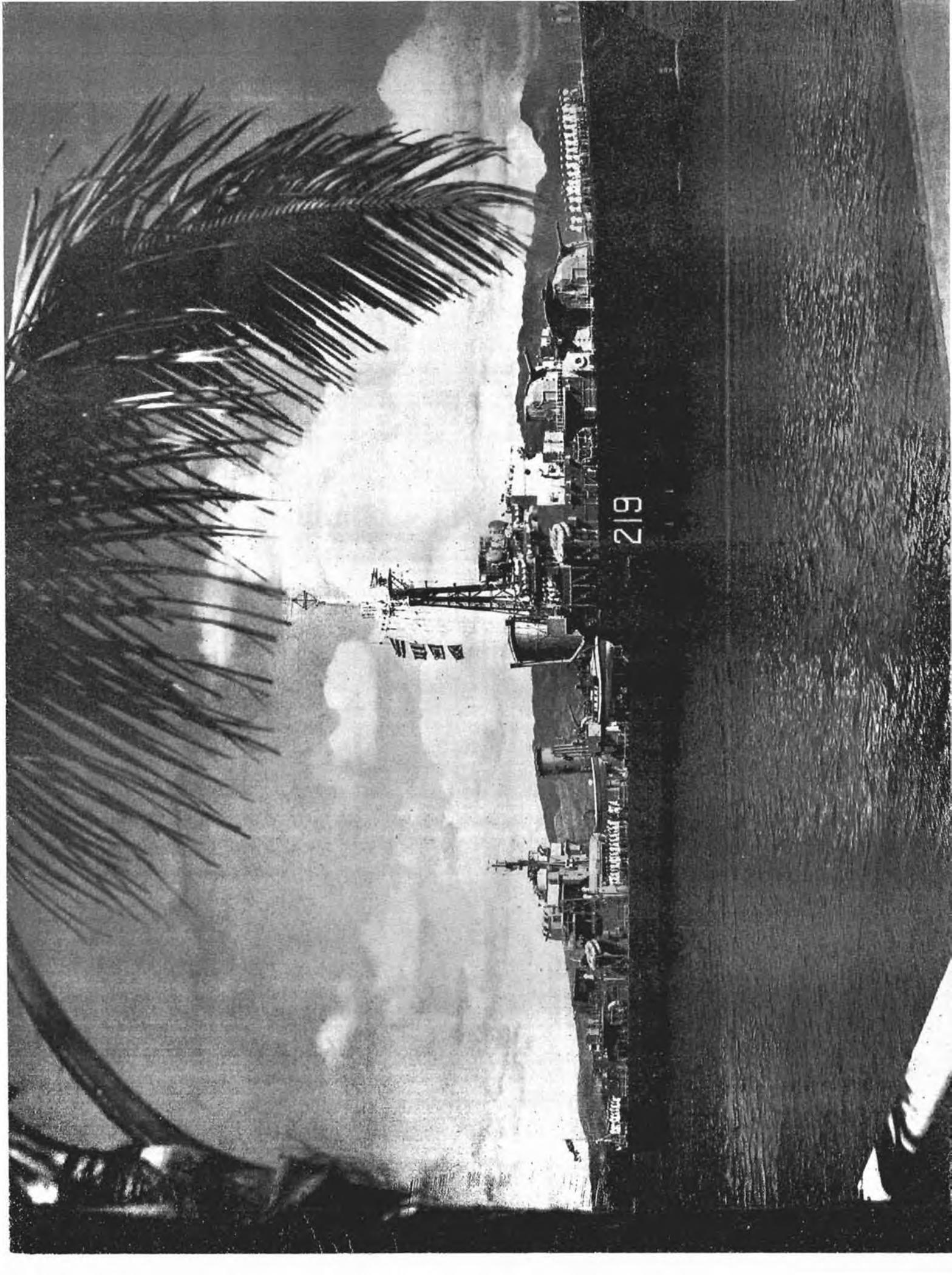


The CROWSNEST



Vol. 3 No. 1

November, 1950



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THE ROYAL CANADIAN NAVY'S MAGAZINE

November, 1950

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LADY OF THE MONTH

This is not the first time she had been so honored, but it was felt, in view of the excellence of the photo and the fact that her recent conversion has made her a new ship in some respects, that no one would object to HMCS "Athabaskan" being featured once again.

The photo, taken by a US Navy cameraman, shows the "Athabaskan" arriving at Pearl Harbor while en route, with the "Cayuga" and "Sioux", to Japan. The setting is a familiar one, photos of the "Ontario" having been shot from the same vantage point on earlier visits to Pearl. Very likely just about every ship entering the harbor is photographed from here—which isn't hard to understand.

For photos of the "Athabaskan" in different circumstances, see page 3.

★ ★ ★

Cover Photo—If you have not already guessed as much, this month's cover is a composite job in which two pictures taken by the same photographer, Petty Officer Fred Polischuck, have been combined by the naval artist, Lieut. (SB) Charles Clark, to produce a scene showing a formation of Avengers flying over HMCS "Magnificent." Astern of the carrier is HMCS "Huron".

★ ★ ★

With the "Crowsnest" beginning its third year of publication, a reader has suggested that as a matter of interest some of the better photos which appeared in the first two volumes be reprinted. The idea has merit but the editors would like to see how our readers feel about it.

We can't offer any prizes but would be very pleased to get some letters from those of you who have some particular, pet photo you think rates a reappearance. Those pictures which receive the most support will be reprinted in a future issue. (Letters need not contain wrappers or box tops in order to qualify.)

The Editors

MESSAGE OF APPRECIATION

A message of appreciation for "the wholehearted effort . . . which has made possible the very real progress achieved during the past year" was despatched by the Naval Board of Canada, on the eve of Canada's first Navy Day, September 7, to officers and men of the RCN and RCN (Reserve), members of the Civil Service and others associated with the Naval Service.

Text of the message was as follows:

"On the occasion of the first celebration of Navy Day and Battle of the Atlantic Sunday the Naval Board express their appreciation of the wholehearted effort made by the officers and men, members of the Civil Service and others associated with the Navy which has made possible the very real progress achieved during the past year.

"Evidence of your achievement is provided by the effective and timely support our ships have given in answer to the United Nations call for assistance to turn the tide of war in Korea.

"In the coming year the planned expansion of the Canadian Navy will contribute materially to national and world security.

"As always, however, an efficient and happy service demands that each individual continue to pull his own weight and in this the Naval Board have every confidence."

SUBSCRIPTION RATE

The "Crowsnest" may be subscribed for at the rate of \$1 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,
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'JOIN THE NAVY..'

As October drew to a close, two far-flung ventures had progressed to the stage where the ships and men involved had come to regard them as routine assignments.

One, in fact, was nearly over. After nearly two months in European waters, the Canadian Special Service Squadron had only two more calls to make — at Lisbon and Gibraltar — before swinging westward for Bermuda, and thence home to Halifax.

Over on the other side of the world, the three Canadian destroyers serving under the flag of the United Nations had three months of steady, diversified duty under their belts and were entitled to look on themselves as seasoned campaigners.

At month's end the United Nations forces were sweeping northward and there were good indications that the Canadian ships would soon be able to enjoy the privilege of having shared in an historic victory and the added satisfaction of having participated in a job well done.

The "Cayuga," "Sioux" and "Athabaskan" have handled a series of assignments that have made them as familiar with some sections of the

Some 300 Canadian sailors answered a Red Cross appeal for blood during the Special Service Squadron's visit to Oslo, Norway. Here CPO Angus Welsh, of Winnipeg and Halifax, gives a donation at the State Hospital. Dr. Otto Mollestad supervises. Standing are Sister Solveig Fridenhagen and Surg. Lieut.-Cdr. V. P. L. Connolly. (MAG.-2254.)



This is the way demolition parties from HMCS "Athabaskan" destroyed five mines in the approaches to Kunsan. Sent away in motor boats, they transferred to dinghies for the actual anti-mine operation. AB Edward Dalton, of Fort Frances, Ont., holds the mine while Comm'd. Off'r. (TAS) David Hurl, of Winnipeg, fastens an explosive charge. Others in the dinghy are AB David Kidd, Winnipeg, standing; AB Ron Souliere, Ottawa, at the oars, and PO Tom Shields, Calgary. A five-minute fuse set off the charge, which in turn detonated the mine. The dinghy meanwhile was towed clear by its parent motor boat. (CA-171.)

Korean coast as they are with their home waters. First there was convoy escort duty; then blockade and patrol; bombardment and small landing operations soon were added, to be followed by more specific duties in support of the Inchon invasion.

About this time, mines began to

make their appearance in channels and harbor approaches and the Canadian ships took on something new — mine destruction. The "Athabaskan" destroyed five and the "Sioux" four during the Inchon operation and the "Sioux" polished off another four when the fighting moved further north.

Following the Inchon show, the ships returned to Sasebo for a brief rest before proceeding to new duties. The end of October found the "Cayuga" and "Sioux" attached to a task force operating off the west coast of Korea, while the "Athabaskan" was with another force hitting the Communists from the east.

Canadians Replenish Oslo Blood Banks

Sailors from the Canadian Special Service Squadron proved that the "good will" portion of their training cruise in European waters was more than just a name.

In Oslo, Norway, Commodore K. F. Adams, commanding officer of HMCS "Magnificent," learned that blood reserves in the city's hospital needed replenishment. He made the fact known to his ship's company and to the destroyers "Huron" and "Micmac," and the response was such that the hospitals could not handle the waiting lines of officers and men.

Among the first in the queues of Canadian volunteers were Commodore Adams and Rear-Admiral E. R. Mainguy, Flag Officer Commanding the Canadian Special Service Squadron.



At Rosyth, Scotland, Vice-Admiral A. E. M. B. Cunningham-Graham, Flag Officer Commanding Scotland and Northern Ireland, inspects a guard of honor on the flight deck of HMCS "Magnificent" on the occasion of his returning the call of Rear-Admiral E. R. Mainguy, Flag Officer Commanding the Canadian Special Service Squadron, Officer of the guard is Lieut. T. W. H. Creery, RCN(R), of Montreal. (Mag-2115).

CNS Visits Destroyers in Korean Theatre

The Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, returned to Canada October 16 after spending 11 days in Japan and with the three destroyers serving in the Korean campaign.

Admiral Grant flew to Tokyo, was met there by HMCS "Cayuga" and sailed in her to Sasebo, where the other two ships were enjoying a brief respite between operations. He inspected the three destroyers and spoke to their ship's companies individually.

The following day Admiral Grant went to sea in the "Cayuga" when she proceeded on an operational voyage to Inchon. It was Battle of

Sailors Cut Rations to Feed Koreans

A voluntary reduction in their own rations enabled the ship's company of HMCS "Cayuga" to supply desperately-needed food to a number of South Korean island communities cut off from mainland supply centres by Communist invaders.

While on patrol in the Inchon area, before the Inchon landings, the "Cayuga" discovered several villages whose food stocks were dangerously low. The destroyer immediately landed all spare food on board, but her men considered they could do more. A special meeting of the welfare committee unanimously voted to cut the crew's rations to increase the supplies put ashore.

the Atlantic Sunday and a brief, moving nondenominational service was conducted on the quarterdeck by Chaplain (RC) Richard Ward. Admiral Grant read the lesson.

The CNS visited the Inchon-Seoul area, calling on UN naval and military commanders, meeting informally with Syngman Rhee, president of the Korean Republic, and inspecting the recently captured capital city.

Admiral Grant then returned in the "Cayuga" to Tokyo, where he called on General Douglas MacArthur and other senior officers before boarding a plane for the flight back to Canada.

Before leaving, Admiral Grant dispatched to Capt. J. V. Brock, commander of the Canadian destroyer division, the following message:

"It has been an inspiring experience and a great personal pleasure to visit HM Canadian ships of the Special Force in Korean waters. The keen spirit and efficiency so obviously prevailing is cause for just pride by those who are thinking of you at home. Please convey my appreciation to all commanding officers, officers and men

(Continued on Page 32)



Cordite smoke drifts from HMCS "Athabaskan" as she bombards targets on an island in the Taechon approaches. The destroyer battered gun emplacements and destroyed warehouses and barracks. (CA-162).

The lower photo, taken from a South Korean naval vessel, shows the "Athabaskan" in the distance, firing at warehouses and supply dumps on the island. Clouds of smoke rising from the target area attest to the success of the bombardment. (CA-161).



Korean Report

A Brief Summary Of 'Sioux's' Activities
In First Two Months
In Far East

ON BOARD HMCS "SIOUX"— Though it was only 10 weeks or so ago, it seems like a long time since HMCS "Sioux" was following the comparatively quiet routine of a ship-of-war at peace with the world.

The transformation to a wartime footing occurred on the instant. It took a little longer to work up to wartime efficiency. Many of the hands joined at the last minute and of these quite a few had completed their "Cornwallis" courses not long before, so it was a while before everyone was settled into and familiar with his job.

But the days spent on passage across the Pacific were not wasted, and by the time we arrived at our base in South Japan, it was considered the "Sioux" had reached the point where she could venture forth confidently on any job to which she might be assigned.

This proved to be no idle estimate. Since her arrival in the Korean theatre the ship has been called on to perform a great many tasks of considerable variety; all of these she has completed with skill and despatch.

During August and September the "Sioux's" duties, other than one

convoy job to Pusan, consisted mainly of close blockade patrols on the west coast of Korea, generally in company with cruisers and carriers of the Royal Navy. This would appear to be a fairly straightforward job . . . until one realizes that there are 1,163 islands dotting the operational area.

On several occasions the "Sioux" was detached on independent patrols close inshore. These were carried out in co-operation with ships of the South Korean Navy, who furnished detailed local information and indicated likely targets for bombardment.

The first bombardment by the "Sioux" was the result of a request received from the ROK Navy. The results were good, and the boost this gave the spirits of the crew was even better.

Up to September 22 the ship had carried out three separate bombardments, all with apparent success. The last was on the day prior to the Inchon invasion, when the "Sioux," in company with HMS "Ceylon," bombarded shore installations, be-

lieved to be housing a battery of 120 mm. guns, in the Inchon approaches.

Blockade patrol consisted mainly of stopping and searching the numerous junks moving up and down the coast. Interrogation was carried out by a South Korean naval liaison officer, who was attached to the ship for this and other similar duties.

The junks generally were loaded with refugees—men, women and children—fleeing from Communist-occupied territories. It must have been a frightening experience for the innocent women and children to find themselves looking up into the muzzles of Bofors, Hazemeyers and Oerlikons. However, these inspections had to be carried out both carefully and thoroughly, for it was suspected that the enemy was using junks to sew mines.

Speaking of mines, the "Sioux" did quite well by herself in this department, finding and destroying four within a short period of time. These did not behave in the manner to which we had become accustomed on the North Atlantic, blowing up with a most satisfying bang, instead of sinking quietly beneath the surface. The pipe, "All hands not employed in mine destruction, off the upper deck!" was not one to be disregarded.

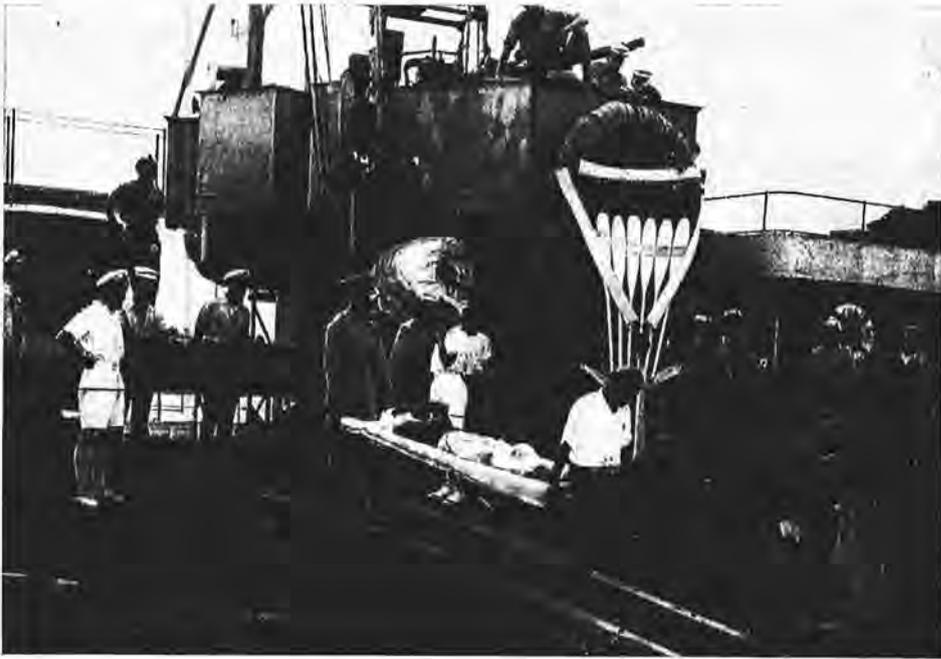
Just another of the numerous tasks given the "Sioux" was that of plane guard for RN carriers. It was a job the ship had not undertaken before but this fact no one would have guessed after seeing the workmanlike way in which she handled the assignment.

