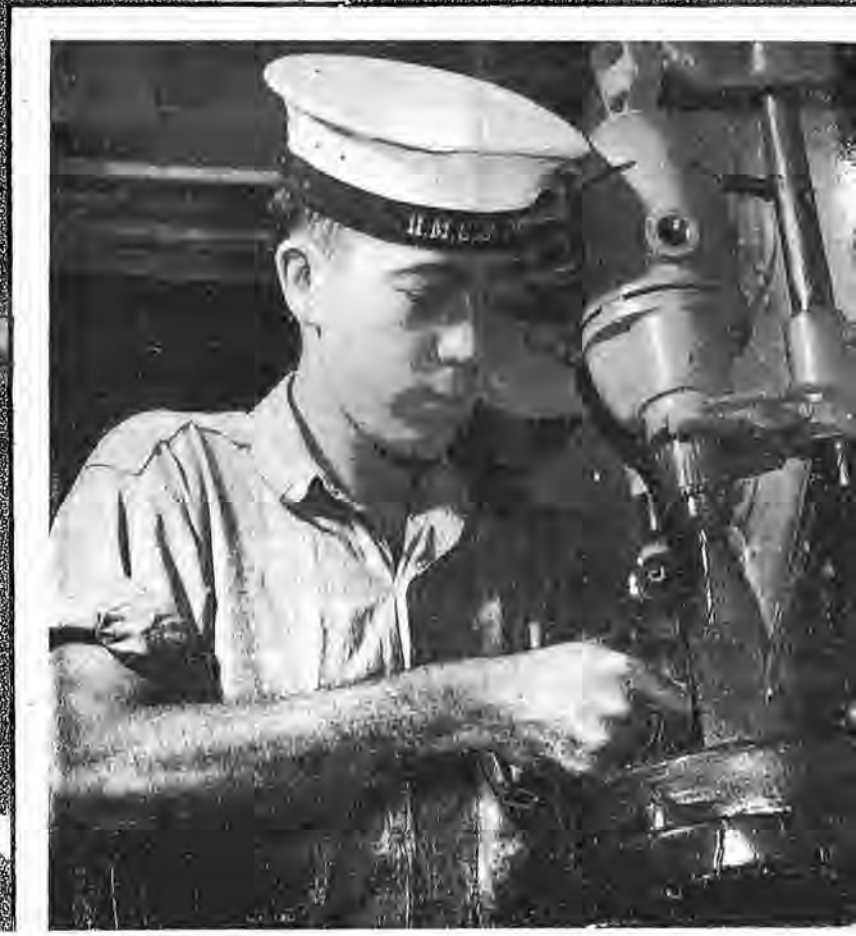
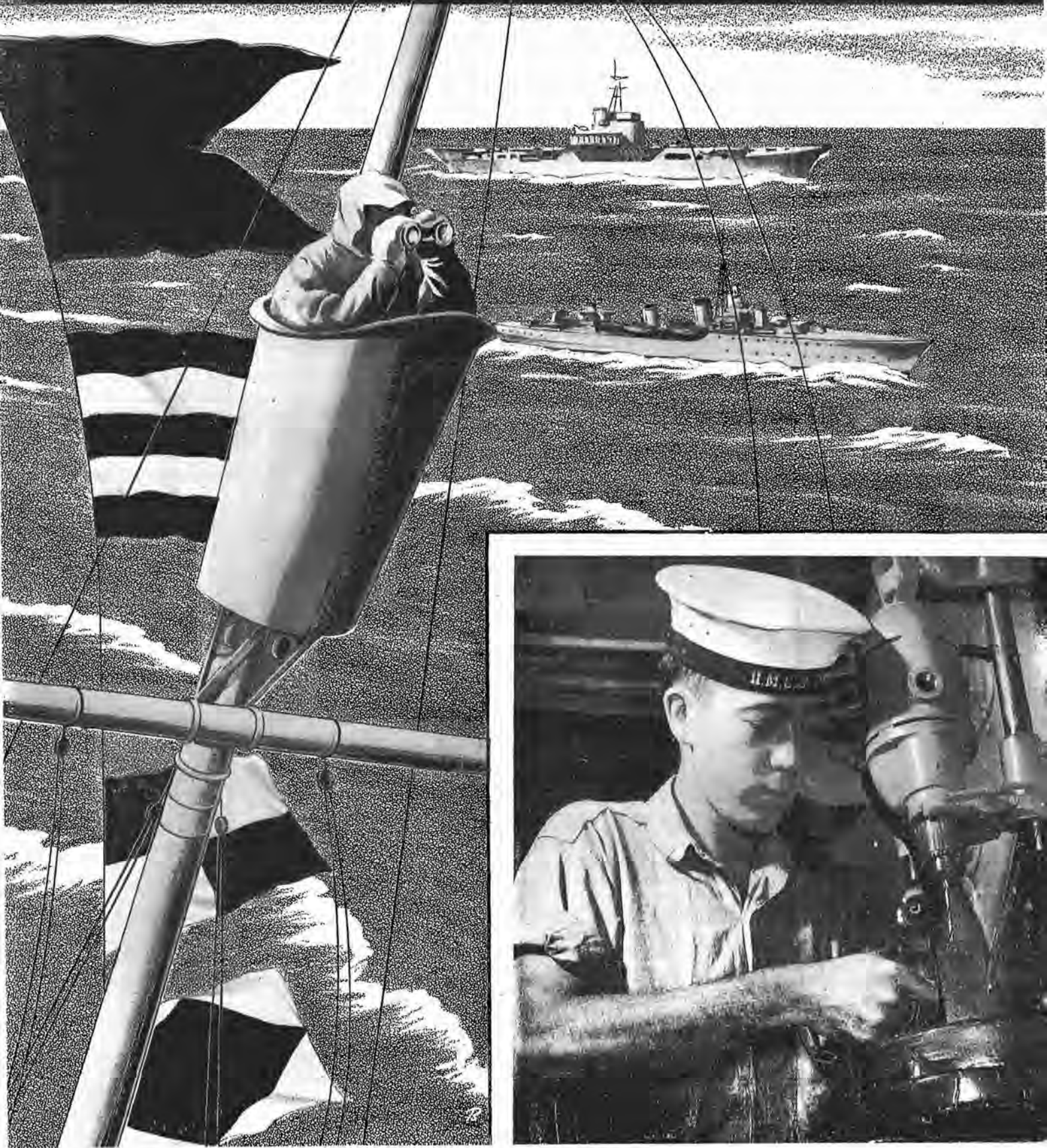


