in such a state that the captain considered it essential that he make port as soon as possible. Halifax was now out of the question, and at noon he decided to make for the Clyde. To him at about the same time came a signal advising him that the convoy he had set out to meet had been dispersed, in accordance with a suggestion made by him in an earlier message. This relieved him of his responsibilities in that connection.

Cold Water, Hot Jive

The next day, the 14th, was a Sunday, but there was no Sunday routine on board the "Restigouche." Throughout the day, officers and men toiled at repairing their ship or bailing out the flooded compartments.

Except in the case of the tiller flat, the ship's pumps had not been able to cope with the ingress of water, and in order to make any progress in reducing the level in the flooded compartments it had become necessary to organize "bucket brigades."

Through all this the ship's radio-speaker system continued to operate and the crew worked cheerfully at its various tasks to the accompani-

ment of the latest swing music. Jazz may have seemed incongruous at a time when the "Restigouche" was fighting for her life, but it definitely played a part in maintaining morale.

Her crew was still on the job when, on the afternoon of the 16th, the "Restigouche," with a decided list to port and evidence of her mauling all too plain, steamed at a triumphant 26 knots up the Clyde and made her way, at sunset, through the harbor gate at Greenock.

It was to be three months before "old Rustyguts" would be fit for sea again.

Like their ship, her officers and men were bruised, battered, exhausted; many had had articles of kit and other valuables destroyed or damaged; worst of all, the Christmas at home that so many of them had been joyfully anticipating a few days before was not to be.

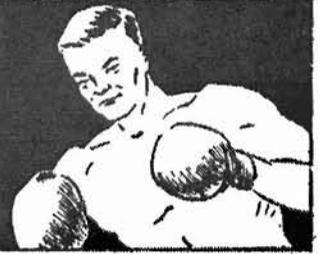
They had reason to look sourly on the world in general and destroyers in particular.

Instead, as their ship drew up to her berth, to be cheered like the heroine she was by a welcoming crowd of dockyard "mateys", there was pride in her men's bearing and humor in their eyes. They and their ship had fought a good fight—and won.

Summing up in his report of proceedings, the commanding officer of the "Restigouche", Lieut.-Cdr. (now Commander) D. W. Piers, RCN, stated:

"The behaviour of the entire ship's company, their incessant labours for over 48 hours, and their continued cheerfulness, were entirely in keeping with the highest traditions of the Service. There was not a dry stitch of clothing left in the ship. The only hot food available was that which could be prepared by using a steam jet. The steam heating and water supply had to be shut off. The decision to proceed to Greenock, as opposed to the long hoped-for Christmas at home in Halifax, was accepted cheerfully. Every man, regardless of rank, rating or branch, worked ceaselessly day and night for the good of the ship."

The Navy Plays



"Donnacona" Captures Intermediate Grid Title

HMCS "Donnacona" upset the highly-favored Dundas Blue Bombers, champions of Ontario, by a 9-0 score to win the Eastern Canada Intermediate football title at Montreal on November 26. The high-powered Bombers, undefeated and untied in 10 games, were considered to be too strong for the Montrealers, who had just managed a narrow 13-12 win in their QRFU play-off with Lakeshore Flyers.

However, the Sailors played heads-up football all the way, counting their nine points in the second quarter and then playing a stubborn defensive game that held off the repeated drives of the Ontario champions. The game was played on a

snow-covered field, with the temperature well below freezing point.

Spearheading the Navy attack were backfielders Jimmy Chambers and Eddie McLeod who, between them, accounted for all the points. Chambers tallied the lone touchdown of the game while McLeod kicked the convert and added a field goal. Bobby Pugh, Frank Fitzpatrick and Jimmy Simpson also turned in sterling efforts, while the whole of the line gave a superb display.

"Stadacona" Retains Football Championship

HMCS "Stadacona" won its third consecutive Halifax Canadian Football League championship by scoring a decisive 21 to 6 triumph over Halifax Wanderers in a sudden death final at the Wanderers Ground

November 26. The win gave the Navy team possession of the Purdy Trophy for another year.

CPO Ed McSweeney, "Stadacona's" all-round athlete, was the outstanding figure in the Navy victory. He scored one touchdown, kicked a singleton and played a smashing offensive and defensive game.

Wanderers had earned their way into the final by blanking "Shearwater" 13-0 in a semi-final playoff.

"Cornwallis" Swings Into Winter Sports

The approach of winter has moved most of "Cornwallis'" sports activities indoors but not before the soccer enthusiasts had their final fling of the season. The inter-divisional soccer loop wound up with "Skeena" division soundly trouncing "Huron" 5 to 0 to win the championship. In exhibition tilts the new entry training base broke even. The seniors lost a 3-1 decision to Acadia University but the junior eleven came through with a clear-cut 4-1 verdict over Digby High School.