Another source of satisfaction was the ease with which the communicators and officers of the watch slide into fleet screening—sure proof of the value of the lessons learned earlier when exercising off Vancouver Island with HMCS "Ontario."

The three destroyers have had to cope with another enemy besides the North Koreans, namely, the weather, and it has been an antagonist of formidable proportions. During the summer the heat was oppressive, and was made worse still by the excessive humidity. The battle against rust and corrosion has been quite a fight in itself, for the dampness penetrates every crack and weld.



Forty-mm. gunfire from HMCS "Sioux" explodes a floating mine off the west coast of Korea. At the firing position is AB Roy Wellburn, of Vancouver, while PO Douglas Allen, of Moose Jaw and Victoria, stands at the left and PO Roy Nordal, of Winnipeg, is at the right. (CA-116).



A wounded South Korean sailor is carried ashore from HMCS "Sioux" at a Japanese naval base. Several wounded Koreans were embarked in HMCS "Athabaskan" for treatment, following the capture of a Communist-held island, and were later transferred to the "Sioux" to be taken to Japan for hospitalization. (CA-178).

The naval base in South Japan from which the ships operate has been taken in stride. In no time at all the "Sioux's" warriors were acting as though they had been in the Far East for years. They quickly learned, for instance, that bartering was accepted practice and soon you heard tales of how souvenirs cost so much "but I beat him down 200 yen."

Tours of the surrounding country

have been organized and there are ample facilities for practically all kinds of sport.

It has been an exciting, unforgettable experience, and the training acquired under actual wartime conditions has been of inestimable value. But there is no one who will be sorry when the officer of the watch reports to the captain, "Flattery's Light bearing Green Two-Oh, Sir."

CANADIAN DESTROYERS CRACK FUELLING MARKS

With the Canadian Destroyers off Korea — In their keen inter-ship rivalry, two Canadian destroyers operating in Korean waters under United Nations command have "knocked the spots off" some unofficial fuelling-at-sea records registered by ships of the Royal Navy.

It all began in late August when HMCS "Sioux", while on patrol in the Yellow Sea, pulled alongside a Royal Naval Fleet Auxiliary to fuel. The lines were passed, the hoses rigged and pumping began. Only after the operation was completed did the Canadians learn they had broken a record for connecting fuel hoses.

The master of the oiler, a man with a penchant for statistics and competition, signalled the Canadian ship that she had taken only seven minutes from the time the first line was passed until the actual pumping of oil began.

This was the fastest time yet recorded by the oiler, which had operated with units of the Royal Navy in the Mediterranean, the Persian Gulf and the Far East. The previous mark was eight minutes, established earlier this year by the destroyer HMS "Chequers" in the Mediterranean, while the Duke of Edinburgh was her first lieutenant.

But it didn't end there. Next time out the "Sioux" clipped another minute off her own newly-established record. Then, a week later, HMCS "Cayuga" carried out a fuelling operation with the oiler and dropped the mark one notch further, to five minutes 39 seconds.

But the "Sioux" wasn't finished. On her next contact with the oiler she whipped through the operation in four minutes 46 seconds.

Now, when the master of the oiler spots one of the Canadian destroyers approaching to fuel, he keeps a keen eye on the hands of his stop watch. Another new record is likely to be established at any time.

LANDING PARTY

*or: How to Develop
a Strong Back*

(From COMNEWSLET, monthly newsletter of the Communications School, Halifax).

The newspapers recently carried a report telling how Canadian Navy men took part in a landing in Korea.

This caused me to recall another landing in 1948 on the Virgin Islands in which our ship (Nootka) took a small part. The landing party was to knock off an "enemy" radar station on top of a "hill." We had to send our landing party telegraphist away and Jimmy Simes was it.

After changing into dungs, Jimmy stood in the office weighing about 130 and ready to be loaded. This loading was done by the staff — all grinning broadly, offering advice, etc.

He first put on a Type W58 (Army type portable) plus a spare battery. This was followed by a pair of over-large gaiters and a tin helmet, courtesy of the GI, plus a "pistol" weighing about two pounds, plus a few extra rounds of ammo. Next came a Verys pistol with several rounds of each of the different colors, an Aldis lamp plus supply, a 1038, three pencils sharpened on both ends, oodles of signal pad, a pair of semaphore flags, a first aid kit, a picture of his favorite Halifax party and a deck of weeds! The cook, meanwhile, not to be outdone, supplied him with three pusser sandwiches (approximate weight two pounds — calory content nil) and a fair portion of that potion known as lime juice.

A pocket full of salt tablets, a pat on the back (or what was visible of it), two hands detailed off to lift him, and Jimmy was on the upper — ready to go.

After trimming the dish to make up for Simes plus equipment, away went the whaler.

Then came the straw that broke the camel's (and Jimmy's) back. The killick i/c of the whaler screamed . . .

"OK, Simes — grab an oar! — No passengers on this trip!"

Xmas Mail For Korea

Arrangements have been made with the USAF and RCAF to have Christmas mail for the "Cayuga," "Sioux" and "Athabaskan" flown to Japan.

Parcels must not weigh more than 6½ pounds.

Closing date at the Fleet Mail Office, Esquimalt, for Christmas mail to the three ships is November 25.



Introducing: THE AVENGER

THE Royal Canadian Navy's latest aerial acquisition, the Grumman Avenger, has by now become a familiar sight in the Halifax-Dartmouth area, where 826 anti-submarine squadron, flying from HMCS "Shearwater," has been working up and exercising with its new planes for several months.

More than six dozen Avengers have been purchased from the United States government for the RCN. After being modified and re-equipped, they will become the Canadian Navy's standard anti-submarine aircraft—a role similar to that in which they are employed by the US Navy.

Designed originally as a torpedo bomber, the Avenger was accepted by the USN in the autumn of 1940 and was put into operational use late in 1941. The first operational carrier squadron to be equipped with Avengers got its planes early the next year and proceeded to the Pacific theatre.

There the Avenger came into its own, becoming the "old faithful" of the US Navy's carrier bombers. To mention all the squadrons that used Avengers and to say something of their achievements would fill many a page. Listed on their records are such battles and campaigns as the Coral Sea, Tarawa, Saipan, Guam, Phillipine Sea, Leyte Gulf, Iwo Jima and Okinawa.

The Avenger proved itself to be a reliable, rugged and durable aircraft, and at the same time very effective and efficient in its work. American pilots had a great regard for its flying and fighting characteristics, and assignments to Avenger squadrons were

highly prized.

The Avenger was not confined to the USN, being used quite extensively by the Royal Navy, as well. RN carrier pilots acclaimed it as a "top-notch aircraft with built-in re-

liability."

Interesting to note is the fact that the first aircraft to land on HMS "Puncher," one of the two carriers operated during the war by the RCN, was an Avenger.

This was the first aircraft used by the Royal Navy to have power folding wings, this aspect creating much interest not only among the air and ground crews, but among the engineers and representatives of the various firms connected with naval aircraft production.

Despite having so much history, the Avenger is no "has-been." The installation of modern electronic and other special devices, coupled with the characteristics already mentioned, make it an excellent aircraft for anti-submarine duties—patrol, search, hunt, destruction. The RCN is confident, in fact, that its Avenger configuration program will produce a carrier-based aircraft second to none in this vital, specialized role.

With 826 Squadron already well ahead in its Avenger conversion program, the other anti-submarine squadron, 825, will begin the change-over to Avengers on its return this month from the European training cruise in HMCS "Magnificent."



Ldg. Sea. Fulton Zwicker, of Grand Manan, N.B., and Ldg. Sea. Murray Wood, of Toronto, carry out a daily inspection of an Avenger at "Shearwater." The photo gives some idea of the size of the Avenger, a big, bulky aircraft in comparison with the Sea Fury and Firefly. Its size is in the Avenger's favor, for it is able to carry the crew and equipment needed for anti-submarine operations. (DNS-3296).

'OLD TIMER' CHOSEN BY 'CHIPPAWA'

*CPO Joseph Gallo Joined Sea Cadets
in 1924, RCNVR in '29*

HMCS "Chippawa" has elected as its Man of the Month one of the real "old timers" of the Naval Reserve — Chief Petty Officer Joseph Gallo. "Joe," as he is known far and wide, can look back on a quarter century of association with the Navy and the Royal Canadian Sea Cadets.

The latter was a new organization when young Joseph Gallo presented himself for enlistment in 1924. He was accepted and spent the next five years in the corps, learning the ways of the sea and seamen.

He left the sea cadets to become a boy seaman in the Royal Canadian Naval Volunteer Reserve on December 3, 1929. The following year he was an ordinary seaman in the old Winnipeg RCNVR company, which at that time was under the command of Commander E. R. Brock (now Commodore, RCN(R) Ret'd) and held its weekly drills in an old church on Ellice Avenue.

In his first year of service, young Gallo went to HMCS "Naden," at Esquimalt, for naval training, the first of many such trips he was to make during the ensuing years. He recalls now the "tautness" of the West Coast naval barracks in those days — the leave which expired at 2100, the bugle at 0530, the \$15 a month pay and the concrete lawn roller which formed such a "heavy" part of a defaulter's routine in the dog watches. With a reminiscent smile, Gallo recalls personal contact with that roller.

Our Man of the Month got his first taste of the sea in 1931, in the destroyer HMCS "Vancouver." During a passage in rough weather, he discovered that he had a pair of natural "sea legs," and they have never forsaken him.

"Never a day sick," says the Chief.

In 1932 came his first course for a non-substantive rating. He qualified as a seaman gunner.

At the coast again the next year, he took part in what he calls the "Banfield Patrol" — a cruise around the Queen Charlotte Islands in the minesweeper "Armentieres." Carried out in rough Fall weather, the trip took six weeks.

During the next few years, CPO Gallo took an active interest in various sports, particularly boxing, and can now display quite a bit of

silverware as evidence of his prowess. During those years, also, he was advanced to able seaman and qualified as a layer rating, second class.

In the Summer of 1939 he had the honor of being chosen for the Guard of Honor mounted for the visit to Winnipeg of Their Majesties, the King and Queen.

On September 3, 1939, CPO Gallo was called to active service and the same night was drafted to "Naden." He spent the first year of the war there, served as gunnery officer's writer and passed for the non-sub of quarters rating, second class.

After qualifying for leading seaman early in 1941, he was drafted to the auxiliary cruiser "Prince Robert," in which he served as a leading hand of the top and captain of the starboard three-inch HA gun. It was while a



CPO JOSEPH GALLO

member of the "Prince Robert's" company that Gallo, as coxswain of the seaboat, took part in the removal of three German nationals from the liner "President Coolidge". Later the "Robert" escorted the Canadian Army force despatched to help in the defence of Hong Kong.

On the return trip from Hong Kong, Gallo recalls, the "Prince Robert"

barely escaped the Japanese attack on Pearl Harbor, leaving the United States naval base just two days before the sneak raid. For the remainder of his time in the "Robert" the ship served as part of an escort operating from Fiji and convoying ships carrying New Zealand airmen from New Zealand to a point just north of the equator. In the course of these duties he crossed the line on eight or nine separate occasions.

Back in "Naden" again, Gallo was advanced to acting petty officer and served as an instructor. In October 1943 he was drafted for the first time to the East Coast, where he served in HMCS "Stadacona" only a few weeks before joining the frigate "Valleyfield."

As Chief Boatswain's Mate of this ship he received his introduction to the North Atlantic on convoy escort runs out of St. John's, Newfoundland. He also discovered that the Gallo luck was still holding. Only a week before the ship was torpedoed and sunk with the loss of 115 of her company, he was sent ashore to hospital in Newfoundland.

He left Newfoundland in July 1944 and spent the next year in HMCS "Cornwallis." Then, in June 1945 he went to "Peregrine" at Halifax and, in the same month, to "Chippawa" for demobilization.

However, after almost 20 years of close connection with the sea and seamanship it was too much to give up the Service permanently and in June 1946 he was back in the RCN (Reserve) as an instructor for members of the University Naval Training Divisions at "Chippawa." In this and other capacities he has been a valuable member of the ship's company. He was advanced to the rating of chief petty officer in January 1950.

Prominent in sports and social activities in the division, CPO Gallo has been president of the Chief and Petty Officers' Mess for the past two years and currently is president of the Inter-Service Badminton League.

A tinsmith in civilian life, he lives in St. Boniface with his wife and two daughters.

Asked about his hobbies, he says, "I haven't any, unless you can say the Navy is my hobby. But how can you say that about the better part of a man's life?"



OFFICERS *and* MEN



Seven Men Selected to Attend University

Seven men from the "lower deck" of the RCN entered university this Fall under the plan to provide selected men with the opportunity to acquire educational qualifications for promotion to commissioned rank.

Earlier, three others were enrolled at the Canadian Services College, Royal Roads, under the same scheme. ("Crowsnest", October, 1950).

Most of this year's group did not have the necessary educational qualifications for entrance to the Canadian Services College or university when they joined the Service but attained the required standard through attendance at the RCN Preparatory School at HMCS "Naden", Esquimalt.

Following are the men selected to attend university: PO Ernest K. Lukemeyer, Vancouver; AB Victor H. Fast, Vancouver; PO Peter F. Berakos, Winnipeg; PO Oliver J. Grenon, Winnipeg; PO William C. Slade, Ladysmith, B.C., and Ldg. Sea. Thomas A. Deakin, Calgary, all

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:

FORTIER, Louis P.....	P2AW2
GLENEN, Roy.....	LSSM2
GOODRIDGE, Victor C.....	C2BD3
KEZIERE, Norman.....	C2PH3
LeBLANC, Lucien J.....	P2PH2
MacKAY, Ronald R.....	LSBD1
McLEOD, Kenneth.....	LSPH1
MILNER, Thomas W.....	P2BD2
PARK, James.....	LSCO1
PARTANEN, Vaino O.....	P2ER3
REYNOLDS, Edward S.....	LSVS1(NQ)
SALTER, Geoffrey E.....	C2PH2
SLASOR, Robert H.....	LSSM1
SPIRO, Andrew.....	C2PH3
STILL, Wilfred E.....	P1CA3
SWANSON, Harry E.....	P1ER3

attending the University of British Columbia, and PO John Allan, Kirkland Lake, Ont., attending Queen's University.

Ten CPOs Promoted to Commissioned Rank

Ten chief petty officers of the Supply, Medical and Electrical Branches have been promoted to acting commissioned rank. Effective date of the promotions was October 1.

Promoted to the rank of Acting Commissioned Stores Officer were CPOs Duncan H. MacDonald, Victoria; Raymond H. Dallimore, Victoria; and C. L. Hortie, of Porcupine, Ont., and Victoria.

CPO John A. R. Vaillancourt, of St. Pierre, P.Q., was promoted to Acting Commissioned Catering Officer. CPOs Thomas G. Pye, London, Ont.; and James Gray, Moose Jaw, Sask., were advanced to Acting Commissioned Writer Officer, and CPOs Thomas A. S. Kadey, Okotoks, Alta., Albert W. Hood, Halifax, and William C. Duncan, Victoria, became Acting Commissioned Wardmasters.

In the Electrical Branch CPO A. M. Moen, of Outlook, Sask., was promoted to the rank of Acting Commissioned Radio Officer.

Radio Technicians (Air) Complete First Course

Eight men recently completed a 26-week Radio Technician (Air) course at the Electrical School in Halifax. The first course of its kind in the RCN, it covered air and ground radio, aircraft control electrics and general electronics.

Graduates, who qualified for petty officer first class rating and trade group IV, were POs Howard Langdon, Moose Jaw, Sask.; Paul G. Boon, Tullis, Alta.; William R. Jewell, Vancouver; Leslie Hull, Saskatoon; Francis G. Storey, Young, Sask.; Donald J. Christie, Brantford, Ont.; Ralph W. Bail, Tofield, Alta., and John W. Freeman, Sylvania, Sask.

Lieut. G. B. Wither "Flags" to Canflagpac

Lieut. G. B. Wither has been appointed Flag Lieutenant to Rear-Admiral W. B. Creery, newly-appointed Flag Officer Pacific Coast.

Lieut. Wither succeeded Lieut. Michael Page, who is now serving in the cruiser "Ontario."



Wartime yarns flew thick and fast when 20 former crew members of the aircraft carrier "Nabob" held a reunion at HMCS "Naden." Among those attending were, left to right, ex-PO R. R. Leason, CPO H. A. Rogers, Captain (S) C. J. Dillon, ex-CPO D. G. Mitton and Commissioned Cookery Officer Fred Barrett. (E-12186).



Members of the committee responsible for the highly successful dance held by the Supply School, HMCS "Naden," are shown above with the senior officers of the school staff. Left to right: Petty Officer and Mrs. Art Cuthbert; CPO and Mrs. Frank Elston; Lieut.-Cdr. (S) Peter Sinclair, officer-in-charge of the school, and Mrs. Sinclair; CPO Neil McLeod, Mrs. J. K. Power, Lieut. (S) J. K. Power, Mrs. Neil McLeod, and Commissioned Stores Officer and Mrs. H. J. Stuart.