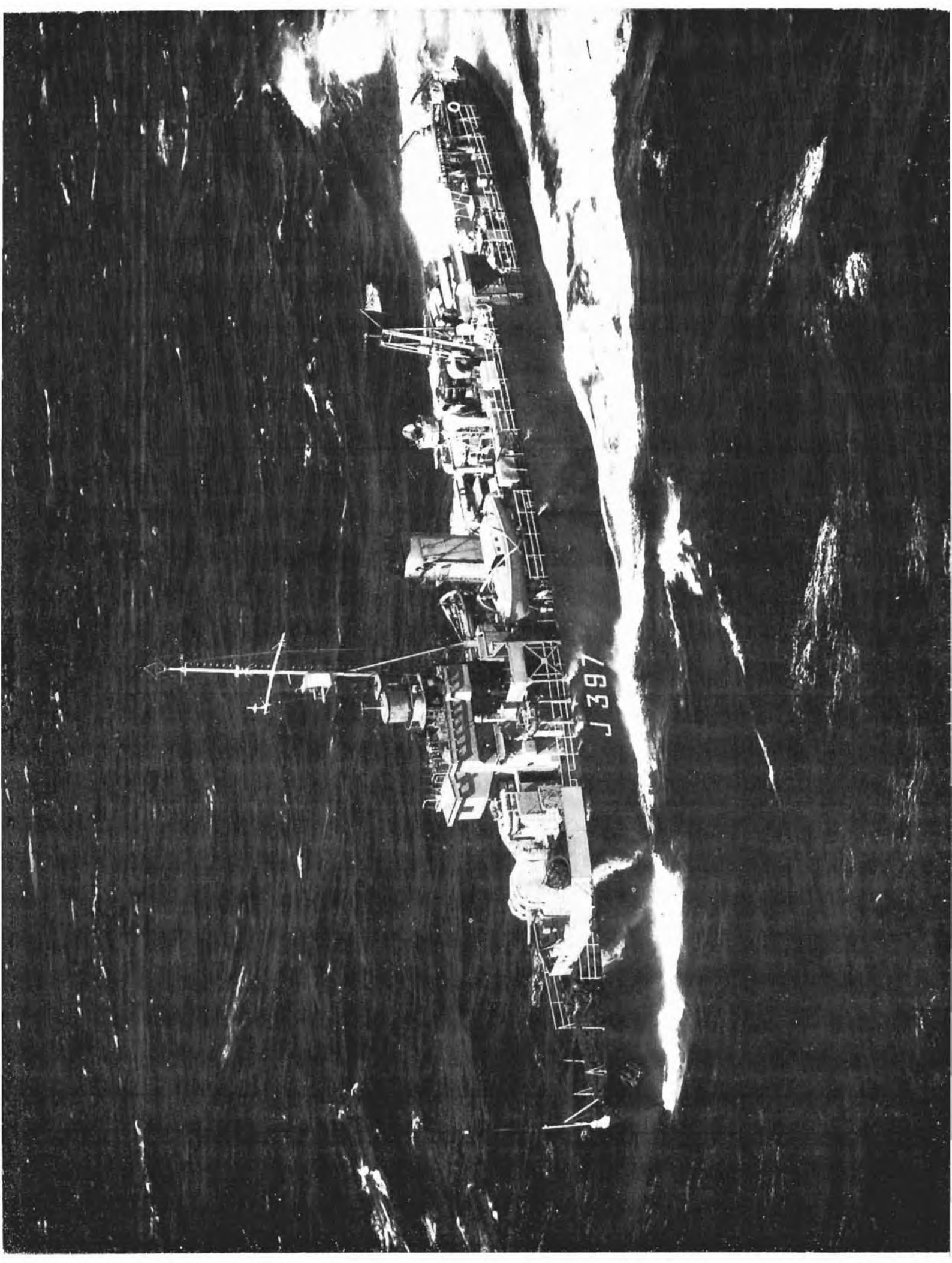
The CROWSNEST

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July, 1949





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The CROWSNEST

Vol. 1 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

July, 1949

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LADY OF THE MONTH

HMCS "NEW LISKEARD" presents all the aspects of a taut ship as she is caught by the aerial camera in a healthy sea off Halifax. (RCN photo by Petty Officer Fred Polischuk, HMCS "Shearwater").



The City of Halifax this year marks with due ceremony and celebration the 200th anniversary of her founding.

Halifax has gone through two turbulent centuries, has probably had more economic ups and downs than any other Canadian city. As a commercial seaport, she has known eminence and prosperity, experienced desperate depression, been forgotten, and become famous.

Through all this there have been constants, the most notable being her importance as a base for military operations. Born of conflict—she was established originally as a counterpoise to the French fortress of Louisburg, served 10 years later as springboard for Wolfe's expedition against Quebec—Halifax has continued ever since to play a major role in times of war and to hold a key position in peacetime defence planning.

The Navy has been with Halifax since her beginnings and has contributed much to her history. Evidence of this is to be found, not only in the printed word, but in relics, street names, buildings (like Admiralty House), monuments and other memorials.

The association has not always been harmonious. In the past, prejudice and misunderstanding have caused friction, bitter and unpleasant, between serviceman and civilian. Too frequently the former took the attitude, "I didn't want to come and I don't want to stay," to which the latter responded with, "We would rather you hadn't and we wish you'd go away."

But these things are in the past. We believe the civilian is today finding the sailor to be a good and worthy citizen. The sailor, and particularly the one who has established roots in Halifax, is finding the city a pretty fine place in which to live, and the Haligonian a good neighbour. As the housing situation eases and more and more Navy men become a part of the Halifax community, this situation must continue to improve.

Though there may be exceptions, it is quite apparent from the over-all picture that there now exists to a greater degree than ever before a mutual feeling of pride, friendship and respect.

The Navy pays sincere tribute to the famous community with which it has lived so many years, and to which it is proud indeed to belong.

The Editors

Page one

Cover Photo — Destroyers of the RCN are equipped to carry out many repair jobs while away from dockyard ports and their artisans and technicians pride themselves on the amount they can accomplish on their own. Minor repairs, such as are being carried out by Able Seaman John Peatman in HMCS "Crescent's" electrical shop, are simply part of the day's routine.

R.C.N. News Review

First Contract Awarded In Escort Programme

The first contract in the naval anti-submarine escort shipbuilding programme was announced June 22 by Defence Minister Brooke Claxton, who stated that Canadian Vickers Limited would begin work immediately on the preparation of detailed working drawings of the hull structure for the first three ships from the basic design provided by the RCN.