The winter program is now well under way, with basketball, boxing and hockey drawing main interest. The latest of the monthly inter-divisional boxing meets proved the most thrilling to date. "Sioux" and "Algonquin" divisions staged a nip-and-tuck battle, with "Sioux" edging out a 14-13 triumph.

The "Cornwallis" basketball team opened the season by topping the RCAF quintet from Greenwood by a 28-23 count. The sailors staged a last-minute rally to rack up five points and break a 23-23 tie.

Hockey is being talked about more frequently now that work on the rink has begun. Plans are to organize an inter-divisional league as well as enter a base team in the Annapolis Valley League.



Three members of the Navy hockey team in the dressing room between periods of the opening game of the Victoria Commercial Hockey League. Left to right are Ldg. Sea. Cliff Coulter, Ord. Sea. Jacob Kramp and PO Norman Jones. The game was played at Victoria's new Memorial Arena. (E-10369).

Soccer Teams Deadlock In "Shearwater" Final

Inter-part competitions are dominating the sports scene at HMCS "Shearwater." A 12-team volleyball loop and an eight-team basketball league are well under way, while the inter-part soccer final ended in a "no contest" match between the Officers' and Chief and Petty Officers' elevens. The two teams clashed in what was to be the deciding game for the championship but wound up in a 2-2 tie, which neither team could break in overtime. The replay will take place when the weather permits.

Plans are going ahead for winter sports. "Shearwater" has entered three teams in the Command Inter-Part Hockey League. They are SNAM, CAGS and TAG, and Ship's Company.

The air station is also entering a basketball team in the Halifax City League. Lieut.-Cdr. (S) K. I. Malcolm has been named coach of the squad, while Instr. Lieut.-Cdr. W. F. McGown is manager. In addition to regular league competition, "Shearwater" plans a series of exhibition games with "Cornwallis", RCAF Greenwood and Acadia University.

Carrier's Volleyball Loop Has 29 Entries

A full bill of athletics featured HMCS "Magnificent's" sports activities during the cruise to the West Indies, with inter-divisional competitions holding the spotlight. At sea, volleyball and deck hockey have been the mainstays of the sports program.

The volleyball league consists of no less than 29 teams representing officers, chief and petty officers, and part-of-ship. Last year's title-holders, Air Headquarters, has again fielded a strong team and is currently favored to retain the championship.

In deck hockey, the Flight Deck squad is on top but is being hard pressed by the Gunroom aggregation. These are the two teams expected to line up for the play-offs.

When the carrier paid a brief six-hour visit to Quonset Point in November, her crew was treated royally by



CPO William Jamieson (left), of HMCS "Magnificent," receives the Oland and Keith Trophy from Donald Oland following his victory in the Atlantic Command Golf Tournament held at the Ashburn Golf Club, Halifax. CPO Jamieson carded a low gross of 76 to top an entry list of more than 40, which included Rear-Admiral E. R. Mainguy (right). It was his second major golfing triumph within a month. Earlier, while the carrier was at Saint John, he won top honors in the ship's handicap tourney. (HS-8945)

personnel of the US Naval Air Station, Thanks to the base recreation officer, the playing fields were all cleared and equipment was provided for more than 300 Canadians to play softball, soccer, basketball, tennis and golf. To top it all off, transportation was provided to and from the sports grounds.

CPO A. E. Sewell Cleans Up in Rifle Meet

Naval marksmen competed at Heals Range recently in the annual meet of the Pacific Command Rifle Association. Weather conditions were ideal, except on the latter part of the second day, when fog reduced the visibility of the targets at the longer ranges.

The competition was under the direction of Mr. A. Gray, Gunner, RCN, ably assisted by CPO A. E. Moore and PO P. G. Lecuyer.

The outstanding competitor was CPO A. E. Sewell. Besides winning the Grand Aggregate Trophy, he was top man in the Little and Taylor Match, King's Medal Practices 1, 2, 3 and 4, Service Conditions and All Comers Aggregate, and first

stage of the Lieutenant-Governor's Match. Other prize-winners were: Ord. Sea. G. Walsh, CPO T. Chandler, CPO D. Kennedy, Mr. J. M. Pinet, Commissioned Writer Officer, Ord. Sea. K. Morgan, PO A. Maynard, Ord. Sea. C. Moore, CPO H. Oliver, Sub-Lieut. (NS) Hazel Mullin and Ord. Sea. R. Leeming.

The Chief Petty Officers' team, consisting of CPO's Sewell, Kennedy, G. Keddle and Chandler, captured the Manufacturers Life Trophy for the best four-man team score.