Supply School Staff Enjoys Dance, Social

McMorran's Pavilion at Cordova Bay, near Victoria, was the scene of a successful dance and social evening held recently by the officers and men of the Supply School.

Music for dancing was supplied by the "Cubaneers" Orchestra. During the intermission, hot dogs and coffee were served on the beach and the usual sing-song took place around the blazing Douglas Fir bonfire.

Much credit for the success of the affair goes to the committee, CPO Frank Elston, CPO Neil McLeod, PO Art Cuthbert and PO Garth Blakeney.

The Supply School has said goodbye to Sub-Lieut. (S) Neil (Guns) Walker and Sub-Lieut. (S) Stan Szack, who have returned to university after

spending the summer at the school. Sub-Lieut. Walker did an excellent job of organizing the Supply School "A" and "B" tabloid teams for the summer sports, a task in addition to his instructional duties in the school. Sub-Lieut. Szack completed the 8th Supply Officers' Technical Course and was Reserve Training Officer for supply personnel for the last two

months of his stay on the coast.

Following two and a half years in the school, during which time he was responsible for the training of approximately 250 stewards, CPO Frank Elston has left to take over new duties in the "Naden" wardroom.

Relinquishes Command of HMCS "Catarqui"

Cdr. Henry K. Hill, for the past two years commanding officer of HMCS "Catarqui", the Kingston naval division, has relinquished that post and has been succeeded by Lieut.-Cdr. Harold Webster, of Napanee.

Cdr. Hill entered the RCNVR early in the Second World War and was appointed overseas for courses and service with the Royal Navy. After training in England, he went to the Mediterranean, where he commanded a converted Norwegian whale-catcher engaged in running supplies between Alexandria, Mersa Matruh and Tobruk, during the period when Tobruk was under siege.

On his return to Canada he was appointed in command of the corvette "Calgary" and remained in her for more than two years. In November 1943 the "Calgary" teamed with two other ships to destroy an enemy U-boat. From the "Calgary", Cdr. Hill went to the frigate, HMCS "Toronto", which he commissioned



The "biggest little band in the land" holds a practice session at HMCS "Stadacona". The skeleton-sized musical group pictured above under direction of Lieut. (SB) Stan Sunderland embarked on a strenuous playing schedule this Fall and came through with flying colors. The band was halved in order to provide another for the European cruise. Left to right, front row: AB Patrice Gaudrean, PO Jack McGuire and Ord. Sea. Ralph Peck. Second row: AB Fred Lovey, AB Percy McCarthy, CPO Victor C. Goodridge, AB Real Walter, AB George Lincoln and PO William T. Stitt. Back row: AB Charles S. Moody, AB Charles Heath, AB Jim Campbell, AB Barry Fletcher and AB Roger Fisher. (HS-12379).

Well Done, The Band

The following excerpt from the Commander's Daily Orders, in HMCS "Stadacona", is considered worthy of reprinting:

The Ship's Company are to be congratulated for their fine appearance at Divisions last Friday (September 15). 2. The "Stadacona" Band deserves special mention. Though being halved in number to provide a band for the European Cruise, those left have performed extremely well over a strenuous schedule of:

Lunenburg Exhibition	— Thursday
Divisions	— Friday
Football Game	— Saturday
Battle of Britain	
Observance	— Sunday

3. Their high spirit of willingness is a credit to "Stadacona".

in the spring of 1944. He retired from active service late the same year, returning to the active list of the RCN (Reserve) in September 1948 to command "Cataraqui".

Cdr. Hill was twice mentioned in despatches for services at sea.

Lieut.-Cdr. Webster entered the RCNVR at Kingston in July 1940 as an ordinary seaman and was promoted to the rank of lieutenant in December of that year, after completing qualifying courses in the United Kingdom.

Returning to Canada he served in HMCS "Stadacona", Halifax, in "Cataraqui", in HMCS "Star", Hamilton, and as executive officer of HMCS "Griffon", Port Arthur.

Demobilized in March 1945, he re-entered the Reserve and was appointed to "Cataraqui" in February 1949.

Staff Changes Made at Albro Lake Station

The following eight men recently joined the staff of the Albro Lake Naval Radio Station: PO John Layton, from "New Liskeard;" PO Donald Worthington and AB James Baskey from "Stadacona;" Ldg. Sea. Garth McEwen, Ldg. Sea. James Jamieson and AB F. Johnston, from "Swansea;" AB Frederick Leafloor, from "Shearwater" and AB Robert Morehouse, from "Portage."

POs Charles Dixon and Wilburt Wright and Ldg. Sea. George Coyle have left the station for new duties in the destroyer "Nootka," and PO William Carson has joined the minesweeper "New Liskeard."

Capt. Geoffrey B. Hope On Retirement Leave

Captain Geoffrey B. Hope, OBE, RCN, former Assistant Chief of Naval Technical Services ((Works) at Headquarters, proceeded on retirement leave on October 1.

He was succeeded by Cdr. (SB) John B. Roper, formerly Deputy A/CNTS (Works).

Born in England, Captain Hope served in the Royal Navy from 1906 to 1919, when he retired.

A resident of Victoria at the outbreak of the Second World War, he offered his services and was appointed executive officer of the auxiliary cruiser "Prince Robert", with the rank of lieutenant-commander.

In January 1942 he went to Newfoundland as executive assistant to the Maintenance Captain, St. John's. He later became Naval Officer-in-Charge, St. John's, and in January 1944 was appointed Chief of Staff to the Flag Officer Newfoundland Force.

After 10 months in this appointment he went to Headquarters, where he held the posts of Deputy Chief of Naval Equipment and Supply and Chief of Naval Equipment and Supply. He was confirmed in the rank of captain in January 1946 and the following month was appointed Assistant Chief of Naval Administration and Supply (Equipment).

In September 1947 he became Director General of Works and Supply. Later this appointment was changed to Assistant Chief of Naval Technical Services (Works).

A native of North Carolina, U.S.A., Cdr. Roper came to Canada in 1911 and entered the Royal Naval College of Canada as a Cadet in 1919. In 1922, when the college was closed and the strength of the Navy reduced, he found there were no vacancies in the RCN and returned to civilian life, taking up the profession of an architect.

Following the outbreak of the Second World War, Cdr. Roper entered the RCNVR and was appointed to Headquarters, where he served throughout the war years on the staffs of the Superintendent, Construction Liaison, the Director of Naval Organization and the Director of Plans.

Confirmed in the rank of commander in July, 1945, he transferred from the RCNVR to the RCN in November of that year.

Early in 1946 Cdr. Roper was appointed for duty with the Assistant Chief of Naval Administration and Supply (Equipment). In September 1947 he was named Deputy Director General of Works and Supply, a title which subsequently was changed to Deputy Assistant Chief of Naval Technical Services (Works).

Prior to entering the RCNVR Cdr. Roper was a member of the COTC at Ottawa University, in which he qualified as an infantry lieutenant in the Reserve Army.

Reserve Officer Wins UN Essay Award

Sub.-Lieut. Donald J. Forgie, RCN(R), of HMCS "York," Toronto, has been awarded one of the ten prizes offered in the United Nations International Essay Award.

Residents of 59 countries entered the competition, with only one award allowed to any one competing country.

A graduate of the University of Toronto in political science and economics, Sub.-Lieut. Forgie has spent the past four summers with the Navy, serving as an Information Officer. In this capacity he has served at Naval Headquarters and in ships and establishments on both coasts. While at the University of Toronto, Sub.-Lieut. Forgie made an avocation of journalism and photography and was actively connected with various university and UNTD publications.

As a part of his prize, Sub.-Lieut. Forgie will make an expenses-paid trip to New York to study at first hand the organization and activities of the United Nations, with particular emphasis on the UN public relations set-up.



Shown above are members of the ninth Chief and Petty Officers' Leadership Course to be completed in HMCS "Cornwallis". Reading from left to right: Front Row; CPO R. R. O'Neil, CPO D. B. Duncan, CPO J. G. Davis, Lieut. (S) A. F. Reade (Instructor), Lieut.-Cdr. J. C. O'Brien (Officer-in-Charge), CPO B. H. Mancor, CPO D. R. Turner, PO A. R. Underhill.

Centre Row: Petty Officers R. L. Johnson, R. E. N. Geale, J. P. Mason, G. B. Broome, G. E. Hue, J. E. Boyer and G. H. Allen, CPO C. C. Hancock.

Rear Row: Petty Officers W. S. Whittaker, W. L. Bridge, W. J. Prichard, R. W. Dickson, R. J. Gravelle, W. T. Stanbrook, C. W. A. Cadwallader, R. W. MacMillan, J. H. Quinn. (DB-928-1).

The Bulletin Board

New Retirement Policy Permits Extensions

A new retirement policy with respect to men of the RCN is in effect. Previously, after completing time for pension, men in some branches were retired, usually at 20 years' service. Now men who are strongly recommended and conform to medical and other requirements may complete 25 years pensionable service.

This extension scheme has been adopted for a number of reasons. One is that experienced men in the upper brackets are going to be needed in a Navy due to expand by 40 per cent.

Another is that experience has shown that many men retired after 20 years of service would prefer to remain in the Navy. In a lot of cases these men have completed their time while still under 40 years of age. Were they to be given their choice, they would stay in the Service. This has now been made possible for those who meet the requirements.

RCN Amateur Radio Association (RCN ARA)

Consideration is being given to the formation of an RCN Amateur Radio Association (RCN ARA) which will embrace serving members of the RCN and RCN(R) who possess amateur licenses and who operate their own or service equipped stations.

Formation of such an association would provide an organization capable of rendering great assistance to the country's communication systems in time of emergency or disaster. Such assistance was rendered by "hams" in the Fraser Valley floods of 1948 and the Manitoba floods of 1950.

It is not the intention, should the RCN Amateur Radio Association be formed, to attempt to control the activities of members under normal conditions, but rather to form a framework for the furtherance of the interest of amateurs. The association may also be in a position to provide material assistance to members.

All members of the RCN and RCN(R) who have amateur licenses and who own their own stations or who operate stations belonging to

clubs are requested to advise the Director of Naval Communications, Naval Headquarters, Ottawa, of the callsign and location of their station, the frequency bands on which the station is equipped to operate, and the types of emission available.

Advanced Technical Courses For Supply Branch Men

To advance the technical knowledge of senior men of the Supply Branch and to give them a broader background of organization and administration pertaining to their duties, advanced technical courses have been established in HMC Supply School at Esquimalt.

These courses, varying in length from eight to nine weeks, are available to all Supply Branch men of the regular force and reserves holding the rank of Petty Officer First Class, Trade Group III (in the case of Stewards, Trade Group II) and above.

Those men desiring to undergo an advanced technical course should apply in the normal manner. Annually, from rosters which are maintained in RCN Depots, individuals will be selected to commence courses on the following dates:

Senior Writers' Course.....	First Monday in March
Senior Storemen's Course.....	First Monday in March
Senior Cooks' Course.....	Second Monday in September
Senior Stewards' Course.....	Second Monday in September

The examinations held on completion of the advanced technical courses are the professional examinations for promotion to branch officer.

Additional Details On Observer's Mates

The acquisition of three-seat anti-submarine aircraft for service in the RCN created a requirement for a third aircrew member. To fill this requirement a new non-substantive category — Observer's Mate — has been introduced and the first course for Observer's Mates has been completed.

Observer's Mates are classified as First, Second or Third Class.

Observer's Mates Third Class are required to operate radio and radar equipment, to keep watch on the sonobuoy receiver and to assist the Observer generally, particularly in connection with all anti-submarine equipment.

Observer's Mates Second Class will be employed in charge of Observer's Mates Third Class and will also be qualified to carry out certain more advanced aircrew duties.

Observer's Mates First Class will be qualified to carry out many aircrew duties presently carried out by Observer Officers.

Observer's Mates Third and Second Class will normally be drafted to operational groups for employment

SEA POWER

(Trafalgar Day, October 21, 1950)

*It weren't at Waterloo, me boy,
(Where Boney up an' ran)
He'd lost all hope long previous,
Our Navy'd foiled his plan.
First at Nile, then Copenhagen,
And Trafalgar, plain's could be,
Our Nelson crushed his power, on
The Sea. The Sea. The Sea.*

*When Hitler, Mussolini,
And the Kaiser hymned their hate,
They quite forgot old Bonaparte,
And his inglorious fate.
Not one o' THEM died fightin',
Just read your history,
But Nelson did. In Action. On,
The Sea. The Sea. The Sea.*

*Sure, our Nations may be noble
And our Causes just and right,
But—there aint no "cuttin' corners",
Makin' sailors—overnight.
Lay a bet that one-eyed Nelson
Knew his win'ard from his lee,
He'd made a life-time study, of
The Sea. The Sea. The Sea.*

*Now the Anglo-Saxon peoples
For a good few score o' year,
When Peace is made uneasy-like,
And sound o' strife draws near,
Jest spirits up a . . . Nelson,
And they toasts "Democracy",
And finds amazin' comfort, in
The Sea. The Sea. The Sea.*

by Herman Lordly

as aircrew. One Observer's Mate Third or Second Class is required in each FAE anti-submarine aircraft.

Volunteers for Observer's Mate are being drawn from Able Seamen or Ordinary Seamen of the Aircraft Controlman Branch. Those selected will be drafted to carry out the qualifying course for Observer's Mate Third Class at any time after they have completed the SNAM part of the AC Course. Volunteers must be able to read Morse buzzer at a speed of five words per minute and attain a G score of 51. They must also be medically fit for aircrew duties.

Men of the Aircraft Controlman Branch who qualify as Observer's Mates Third Class will remain on the Aircraft Controlman roster. They will be regarded as possessing the qualification of AC1 and are entitled to Trade Group 1 pay on a like basis to those possessing the qualification of AC1.

Damage Control to be Required Training

Damage Control is an integral part of a ship's offensive capabilities. In view of this, its application has been made the responsibility of men of all branches in the ship. All men are required to attain, first, a general knowledge of overall Damage Control and, secondly, a specific knowledge of Damage Control peculiar to their branch.

Because of the importance of Damage Control, elementary training is carried out within three months after a man joins his first sea-going ship. Effective July 1, 1951, the successful completion of this elementary training will be a requirement for advancement to a higher rank than Able Seaman in all branches requiring sea service for advancement.

Subsequent to the successful completion of the elementary training, all men are required to undergo

"Fairly Obvious," Indeed!

A cablegram despatched from Edinburgh, Scotland, by the commanding officer of HMCS "Micmac" straightens to out a little matter referred to in the September issue of The "Crowsnest."

A report from HMCS "Huron" told in the September "Crowsnest" of a competitive shoot with the "Micmac" and said that, while the analysis had not been completed, the results were "fairly obvious" — suggesting, in other words, that "Huron" had triumphed.

Lieut.-Cdr. Frewer's terse message forwarded on behalf of his ship's company, clears up the question as to who won the shoot:

"COMPETITIVE SHOOT NOW ANALYSED, CONFIRMS 'FAIRLY OBVIOUS' RESULT: MICMAC BEAT THE PANTS OFF HURON!"

advanced training in Damage Control. Effective July 1, 1951, the successful completion of this advanced training will be a requirement for advancement to a higher rank than Petty Officer Second Class in all branches requiring sea service for advancement.

Re-advancement after Disrating or Reversion

On re-advancement, a man is allocated the same number of advancement points that he held prior to being disrated or reverted and his position on the advancement roster is adjusted accordingly.

If a man is offered re-advancement conditional on his accepting a transfer in Port Division, he may elect either to accept the conditional re-advancement or remain at the top of the advancement roster until advancement in his Port Division can be offered.

GOING TO DAVY JONES

Final chapter in the 73-year-old saga of HMS "Pelican" ("Crowsnest," July 1950) has begun with the arrival in Sydney of a Halifax diver to prepare for the raising of the derelict from its position in Sydney Harbor.

W. N. Macdonald was recently awarded a contract to raise the vessel.

The plan is to close in the hulk, build a cofferdam around it, then pump the vessel out. Unless something unforeseen turns up, the project is expected to take from four to six weeks. The "Pelican" will then find her last resting place in deep water outside Sydney Harbor.



LEGION SENDING BOOKS TO KOREA

The Canadian Legion, in co-operation with the Department of National Defence, has undertaken to supply books to all Canadian service personnel on active duty at home or abroad. R. B. Curry, president of the Canadian Legion Educational Services, stated that there is a need of thousands of books, fiction or non-fiction, bound or pocketbook variety. The public has been asked to forward books to the Canadian Legion Book Depot at Ottawa. Magazines and newspapers are not needed at this time, these being supplied by an alternative service.

Shown in the above photograph packing reading material for personnel in the three Canadian destroyers in the Korean theatre are (left to right) Miss E. Dundas and Miss H. McIntommy, of the Legion's Ladies Auxiliary, while Instr. Cdr. K. L. Miller, Director of Naval Education, looks on.