Every effort will be made to advance the work without delay, and it is hoped that the first keels will be laid down at the end of the year or early in 1950. As soon as the working drawings are complete, contracts will be awarded to three different Canadian yards, thus maintaining the employment of skilled engineers and workmen in many different industries. These will be the first vessels to be built anywhere to meet the new requirements.

While specific details of the ships cannot be disclosed for reasons of security, they are designed primarily for the detection and destruction of modern fast submarines, and, in function, replace the frigates and corvettes of the Second World War.

Any comparison between the latter ships and the new ones ends there. In speed, manoeuvrability, weapons and habitability the new ships of the RCN will fulfill all the requirements of their class for modern sea warfare.

The escort vessels will have steel hulls and aluminum superstructures and bridges. Welding will be used extensively in their construction. Steam turbines driving twin screws will provide a speed considerably in excess of that of the frigate.

Accommodation will be provided for a ship's company of more than 250. The former system under which

the crew ate and slept in the same messdeck has been abandoned. In the new ships the crews' sleeping accommodation will be fitted with bunks to an improved pattern. Separate dining spaces will be arranged so that either the cafeteria self-service system or modifications of it can be employed. The dining spaces will be air conditioned and the whole of the living accommodation insulated so as to ensure equable temperatures in all weather conditions.

Cold weather heating will be by means of steam radiators and, in addition to this, incoming air will be heated. Air conditioning will also be fitted to the principal operational positions.

Every effort will be made to avoid difficulties of production. Specifications will be simplified and standardized wherever possible to meet the requirements of Canadian industry.



Ord. Sea. Bud Shaw, of Regina, and Halifax hospital worker Bunny Hobbs stroll through the welcome arch on the Grand Parade, one of the many historic sites that will serve as points of interest for visitors to Halifax's Bicentenary celebrations this summer. (Note the new trolley bus in the background.)

Summer Training Activity Nears Peak

Naval reservists were arriving at Halifax and Esquimalt in ever greater numbers in late May and early June and ships on both coasts devoted increased time to training the inland sailors.

In the Pacific Command, HMCS "Ontario" completed a 10-day cruise to Seattle and followed up with another to Portland. "Athabaskan" exercised in the Esquimalt area, called at Bellingham, then sailed to San Francisco for a four-day visit. "Antigonish," "Beacon Hill" and "ML 124" worked together in Vancouver Island waters.

On the Atlantic side, HMC Ships "Magnificent", "Nootka" and "Haida" went to sea in company for aircraft deck landing training and anti-submarine exercises with HMS "Tudor." Slated to last more than two weeks, the cruise was cut short when the "Magnificent" grounded near Port Mouton, N.S.

The carrier was refloated after being aground for about four hours. She returned to Halifax, then sailed June 14 for Saint John, to be repaired in the drydock there.

HMCS "Swansea" resumed her portion of the training programme after a routine docking early in June, while "St. Stephen" sailed June 14 for Station Baker and her last tour of duty before commencing annual refit.

HMCS "Portage" called at Port Arthur early in June for her first lengthy stop-over on the Great Lakes. During her stay at the head of the Lakes, she crossed to the U.S. port of Duluth, Minnesota, for a two-day visit. By June 15 the Algerine minesweeper had dropped in at Sarnia and Windsor and embarked further parties of naval reservists for sea training close to home.

Reserves to Train In Air Maintenance

A training programme for naval reserve air maintenance personnel, the first of its kind, will open at HMCS "York," Toronto, and HMCS "Star," Hamilton, in July. The programme will feature specialist training and instruction in naval aircraft maintenance and will be available to 100 men of the RCN(R) at each of the two divisions.

Full training equipment, including Seafire aircraft, tools and other materials, are being provided from the RCN Air Station, HMCS "Shearwater." Present plans call for trainees to carry out specialist air maintenance training in addition to the normal week-day drill.

Lieut. (P) M. C. Hare has been appointed as Staff Officer (Air) to the two divisions and will co-ordinate the training. The programme will be set in motion by Lieut. (E) (AE) J. H. Johnson, who has been appointed temporarily as Senior Air Engineer Officer. Two senior air artificers from "Shearwater", CPO Jack Gomez and PO Harry Jennings have been named senior instructors, the former at "Star" and the latter at "York".

Officers and men of the RCN (Reserve) who are specialists in flying and aircraft maintenance will take an active part in implementing the programme. In this respect, a requirement exists for six experienced air maintenance men for instructional duties in each division.

"Iroquois" Returns To Sea Duty

HMCS "Iroquois", the first Tribal class destroyer to be commissioned and manned by the RCN (September 30, 1942), returned to active sea service on June 24 as a training ship for RCN (R) cadets. "Iroquois", which had been serving as depot ship for the reserve fleet at Halifax, assumed that portion of the reserve training programme originally assigned to HMCS "Magnificent".

Swift action was taken to man and equip the destroyer for sea duty and the fact that she was made ready in such quick time reflects credit on all

concerned. The frigate HMCS "La Hullose" was commissioned on the same date to replace her as accommodation ship for the reserve fleet and the Royal Navy submarine which is based at Halifax for training purposes.

Appointed commanding officer of "Iroquois" was Lieut.-Cdr. T. C. Pullen, an officer with lengthy destroyer experience. In the Navy since 1936, Lieut.-Cdr. Pullen served before the Second World War in HM Destroyers "Hotspur" and "Hostile" and HMCS "Assiniboine". He survived the torpedoing of the original HMCS "Ottawa" in September, 1942, was first lieutenant of HMCS "Chaudiere" and commanded another destroyer, HMCS "Kootenay".

Like her sister-Tribals, "Haida", "Huron" and "Athabaskan", the "Iroquois" saw extensive wartime sea service on escort duty, offensive patrols and other operations.

Furies Fly West

The 19th Carrier Air Group's two Sea Fury Squadrons, 803 and 883, flew from the Naval Air Station,

Dartmouth, to the Joint Air Training Centre, Rivers, Manitoba, in the latter part of June for eight weeks' training in ground support. To Rivers, also, went the group's ground crews and equipment, some by RCAF air lift and the remainder by train.

Halifax Natal Day

More than 1,000 naval officers and men took part in the Natal Day parade, June 21, which officially opened the Halifax Bicentenary celebrations. In the parade the Navy had a float depicting a 'tween-deck scene in HMS "Beaufort," one of the ships in the expedition which founded the city. The float was manned by an officer and five men dressed in uniforms of the period.

Meanwhile, plans were rapidly going ahead for Halifax Navy Week, which is to be held August 8-13. Under the Chairmanship of Cdr. P. E. Haddon, executive officer of RCN Barracks, a naval committee has tackled the Service's portion of the programme and is arranging things so that as many people as possible see as much as possible.