Improved Form Shown By Rugged Team

The Navy entered the rugged picture in the Atlantic Command this season with an entry in the Halifax City Senior Rugged League. The team was defeated in all but one league game but showed great improvement as the season closed. Highlight of the Navy's play was the final game of the season in which they held the Acadia Axemen, provincial champions, to a scoreless draw.

The Halifax sailors wound up the season by trouncing the New Entries 12-0 at "Cornwallis".

Weekly "Sports Night" Held at "Chippawa"

With the winter training season well under way, HMCS "Chippawa" is devoting considerable attention to her sports program. Thursday night has been set aside as "sports night" and all officers and men of the Winnipeg Division turn out to use the facilities of the ship. Most popular sports are badminton, bowling and swimming, with both RCN and Reserve personnel taking part.

The shuttle enthusiasts are hard at work and hope to round up a strong team for the Inter-Service Badminton League, which opens this month.

"Stadacona" Team Tops Halifax Soccer League

HMCS "Stadacona", enjoying one of its best seasons in years, wound up the regular schedule at the top of the Halifax Senior Soccer League. The sailors, who lost only one game all season, received a bye into the

finals for the John Cox Soccer Shield. They will play the winner of a best-of-three semi-final series between the School for the Deaf and "Shearwater."

Cdr. Little Performs Unique Cricket Feat

Three Naval Headquarters officers figured prominently in cricket and golfing circles during the 1949 season. Statistics released by the Ottawa Valley Cricket Council showed that Instructor Cdr. C. H. Little, Staff Officer University Training, topped the circuit in bowling with an average of 5.32, which won him the Earl of Athlone trophy. While racking up his winning average, Cdr. Little performed a remarkable "hat trick" when he took five wickets with five successive balls; three were cleaned bowled, one was caught and one stumped.

Lieut. W. A. Edge, wound up in second place in the batting averages with a mark of 46.6.

Lieut. Edge recorded three of the seven centuries made in Ottawa during the season.

In golf, Lieut.-Cdr. (SB) G. E. Fenwick, Deputy Director (Administration) of Naval Communications, won the Naval Headquarters tournament for the second successive year, defeating Commodore W. B. Creery in the final of the handicap event. Earlier in the season Lieut.-Cdr. Fenwick captured the Rivermead Club championship.

PO Reg Thompson Albro Ice Coach

The young — and not so young — are turning out in full force to battle for positions on the Albro Lake Radio Station's entry in the "Stadacona" Inter-Part Hockey League. The team, coached by PO Reg Thompson, has shown lots of hustle in practice workouts and figures it may spring a surprise in the inter-part circuit.

Communicators Shine on "Stad" Alleys

Twenty nine teams are rolling them down the alleys in the "Stadacona" Inter-part Bowling League. Communication (A) leads the loop by a comfortable margin, with three teams tied for second place — Communication (B) and Electrical (A) and (C). Top single score thus far has been recorded by CPO Edward Moore of the MTE with 326, while the high gross went to CPO Jack Bottomley, also of the MTE.

Regina Division Enters New Hockey League

If the large and enthusiastic practice turn-outs are any indication, HMCS "Queen" should line up a strong team in Regina's Inter-Service Hockey League. The league, formed this year, includes teams from the Navy, Army and RCMP, who will compete for a handsome trophy donated by the United Services Institute.



"DEPTH CHARGE FIRINGS ON THE PACIFIC COAST WERE CANCELLED DURING THE SALMON RUN AT THE REQUEST OF THE DEPARTMENT OF FISHERIES" . . . (item from *Victoria paper*).

Comrades in Arms



THE RCAF

Northern Base

Almost 1,000 air miles northwest of Edmonton and within 400 miles of the Arctic circle, RCAF Station Whitehorse is one of the most vital links in a chain of airdromes that reaches from Edmonton to the Alaskan border. To many who have not visited Whitehorse the name may seem synonymous with ice and snow, Eskimos and igloos, but in actual fact the airdrome, seated high above the town of Whitehorse, services a thriving modern community known as the "Hub of the Yukon."

Whitehorse is mother station for four smaller units spaced along the North West Staging Route and has a service population of approximately 250, many of whom are married and have their families with them.

Unlike many other stations, there is no real housing problem at Whitehorse and this contributes much to the high morale. Until the latter part of 1949, married personnel lived in temporary apartments formerly occupied by wartime employees of the Standard Oil Company, about two miles from the station itself. However, in December the first families moved into spanking new homes on the station proper. These houses, the most modern north of Edmonton, are set in crescents in natural landscaping and are surrounded by tall jackpines, the setting having a toy village effect.

Primary purpose of the station is to provide facilities for transient aircraft, operation of the radio range and control tower and to act as a centre for search and rescue operations. Transport service flights are made regularly to the four detach-

ment units, Watson Lake, with its Winter Experimental Establishment, Teslin, Aishihik and Snag, reputed to be the coldest spot in Canada. During the summer months Whitehorse is one of the operational bases for the intensive RCAF aerial photographic coverage of northern Canada.