SOUTH WITH THE 'SOO'

by W. J. H.

*Victoria Division's Training Ship
Had Quite a Bumpy Time of It
On California Cruise*

NAVAL reservists from HMCS "Malahat", the Victoria Naval division, will be spinning many a "salty dip" this winter as they recount their adventures on an historic training cruise in July.

Already, around British Columbia's capital, the good citizens are referring to it as the "Saga of the Soo" . . . for in the two weeks they were at sea the "Malahat" men earned their sea legs, and earned them the hard way.

The sturdy Algerine minesweeper, "Sault Ste. Marie," is the training ship of the Victoria division. Captain Ronald Jackson, RCN(R), "Malahat's" commanding officer, and Lieut. Cdr. Allan R. Heater, RCN(R), C.O. of the "Soo", decided some months ago that it would be excellent training for the reserves if they made an extended cruise as a unit, together with the permanent ship's company of the "Sault Ste. Marie." Approval for the cruise was obtained and Friday, June 30, was the day set for sailing. The itinerary included calls at San

Diego, San Pedro and San Francisco.

As time drew closer, it became apparent that "Malahat" would not be able to fill all the billets in the ship. Accordingly, invitations went out to other divisions across the country, "Tecumseh", in Calgary, "Queen", Regina, and "Discovery", Vancouver, as well as two sea cadet units in B.C., provided additional officers and men. By sailing time, the ship was knee deep in reservists, all keyed up to a high pitch as they waited the order to slip.

And what a send-off the boys received! On the jetty, microphones and cameras recorded the departure; mothers and fathers, wives and sweethearts, grandmas and granddads waved good-byes, and all the while the "Naden" band blared away with rousing rhythms. One man aboard, recalling his time in the Royal Navy, remarked, "Gosh, you'd think we were the Home Fleet leaving on a world cruise!"

And so, as the sun glinted down, shining blue and gold on the snow-covered peaks of the Olympic mountains in the neighboring State of Washington, the "Soo" set her course for Race Rocks, down the Strait of Juan de Fuca and into the open Pacific.

So far as the crew was concerned, the trip started off very well. The next day was Dominion Day and Sunday routine was declared in observance of the holiday. Sunday morning, Padre Lea Gillard, Pacific Command chaplain, conducted services on the fo'cstle. He took as his theme "Citizenship" and urged members of the ship's company to review their family ties and to build up a better Canada on those roots. The fact that no musical accompaniment was available didn't stop the singing at the service and it was a stirring moment when the entire ship's company joined together in the naval hymn.

It was on Monday that the first indication of weather blew up. Almost imperceptibly, the wind rose, and with it the sea began to move restlessly. Within a few hours the ship began to pitch and toss and roll as she scudded before a brisk wind and a following sea. It was only a few minutes later that the call went out for seasick pills.

But it was too late. More than three-quarters of the ship's company were cut down by the venomous effects of mal-de-mer. Consider now: three days at sea, two of them holidays and one so rough that training had to be packed up. Well, that's the way it was all the way to San Diego and it was with a crew eagerly looking for shore leave that the "Soo" secured at Broadway pier in the Southern California naval port.

The Korean situation was just getting into high gear and San Diego harbor was alive with ships. There were aircraft carriers, troopers, destroyers, minesweepers, submarines, cruisers . . . all of them being readied for departure.

The "Soo" stopped first to refuel and, while alongside, a submarine signalled her, "Anybody aboard from Duncan, B.C.?" A chief filled the bill and so traded visits for an hour



Everything had to be on top line before the Victoria division's training ship, "Sault Ste. Marie," set off on her epic cruise. Checking a carley float's emergency ration kits and rescue light are ABs E. Johnson, left, and J. Philpott. (E-11815).

with a Canadian lad serving aboard the submarine until time came for the "Soo" to move to her jetty in San Diego. The fact that Duncan is a town of only a couple of thousand people on Vancouver Island prompted many a lad to shake his head and murmur, "IT REALLY IS a small world, isn't it?"

As the "Soo" threaded her way carefully through San Diego harbor, signs of intense activity were evident on all sides. Small boats and big boats beetled about the harbor, carrying supplies to anchored vessels, transporting liberty men to and from

escorted to some of the American ships; one even found a cousin aboard a US destroyer.

Shore leave meant one thing to many of the "Soo" and "Malahat" lads. That was a trip to Tijuana, a touch of Mexico a short distance across the border from San Diego. The mission, the old race track and the bright lights of the border town attracted the Canadian tars like moths to a flame and the collection of souvenirs brought back aboard would have stocked a good rummage sale. There were silver trinkets, Mexican cigars and cigarettes, leather goods

complete victory over the Canadian ship and theoretically, at least, the minesweeper was sent to the bottom. In fact, the radio-controlled drone plane rubbed it in just a bit by doing a perfect Victory roll over the bridge.

Next stop was in San Pedro and, as you might expect, the lads drifted the 32 miles to Hollywood, where they took in radio programs, inspected television layouts and dodged in and out of famous Hollywood night spots. Bill Thompson, an ex-navy veteran and star of the Fibber McGee and Molly program, and Penny Singleton, one-time star of the Blondie show, conducted members of the ship's company on a tour of the NBC broadcast and television studios.

San Francisco's Treasure Island was the final port of call.

Naval reservists attached to this big US naval base took our lads on a thorough tour of the installations available to the American reserves at this man-made island which before the war was the home of the World's Fair. The sailors drifted into San Francisco and had fun aboard the cable cars, inspecting Chinatown and visiting points of interest such as the Presidio, Nob Hill, Fishermen's Wharf and the International Settlement, the "little Bohemia" of San Francisco.

Harry Scott, the Canadian Consul-General at San Francisco, paid a formal visit to the ship, while the Hon. Charles M. Banks, British Columbia's Lieutenant-Governor, and Mrs. Banks, who were in San Francisco on a holiday, visited on board informally. The usual courtesy calls were exchanged by Capt. Ronald Jackson and Lieut.-Cdr. Heater with high ranking US officers attached to the Treasure Island base.

It was a blustery, grey-clouded morning when a US naval band appeared at No. 17 jetty to say good-bye to the "Soo." The ship passed under the north span of the Bay Bridge, circled Treasure Island, moved under the south span of the giant bridge, edged up on Alcatraz, the famous "Rock", and finally slid under the Golden Gate bridge into the Pacific, her course set for the North and home.

But it wasn't to be that easy. Within minutes of passing under the bridge, stormy weather began to beat up at an alarming rate. Soon the minesweeper was being kicked around by surly green-grey waves, getting larger and more ominous by the minute. The wind freshened and whipped up into gale force. For the

(Continued on Page 32)



HMCS "SAULT STE. MARIE"

their ships, and ferrying senior officers here and there for conferences. Perhaps the most magnificent sight was the picture made by a huge carrier whose deck was filled with jet fighters, with another great carrier loading immediately astern of her. The Canadians secured alongside nine destroyers, all under sailing orders. War fever was in the salty morning air.

When the ship's company heard "wakey-wakey" next morning, San Diego harbor was deserted. The newspapers that day carried the story that during the night all the ships had cleared for Pearl Harbor and thence to Korean waters.

But in the meantime, Canadian and American sailors had got together and the "Soo" that first evening was inundated with visiting gobs who came, they said, "to have a look at your tidy little ship." Our lads were

and a host of other things which were carefully stowed against arrival in Esquimalt.

After two days in Diego, the ship put back to sea, this time in company with two US vessels for a day's practice in minesweeping. For once the weather was good and Canadian officers transferred to the American ships to gain experience in keeping station on the "Soo."

Later that afternoon an experimental ship of the US Navy steamed by. She carried radio-controlled drone planes which were to attack the "Sault Ste. Marie" and give anti-aircraft crews a chance to do their stuff. For about 90 minutes these tiny radio planes roared over, performing amazing feats of aerobatics as they attempted to beat up the Algerine minesweeper. The score was fifty-fifty. The "Soo" shot down one but the other managed to score a

FIRST RC CHURCH IN RCN DEDICATED AT 'CORNWALLIS'

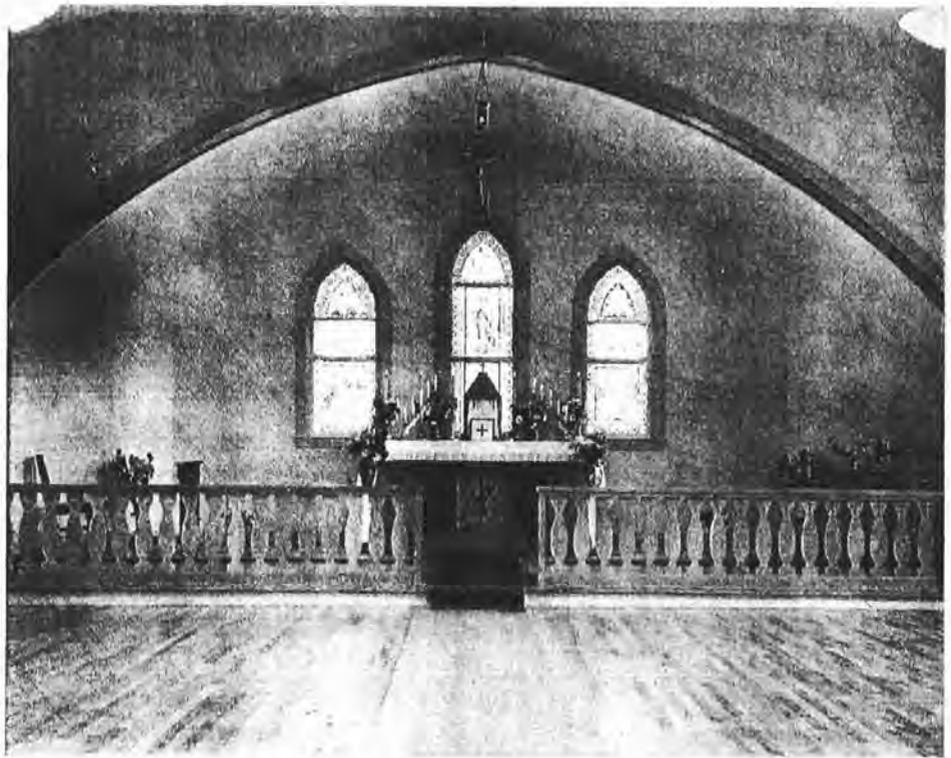
With numerous ecclesiastical dignitaries in attendance, the first Roman Catholic church in the Royal Canadian Navy was dedicated at HMCS "Cornwallis" on September 27.

Monseigneur E. Bourneuf, of Meteghan, was delegated by Archbishop J. T. McNally, of Halifax, to perform the dedication ceremony, and Father Joseph Whelly, Roman Catholic chaplain for the RCN's Atlantic Command, preached the inaugural sermon.

Father Whelly addressed his sermon mainly to the new entries in the congregation and urged them to take full advantage of the many spiritual benefits to be derived from their church.

Father Whelly also thanked Captain A. P. Musgrave, commanding officer of "Cornwallis", for his efforts in behalf of the church and credited him with being largely responsible for its erection.

Other church officials who took part in the service were Father R. R. White, Roman Catholic chaplain of "Cornwallis"; Father James Noonan, HMCS "Stadacona", Father J. B. P.



A view of the altar and stained glass windows in the new Roman Catholic church in HMCS "Cornwallis." (DB-498-8).

Roy, HMCS "Shearwater", Father T. Castonguay, Saulnierville, and Father J. P. Farrell, "Cornwallis".

The Roman Catholic choir of "Cornwallis" sang under the direction of Instr. Lieut.-Cdr. E. Boule. The altar was decorated with numerous

flowers donated by Mrs. L. Sweet, wife of the railway stationmaster at "Cornwallis".

The church is under the control of Archbishop Maurice Roy, Archbishop of Quebec and Bishop Ordinary of the Armed Services.

(A Protestant church has also been erected at "Cornwallis" and its dedication was scheduled for late October. Full details will be reported in the December "Crownsnest." Other RCN establishments and the larger ships have chapels set aside for worship but "Cornwallis" is the first to have separate church buildings.)



Monseigneur E. Bourneuf, of Meteghan, N.S., second from left, conducted the dedication of the new Roman Catholic church at HMCS "Cornwallis" September 27. Others in the photo are, left to right: Father T. Castonguay, Father J. P. Farrell, RCN, Father James Noonan, RCN, Father R. R. White, RCN(R), Father Joseph Whelly, RCN, Ord. Sea. Benoit Quirion, Ord. Sea. Daniel Lemieux and Ord. Sea. Jacques Cartier. (DB497-2).

Memorial Window In Vancouver Church

HMCS "Discovery," the Vancouver naval division, has joined with the local Naval Officers' Association and Wren Association branches in obtaining a memorial stained glass window to be placed in Christ Church cathedral at the coast city.

The cathedral has set aside space for three windows, honoring members of the Navy, Army and Air Force who gave their lives in the service of their country.

"Discovery" and the division's ship's company each subscribed one-third of the cost of the Navy window and the NOAC and ex-Wrens subscribed the balance.

LOOKING ASTERN



ROBERT HAMPTON GRAY VC, DSC

CANADIAN Naval Aviation, as officially constituted, was only two months old when there came from the Admiralty an announcement which would furnish the fledgling organization with a tradition of unexcelled brilliance - one which will be an inspiration to its aviators and airmen so long as the Navy spreads its wings.

The announcement was issued November 13, 1945. It said:

"The King has approved the award of the Victoria Cross posthumously to the late Lieut. Robert Hampton Gray, DSC, RCNVR, HMS 'Formidable,' for valour in a successful attack on a Japanese destroyer in Onagawa Gan on 9th August, 1945, in the face of fierce opposition, an action which cost him his life."

Robert Hampton Gray was the only member of the Canadian Naval Service to receive the Victoria Cross in the Second World War. He won the award six days before the Japanese surrender.

Leading an air strike against Onagawa Gan, Gray dove into a hail of fire from shore batteries and ships as he pressed home his attack. Although his plane was hit and set afire, he held his attacking course and did not release his bombs until within 50 feet of the destroyer. He obtained at least one direct hit which sank his objective.

In recommending Lieut. Gray for the posthumous award of the Victoria Cross, Vice-Admiral Sir Philip Vian, Flag Officer in Command of the British task force to which the "Formidable" was attached, said:

"I have in mind firstly his brilliant fighting spirit and inspired leadership — an unforgettable example of selfless and sustained devotion to duty without regard to safety of life

and limb. The award of this highly prized and highly regarded recognition of valour may fittingly be conferred on a native of Canada, which Dominion has played such a great part in the training of our airmen."

"Hammy" Gray was born at Trail, B.C., on November 2, 1917. Later his parents moved to Nelson, B.C., where he attended public and high school. He entered the University of Alberta, at Edmonton, in September 1936 but transferred a year later to the University of B.C., at Vancouver, from where he graduated, in arts, in the class of 1940.

An extremely popular student at UBC, he took an active part in campus affairs. He was associate editor

of the university year book, "Totem," for two years and was also a member of the Canadian Officers' Training Corps.

On graduating from university, he entered the RCNVR as an ordinary seaman, officer candidate, and in July 1940 went overseas, with a class of 75 from all parts of Canada, for training with the Royal Navy.

A short while after completing his initial course, he went to Gosport for naval aviation training. Then it was back to Canada for six months at the service flying training school at Collins Bay, near Kingston. He had received his commission as a sub-lieutenant in December 1940.

Gray's first squadron was No. 757, which he joined at Winchester, England. Subsequently he served in 795, 803 and 877, flying part of the time from the air station at Nairobi, in East Africa, and the remainder from HMS "Illustrious." The period at Nairobi was spent waiting for a Japanese fleet that never came.

In August, 1944, he joined the "Formid." In "The Far Distant Ships," Joseph Schull says of Lieut. Gray:

"He was by that time a seasoned flier; though five years of war do not seem to have aged him unduly. 'Deceptively youthful in appearance,' is a comment which appears in one of the reports following him from appointment to appointment. 'Might assert himself more,' is another.

"Less official are the comments of his brother officers: 'He had to be good to do the things he did and live as long as he did,' and, 'He was a rare hand in a crap game.'

"Not one of the reports fails to mention in some way the engaging personality which made him a welcome addition to any squadron and to any ship."

Lieut. Gray was to earn a mention in despatches within a few days after joining the "Formidable," which at



ROBERT HAMPTON GRAY



HMS "Formidable," the carrier from which Lieut. Gray took off on the mission that was to earn him the posthumous award of the Victoria Cross. Lieut. Gray served in the "Formid" for a year. He joined her at Scapa Flow, during the time when she was launching air strikes against the German battleship "Bismarck." (M-2117).

that time was concentrating her attention on the German battleship "Tirpitz", lying in Alten Fjord.

Between August 24 and 29, Gray, flying a Corsair fighter, took part in the strafing of massed enemy gun positions around the fjord to pave the way for Barracudas to carry out torpedo attacks on the "Tirpitz."