Winner of first prize for fancy boats at the Gorge Regatta held in Victoria May 24 was the entry from HMCS "Ontario." It was a scale replica of the famous clipper ship, the "Sea Witch." The powered model showed amazing workmanship and attention to detail. The little "Sea Witch" caught the fancy of the judges and the large crowd that thronged the sides of the Gorge waters during the naval regatta and Indian canoe races.

Cruise to the Far East

It was with a sense of anticipation that we sailed from Esquimalt on Tuesday, February 2, for Shanghai. All of us were proud that "Crescent" had been chosen to represent the Canadian Navy and, in fact, Canada, in Far Eastern waters during these troubled times.

The passage to China was made at good speed. The ship proceeded at 20 knots most of the way, with 24-hour stops in Pearl Harbor and Kwajalein and a two-day stay in Guam, which was a welcome and pleasant break, marked by the friendly hospitality of the USN. On Friday, February 25, we got our first glimpse of China when we anchored off Woosung, at the entrance to the Wangpoo river where it runs into the Yangtze delta and mouth of the Yangtze. The following morning we were able to proceed up the Wangpoo to Shanghai, a distance of some 12 miles. None on board had been to Shanghai before, and few to China, and the teeming life on the river was a fascinating sight. There were boats of every type and description coming down river with the morning tide, junks and sampans, fishing boats, bamboo log rafts, motor

boats, ferries and a few freighters.

The avoidance of collision requires an adroit and wary eye but, miraculously, all the ships and boats seem to pass each other somehow.

The first part of the passage up river to Shanghai was, in a way, like entering the outskirts of any other big city. On the left bank were agricultural areas, and on the right bank small, dirty buildings and squalid homes. About half way up the river the industries, buildings and wharves of a big and thriving city and seaport, albeit a somewhat shabby one, began to come into view. There were many ships from all parts of the world anchored in the river, but they had a deserted air about them indicating the economic sickness already spreading through the city. "Crescent" was fortunate to be berthed in midstream just off the French Bund in the central downtown European part of Shanghai. Here we could see that Shanghai was, indeed, one of the largest cities of the world; here were modern buildings of good size and an astonishing variety of architecture, mostly fairly modern.

Most of the preconceived ideas we

might have had about Chinese starving and dying on the streets were soon shattered when we got ashore. Like the American, British and Australian sailors there, we were mobbed by pushing and yelling throngs wishing to buy, barter, sell or exchange, or merely transport us in a contrivance known as a pedi-cab. These are in greater number than the rickshas and not much safer. Their drivers had a pleasant habit at night time of driving you up a dark alley and then relieving you of whatever money, etc., you might have carried. Driving through the streets in a car is frightening enough—in pedi-cabs or rickshas it is even worse. All Chinese seem to drive with only three ideas: Push the horn continuously, accelerate as much as possible and brake only when death is a split second away!

"Crescent," being the first Canadian warship ever to enter Chinese territorial waters, was given a very warm welcome by the still large European settlements in Shanghai and, of course, particularly by the Canadians there, some 150 in number, who seemed very pleased indeed to see us. The Canadian Ambassador and his staff worked very hard to provide numerous parties and other entertainment for everyone on board. Shanghai is not a city where it is easy to entertain yourself and we had to rely almost entirely on the Western people ashore, who responded very willingly. When we did go ashore on our own it was wise and safe to do so only in groups, certainly never alone.

During our stay we were in company with a United States cruiser and a transport, a British cruiser, an Australian frigate and a French sloop.

The ship sailed from Shanghai on March 10 for what was to be in many ways the most interesting phase of our cruise, the passage up the Yangtze to Nanking. We entered the river the following day and proceeded to Kiangyin, where we had to anchor for the night, no traffic being allowed on the river after sunset. Kiangyin, although



HMCS "Crescent" (right) in Shanghai harbour. Other warships are USS "Springfield" (left) and HMS "London" (centre).

a Nationalist town, was one of the places where the Communists *allowed* foreign warships to anchor at night. Going up river, we began to see the first signs of war. On the left and right banks, groups of armed and unarmed Nationalist soldiers stared at us with some curiosity but no apparent hostility. On the left bank, in particular, we saw many pill-boxes, trenches and earthen defences thrown up in anticipation of the attacks which were to come a month and a half later. After the initially wide mouth of the river was astern of us, it narrowed down to about half a mile in width. The navigable channel, however, was rarely more than 200 yards wide and wandered from left bank to right bank and back again. (The predicament of the British ships which came under attack in the next month will be apparent when you realize that navigating in the river is like proceeding along a railway track at 20 miles an hour, a sitting target committed to the navigable channel).

Our anchorage at Kiangyin was peaceful and without incident and we



When the Canadian ambassador, Mr. T. C. Davis, visited HMCS "Crescent" at Shanghai, he asked if there were any men in the ship from his home city of Prince Albert, Sask. Here he talks with one of them, AB Paul Bernard.



Crewmen from HMCS "Crescent" are entertained by members of the Canadian colony in Shanghai at a sukiyaki party.

proceeded up river again the following morning.

We arrived in Nanking at 1700, March 11, and berthed alongside HMS "Cossack," the ship we were to relieve for 10 days. Nanking is not a big city nor an attractive one, being a contrast between great poverty, squalor and filth, and, in the governmental and diplomatic buildings, great comfort and even luxury. We were allowed ashore only on sports or recreational leave in the nearby compound of the International Export Co. or Ho Gee go-down; or else to parties organized by the Canadian, American or British Embassies.

Here we got a much truer picture of Chinese life. Close by the compound was a village of straw huts, some of them less than four feet high and only about six feet square, in which anywhere from two to five people lived. It rained a lot in Nanking, and there was a continuous sea of mud everywhere in this wretched village. Certainly in Shanghai we saw no scenes like this.

During the time in Nanking the Captain had the unique privilege of entertaining five ambassadors —

Canadian, British, American, Indian and Australian — at luncheon on board. On March 23 we were relieved by HMS "Consort" and, with the Canadian Ambassador and Mrs. Davis as passengers, proceeded down the Yangtze. Our overnight anchorage was again Kiangyin which we reached at sunset. Here we got a ringside seat for a pitched battle on the north bank, about five miles away. Rather disappointingly, the fighting completely died down by about 2000 and the two sides settled in for the night. The following morning we were under way before any more fighting started, and were anchored off Woosung by nightfall. Here Mr. and Mrs. Davis left us.