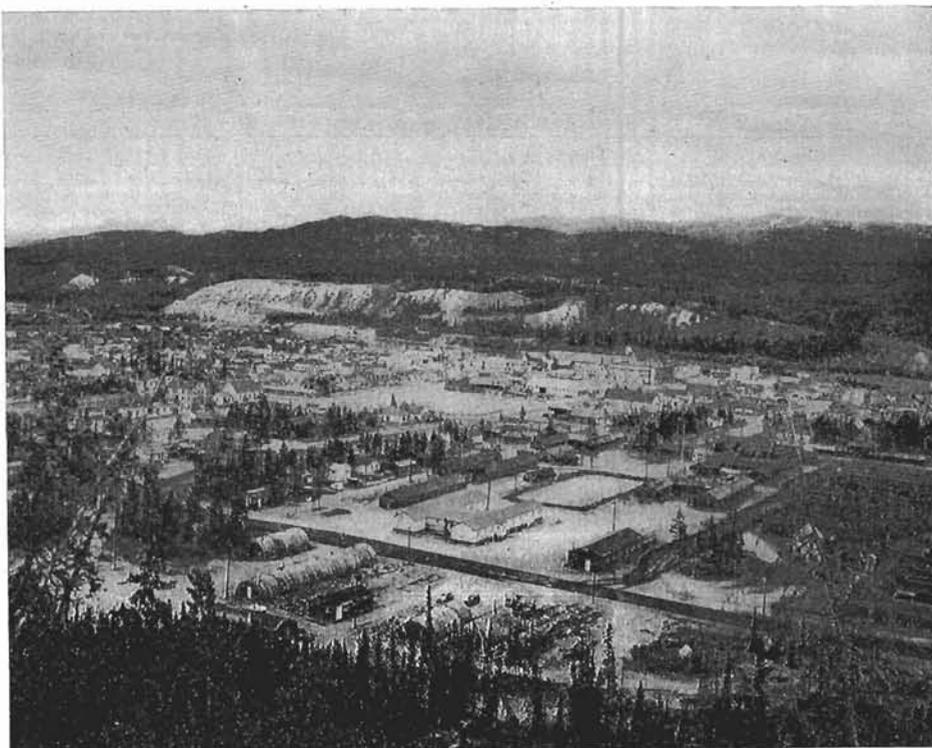
A further contributing cause for the high morale of station personnel is the excellent recreational program. For the outdoor man, Whitehorse is a paradise. Within easy range of the station is some of the finest rod and gun country in the world. Special after-duty trips are arranged for the men and the results are seen regularly on the tables of the messes and homes.

In winter, the life of the entire town revolves around the sports hangar on the station. It houses a

rink with an ice surface as wide and seven feet longer than Maple Leaf Gardens, and with accommodation for 1,000 spectators. The same hangar also contains a basketball court, two badminton courts and a boxing ring. The Air Force hockey team copped the local league championship last year and completed an exhibition tour of Alaska without a defeat.

For the ski enthusiast the RCAF Ski Club operates a ski jump and two well developed ski runs not more than a half mile from the station.

In addition, Whitehorse has a camera club, miniature rifle club and amateur radio group, all operating regularly. The canteens, lounges and station theatre help to fill in what spare time is left for other social events.



Whitehorse lies far below the RCAF airdrome, from the edge of which this view of the town was taken. The Canadian Army Camp is in the foreground. (RCAF Photo PL — 48012).

The whole station reflects the spirit of the Yukon, and public opinion pollsters would find that a high percentage of the station's personnel would like to remain at Whitehorse until the end of their service careers.

THE CANADIAN ARMY

Putting Canada on the Map

Although the mapping of Canada was begun early in the country's history by such notable explorers as Champlain, La Salle, Groseillier, Radisson and others, today only a fraction of the Dominion's territory has been adequately mapped from a military standpoint.

The responsibility for the production of maps lies with a number of government agencies but as this article is chiefly concerned with the making of military maps, its emphasis is on the Army Survey Establishment and the RCAF.

During the past fiscal year, the Army Survey Establishment, working in co-operation with the Bureau of Surveys and Mapping and other

agencies, completed to the fair drawing stage 69,850 square mile of medium and large scale mapping. Of this total, 23,400 square miles were produced by the Army Survey Establishment. Revision was made of 2,100 square miles of medium scale mapping and 8,600 square miles was converted from one inch to one mile to 1/50,000th.

Of various types of maps, 532,000 copies were produced and a total of 162,749 were distributed to the three services and, through the Department of Mines and Resources, to the general public.