On the 29th Gray led his section in an attack on three Narvik class destroyers at anchor in the fjord. Despite intense fire from the shore batteries and the Narviks, the Corsairs pressed home their strafing attacks.

A shell hit Gray's plane and carried away most of his rudder. He coolly returned to his ship, circled overhead for 45 minutes while the "Formidable" manoeuvred into position, then made a neat landing.

He was mentioned in despatches "for undaunted courage, skill and determination."

By April 1945 the "Formidable" had joined the British Pacific Fleet and her airmen were soon in the thick of the fighting. The battle moved northward and by July they were striking at the Japanese homeland.

On July 18, Gray led a flight of planes which strafed airfields in the Tokyo area.

On July 24, he led an air strike to the inland sea, damaging one merchant ship and strafing two seaplane bases and an airfield.

On July 28, he led another strike to the inland sea, where he attacked and obtained a direct hit on a destroyer, which was reported later to have sunk.

For his part in these actions — "for determination and address in air attacks on targets in Japan" — he was

recommended for and later awarded the DSC.

On August 9 he took off from the "Formidable" for the strike on Onagawa Gan. From this one he was not to return.

Again quoting "The Far Distant Ships":

"The flights approached Onagawa, and as the naval base and harbor came in sight five warships were seen lying at anchor. From them and from the

powerful batteries ringing the bay a curtain of anti-aircraft fire, steadily increasing in intensity, began to envelop the planes.

"Fliers astern of Gray saw him go into a run aimed at one of the destroyers. As his plane swung onto an attacking course a cone of fire from ships and shore batteries centred upon it. A first hit registered; then a second. A moment later streamers of flame began to bleed out astern of the aircraft.

"It still held steadily to its course. Weaving and ablaze, it bore down to within fifty yards of the destroyer before its bombs were seen to fall. One struck directly amidships; a second fell on or near alongside the target. The ship sank almost immediately, but before it disappeared Gray's riddled plane had dived into the waters of the bay.

"The attack had been delivered with the cold precision of an instructor at a training school. It had been made with the skill born of five years' experience; and with complete understanding of the risks involved. It had been made by a man who considered both himself and his plane expendable; who was prepared to trade both for the chance of inflicting greater damage on the enemy; or, to put it another way, who was prepared to offer everything for the advancement of the cause he fought for."

An artist's conception of the attack which won for Lieut. Gray the Commonwealth's highest award. Although his plane was hit and afire, Gray pressed home to within 50 yards of the destroyer before releasing his bombs. Seconds after Gray's aircraft crashed alongside it, the destroyer sank.



LT. C. CLARK, R.C.N.

OPERATION 'CABOT'

by W. L. F.

THE Gulf Stream is a great warm ocean current which flows in a meandering arc off the Atlantic seaboard of North America towards the tail of the Grand Banks and then onward to Europe, where it has an important moderating influence on the climate as far as the northern tip of Norway. This current continues to be one of the most interesting and important problems of oceanography and the six-ship survey of June 1950, known as Operation Cabot, undoubtedly increased our knowledge of its behaviour more than any previous undertaking.

Until the immense amount of data collected is analyzed, any statement of specific results would be premature. It is expected that several important scientific papers will result from this

expedition. However, the need for further similar surveys is already apparent since the cruise revealed new phenomena which will undoubtedly call for investigation.

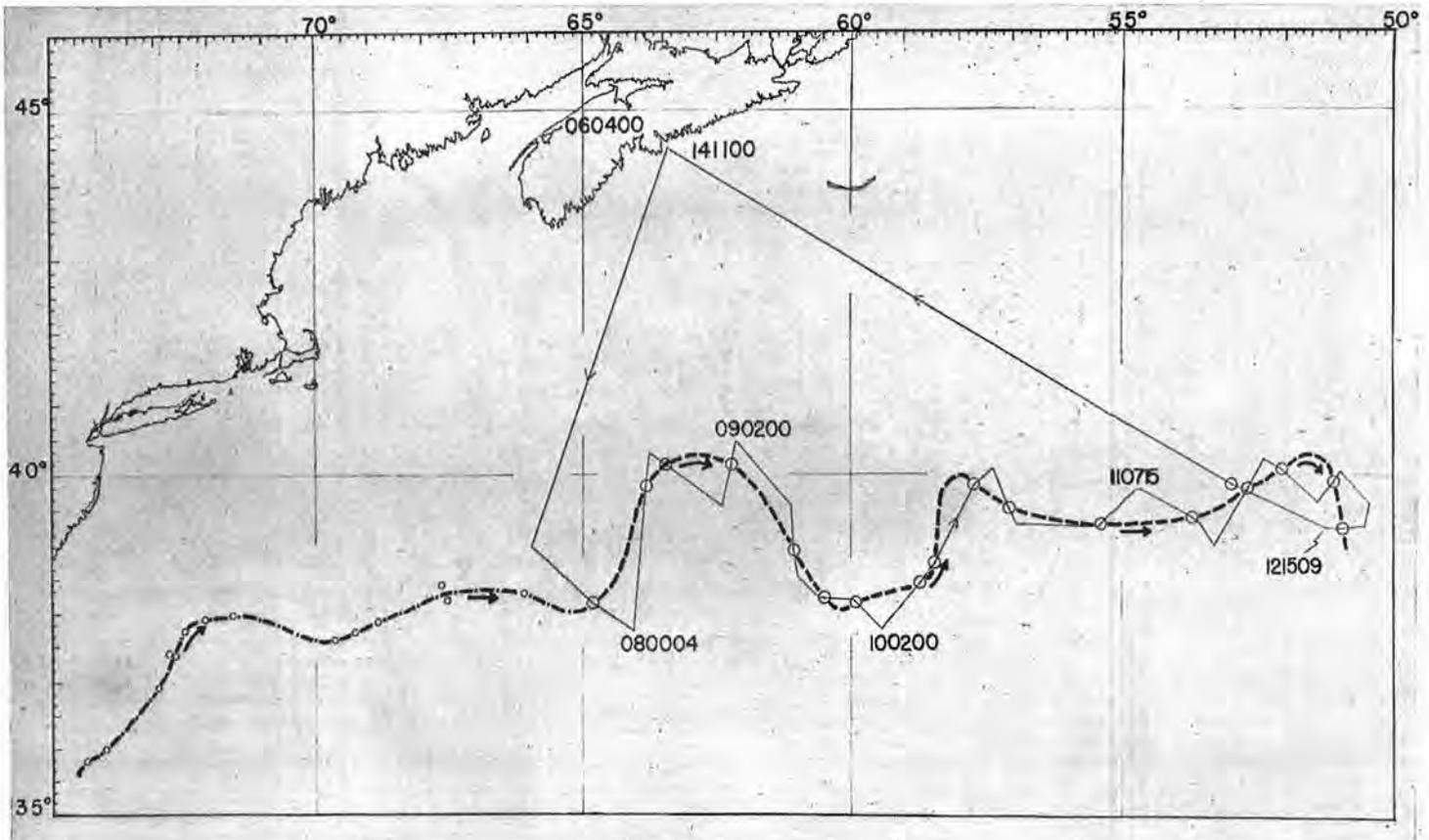
Canada was represented in the expedition by scientists from the Naval Research Establishment, Halifax, and the Atlantic Oceanographic Group, St. Andrews, N.B., and by the Canadian research ship, HMCS "New Liskeard" (Lieut.-Cdr. W. W. Maccoll). The scientific group consisted of Dr. W. L. Ford (senior scientist), Messrs. J. R. Longard, J. N. Lyons, W. R. Mackasey and B. L. Fanning of the Naval Research Establishment, Mr. L. V. Worthington of the Woods Hole Oceanographic Institution, Woods Hole, Mass., and Dr. L. M. Lauzier of

the Atlantic Oceanographic Group.

The other five ships involved in the survey were USS "San Pablo", which served as the Command Ship and carried the chief scientist, Dr. R. H. Fleming, in charge of the entire expedition; USS "Rehobeth", R/V "Atlantis" and R/V "Caryn" of the Woods Hole Oceanographic Institution, and R/V "Albatross" of the US Fish and Wild Life Service.

The cruise began on June 6 and was completed on the 23rd. During this period about 25,000 sea miles were steamed in the area of the Stream between Cape Hatteras and the Grand Banks. HMCS "New Liskeard" logged more than 4,000 miles of this total. A bathythermograph was lowered to a depth of 900 feet and readings were taken every half hour throughout the cruise. On each occasion the position was determined by Loran so that the exact location of data could be obtained and a precise track chart kept of the ship's movements. Several other oceanographic observations were made, including a large number of determina-

Operation Cabot, Phase I, June 7-12, 1950. The heavy dotted line is the inshore edge, or "cold wall", of the Gulf Stream as found by HMCS "New Liskeard". The dot-dash line, based on information from the other ships, extends the "cold wall" west to Cape Hatteras for a total of 1,500 miles. The Stream is to the right of this line looking downstream. Arrows show the direction of current which varies from 2-5 knots. The fine line is the ship's course. The numbers are date time groups GMT.



tions of speed and direction of the current.

Figures 1 and 2 show the shape of the Gulf Stream as found in part by the "New Liskeard". They illustrate the way it may meander. These diagrams are not a complete picture of the patterns of the Stream as found during the cruise, but represent only some of the more outstanding

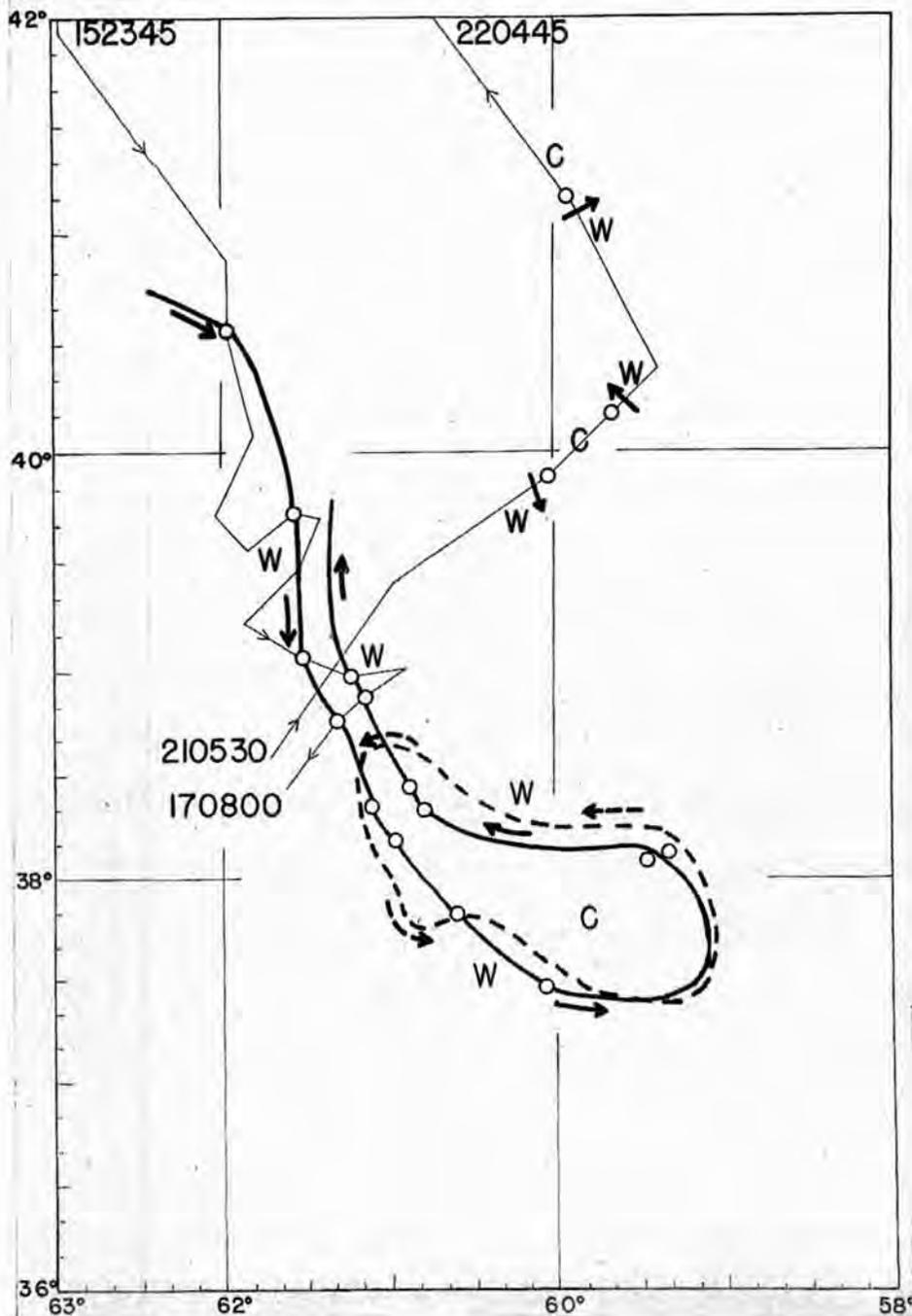
features.

As shown in Figure 2, large eddies are sometimes thrown off. This particular eddy, about 150 miles long and 40 miles wide, was formed on the off shore side of the Stream, was revolving in a counter-clockwise fashion and contained relatively cold water in its centre.

There is evidence that eddies are

also thrown off to the north which rotate in a clockwise direction and contain huge masses of warm water extending to a depth of several hundred feet. These eddies may travel well north of the northern limit of the Stream, which is found about 200 miles south of the coast of Nova Scotia.

The author wishes to express his appreciation to the commanding officer of the "New Liskeard" and his ship's company for their untiring co-operation in carrying out the very extensive navigational detail and in the operation of scientific equipment.



Operation Cabot, Phase III, June 16-22, 1950, showing the development of an eddy. The heavy solid line is the "cold wall" of the Stream as found by HMCS "New Liskeard" during a 48-hour period beginning on June 16, during which the eddy broke off. The dotted line represents the shape of the eddy after it broke off. The "W" indicates warm stream water, "C" indicates cold water, not of the stream. The heavy arrows show current direction.

DARTMOUTH PRESENTED WITH FRIGATE'S BELL

Close to 3,000 persons gathered in Dartmouth's Memorial Park on July 31 to witness ceremonies during which the ship's bell of the wartime frigate "Wentworth" was formally presented to the town.

The "Wentworth" was adopted by the Town of Dartmouth during the war and civic organizations and individual citizens undertook to provide amenities and comforts for the men who took her to sea. As a token of appreciation, the Royal Canadian Navy officially presented the ship's bell to "the biggest town in Canada." The presentation was made to Mayor C. H. Morris by Lieut.-Cdr. W. Graham Allen, executive officer of HMCS "Scotian," the Halifax naval division, on behalf of the RCN.

Among others present at the ceremonies was Capt. E. W. Finch-Noyes, commanding officer of HMCS "Shearwater," who sailed in the "Wentworth" as senior officer of an ocean escort group.

A guard of honor from "Shearwater" was paraded for the occasion.

Fish Story

Inhabitants of the fishing village of Queensport, in Guysboro County, N.S., had quite a fish story early in September.

In fact, the whole town turned out to see it.

The dragger "Barbara J. Howell" caught a "tin fish" off Pictou Island. The skipper, Captain John Howell, notified naval authorities in Halifax by radio telephone. Ordnance Lieut.-Cdr. W. A. Tangye hastened to the fishing port.

He found the "fish" harmless — an old RCN type with blowing head.

The torpedo now rests in the Naval Armament Depot, Halifax.

Afloat and Ashore

ATLANTIC COAST

HMCS "Nootka"

Less than a month after being recommissioned, the destroyer HMCS "Nootka" (Cdr. A. B. Fraser-Harris) carried out a successful rescue mission to fishing grounds 125 miles southeast of Halifax September 18.

The "Nootka" was still in the trials and work-up stage when she received a rush order to slip and proceed to rendezvous with a Halifax trawler whose chief engineer had suffered a severe concussion and possible fractured skull in an accident aboard the vessel.

The destroyer found the trawler, the "Rayon d'Or", at 0545. Seas were too heavy to run alongside and the "Nootka's" motor cutter was ordered away. Just as it touched the water the boat was struck by a big wave, smashed against the ship's side and swamped.

Its crew got a dunking but was quickly hauled back aboard. Then another crew took a second boat away, picked up the injured man and returned without incident.

The "Nootka" steamed back to Halifax where the patient was transferred by ambulance to the Halifax Infirmary. At last reports his condition was good.

Gunnery School

More than 150 members of the University Naval Training Divisions completed courses at the Gunnery School in HMCS "Stadacona" during the summer months.

Classes have slackened off generally at the school and several of the instructors have been drafted to other ships and establishments. CPO Sam Short, well-known in "Stad" for his portrayal of Santa Claus at the annual Christmas parties, went to join the staff at "Cornwallis" on September 22.

Others who have left the school include PO Robert Heath, to the leadership course at "Cornwallis", and Commissioned Gunner "Tug" Wilson and PO Jack Gaynor to the United Kingdom for a fire control course.