The following morning, in company with HMS "Cossack," we left Woosung and proceeded to Hong Kong, arriving Sunday, March 27. Hong Kong presented the clean, orderly and well run appearance of a Westernized settlement. By comparison to the Chinese ports we had visited, here, obviously, was a very prosperous city. Here also were clubs and recreational facilities which we could enjoy on our own, at our own leisure.

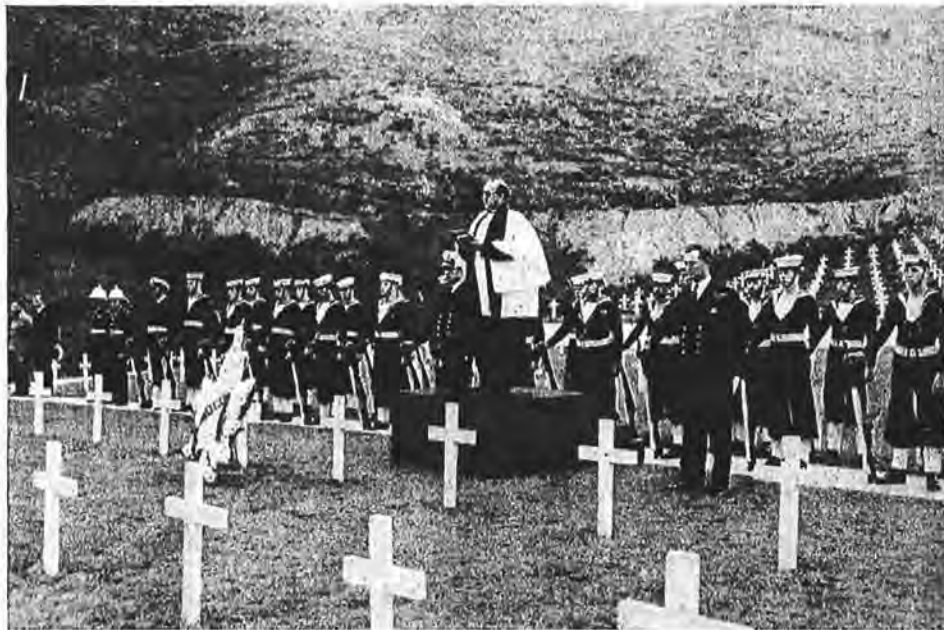
We were not able to do this right away, however, an exercise called "Operation Lancer" occupying us for the ensuing week. Designed possibly with an eye to the future, it was a combined Army, Navy, Air Force exercise in which the Army was split into attacking and defending forces. The attackers were guerrillas who were infiltrating from the mainland towards the New Territories around Kowloon. The ship's part was to give bombardment support to the defending forces. "Operation Lancer" ended on Friday, April 1, with a night exercise in which the "Amethyst" acted as enemy ship.

On Friday, April 8, officers and men from "Crescent" went ashore to Sai Wan Military Cemetery to lay a wreath and mount a guard of honour over the graves of the Canadian war dead from the Winnipeg Grenadiers and Royal Rifles of Canada. It was a simple but impressive ceremony and due homage was paid to the gallant Canadians who fell defending Hong Kong.

The ship remained in harbour until April 21, the day after news was received of the attack on HMS "Amethyst." It had been proposed that the ship sail to Manila for a week, but in the light of these new and unfortunate developments our trip was cancelled. On the 21st the ship went to sea for a day to land a survey party and exercise.

On Monday, April 25, the ship

Hong Kong at night, as seen from HMCS "Crescent."



While at Shanghai, "Crescent" landed a party of 13 officers and 127 men, including a ceremonial guard, for a laying of wreaths on the Canadian graves in Sai Wan cemetery, where are buried soldiers of the Winnipeg Grenadiers and the Royal Rifles of Canada who fell in the defence of Hong Kong. A service was held at the cemetery, two wreaths were laid and sentries remained posted until sunset. Both officers and men volunteered for this duty. A further wreath was laid at Stanley cemetery.

again proceeded to sea, this time to meet HMS "Consort," whose radar and gyro were out of action. She had come down the Yangtze river at a speed of 20 knots with only a magnetic compass and emergency steering from amidships. Flying her battle ensign and displaying numerous shell holes, "Consort" at 24 knots looked a justifiably proud and defiant ship. After escorting her to the harbour entrance, we lined the ship's side and cheered ship for her with enthusiasm and sincerity.

Our next job was to escort HMS "Belfast" halfway to Shanghai to give her a chance to exercise a partly new and green crew. The ship returned to Hong Kong on Thursday, April 28, and received some bags of very welcome mail. We remained in Hong Kong for five more days before sailing for Alacrity Anchorage, first stop on the way home.

Just before we left, the USS "Repose," a hospital ship, arrived in Hong Kong with 80 wounded men from the Yangtze "incident" on board. The US Commander-in-chief Pacific Area had very kindly and opportunely placed her at the disposal of the British Flag Officer, Far Eastern Station, and her presence at that time was a vital and timely factor in saving lives.

On Tuesday, May 3, the ship proceeded from Hong Kong to Alacrity Anchorage, which is in a small group of islands 80 miles from Shanghai. Whilst at Alacrity, an interchange of competitions between "Crescent" and "Constance" kept us amused. One of these was a war canoe race which the "Crescent" Indians, in full war paint, won by a handsome four lengths. However, these lighter moments notwithstanding, none of us was sorry to leave Alacrity Anchorage and China, on Monday, May 9, for home.



The Man of the Month

A man whose "bark is worse than his bite," who has been a competent amateur and professional boxer, and who knows every pebble on the parade square at RCN Barracks, Halifax, has been chosen by HMC Gunnery School as "Man of the Month" for July.

He is Chief Petty Officer Frederick Edward Charles Patrick Stiner, Chief of the Parade at HMCS "Stadacona" and, at 36, a veteran of almost 20 years' service in the RCN.

CPO Stiner's bark is more in the way of being a loud shattering roar, developed by long practice on the parade square and in the gun battery. He has, however, the usual gunner's philosophy about this part of his work:

"I may blast a chap on parade but I don't mean anything personal by it. In fact, I may play bridge with the same fellow at night and think nothing of the blast I gave in the line of duty".

CPO Stiner was born at North Bay, Ontario, and later lived in Toronto, where, as a boy, he served in the Sea Cadet Corps.

On October 8, 1929, he joined the Royal Canadian Navy as a Boy Seaman and started his initial training at Halifax. His first ship was the destroyer, HMCS "Champlain," which he joined in September 1930 and in which he served until December of the following year. He returned to "Stadacona" for a brief period, then joined HMCS "Saguenay," another destroyer.