It is the job of the Army Survey Establishment to produce the maps required by each of the three services for land operations, and to maintain stocks of such maps. This involves co-operation with the Bureau of Surveys and Mapping in both original mapping and the utilization of existing work in the publication of military maps. It is also responsible for the preparation of special maps required for training purposes.

In time of war, it must supply a nucleus of trained personnel for field

units, and is responsible for the training of reinforcements in survey trades. In war, it would also be the base map production unit for the three services.

In peacetime the Army Survey Establishment carries out military mapping at medium and large scales. This includes specifications for RCAF photography, field work, compilation, draughting and final printing. In this, it receives substantial assistance from the Bureau of Surveys and Mapping in that the larger part of the field work compilation and draughting coincides with civil requirements and is consequently carried out by that bureau.

The RCAF is responsible for the production of aerial photos for mapping purposes and supplies both the Bureau of Surveys and Mapping and the Army Survey Establishment. The former, however, obtains a part of its aerial photography from private air photography companies.

Map making is a long and arduous process requiring years of painstaking effort and, contrary to popular belief, the wide-spread use of air photography has by no means completely replaced the surveyor, who, with his instrument and tripod, makes measurements of the ground and collects other information essential to the production of good maps.

The big advantage of aerial photography is that it permits the surveyors to confine their efforts to the fixing of a relatively small number of control points, but the field work required to fix these control points, correctly identify features and to obtain all necessary local information, such as geographic names, is still carried out by parties operating on the ground. In some cases their work has been facilitated by modern transportation methods—the airplane, snowmobile or tractor in barren areas, trucks and cars in settled areas, and even by helicopter. However, the time honored use of pack horses, canoes, dog teams and, chiefly, the surveyor's own two feet, still form the only means of transportation in the larger part of the country still to be mapped.



Corporal M. A. Brodsky of London, Ontario, and Ottawa, is pictured plane tabling during a survey on the Hudson Hope Road at the Peace River and Half Way River, 36 miles west of the Alaska Highway at Fort St. John. (Canadian Army Photo WC-634.)

GREETINGS

WHEREAS, It has been brought to the attention of the nominating committee that

The Officers and Crew of the Destroyer "Haida"

have been outstanding in their field for many years and rescued the shipwrecked crew of a B-29 Plane whose Co-Pilot was a Texan, and

WHEREAS, they would likely bring further honors to the State of Texas, they are hereby made

HONORARY TEXANS

This entitles them to wear cowboy boots, a ten-gallon hat and to generally conduct themselves as Texans. No bronc riding test is necessary at this time in order to conserve horsepower

Date, Nov. 21, 1949

Jay B. Plangman
Top Hand—Corral Boss

JAY B. PLANGMAN, 308 W. BROADWAY
FORT WORTH, TEXAS

(Neg. O-1239-1)

Howdy, Tex!

Following their Atlantic rescue on November 19 of 18 members of the crew of an American B-29, the commanding officer, Lieut.-Cdr. E. T. G. Madgwick, and the crew of the destroyer "Haida" have been the recipients of numerous congratulatory messages, have had columns of acclaim written about them in Canadian and United States newspapers, and have even been made "Honorary Texans."

This last distinction, one of no mean proportions when one considers the very high regard in which every Texan holds his home state, came to the ship's company from the Technical High School, Fort Worth, Texas, "as a note of thanks in recognition of the crew's heroic work." (See scroll above).

United States Defence Secretary Louis Johnson sent the following message to Defence Minister Brooke Claxton: "Permit me to express our profound gratitude to the men of the Canadian armed forces whose tireless effort in behalf of their fellow Americans has climaxed one of the most brilliant air-sea rescue operations in peace-time history.

"The destroyer 'Haida's' rescue of 18 United States airmen symbolizes the highest tradition of mutual co-

operation and helpfulness between our services and makes us more than ever proud of the many endeavors in which we have been associated.

"Please convey to all concerned as well as Commander Madgwick and his officers and men of the 'Haida,' this expression of heartfelt thanks and appreciation for outstanding performance of duty."

In similar vein was the message from General Hoyt S. Vandenberg, Chief of Staff, United States Air Force, to Vice-Admiral H. T. W. Grant, Chief of the Naval Staff. He expressed "appreciation to the personnel of the Royal Canadian Navy for their assistance in the search" and added, "We are especially grateful for the work of the men of the 'Haida' and 'Magnificent' who accomplished the rescue despite heavy seas and consequent difficult conditions."

Minister of Reconstruction and Supply Robert H. Winters, who hails from Lunenburg, Nova Scotia, added his commendation. His message, sent to the Commanding Officer of the "Haida," stated: "Warmest congratulations to you and all officers and men serving in HMCS 'Haida' for the magnificent sea rescue effected Saturday afternoon. Your action has reflec-

ted much credit on the Royal Canadian Navy."