Among graduating classes recently have been one from the Junior Officers' Technical Course and a class of 13 AA3s, which took its last three weeks' instruction in the destroyer "Nootka". There they came under the charge of Lieut. C. E. Richardson, first lieutenant of the ship, who was once a seaman gunner himself.

Albro Lake Radio Station

Thirty new housing units have been completed at Albro Lake and that many families are now happily settled in these brand-new, up-to-date homes. Landscaping is still to be completed.

Personnel of the station have made plans for an extensive round of off-duty entertainment during the Fall and Winter months. Starting it off was a corn roast for "off watch" personnel and their families on September 15, with a second similar affair for the remainder a week later.

It was also planned to start regular dances about the same time. — B.A.B.

Navigation Direction School

Activity at the Navigation Direction School slackened off in September but resumed its normal place in October as new courses got under way.

The final course for University Naval Training Division cadets ended on September 11. During the Summer months a total of 320 Cadets took courses in Nav. I or Nav. II.

An RP2 class completed on October 23. Members of the Junior Officers' Technical Course have arrived for instruction that will take the remainder of the year. An RP3 class is scheduled to complete November 13.

A two-week familiarization course in radar and radio aids was laid on for Department of Transport personnel. Plans at present call for the first Quartermaster 1st class conversion course to get underway in late November.



Equipment on which naval pilots may have to depend for their lives has to be 100 per cent efficient and men who are specially trained for the job examine and test it frequently and minutely. Here Petty Officer Frank Cox, left, of Stettler, Alta., and PO Gordon Mason, Ottawa, check the components of a pilot's inflatable dinghy on board HMCS "Magnificent" during the European cruise. (MAG.-2081).

HMCS "Swansea"

Cruise Dog of the UNTD Summer training cruises took the ship to Charlottetown, P.E.I. and to Cornerbrook. While at Cornerbrook a good many of the ship's company took advantage of the offer to tour the huge pulp and sulphite mill there. This was a very interesting tour and was much appreciated.

Thanks also go to Local 63 of the Pulp and Sulphite Workers Union of Grand Falls and Local 64 of Cornerbrook for the hospitality and entertainment they arranged for some of the ship's company.

While on Cruise Dog, a sports day was held, topped off by a variety concert at night. Much hidden talent was revealed, a sample of which is a verse written by two Cadets, Dave Fay and F. W. Galloway, which was sung to the tune of the "Squid Jigging Grounds". A few verses are printed here:

*Oh, we are the boys who came on board Swansea,
With 5B's and khakis, no press and all worn,
The coxswain, Chief Foster, looked over the
roster,
"My sons, in this ship you will shave every
morn."*

*We looked at our mess deck, my gosh what a
shambles,
Our duffle bags, hammocks, had made it a wreck,
We all felt much weaker when over the speaker,
"Hands muster for work on the after gun deck."*

*"Cadets will go pulling, cadets will go sailing,
Prepare to tow forward, prepare to tow ast,
They carry on training sometimes when it's
raining —
Life would be softer alone on a raft."*

*Oh what a confusion, they're mooring the
Swansea,
This evolution is for the cadets,
They tackle each shackle with great noise and
cackle,
And it's raining like heck and we're all getting
wet."*

*"Great guns", said the Yeoman, "haul down
starboard outer!
"You bent on three flags — and that was
correct —
But take a good look, it's not here in the book,
You've hoisted three flags and a struggling
cadet!"*

HMCS "Cornwallis"

The stepped up recruiting drive has been reflected in more and larger drafts of new entries to this big training establishment. At present there are almost as many men under training as there were during "Cornwallis'" peak period last February, and more are still arriving.

Although the new entry side of activities is booming, the Divisional and Leadership courses were suspended while the staff took some well-earned leave. The classes resumed on September 25.



Commodore A. M. Hope, Commodore of the RCN Barracks and acting Flag Officer Atlantic Coast, points out to Mayor Gordon S. Kinley of Halifax some of the symbols on the 18-pound mace presented by the Navy to the city of Halifax. The mace, valued at \$1,000, was fashioned by hand in the Mechanical Training Establishment at "Stadacona" and was presented to Mayor Kinley at a ceremony on the Grand Parade. (HS-12088.)

Recent social activities included a corn boil and clambake by the ward-room officers and a Labor Day "Hard Times" dance sponsored by the Chief and Petty Officers' Mess. The establishment's band gave a concert in the theatre recently to which the public was invited. The large number who attended thoroughly enjoyed the program.

Chaplain Harry Ploughman, Command Chaplain (P) of the Atlantic Command and former Chaplain of "Cornwallis", was a recent visitor. In addition to conducting Divine Service, he attended, in an advisory capacity, the ceremony of placing a stained glass window in the new Protestant Church.

HMCS "Shearwater"

Tenders have been called for an additional 100-house married quarters development at "Shearwater". Site of the new project is near the present "Shearwater" housing area but on the opposite side of the Eastern Passage highway.

Overall cost of the new homes, including streets, services and landscaping will be approximately

\$1,000,000, according to officials of Central Mortgage and Housing Corporation.

The contract for the construction of a 10-room school at "Shearwater" has been awarded and work is expected to start shortly.

TAS School

Sixteen TD3s graduated from the Torpedo Anti-Submarine School at "Stadacona" during September and have been drafted to various ships for practical experience.

Members of the Junior Officers' Technical Course finished the TAS portion of their syllabus at the school in September.

Communication School

A total of 87 communicators are taking classes in the school which will qualify them for their able seaman rating.

A P2CM qualifying class of 16 men also is underway. PO W. Moyes is instructor.

Communicators in Halifax are publishing a monthly shop organ — the "Comnewslet" — for the benefit

and enlightenment of "sparkers" and "blinkers" across the country. The school staff puts out the monthly under the editorship of Lieut. Rex Carr. It contains shop talk, editorials and gossip, as well as an enthusiastic "letters to the editor" corner where technical and other problems are thrashed out.

PACIFIC COAST

HMC Supply School

During the summer training program for men of the University Naval Training Divisions, a total of 74 Cadets (S) completed courses of instruction in the Supply School at HMCS "Naden".

Early in September eight West Coast and 16 East Coast naval and victualling storemen completed their 10-week professional course and were drafted via leave to their new duties.

Six pay writers successfully completed their 16-week professional course. One of the graduates, AB Victor Fast, of Langley Prairie, B.C., has been selected to attend the University of British Columbia following his promotion to Cadet (S).

Five East Coast petty officers have completed an eight-week cooks' refresher course and have returned to their respective ships with a broader knowledge of the finer points of cookery.

Cook class C49, consisting of nine men, successfully completed a professional course in the cookery school.

The Supply School staff is at

present knee deep in books of regulations in preparation for the half-yearly professional examinations for advancement which take place in November.

HMCS "Cayuga"

The stifling heat has somewhat abated, much to the relief of men aboard the "Cayuga". On arrival in Southern Japan late in July, the crew found the heat almost unbearable. Ankles quickly became swollen from walking on the hot steel decks and heat sores and boils broke out on most of the men. It took about two months for the ship's company to become acclimatized, but now practically everyone is back to normal.

Since the RCAF began bringing it across, mail has arrived more frequently. This alone helps to brighten up the "Cayuga's" arrival back in harbor after each patrol. — J.A.B.

Mechanical Training Establishment

Three classes of stokers are currently taking a refrigeration course and a post-entry ERAs' course. Meanwhile, the first West Coast internal combustion engine course "passed-out" late in September with very good marks.

Considerable practical training and experience has been given to members of the MTE shop staff and to personnel under training, the post-entry ERAs and new entry stokers having been given specific projects on board the destroyers "Crescent" and "Crusader."

Information, Please

HMCS "Ontario" has a novel scheme for providing the ship's personnel with background information on current news.

During the breakfast period, from 0700 to 0730, a daily "information talk" is broadcast over the cruiser's loudspeaker system. The topics vary widely but their general purpose is to stimulate interest in world affairs and create a clearer, broader conception of the issues involved. Two recent subjects included The History of International Communism and The Meaning of Canadian Help in Korea.

Before the "Ontario" visits a port of call one of the morning broadcasts is devoted to a description of the place and its history.

The talks are prepared by the ship's instructor officers. The cruiser's "schoolies" have also organized a weekly 45-minute quiz program which has proven both educational and entertaining. Prizes are provided by the Ship's Fund and Welfare Committee.

Stoker D. Waddell was recently transported by airlift to join HMCS "Athabaskan" in Korea.

Canadian Services College, Royal Roads

Seventy-eight Navy, Army and Air Force cadets arrived at Esquimalt early in September to begin their training at the Canadian Services College, Royal Roads.

With the exception of four from Vancouver Island, the cadets made the last leg of their journey, from Vancouver to Esquimalt, on board the frigate HMCS "Antigonish".

The new arrivals were joined on September 15 by 72 cadets who are starting their second year at the college. The academic term commenced September 18 and will end April 30, 1951.

Three graduates of the RCN Preparatory School at "Naden" are among the first year cadets.

NAVAL DIVISIONS

HMCS "Chippawa"

(Winnipeg)

In common with other divisions across Canada, reserve officers and men of HMCS "Chippawa" went "back to school" in September. The first parade of the year was held September 11, with an exceptionally high percentage of personnel attending. They came back to find "Chippawa's" gun battery moved and new equipment added as part of the A/A specialization program. Wiring was to have been completed in



The stoker petty officer's mess in HMCS "Crescent" was presented by Mr. and Mrs. C. L. Fraser, of the Half-Way Lunch in Esquimalt, with the dinnerware set pictured above when the destroyer was re-commissioned in September. Left to right in the photo are: PO A. O'Connell, Dartmouth; PO H. Hogan, Ottawa; PO R. Mott, Dartmouth; PO W. Melanson, Montreal; PO William McCrimmon, Edmonton; PO E. Haugh, Halifax, and AB L. Page, Montreal. (E-12320).



Sub-Lieut. (NS) Sadie Rankin, of HMCS "Chippawa," Winnipeg, hands a dose of medicine to Ord. Sea. Peter Wilkins, a patient in the RCN Hospital at "Stadacona." Looking on are, left to right, Sub-Lieut. (NS) Marion Brown, of HMCS "York," Toronto, Sub-Lieut. (NS) Beryl Rutherford, of HMCS "Donnacona," Montreal and Sub-Lieut. (NS) Joyce Finlayson, of HMCS "York." The four Nursing Officers, all members of the RCN (Reserve), recently completed their annual two weeks naval training at "Stadacona."

For Sub-Lieut. Rankin it was the second period of full-time naval duty this year. She was placed on active service in "Chippawa" during the Winnipeg floods and assisted the division's medical officers in looking after a large number of flood refugees as well as providing necessary medical facilities for almost 700 naval personnel. (HS 12025).

October to enable the gunnery staff to go "full speed ahead."

A new appointment has been that of Lieut.-Cdr. F. H. Pinfold, who, as training commander, has full responsibility for the stepped-up instruction to take place this year. A new addition in Lieut. Justin Green, who has been named staff officer UNTD.

A further indication of the increased emphasis on training is shown in the new classrooms which are about to be constructed. The Summer seamanship program, which involved the use of the harbor craft and whaler, has continued into the Fall. Sub-Lieut. Bill Wilson has taken charge of several parties of ordinary seamen in some exciting whaler sailing on Lake Winnipeg.

Surgeon Lieut.-Cdr. Gordon Fahrni has returned to his duties as principal medical officer after a lengthy leave of absence. PO F. Lucky has been drafted to "Naden".

The first social event of the winter season was the WRCNS annual dinner on September 20.

Lieut. E. J. Hyman, staff officer of "Chippawa", has been elected president of the Inter-Service Hockey League in the Manitoba capital.

"Chippawa" will enter a team in this league and also is planning a series of exhibition games with other Western divisions.

With four teams from the division already entered, the division's ten-



James W. Humphries of Halifax served through two wars in his 31 years with the Canadian Army, but his avocation has a completely naval flavor. Since he retired on pension he has devoted his spare time to making models of ships. Here he points out details on the bridge of HMS "Vanguard." Alongside the battleship is a scale model of HMCS "Micmac," complete even to the rivets. Partly visible in the glass case at the top is an aircraft carrier. (HS-12120).

pin bowling league has got away to a good start.

HMCS "Catarqui"

(Kingston)

The ship's company of HMCS "Catarqui" last month said farewell to Commander Henry K. Hill, who is relinquishing his post after two years in command of the Kingston naval division.

Succeeding Cdr. Hill in command is Lieut.-Cdr. Harold Webster, of Napanee.

HMCS "Catarqui" made a good showing in the 1950 Great Lakes Naval Regatta, the division's team placing fourth, just two points behind the third place "Portage" team and four points astern of HMCS "Hunter," which finished second.

Much of the credit for "Catarqui's" success was due to Cdr. Hill, who obtained three first places in sailing races. CPO A. Walsh also added points for the team.

The Fairmile "PTC 721" made her last trip of the season a courtesy cruise to Oswego, New York. On her return she was laid up for the Winter.

HMCS "Donnacona"

(Montreal)

Two chartered railway coaches took "Donnacona's" triumphant team and the division's band from Montreal to Hamilton for the Great Lakes Naval Regatta and return. When the train stopped over for an hour in Toronto on the homeward trip the "Donnaconas" put on a show for the

citizens of the Ontario capital and guests of the Royal York hotel.

The team fell in behind the band on the station platform and, with the latter playing "Roll Along Wavy Navy", marched smartly out of the station, across the main street and into the hotel lobby, where they were greeted by the smiling manager and cheering guests. The return trip to the train was made to the tune of "Anchors Aweigh".

The regatta team claims a good deal of the credit for the victory is due to the division's band, which, with Lieut. Norm Moulard directing, spurred the contestants on to greater efforts with its fine playing. — R.F.D.S.

HMCS "Star" (Hamilton)

Navy Day, October 7, was marked at HMCS "Star" by "open house" at the division for the people of Hamilton and by the presentation of war-won medals to eligible members

of the ship's company. In addition to his Second World War awards, CPO Robert C. Donaldson was presented with the Long Service and Good Conduct Medal.

On October 8, "Battle of the Atlantic Sunday," the ship's company moved out to nearby Dundas for a church parade to St. Paul's Presbyterian Church, the regular church of "Star's" Protestant Padre, Chaplain Callum Thompson. Following the service a wreath was laid on the Dundas Cenotaph.

"Star's" Fairmile motor launch has been laid up for the Winter. It is hoped that new engines will be installed before next Spring.

Fall and Winter training has opened in the Division with TD3 and QR3 courses already underway. The new entry training schedule has been enlarged to provide a full basic training course for the large number of recruits now in the ship's company.

children on Sunday, July 30, when each family "adopted" one or more children for a picnic held at Boysdale Camp on the Sturgeon River, just north of Edmonton. In this manner all 28 of the children from the home were fitted into a family group and received the same care and supervision as the members' own children.

The afternoon was spent in sports, swimming and consuming vast quantities of pop, ice cream and hot dogs. In fact, those commodities were stowed away in such large quantities that it was thought advisable not to distribute the 70 pounds of watermelon which had been taken along. This was delivered to the home the next day.

The picnic was organized by the entertainment committee, under the guidance of CPO Ernie Melvin and consisting additionally of PO L. Minogue, PO G. Wells and PO A. W. H. George, whose untiring efforts resulted in the picnic being declared a high success by all concerned. Donations of pop, hot dogs and watermelon were received from local firms and a bus was donated by an Edmonton bus company to transport the children to and from the outing.

It is hoped that from time to time the Chief and POs' Mess will be able to provide entertainment for these youngsters whose conduct and manners certainly made the efforts on their behalf seem well worth while.

HMCS "York" (Toronto)

With the Canadian National Exhibition in full swing and the division playing host to the first National Wren Re-union, late August and early September were busy periods for HMCS "York".

Activities during September started with the Great Lakes Naval Regatta at "Star". A contingent from the Toronto division made the trip and finished in fifth place with 49 points. Among the point-getters for "York" were CPOs Lester Bell and Murray Robertson, who took first place in the men's dinghy race. Ord. Sea. Jack McMurray, who weighed in at 147 pounds, won in his class in the boxing show.

Seaman divisions at "York" have been reorganized on a basis of technical branch rather than "part ship". This was done to consolidate divisional training with branch instruction.

A smoker honoring men of the visiting minesweeper "Portage" was held on August 31 and was much enjoyed by all who attended. Ar-



CPO Arnold Parkinson puts his heart and soul into the effort as he blows up a balloon for a young guest at the picnic held by the chief and petty officers of HMCS "Nonsuch" for boys and girls from the Edmonton Home for Ex-Servicemen's Children. An astonishingly large amount of food and "pop" was disposed of at the picnic and, in the photo at the left, two youngsters demonstrate how this was accomplished. (Photos courtesy of *The Edmonton Bulletin*.)

HMCS "Nonsuch" Edmonton)

The chief and petty officers of HMCS "Nonsuch" and their wives played hosts to the orphans of the Edmonton Home for Ex-servicemen's

rangements were under the charge of PO James Fleming, PO John Mahone and Ldg. Sea. Gordon Spiker.