He left the "Saguenay" as an Able Seaman early in 1934 and went to the United Kingdom to qualify as a Seaman Gunner at HM Gunnery School, Whale Island. By the time war broke out he had made a second trip to England, this time to qualify as a Layer Rating at the Gunnery School at Chatham. He had also been

advanced to Leading Seaman and had served and trained in HMCS "Champlain," HMCS "St. Laurent," HMS "Pembroke," HMS "Electra," HMCS "Restigouche" and HMCS "Venture."



CPO FREDERICK STINER

On September 21, 1939, he rejoined the "Saguenay," and with her went to the West Indies area on patrol duties. During this period he was acting as Director Layer in the destroyer.

Drafted ashore at Halifax in July 1940, he was an instructor in the Gunnery School, HMCS "Stadacona", until September, when he became a member of the commissioning party of HMCS "St. Clair," one of the six destroyers turned over to Canada by the United States Navy. Two months later, by now an Acting Petty Officer, he returned to Whale Island where he

qualified as a Layer Rating First Class. Here he found life considerably more exciting than during his first course. German aircraft were paying particular attention to the area around Portsmouth and guns formerly used only for training were put to a more realistic purpose.

From Whale Island he returned to the "Saguenay" and convoy escort in the North Atlantic. Later, after qualifying Gunner's Mate in "Stadacona," he served in HMCS "St. Laurent," also on convoy work, from January 1942 until November 1943.

"I was either fortunate or unfortunate in seeing very little action — it all depends on how you want to look at it," he said in reviewing his wartime sea service. "We must have convoyed thousands of ships but I was in on only one sinking."

In November 1943 he went to HMCS "Cornwallis" and for a year was on the training staff of the anti-aircraft section of the Gunnery School there. Subsequently he was Gunner's Mate on the staff of Captain "D", Halifax, conducting refresher courses and training gunnery personnel of all ships operating out of the port.

After the cessation of hostilities CPO Stiner served as Gunner's Mate in HMCS "Haida" and spent varying periods in the aircraft carrier "Warrior" and destroyers "Micmac" and "Iroquois." He was drafted to HMC Gunnery School in "Stadacona" early in June 1948 as Chief Petty Officer of the close range section and is now "chief barker" on "Stadacona's" busy parade square.

Besides making a success of his career in the Gunnery Branch of the RCN, CPO Stiner gained recognition in the early years of his service as

(Continued on page 32)

Personnel Branch Reorganized

New Administrative Set-Up
Created at Headquarters

The Personnel Branch at Naval Headquarters has been reorganized on a functional rather than on the previous departmental basis.

Where formerly each directorate making up the Branch dealt with all phases of personnel work involved in its particular department (engineering, electrical, air, supply, seamen or medical), under the new organization directorates deal with various aspects of personnel work as they apply to the whole of the Service. For example, the newly formed Directorate of Service Conditions and Welfare is responsible for welfare and conditions of service generally, as well as pay, clothing, meals, discipline and other matters pertaining to the morale and well-being of the Fleet. The Directorate of Manning and Personnel Statistics deals with recruiting, advancement, manning, drafting policy and releases of men and compiles personnel records and statistics.

Other new directorates are the Directorate of Officer Personnel and

the Directorate of Naval Training, whose functions are obvious.

Also included in the new plan is a personnel planning and advisory group made up of five staff officers, each representing a department of the service. These officers advise the various directorates of the effect on a specific department of any overall policy under review.

The new organization is based on wartime requirements but with the necessary reduction in staffs to conform to peacetime conditions. In the event of an emergency it can be expanded rapidly and efficiently without basic change.

The reorganization is the result of lengthy study and has been carried out gradually over the past several months. Its principal object is to achieve maximum efficiency and consistency of administration and to avoid duplication.

OFFICERS IN KEY PERSONNEL POSTS

Following are thumbnail sketches of the officers who hold key positions in the recently reorganized Personnel Branch at Naval Headquarters:

COMMODORE WALLACE B. CREERY, Chief of Naval Personnel, entered the Royal Naval College of Canada, Halifax, in August 1914. Served during the First World War as a Midshipman in Royal Navy cruisers in the North Atlantic. In 1929 he commanded the minesweeper HMCS "Armentieres" and the following year was Torpedo Officer and Senior Staff Officer of the Royal Navy's Third Destroyer Flotilla in the Mediterranean. After a staff course he took command of the destroyer HMCS "Champlain" in 1934. In 1936 he became Director of Naval Reserves at Ottawa, later commanded RCN Barracks, Halifax. He was appointed captain of the destroyer HMCS "Fraser" in August 1938 and served in this ship until she was lost in June 1940. He then became Commander and later Captain-in-Charge at Halifax. He held the post of Chief of Staff to the Commanding Officer Atlantic Coast prior to becoming Director of Operations at Headquarters. In June 1943 he was appointed Assistant Chief of the Naval Staff and two years later assumed command of HMCS "Prince Robert." From January 1946 until his appointment as Chief

of Naval Personnel on August 18, 1948, he was commandant of the RCN College, HMCS "Royal Roads."

CAPTAIN KENNETH L. DYER, Deputy Chief of Naval Personnel, graduated from Royal Naval College, Dartmouth, England, in 1934. He served in Royal Navy ships and establishments, including the battle cruiser, HMS "Hood," and cruiser HMS "Enterprise," until 1938, when he returned to "Enterprise," until 1938, when he returned to Canada for duty in HMCS "Stadacona," the training yacht "Venture" and HMCS "Saguenay." He left the "Saguenay" in April 1940 for a long gunnery course in the U.K. Various appointments followed until May 1942 when he assumed command of the destroyer HMCS "Skeena." Two years later he commanded HMCS "Kootenay," also a destroyer. He was next appointed to HMCS "Somers Isles," Canadian sea training base at Bermuda as Training Commander. On commissioning of HMCS "Warrior," Canada's first aircraft carrier, he was appointed executive officer and remained with this ship throughout her commission. He left her early in 1948 for staff courses in the United Kingdom.

SURGEON CAPTAIN ARCHIE McCALLUM, Medical Director General, was called to active service with the RCNVR on September 3, 1939, to organize the medical branch in the RCN. Appointed first to Halifax, he came to Headquarters in February 1940. During the First World War he served as a medical officer with the Royal Navy, transferring to the RCN in August, 1921. He left the permanent force three years later to resume civilian practice and at the same time joined the RCNVR at Toronto. He transferred to the RCN in October, 1944.