The story of the rescue operation was related in the December "Crow'snest" and was covered extensively by the press. Here, however, is an on-the-spot account that has since come in from the "Crow'snest" correspondent in the "Haida," PO Ernest McNutt, which we feel will be of interest:

At 1444 on November 19, while the "Haida" was doing plane guard duties on "Magnificent's" quarter, Sub-Lieut. Robert Murray, of Saint John, N.B., who was on the bridge, spotted a B-17, which was cruising off the port bow, drop a parachute. The "Haida" was dispatched to the position where the B-17 could be seen circling. Despite heavy seas, speed was increased to 26 knots and at 1525 two rafts were sighted, both containing survivors. Both rafts had apparently been lashed together, but had been separated in order to reach a boat which had been parachuted from the B-17. By the time the "Haida" arrived, all the men had transferred from the rafts to the boat, but were unable to start the engine to make way toward the ship.

The "Haida" hove to and lowered her seaboat. The boat's crew showed fine seamanship in getting their boat away and reaching the survivors, despite the heavy seas. Added difficulties were encountered as there was nothing in the rescue boat to secure a line to, and the survivors were too weak to hold on. Quickly sizing up the situation, PO Jim Callighen, of Toronto, the seaboat's coxswain, ordered the crew to grapple the boat and hang on. At the same time, "Haida's" captain, Lieut.-Cdr. E. T. G. Madgwick, manoeuvred the ship so that the swells carried both boats to the ship's side. Once alongside, two seamen, AB Clifford Shillington, of Bath, Ontario, and Ord. Sea. Bruce Cook, of Westmount, P.Q., jumped down into the survivors' boat and handled from bow and stern the lines passed down from the ship. The boat was then manoeuvred to a scramble net over the "Haida's" stern.

The survivors, too exhausted from their ordeal to climb the net, were

helped aboard by AB Rod Clergy, of Halifax, who clambered down the net into the boat to assist them.

The Executive Officer, Lieut. Jack Panabaker, of Windsor, Ontario, AB Howard Knox, of Saint John, and AB Edward Merchant, of Montreal, were hanging on the scramble net, pulling the men up to the guard rails, while on deck CPO James McIntyre of Morrisburg, Ontario, CPO William Roberts of Montreal, and PO George Broome, of Montreal, helped them inboard.



The canvas lifeboat carrying the 18 survivors of the United States B-29 which crashed in the Atlantic on November 16 is shown being brought alongside the "Haida." The boat was dropped to the survivors by another American plane on November 19, shortly before the men were picked up by the destroyer. Standing in the stern of the lifeboat is AB Clifford T. Shillington, one of the "Haida's" crew members, who jumped into the boat to assist in bringing it alongside and to help the airmen up to the destroyer's deck.

Other crewmen took the survivors to the wardroom, where PO Norman Harding, of Milton, Nova Scotia, the only medical man aboard, made the airmen comfortable until Surgeon Commander Lee of Saskatoon, and Ldg. Sea. Robert Breakell, of Oshawa, were transferred from the "Magnificent." Quickly getting things organized, PO Harding had the survivors stripped of all their wet clothing, wrapped in warm blankets and those more seriously affected by their ordeal put to bed.

Those survivors who were capable of sitting up were given soup, coffee and cigarettes. Crew members of the "Haida" were asked to donate

clothing, and the response was terrific..

Lieut.-Cdr. Madgwick has nothing but praise for the crew and the seamanlike manner in which they handled the situation. All branches worked together as a well-organized team . . . the men in the engine room had the steam up and gave us the speed when we needed it; the plot crews and communications men, who worked long hours at their posts, were ever vigilant; the stewards and cooks who

Cape Breton, and PO Melvin Wright, London, Ontario.

The following men manned the sea boat: Coxswain, PO Jim Callighen, Toronto; stroke, Ldg. Sea. Michael Longueay, Windsor, Ont.; 2nd stroke, AB Thomas Scratch, Windsor; 2nd bows, AB Gordon Hayes, Ottawa; Bow, Ldg. Sea. Gordon Munro, Toronto; midships, AB Robert Pugh, Verdun, P.Q.

ANNUAL DINNER HELD BY "BYTOWN" STAFF

More than 60 officers and men, their wives and friends, attended HMCS "Bytown's" annual dinner party held recently. Corsages were presented to each lady attending.

A tasty turkey supper highlighted a full evening of dancing and other entertainment. Lieut. J. L. Quinn, commanding officer, delivered a brief address following the supper.

In charge of arrangements for the affair were PO Jack White and PO T. F. R. Lovekin.