A few days earlier the wardroom and the various messes held receptions for approximately 1,200 former members of the Women's Royal Canadian Naval Service.

CPO W. R. Franklin presented a souvenir mug to the Chief and Petty Officers' Mess at the US Naval Reserve Division at Rochester, N.Y., when part of the ship's company visited the establishment recently.

The Chief and Petty Officers' Mess at "York" lost one of its most popular members when Louis (Little Sir Echo) Gould was promoted to Commissioned Bos'n recently and moved into the wardroom.

HMCS "Discovery" (Vancouver)

The 1950-51 training season opened on September 5 with some 25 recruits going through their "in routine."

During the visit of Captain H.L. Quinn, Director of Naval Reserves, a completely new training set-up was approved for "Discovery". The division's organization has been broken down into two sections, one devoted to training and the other to administration. Lieut.-Cdr. Ralph Newstead will take charge of the training side of the program, while Lieut.-Cdr. Bill Davidson, "Discovery's" executive officer, assumes control of administration.

Meantime, most of the TAS equipment has arrived and been installed and emphasis will be placed upon this phase of naval training during the coming months. The Reserve recruiting rate has increased and Lieut.

Gavel Becomes Museum Piece

A gavel, presented to the Royal Canadian Navy Gunner's Mates' Friendly Society by the Royal Navy Gunner's Mates' Friendly Society of Devonport, England, in March 1945, has been donated to the Maritime Museum in HMC Dockyard, Halifax.

The gavel was presented as a token of fellowship and goodwill between the two societies. Its head is made of wood salvaged from the British House of Commons after it had been bombed during the Battle of Britain.

The RCN Gunner's Mates' Society was a wartime organization, its aims and objects being the betterment of conditions for GMs who had served in the RCN and the establishment of a benefit fund to assist dependents of members lost at sea. It was disbanded in 1947.



Foreign military attaches accredited to Ottawa and Washington, who recently visited military and naval establishments on the West Coast, are shown at the entrance to the wardroom at HMCS "Naden," where they stayed while at Esquimalt. Left to right, front row: Capt. A. Gaumont, Canadian Army, one of the conducting staff; Col. Sverre Refsum, Norway; Col. Umberto de Martino, Italy; Brigadier N. A. T. Raza, Pakistan; Col. Max Waibel, Switzerland; Brig. P. C. Banergi, India; Major C. R. R. Douthwaite, UK, and Captain G. E. Fardell, RN. Rear row: Col. Pilot Carlo Unia, Italy; Col. F. Pillet, USA; Rear-Admiral Luis F. Merlo-Flores, Argentina; Major E. Green, USA; Lieut.-Col. Janko Susnjar, Yugoslavia; Major K. S. Hamilton, UK; Sqdn.-Ldr. A. Tilley, RCAF, conducting staff; Captain F. H. Gardner, USN, and Wing Cdr. S. G. Birch, RAF. (E-12315).

Andy Ross, new entry training officer, has devised a "familiarization" program which acquaints the recruits with the naval service, its traditions and its aims, and tells them what they can expect to learn in the coming season.

The establishment was host recently to 15 members of foreign embassy military staffs, accredited at both Ottawa and Washington, D.C. Several US destroyer escorts have called at Vancouver in recent weeks and on every occasion "Discovery" has been thrown open to the visiting ships' companies.

Plans are underway for the erection of a rifle range in "Discovery". — W.J.H.

HMCS "Hunter" (Windsor)

The Fall training season opened at HMCS "Hunter" on September 11 and the ship's company has begun a full and comprehensive training schedule. A highlight was an evening cruise in the Fairmile, "PTC 762", on September 18, for which all hands present at drill on that night were embarked.

The Fairmile was busily engaged in training activities all Summer and in September it was possible for the first time to carry out courtesy cruises. Members of the town council of Amherstburg were taken for a trip on the Detroit River and later

directors of the senior and junior Chambers of Commerce of Windsor enjoyed a cruise on Lake St. Clair.

Fitting ceremony marked the observance of Navy Day and Battle of the Atlantic Sunday in Windsor. "Open House" was held at "Hunter" on October 7 and church parades to city churches marked Battle of the Atlantic Sunday the following day. — R.M.P.

HMCS "Queen" (Regina)

Lieut. D. M. Howitt relieved Lieut. G.F. Clarke as staff officer of HMCS "Queen" during September. The latter, who was serving temporarily as staff officer, returned to Ottawa and took up his former duties in HMCS "Carleton".

Lieut. Howitt came to Regina from Halifax, where he had completed the Junior Officers' Technical Course.

PO R. Dickson, a writer in the division for the past 17 months, has left for the West Coast. He was relieved by PO L. Fortier, from "Naden". Prior to his departure, PO Dickson was guest of honor at a reception in the Chief and Petty Officers' Mess.

The infant son of Lieut. (P) W. L. Walker and Mrs. Walker was christened with traditional ceremony in the wardroom recently. Canon J. W. Carter, of Lethbridge, formerly chaplain at "Queen", officiated, using the ship's bell as a font.

This is Naval Ordnance

(From "Shipmate", the monthly magazine of the U.S. Naval Academy Alumni Association).



phasis was reversed. This was the time to evaluate the weapons we had afloat and those coming off the production lines. How had they performed during the war? How effective could they be expected to be against the threats that probably lay ahead of us? What are these threats and what new weapons must we develop to meet them? Production was quickly brought to a standstill. Research and development became the magic phrase which would chart our course through the coming age of supersonic flight, atomic energy and push-button warfare.

It is natural that the glamorous potentialities of high speed aircraft and guided missiles should attract a great deal of attention in the development of new ordnance. But as long as ships sail on and under the seas, mines and submarines present as deadly — perhaps more deadly — if less glamorized, a menace to our ability to control the seas. The Ordnance Department's efforts in research and development, therefore, are apportioned roughly equally among aircraft armament, anti-aircraft and undersea warfare.

Guided missile developments embrace the three fields, air, surface and underwater targets. The work of the Ordnance Department in guided missile development is co-ordinated closely with that of our sister services. Ordnance Department's own programs include air-to-air missiles, air-to-surface and sub-surface, ship-to-air, and ship-to-surface missiles. The Department attacked the problem of research and development of guided missiles along the proven lines used in the successful development of VT fuzes. A competent scientific agency is selected to be responsible for technical direction of the project. The agency selects other leading scientific and industrial groups to carry out the details of the program. The Ordnance Department confines itself to broad direction of the work to insure the development of satisfactory naval weapons. When successful prototypes have been built, groups skilled in production engineering are brought into the picture to ready the design for actual production. In the

meantime, of course, the agency responsible for technical direction continued with research and development leading to improved versions of the weapon.

It must not be imagined that guided missiles make all other weapons obsolete. Guided missiles have their limitations. They are complex, costly and not practical for all tactical situations. Although great emphasis has been put on their development, this has not been done to the neglect of improved conventional type weapons.

Aircraft armament has felt the impact of the trend towards very greatly increased plane speeds. Externally carried stores — bombs, rocket launchers and machine gun packages — must be re-designed for streamlining. The trend in machine guns and aircraft rockets is toward higher velocities and greatly increased rates of fire. The performance of aircraft fire control must be vastly improved to meet the interception problems imposed by increased speeds, to permit evasive action during the approach, and to control armament

IN the Navy, ordnance is everybody's business. This is natural enough, because after all it is ordnance which makes the difference between a fighting ship and just a ship. In the last analysis, a fighting ship exists to carry its armament to the scene of action and to make it possible to use that armament effectively. This widespread interest in ordnance has its advantages: It explains why the Department quickly hears about it if its equipment is faulty. It explains, also, the Fleet's interest in the trends of development of new ordnance and why no new design is likely to satisfy all of the potential users.

Throughout the Second World War, the emphasis was on producing proven weapons in great volume. By and large, new and improved weapons could be considered only to meet an existing threat; for example, defence against Kamikaze attacks. Research was by no means neglected, but unless it contributed to the immediate problem of winning the war it had to give way to production.

With the end of the war and after the chaos of demobilization the em-



of widely differing ballistic performances.

Although great hopes may be placed in guided missiles and interceptor aircraft to protect the Fleet from air attack, it is plain that ships must still be able to protect themselves from air attack at the closer ranges. Recently, improved AA gun and fire control systems have been reaching the Fleet. Although the

performance of these systems has been markedly better than the Second World War systems they replace, it must be realized that these new weapons are actually of Second World War design. Such is the lead time required to design and build modern ordnance equipment, and it serves to emphasize again the axiom that a war is fought with the weapons in existence on D-Day.

The AA gun of "modern" or "future" design must have much higher performance, higher rate of fire, shorter time of flight, and practically automatic operation. Radical changes in the design of the projectiles and in the fragmenting characteristics of the warhead may be expected. The fire control tends towards the greater complexity needed to give automatic operation. Above all, radical improvement in our means of detection, identification and acquisition of high speed air targets appears needed.

Recently, newspaper articles have highlighted the increasing concern felt regarding the threat to our control of the seas posed by modern and future submarines. What is perhaps the greatest problem here is detection—a problem not strictly ordnance at all. Weapons to destroy the improved submarine must reach out to greater ranges and in some cases must seek out the target. The ASW aircraft must be armed with improved depth bombs, and rockets having better underwater ballistics. The fire control, as might be expected, tends toward automatic operation and the ability to control several different weapon systems.

These are the trends in the broad fields of weapons. There are details too numerous to mention, such as: more powerful explosives, the ability to function in cold weather, and, covering a multitude of sins, better electronics.

It is unfortunately true that the trend in ordnance is toward equipment which must be paid for in terms of complexity, weight, space and large sums of money. The Bureau of Ordnance realizes that such weapons' systems cannot be carried by all ships or aircraft, even if the country could afford the cost. With this in mind, the Bureau is not neglecting the design of ordnance which will be needed in quantity for large numbers of smaller ships. The overall goal is to provide the best weapons possible, within the limitations of funds, for a balanced Fleet.



The former RCN frigates "St. Catharines" and "Stonetown" are shown in HMC Dockyard, Halifax, where they were fitted with radar and other equipment prior to going to the West Coast for duty as Pacific weather ships. Their appearance drastically altered, the frigates are now operated by the Department of Transport. (HS-11267).

Former Navy Frigates Have Faces Lifted

*'St. Catharines,' 'Stonetown'
Now Weather Ships*

The Department of Transport's latest weather ships—"St. Catharines" and "Stonetown"—left Halifax in early autumn to bring a "new look" to the weather observation business on the West Coast.

Both are former RCN frigates, but to a Navy type they are a far cry from the low-slung warships which operated on the North Atlantic during the Second World War.

Their respective silhouettes have been changed by an extension of the upper decks to their sterns. Battleship gray has been softened to warm greenish gray. Awnings are slung over the outside companionways.

Inside, the familiar forecastles have been changed to a system of two-man cabins for the crews of 62 men who will make the ships their homes.

Reconverted at Sorel, the frigates later had additional wireless and electronic equipment installed at Halifax for their duties as weather observation ships.

The "St. Catharines", under the command of Capt. J. P. Sleight, a former naval officer who served in her during the war, sailed from Halifax September 21, and the "Stonetown,"

under command of Capt. John McMunigale, left for the West Coast October 18.

Here are some of the alterations which have been made in each of the two frigates:

The quarterdeck, which was once a flush, open deck occupied by depth charge rails, racks and throwers, has now been covered over and converted into a lounge room for the crew.

Major changes have also been made up forward. The wheelhouse, for instance, has been shifted one level higher and the former wheelhouse has been converted into a dining room for the senior officers.

Where the after gun-housing was located is now a cabin for the meteorological men, with facilities for inflating and controlling the balloons used for upper atmosphere readings.

The "St. Catharines" was the second frigate to be commissioned by the navy in the Second World War. Built at Esquimalt by Yarrows Limited, she was accepted July 7, 1943. In March 1944 she took part, as senior ship, in the famous 32-hour hunt of "U-744." (see "Crow'snest," March 1949).



The Navy Plays



"Stadacona" Opens Grid Season with Victory

HMCS "Stadacona" successfully opened defence of the Halifax Canadian Football League championship by downing a powerful "Shearwater" club 16 to 5 before an opening day crowd of about 1,500 fans.

CFO "Ed" MacSweeney, of Halifax, was the spearhead of the "Stad" attack, running for some large-sized gains, kicking a 40-yard field goal and booting two singles and a convert.

Others prominent in "Stadacona's" win were AB Ron Hayter, of Halifax, PO Len Murray, of Toronto, who scored the first touchdown, and the team's quarterback, AB Ken MacElroy, of Montreal, who plunged for the other major. In addition, PO Laurie Larsen from Yorkton, Sask., made some great catches of forward passes and AB Ed. MacLeod, of Toronto, displayed some spectacular broken field running.

Although defeated by a two-touchdown margin, "Shearwater" showed great promise, particularly in their aerial offensive. Stars in the attack

were Lieut. (L) Mike Milovick, of Hamilton, Ont., and AB Mike O'Connor, of Ottawa. Milovick brought the fans to their feet early in the second quarter as he whipped three consecutive forward passes which, coupled with a smart running play, brought the ball to "Stad's" one yard line. From there he went over for a TD. O'Connor, besides being on the receiving end of many of Milovick's passes, made some good yardage on line plays and end runs.

The game was livened up by the RCN Band, under the direction of Lieut. Stan Sunderland, which gave its usual excellent display on the field at half time.

"Cornwallis" Awaiting Ice Rink Opening

Although the unusually cold and damp summer forced cancellation of several sports events at "Cornwallis", notably swimming and track meets, other leagues have been going ahead, weather permitting.

The second half of the "Corn-

wallis" inter-part soccer league is in full swing, and with the divisions becoming larger and more numerous, a good brand of ball is being shown. It looks as though the officers, who won the first half of the league, will be given a stiff battle for the Dargie Trophy.

The establishment's soccer team continued its mastery over the RCAF Greenwood Flyers, trouncing them 5-0 in a recent match. The game was closer than the score would indicate, but the accurate-passing "Cornwallis" forwards, led by PO Ray Ellison, who scored the hat-trick, overpowered the Air Force defence. The other two goals were scored by Ord. Sea. Robert Roe and Lieut. F. C. Pettit.

In the August track and field meet, "Sioux" Division amassed a total of 59 points to win by a wide margin.

In tennis, the officers' team defeated a team from the nearby Annapolis Royal Club, six matches to two.

"Iroquois" and "Athabaskan" Divisions joined forces to win the monthly cross-country run, with Ord. Sea. George Delmo, of Port Arthur, Ontario, taking individual honors.

All personnel are eagerly awaiting the opening of the ice rink and the start of the hockey season. The bowling addicts also are preparing for an early start in league play.

East Coast Badminton Club Starts Season

A large and enthusiastic turnout was present for the first meeting of the Atlantic Command Badminton Club September 12 in the P. and R.T. School in HMCS "Stadacona."

Cdr. G. M. Wadds was elected president of the club and Lieut. (S) D. S. McNicol and Instr. Lieut. D. A. Robertson were elected secretary and treasurer, respectively.

Play was resumed September 26 and 27 at the "Stadacona" gym and continues every Tuesday and Wednesday, from 1930 to 2300, throughout the season. An expansion of membership has made it necessary to hold play on two nights per week instead of one as formerly.

The club is open to naval officers and men, their wives and friends.



Dismayed "Shearwater" gridmen tumble after AB Ken MacElroy of Montreal as he completes a quarterback sneak for a touchdown in the opening game of the Halifax Canadian Football League. "Stadacona" triumphed by a 16-5 score. (HS-12333).

RCN Hockey Team Plays Exhibition in Scotland

A hockey team from the Canadian Special Service Squadron suffered a 10-4 defeat in an exhibition game with Dunfermline Vikings, of the Scottish Ice Hockey League, during the squadron's visit to Rosyth, Scotland.

The game was the first for the Navy team, which had held its first practice only two days before. The Vikings, most of whom are Canadian imports, were held to a one-goal margin until the last 15 minutes of play, when they broke loose for five tallies.

The Navy squad is coached by Cdr. (L) H. G. Burchell. Those who dressed for the opening game were CPO Cyril Benn, AB Jack Naylor, CPO Bernard Gordon, PO Francis Lowe, Lieut.-Cdr. F. C. Frewer, AB Douglas Stinson, PO James Crawford, AB George Seleski, Ldg. Sea. Harold Gregory, Ldg. Sea. John Kozac, Ord. Sea. John Neve, Lieut. R. C. Brown, PO Vincent Jarvis, PO Joseph Conrad, Lieut. J. W. Logan, AB Robert Fontaine, PO Garfield Charles, AB John Bechtold and PO George Ghikas.

Fontaine, Brown, Neve and Gregory scored the Navy's goals.

Technicians' Class Wins School Softball Title

The Electrical School Inter-Class Softball League in HMCS "Stadacona" ended Sept. 7 when Electrical Technician "I" Class defeated Radio Technician "E" Class 25-6 in a sudden death game for the school championship.