CMDRE. W. B. CREERY, CBE, RCN
Chief of Naval Personnel



CAPT. K. L. DYER, DSC, RCN
Deputy CNP

"St. Croix's" Ensign Comes Home

COMMANDER JAMES S. DAVIS, Director of Officer Personnel, a former member of the RCNVR, was well known in yachting circles in Toronto before the war. He went on active service early in 1940, served at sea and took a specialist navigation course. In April 1942 he took command of a flotilla of Fairmile motor launches and later was commanding officer of the corvette HMCS "La Malbaie." In May 1945 he assumed command of the frigate HMCS "Royal Mount," and later became Senior Officer of an ocean escort group. He transferred to the RCN in November 1945 and in 1946 served in the Royal Navy ships HMS "Golden Hind" and "Venerable." He was appointed Senior Officer Ships in Reserve, Halifax, in June 1947 and in January 1948 became captain of the destroyer HMCS "Athabaskan" on her commissioning. He left the destroyer late in 1948.

COMMANDER ANTONY F. PICKARD, Director of Service Conditions and Welfare. A Merchant Navy officer before the war, he joined the RCNR in August 1940. He served as executive officer and later commanding officer of the corvette HMCS "Chambly," and as commanding officer of the frigates HMCS "St. Catharines" and "St. Stephen." Prior to assuming command of the destroyer HMCS "Haida" in December 1947 he was Officer-in-Charge of RCN Sub Depot at Halifax. He left the "Haida" in May of this year to take up his new duties at Headquarters.

COMMANDER RALPH L. HENNESSY, Director of Manning and Personnel Statistics, was formerly Assistant Chief of Naval Personnel, a post which has been abolished under the new Personnel Branch organization. He entered the RCN as a Cadet and took early training with the RN. During the war he was executive officer and later commanding officer of the destroyer HMCS "Assiniboine," and commanding officer of HMCS "Gatineau," also a destroyer. In September 1945 he commissioned, as commanding officer, the Canadian-built Tribal destroyer, HMCS "Micmac." His shore appointments included those of executive officer and later commanding officer of HMCS "Kings", wartime Reserve officers' training establishment at Halifax.

INSTRUCTOR COMMANDER MARTIN H. ELLIS, formerly headmaster at Brentwood College, near Victoria, joined the RCNVR September 25, 1939. Specializing in anti-submarine duties, he served at sea as a Group A/S officer, in the A/S school at HMCS "Cornwallis" as an instructor and, later, as officer-in-charge, and at Halifax and Naval Headquarters. On transfer to the Instructor Branch, he joined the staff of the RCN College, "Royal Roads," where he remained until his appointment to Headquarters in August 1947 as Director of Naval Education. He transferred to the RCN in January 1946.

LIEUT.-CDR. GEOFFREY H. DAVIDSON, Director of Naval Training, joined the RCN as a Naval Cadet in 1934. During the war he commanded the corvette HMCS "Prescott" and the destroyers "Saguenay," "Annapolis," "Niagara," "Gatineau" and "Ottawa." He also has held the shore appointments of first lieutenant of RCN Barracks, Halifax, and executive officer of the RCN College, HMCS "Royal Roads." For the past two years he has been training officer in the cruiser, HMCS "Ontario."

A tattered White Ensign has become one of the prized exhibits in the Maritime Museum at Halifax.

It is the Ensign with which the destroyer "St. Croix" was commissioned in September 1940 following her transfer from the United States Navy to the RCN. It was the forerunner of other White Ensigns worn by the gallant ship during thousands of miles of ocean convoy escort duty and through several engagements with the enemy, two of which resulted in the destruction of German submarines.

In August, 1942, it passed into the possession of a Swedish merchant ship officer, who, with 19 members of his crew, had been rescued from the North Atlantic by the "St. Croix" after their ship, the "Suecia," had been torpedoed. The Swedish officer had requested a memento of the "St. Croix" and had been given the destroyer's first Ensign.

It was in his possession a year later when the "St. Croix", on convoy duty in mid-Atlantic, was struck by two torpedoes and went down with all but a handful of her ship's company. These few survivors were picked up by HMS "Itchen," a Royal Navy frigate, which, in turn, was torpedoed. Only three men survived this second sinking, and only one was from the "St. Croix."

Recently the Ensign came back to the Royal Canadian Navy. In a letter to Per Wijkman, Swedish Minister to Canada, the Swedish



His Excellency Per Wijkman, Swedish Minister to Canada, shakes hands with Rear Admiral F. L. Houghton, Vice-Chief of the Naval Staff, during the ceremony in which the first White Ensign worn by the destroyer, HMCS "St. Croix," was returned to the RCN. It had been in the possession of a Swedish merchant officer since 1942. The ensign may be seen in the background held by Captain (S) C. J. Dillon, Naval Secretary.

officer said: "I send my precious flag as a small thanks for what they did for me and my shipmates. I hope a new 'St. Croix' will be added to the proud Canadian Navy."

In a simple ceremony at the Swedish Embassy in Ottawa, the Ensign was formally returned to the RCN by Commodore Rutger Cronborg, RSN, naval attache at the Embassy. It was accepted by Rear-Admiral F. L. Houghton, acting Chief of the Naval Staff.

Prior to the presentation, the Swedish Minister sketched the circumstances surrounding the acquisition of the Ensign by the Swedish officer and its return.

"We are grateful for the rescue and we are proud to be friends of such a gallant force as the Royal Canadian Navy," he said.

With the Ensign went a framed document bearing the date of the rescue and the signatures of the 20 persons from the "Suecia" who were taken aboard the destroyer.

Nine Originals

A check made during this year's spring training cruise showed that of the original crew of HMCS "Ontario," only nine were serving in the cruiser. They were Lieut. J. M. Paul, CPO Tommy Angus and PO's Don Ross, George Jenson, Clifford Way, Harvey O'Reilly, Norman Martin, Joe Brown and Reginald Player.

The Bulletin Board

Customs Privileges

Several rulings on customs' exemptions applying to naval personnel have recently been agreed to with the Customs authorities concerned and are being promulgated in orders.

Officers and men and their families proceeding to the United Kingdom for an expected period of more than twelve months can import into England duty free a reasonable quantity of household effects, including one automobile for personal use.

Upon returning to Canada from the United Kingdom, or returning from the United States, after a stay of not less than a year, personal and household effects, including automobile, of naval personnel may obtain free entry. In every instance when desiring to take advantage of the

above mentioned privileges, application must be made well in advance through Commanding Officers so that shipments may be expected by Customs authorities when they arrive at border points.

RN Prize Money

Information with respect to Royal Navy prize money, campaign stars and medals has been promulgated by the Senior Naval Liaison Officer (U.K.) in Ottawa. RN prize money is payable to members and former members of the Royal Navy and Royal Marine forces, crews (including certain civilians) of ships of the RN and members of the Royal Artillery who performed 180 days' service at sea between September 3, 1939, and September 2, 1945.