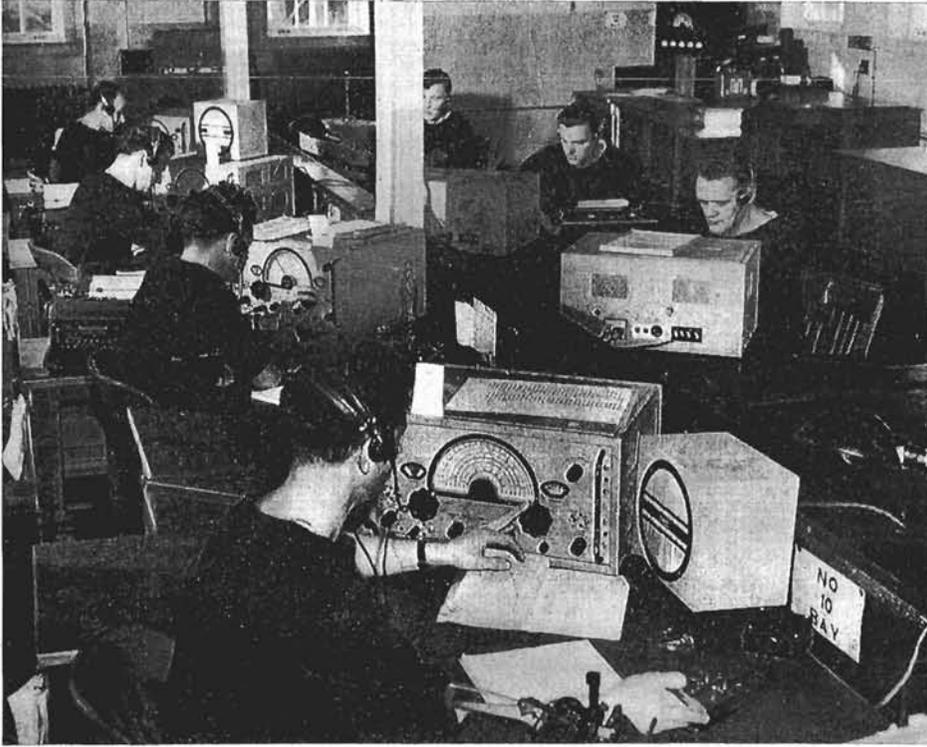
Volunteer Fire-Fighters

Officers and men of the yacht "Oriole," a former Sea Cadet craft on loan to the RCN from the Navy League, were publicly thanked by Mayor W. Fred Reynolds, of Brockville, Ontario, for their assistance during the November 26 fire which destroyed a large portion of Brockville's business district.

The "Oriole," under the command of Lieut. Herman Baker, RCN (R), was en route from HMCS "York," the Toronto Naval Division, to Halifax and had stopped in Brockville overnight. When the fire broke out, officers and men from the yacht joined with firemen and other voluntary workers in fighting the blaze.

Also commended for their work during the fire were the personnel of the Brockville division of HMCS "Cataraqui," the Kingston Naval Division.

The "Oriole" has been loaned to the RCN to be used as a training craft at "Cornwallis." She was met at Quebec City by the minesweeper "Portage," which escorted her the rest of the way to Halifax.



A general view of the main receiving room at the naval radio station, Aldergrove, B.C. Hundreds of messages are handled daily by the station's staff of Communicators, who keep the sets manned 24 hours out of 24. (F-5149.)

Aldergrove Calling

by L.W.T.

Naval Radio Station Is Vital Link
in Pacific Communications System

PICTURE a Pacific Ocean area bounded on the west by the International Date Line, on the north by the Arctic ice pack and on the south by the Equator, then tack on extensions westward to Australia and New Zealand and eastward to Ottawa and Halifax, and you will have some idea of the territory covered by the Royal Canadian Naval Radio Station at Aldergrove, B.C.

Aldergrove broadcasts to and receives from all Canadian and British ships, and sometimes others, that are in its allotted portion of the Pacific; carries on a routine exchange of messages with Australia and New Zealand, and handles traffic with the inland Naval Divisions, Naval Headquarters at Ottawa and, occasionally, with its "opposite number" on the East Coast, the Naval Radio Station at Albro Lake, N.S.

The receivers and transmitters at Aldergrove and its nearby transmitting station at Matsqui, B.C., are never silent. Theirs is a vital job and in the performance of it they are manned 24 hours of the day. At Aldergrove are about 36 men, under the direction of Lieut. John S. Hall, RCN, while Matsqui has a staff of 12 electricians. Outgoing messages are "keyed" at Aldergrove, and from there are transmitted automatically and at high speed over the air.

Aldergrove, situated in the Fraser Valley, some 40 miles southeast of Vancouver, could not be mistaken for anything but a radio station; wireless masts and antennae are spread about in great profusion.

Nor, in the opinion of the staff, could it be mistaken for anything but a naval establishment. They take a

particular pride in keeping the station shipshape — paint work sparkling, decks highly polished, and everything spotlessly clean.