This was the first year for inter-



Ord. Sea. Taylor Gordon, captain of the winning "Huron" division team, is presented with the team trophy by Captain A. P. Musgrave, commanding officer of "Cornwallis," following a track and field meet at the new entry training centre. Ord. Sea. Gordon distinguished himself by winning the cross-country race for the third straight time. (DB-918-6).

class softball competition in the Electrical School.

Members of the championship team were: Ldg. Seamen Harold Price 2B, Ivan Latimer 1B, Dewain Wickstrom C, John Muir P, Douglas Welch SS, Archie McArthur 3B, John Logan LF, Frank Myers CF, and D. J. Hunter RF. Ldg. Sea. Edwin Heibert and ABs Jack Webb and E. A. Ferguson filled in as substitutes. — J.W.M.

"Naden" Stokers Lead in Softball, Water Polo

The Stokers' team from the Mechanical Training Establishment at HMCS "Naden" won the first game in the best-of-three playoff series with "Naden" Supply for the barracks softball championship. The score was 5-4. Manager and coach of the Stoker team is PO W. Grondin.

The Stokers were faring even better in the barracks water polo league. At time of writing, the MTE stars had not had a single goal scored against them and had only one game left to play in the knockout series for the title. Ord. Sea. James W. Platz is team captain and coach and Ldg. Sea. Raymond Hampton is playing manager.

"Stad" Team Edges "Shearwater" Netters

HMCS "Stadacona" was victorious by a 5-4 margin in a nine-match tennis tournament played with HMCS "Shearwater".

The matches, limited to single sets, consisted of three mixed doubles, one ladies' doubles and four men's doubles. "Shearwater" picked up two wins in the mixed and two in the men's doubles. "Stad" took one mixed doubles, the ladies' doubles and three of the men's doubles. Scores were as follows:

Mixed doubles — Sandes, Duffie ("Shearwater") def. McCormick, Wallace, 6-4; Woodbury, Kenny ("Stadacona") def. Sandes, Finkbeiner, 6-4; Sandes, Cocks ("Shearwater") def. Farrell, Woodbury, 6-4.



The RCN hockey team from the Canadian Special Service Squadron poses with the Dunfermline Vikings for an informal photo following an exhibition game in the Scottish city. At the extreme right is Cdr. (L) H. G. Burchell, coach of the Navy team. At his right is Lieut.-Cdr. F. C. Frewer, CO of HMCS "Micmac," who played on the Navy team. (Mag.-2140).



Shown above are members of Electrical "B" team, winners of "B" section of the Inter-Part Softball League in HMCS "Stadacona". Front row, left to right: PO Vic. Mytruk, PO Tom H. Graham, Cdr. (L) J. Deane, officer-in-charge of the Electrical School; CPO Duncan Bishop, CPO Allan B. Loucks. Rear row: CPO Duncan Stevenson, Ord. Sea. Eugene H. Woods, Ord. Sea. Tony P. Keeler, Ldg. Sea. John W. Muir, PO Charles G. Rennie, Ord. Sea. Don W. Wheeler and PO Jack H. Strachan. (HS-12356.)

Ladies' doubles — Woodbury, Wallace ("Stadacona") def. Sandes, Coons, 6-2.

Men's doubles — Utting, Finkbeiner ("Shearwater") def. Coles, Kenny, 6-2; McCormick, Farrell, Sandes, Cocks ("Shearwater") def. 6-4; Coles, Kenny ("Stad") def. Utting, Finkbeiner, 6-4; Coles, McCormick ("Stad") def. Duffie, Utting, 6-0; McCormick, Farrell ("Stad") def. Cocks, Duffie, 6-5.

Supply School Plans Winter Sports Program

Summer sports are at an end and the Supply School at "Naden" is busy planning for the Winter sports program. During August the Supply School "A" team won the medley marathon relay race in "Naden" inter-part competition. Besides getting five points towards the "Cock of the Barracks" trophy, the boys also won the big cake which was offered as first prize. The "B" team came third, being nosed out by the Medical Dept. squad.

In inter-part softball, Supply "B" team reached the semi-finals only to be eliminated by MTE.

Albro Lake Softballers Lose Playoff Series

The Albro Lake Naval Radio Station softball team lost out to Fairey Aviation in the best-of-three playoff series for their league championship, two games to one. While the Albro Lake team finished near the bottom in league play, the

"sparkers" came to life in the playoffs to eliminate Dodgers and Clarence Park before bowing out to the Fairey crew.

Three men from Albro Lake are members of the Navy's football team in the Halifax senior league. Ldg. Sea. George Coyle plays quarterback, PO Gordon Lothian left end, and Ldg. Sea. Andy Baribeau halfback.

Ldg. Sea. Boyd Hutchinson, another communicator, has been burning up the local golf links. While

he regularly shoots in the low 70's, he recently carded a 69 at the Brightwood Golf and Country Club, in Dartmouth.—B.A.B.

Communicators, Electricians Win Inter-Part Softball

Communication School and Electrical School "B" were crowned champions of the "A" and "B" Sections of the "Stadacona" Inter-Part Softball League for 1950.

Both teams had to go the limit to win the playoffs in their respective sections. The Communicators took the odd game of their best-of-three series with Electrical "A", while Electrical "B" won two in a row from Mechanical Training Establishment after losing the opener.

Ord. Sea. William McEtric pitched both victories for Communication School, while Ldg. Sea. Douglas Welch was the winning moundsman for Electrical "A".

After MTE had won the first game of the "B" section playoff by an 8-7 score, Electrical School came back with 13-6 and 10-6 triumphs to cop the title. Ord. Sea. Donald Wheeler and CPO Duncan Stevenson hurled for the winners. Ldg. Sea. Joe Emke pitched all three games for MTE.

"Stadacona" Breaks Even in Tennis Tournament

HMCS "Stadacona" and Windsor, N.S., tennis clubs staged a one-day tourney on the courts of the latter club and, after the keenest kind of competition, finished in a 7-7 tie. Fourteen one-set matches were played, with the following results:

Mixed doubles—Arsenault and Kerr



From all reports, the children's swimming classes held this year in the "Stadacona" pool were bigger and better than ever. Here Ldg. Sea. John Pike instructs a group of children of naval personnel serving in the Halifax area. (HS-11957).

("Stad") lost to Meagher and Seary 3-6; Russell and Pearce ("Stad") defeated Allbon and Smith 6-1; McCormick and Korning ("Stad") lost to Hughes and Hughes 3-6; Coles and Russell ("Stad") lost to Moxner and P. Schofield 7-9.

Men's doubles — Duffie and Coles ("Stad") defeated Hanson and Moxner 6-4; Kerr and Pearce ("Stad") lost to Smith and Seary 4-6; Kenny and McCormick ("Stad") defeated Munroe and Blenkhorne 6-0; Donald and Stewart ("Stad") lost to Hughes and Schofield 3-6; Cole and Kenny ("Stad") defeated Moxner and Munroe 6-4; Kerr and Duffy ("Stad") lost to Hanson and Seary 5-7; Stewart and Pearce ("Stad") defeated Smith and Schofield 7-5; Kenny and Duffie ("Stad") defeated Smith and Munroe 6-2; McCormick and Coles ("Stad") lost to Hughes and Hanson 2-6.

Ladies' doubles — Korning and Russell ("Stad") defeated Livingstone and Aylward 6-1.

Swim Team Follows Stiff Training Schedule

Petty Officer Albert Trepanier has a swimming team in HMCS "Stadacona" he vows will not be allowed near the swimming pool for a full eight weeks.

He's not annoyed with them, for the mixed aggregate scored smashing wins this summer in Halifax and Dartmouth swimming and diving competitions.

An ambitious coach, Trepanier insists on perfection and has embarked on a training program he hopes will



Shown above are members of the "Stadacona" swimming team which scored convincing victories in Halifax and Dartmouth swimming and diving competitions this year. Front row, left to right: Caroline Logan, Eileen O'Neal, Joanne Beaubien, Pat Logan and AB Robert LeClair, in front. Rear row: PO Albert Trepanier, coach; AB Pete Mill, PO Ross Cawley, PO Jack Cressey, Ord. Sea. Cliff Neard, PO Mike Bidnock and Ord. Sea. Richard Bowden. (HS-12153).

enable his crew to swamp all competition in the Nova Scotia indoor swimming and diving championships early next Spring.

Roughly, this is his schedule:

Eight weeks' pre-water conditioning — Chest and shoulder muscles are loosened and enlarged by three sets of progressive calisthenics.

Six weeks' preliminary pool work — Slow easy distance swimming to develop endurance and work on basic styles.

Eight weeks' hard training in which distance swimmers practice on dashes, learning to cover distances swiftly, and the dash men work out over the longer routes.

Two weeks' polishing up — Swimmers concentrate on their specialties, aiming at maximum proficiency.

The team — a dozen men and eight girls — turns out Mondays, Tuesdays, Wednesdays and Thursdays for an hour's work-out at noon and another hour in the evening. To relieve the tedium of steady swim training, Trepanier has thrown basketball, volleyball and other gym games into the schedule to condition his squad.

Trepanier has rounded up a keen and capable group of swimmers, among them Ord. Sea. Dick Bowden, who came fourth in the last Olympic trials and missed making the Canadian team by one. Another is Mike Bidnock, a masterful diver and swimmer.

Army Officers Victors in Softball Series

HMCS "Stadacona" officers went down to defeat in a best two out of three series with Canadian Army officers in Halifax.

After winning the first game by a 12-6 margin, "Stadacona" proved no match for the Army in the next two contests, going down by 32-19 and 11-4 scores.



The two gentlemen pictured above are not plotting a play with which to confound future football opponents — they're working out marching manoeuvres to be performed by the "Stadacona" band during the half-time interval at Halifax football games. They are Lieut. (SB) Stanley Sunderland, right, the bandmaster, and CPO Victor Goodridge. (HS-12379.)

For the cheerful manner in which they have accepted the rigors, dangers and monotony of active service in the cause of the United Nations. Good luck and a safe return to your home waters."

Special Service Squadron Receives Warm Welcome

From all reports, the first European cruise ever to be undertaken by the Royal Canadian Navy was proving successful beyond all expectations. Officers and men of the "Magnificent," "Huron" and "Micmac" were practically overwhelmed by the warmth, sincerity and extent of the welcomes accorded them on visits to Scotland, Norway, Sweden, Denmark, The Netherlands, Belgium and France. Even in Portsmouth, where Canadian ships and sailors are no strangers, the citizens went all out in greeting the blue-clad visitors.

The training and experience gained have in themselves made the cruise worthwhile. But perhaps of even greater value have been the good will and friendship which the squadron's visits enabled Western Europeans and Canadians to demonstrate in tangible fashion.

Naval ships have long been noted for their ability to perform ambassadorial missions; the Canadian Special Service Squadron of 1950 has been no exception.

Canada Marks Navy Day, Battle of Atlantic Sunday

Canada's first Navy Day was celebrated on Saturday, October 7, with parades, demonstrations and other functions, designed to make Canadians better acquainted with the seagoing service, being held from coast to coast.

The divisions did a particularly good job of putting the Navy in the public eye, holding "open house" and staging various special events as they carried out their individual Navy Day programs.

A number of congratulatory messages were received and acknowledged by Defence Minister Brooke Claxton and Rear-Admiral H. G. DeWolf, who was acting as Chief of the Naval Staff during Vice-Admiral Grant's absence. Among those from whom messages were received were Francis Matthews, United States Secretary of the Navy; Admiral Forrest Sherman, Chief of Naval Operations; Vice-Admiral R. V. Symonds-Taylor, Commander in Chief, America and West Indies, and Capt. G. E. Fardell, Senior British

Weddings

Lieut. John D. Harbron, Royal Roads, to Miss Sheila E. Lester, of Toronto.

Lieut. Donald F. Slocombe, HMCS "Beacon Hill," to Miss Maeford A. Wilson, of Victoria.

Lieut. Pierre E. G. Simard, HMCS "Stadacona," to Miss Geraldine M. Armitage, of Halifax.

Lieut. A. Peter Campbell, HMCS "Ontario," to Miss Elizabeth Ann Foote, of Victoria.

PO Donald A. Cameron, HMCS "Bytown," to Miss Patricia D. Higgs, of Gunningsville, N.B.

Ldg. Sea. William T. Barlow, HMCS "Stadacona," to Miss Ruth F. Sullivan, of Saint John, N.B.

AB C. C. Williams, HMCS "Stadacona," to Miss Irene Griffiths, of Halifax.

AB Victor H. West, HMCS "Griffon," to Miss Pearl J. E. Allen, of Port Arthur.

AB Donald Bruce, Albro Lake Radio Station, to Miss Joyce Simpson, of Halifax.

AB Leon Closs, Albro Lake Radio Station, to Miss Evelyn Ferris, of Oshawa, Ont.

AB Joseph Morrow, Albro Lake Radio Station, to Miss Jean Foggie, of Dartmouth, N.S.

Births

To CPO J. W. Jackson, HMCS "Stadacona," and Mrs. Jackson, a daughter.

To PO Douglas Miller, HMCS "Stadacona," and Mrs. Miller, a son.

To PO George V. Smith, HMCS "Stadacona," and Mrs. Smith, a daughter.

To PO Jack McDonald, HMCS "Stadacona," and Mrs. McDonald, a son.

To PO B. J. Allday, HMCS "Stadacona," and Mrs. Allday, a daughter.

To PO J. F. Barteaux, HMCS "Stadacona," and Mrs. Barteaux, a son.

To PO Bernard Best, Albro Lake Radio Station, and Mrs. Best, a son.

To Ldg. Sea. Claude Gravel, Albro Lake Radio Station, and Mrs. Gravel, a son.

To Ldg. Sea. Edward Duncan, Albro Lake Radio Station, and Mrs. Duncan, a son.

To Ldg. Sea. John Wesley, HMCS "Cornwallis," and Mrs. Wesley, a son.

To AB H. H. Bailey, HMCS "Stadacona," and Mrs. Bailey, a son.

To AB Neil M. (Suds) Sutherland, HMCS "Cayuga," and Mrs. Sutherland, a daughter.

Naval Liaison Officer in Canada.

Admiral Grant's inspection, highlighted Navy Day on board the destroyers in Japan, while the Special Service Squadron held "open house" in Copenhagen, Denmark.

Battle of the Atlantic Sunday was observed the following day, October 8, also for the first time. In centres where there are naval establishments, special church parades were held and in many of them marched former navy and merchant navy personnel, as well as serving members of the RCN and RCN (Reserve).

The Navy League of Canada also gave active sponsorship and support to the Navy Week program and the 80 Sea Cadet corps across Canada pitched in with their usual enthusiasm.

"SOO" CRUISE (Continued from Page 14)

next three days mountainous seas lashed at the "Soo", forcing her for 15 hours to reduce to three knots as she rode out a gale that at times gusted up to 68 knots. The waves bashed like claps of thunder against the ship, throwing clouds of spray and water over the exposed decks and bridge. Lifelines were rigged on the upper deck and all hands were cautioned to stay below.

It was only when they were 200 miles from Esquimalt that the weather began to abate; then for over an hour the "Sault Ste. Marie" ran into pea-soup fog. But finally the weather did clear and for six hours the storm-weary and seasick crew had a chance to breathe again and make themselves spick and span for the arrival in port.

Channel fever mounted as the Algerine rounded Flattery and started down the final stretch. Mal-de-mer vanished and forlorn and pallid faces lit up at the prospect of getting home. The ship was only ten hours late — and hadn't they gone through a storm that was just about equal to anything their comrades had faced on the North Atlantic during the war, with the exception of the cold weather? Hadn't they earned their sea-legs? Weren't they now experienced Jack Tars?

It was a proud, if much buffeted ship, which crossed the gates and rounded the harbor for her usual berth. And the men themselves were smiling, as each recalled some personal and individual experience in the storm. They had earned their passage . . . the hard way.

War Prison-Mates Meet Again in Oslo

The visit of the Canadian Special Service Squadron to Oslo, Norway, brought together two men who last saw each other in a German prison camp.

Lieut.-Cdr. Richard E. Bartlett, now Air Co-Ordinator in the carrier HMCS "Magnificent," and Per Waaler, an Oslo chartered accountant, both were shot down during air operations over the European continent during the Second World War and both ended up in Stalag Luft III.

The former, flying from the aircraft carrier "Ark Royal", was shot down during an attack on the German battle cruiser "Scharnhorst" at Trondhjem in June 1940. Waaler, who trained in Canada at "Little Norway," outside of Toronto, was downed later while flying a bomber over Germany.



Shipboard Sunday

On opposite sides of the world, officers and men attend divine service on board two Canadian warships. In the upper photo, Chaplain (P) Horatio Todd holds services on the quarterdeck of HMCS "Cayuga" at a naval base in Japan. Below, Chaplain of the Fleet (RC) M. P. MacIsaac conducts mass on board HMCS "Magnificent" during the Special Service Squadron's crossing of the North Atlantic. (CA-118 and MAG-1982)