One building houses the "office," while the remainder consist of barracks, fire hall and motor transport garage. A half-mile from the station, set in a grove of evergreens, are 18 new houses laid out in the form of a small village. Built to three standard designs, the houses serve as quarters for the station's married personnel. They are completely modern, have refrigerators, electric stoves and automatic furnaces. Friendly but keen competition is staged between their occupants in the cultivation of lawns and gardens.

A baby clinic, operated by the B.C. Department of Health, keeps a monthly check on all children below school age. This takes in all of the 17 children on the station but two. These two go to school at Aldergrove, about a mile distant.

The station is more or less isolated and the principal problem is keeping everyone occupied and happy when off duty. This is accomplished by sports and other activities. The station has a softball diamond and a tennis court is nearing completion. Horseshoe-pitching and table tennis are popular and during the winter it



Lieut. John Hall (sitting), officer-in-charge of the naval radio station at Aldergrove, his "No. 1," CPO Clifford Watt, and that essential part of the communicator's equipment, the signal log.



In the living room of their new home at Aldergrove radio station, Petty Officer and Mrs. Robert Howell scan a magazine for ideas on landscaping and decorating. The married quarters at Aldergrove are all bungalows and consist of two bedrooms, living room, utility room, kitchen and bath.

is expected the men will play a lot of basketball. On the social side there are movies on Saturday nights and occasionally other functions.

A canteen on the station carries staple foods and merchandise, in addition to the usual canteen goods. To round out their shopping, the wives are taken to Mission City once a week on a Transport run.

Life at the station revolves around the main building, in the huge receiving room of which Communications Branch men are on watch at all times.

Maintenance of the radio equipment is the responsibility of Petty Officer Robert (Tiny) Hamilton, a radio technician, while three electrician's mates, Ldg. Sea. Malcolm MacDonald and ABs William Sorrell and Charles Barnes, assist him in the electrical field.

Two cooks well versed in keeping the inner man satisfied feed the non-married personnel. They are Petty Officer Vincent Fernquist and AB Glenn Doncaster. They draw their supplies from AB Robert Sears, the station's storesman.

Lieut. Hall is the only officer on the station. His "No. 1" and right-hand man is Chief Petty Officer Clifford Watt, who handles administration and

discipline. The technical side of things comes under the charge of CPO Charles Bourgeois.

"We have a good crowd of men here," says CPO Watt. "They know that it takes teamwork and harmony to make a happy and efficient station, and everyone thinks and works with that in mind. Needless to say, they're all capable men professionally; otherwise they wouldn't be here."

BOOK REVIEW

THE BLUE CIRCLE GANG
by Frank Houghton

About the most important requirement in a book for boys is that it should be exciting. It helps — so far as we Canadians are concerned — if the book is set in our own country, or on the seas around it, and is written from a real first-hand knowledge of the locale, with a lively imagination and a sure sense of the small important things which hold the interest of young and not-so-young alike.

An author called Frank Houghton has written just such a book. It is called "The Blue Circle Gang" and is packed with a succession of adventures taking place aboard yachts, in small boats, and from time to time ashore, in the general vicinity of 51° N and 128° West.

The book opens on the bridge of

H.M.C.S. "Quadra" and closes in circumstances of high drama which this reviewer is not prepared to disclose. It would be fair neither to the author nor to his readers.

Seeing that this is a "first" by this author, it would be unreasonable to accuse him of working to a formula. However, if one were seeking a sure-fire formula, it would certainly include the RCN and the RCMP. One would be tempted, too, to insert a touch of Hollywood film background somewhere, and to build the story on the business of tracking down a very bad gang of people by a pretty attractive group of young Canadians. If this were to constitute a formula, it would certainly be an excellent one, and worthy of that imitation which is the sincerest form of flattery.

However, the author is less concerned with producing a formula than with writing a first-class yarn. This he has certainly done. The book is as well written as it is exciting, and the plot is worked out with the exactness of a carefully planned tactical exercise.

It is good humoured, full of surprises and will certainly take a well-deserved place in the rather thin ranks of Canadian books for young Canadians. (*Published by Collins*).



LADY OF THE MONTH

It seems appropriate that The "Crow's-nest" should salute this month the frigate HMCS "St. Stephen," which for the second year in succession will be spending Christmas at sea.

The "St. Stephen" left Halifax November 29 for her latest tour of duty on Station Baker and is due to be relieved on Christmas Eve. A turkey dinner will be served but otherwise there will be no extensive celebration of Christmas on December 25; that will come when the ship arrives in Halifax on the 28th.

On board the "St. Stephen" for her current voyage is Father James Noonan, Chaplain (RC), who is celebrating Mass each day for Roman Catholic members of the crew and will lead the ship's company in their spiritual observance of Christmas.





PHOTO (N)