Members or former members of the Royal Canadian Navy and Navies of other Commonwealth countries are not eligible for RN prize money unless they were permanently transferred to the RN or Royal Marines before September 3, 1945.

Destroyer Commands

The titles of the Destroyer Commands on the two Coasts have been reviewed and in future will be known as Commander, Canadian Destroyer Division (Atlantic) and Commander, Canadian Destroyer Division (Pacific). Correspondence should be addressed accordingly and the short titles are CANCOMDESLANT and CANCOMDESPAC, respectively.

Cadets

The change in name of UNTD Cadets from officer candidates to Cadets RCN (R) last December and the re-introduction of the term Cadet in the RCN for service cadets at Canadian Services Colleges and universities occasioned several changes in KRCN which have just recently been approved.

Cadets RCN graduating at the end of their courses will be promoted to Midshipmen if leaving a Canadian Services College or to Acting Sub-Lieutenant if graduating from the longer course at a University.

The pay of Cadets both in the RCN and RCN(R) during full summer training will be at the rate received by Acting Sub-Lieutenants. During the academic months, RCN Cadets receive varying rates of pay, depending on their rating prior to promotion.

The uniform for all Cadets will be the same, namely officer's cap and badge, battle dress with a distin-



Royal Canadian Navy Sea Fury and Firefly aircraft form an appropriate setting for Divisions at HMCS "Shearwater," the Navy's air station at Dartmouth, N.S.

guishing white twist in the lapel buttonhole.

(Seventeen men attending university and two at the Canadian Services College, Royal Roads, have been promoted to Cadet, RCN, as a result of the new order.)

Life Saving Equipment In Ships' Boats

Inquiry into a recent accident revealed that a sea boat carried no life-buoys or life belts.

All persons responsible for the equipment of ships' boats should ensure that all boats are fully and completely equipped with life saving gear.

As an additional precaution, non-swimmers should not be included in boats' crews in heavy weather unless it is unavoidable. This again emphasises the desirability of knowing how to swim, and non-swimmers should take advantage of every opportunity to learn.

Protection of Aircrews Against Burns

It has been found by experience that when airmen are exposed to an air-craft fire, the skin is burned far less severely if covered with only the thinnest layer of material. Faces and hands are especially vulnerable. In order to prevent burns on the face and hands, aircrew should wear flying helmets, goggles, oxygen masks, gloves and their sleeves rolled down while flying. Orders on this subject are being promulgated.

Passports

When an officer or man of the Naval Forces is required to proceed outside Canada on duty, he may be provided with an official passport. Official passports may be issued for dependents of an officer or man who is proceeding abroad on duty when the dependents are travelling with the officer or man at public expense. Applications are to be forwarded to Naval Headquarters when official passports are required.

Passports required when not on duty must be applied for to the Passport authorities at Ottawa, in the same manner as any private citizen, and a fee is required.

SHIPS' BADGES



HMCS "Montcalm"

It is appropriate that some device from the Arms of the distinguished French General Marquis de Montcalm should be used for the badge of the Quebec Naval Division. A turret, one of three, has therefore been used, and placed upon a background of red and blue to refer to the historic tenure of Quebec by both British and French.

HMCS "Beacon Hill"

The badge of this frigate has been carried out in what is known as "allusive design". An old-fashioned beacon, therefore, is shown flaming on a hilltop.



HMCS "New Liskeard"

The town of New Liskeard in Northern Ontario has a crest which shows a tall Lombardy poplar growing in a bare field. While no record exists as to the origin of this device, it is assumed that it indicates something fine growing in the wilderness.

HMCS "Nonsuch"

The Edmonton Naval Division derives its name from that of a ketch which brought the early merchant adventurers into Hudson Bay in 1668. The badge design of HMCS "Nonsuch" is derived from elements found in the Arms of the Hudson's Bay Company.



Officers and Men



CAPTAIN H. F. PULLEN TO COMMAND CRUISER

Captain Hugh F. Pullen on July 14 will take command of the cruiser, HMCS "Ontario," senior ship of the Pacific Coast fleet. He recently completed a 10-month staff course.

While he is best known as a destroyer captain, "Ontario's" new commanding officer is no stranger to the bigger ships. Early in his career he served for nearly two years in the battle cruiser, HMS "Hood," and was executive officer of HMCS "Uganda", Canada's first modern cruiser, from her commissioning in October 1944 until November 1945.

During the war, Captain Pullen commanded the destroyers "St. Francis," "St. Laurent" and both the



CAPTAIN H. F. PULLEN, OBE, RCN
Going to "Ontario"

"Ottawa's." Prior to his staff course he was in command of HMCS "Nootka" and Captain "D", First Canadian Destroyer Flotilla.

For wartime services, Captain Pullen was awarded the OBE and was Mentioned in Despatches.

Commanding officer of the "Ontario" for the past two years, Captain J. C. Hibbard will begin a staff course late next month. Captain Hibbard was senior officer of the escort group which fought off the first of the "wolf pack" attacks by German submarines in 1941.

For his services in this 66-hour battle Captain Hibbard won the Distinguished Service Cross. A Bar was added later for his exploits as captain of the Tribal class destroyer, HMCS "Iroquois", in the English Channel.

TWO NEW WARRANTS IN TAS BRANCH

Chief Petty Officers Frederick C. Laphen and Joseph F. Perrault have been promoted to the warrant rank of Acting Gunner (TAS), following completion of qualifying courses in HMS "Vernon", the Royal Navy's TAS School at Portsmouth.

Since joining the RCN in 1938, Mr. Laphen has served in the destroyers "Saguenay", "Skeena", "Nootka" and "Haida", the minesweeper "Nipigon", the corvette "Prescott" and the anti-submarine schools at Cornwallis and Halifax.

Mr. Perrault entered the RCN in 1937. He has served in the destroyers "Skeena," "Assiniboine", "St. Laurent", "Nootka" and "Haida", in HMCS "Somers Isles", wartime sea training base in Bermuda, and in anti-submarine training schools ashore.

NEW APPOINTMENTS ARE ANNOUNCED

The following are among the more important changes in the appointments of officers of the RCN which have been announced recently:

Commander James Plomer, DSC and Bar, to St. John's, Nfld., as Staff Officer to the Commodore, Newfoundland.

Commander (E) Robert Balfour to HMCS "Rockcliffe" as Engineer Officer, Reserve Fleet, Esquimalt. Formerly Engineer Officer, HMCS "Magnificent."

Commander (E) James S. Ross to HMCS "Magnificent" as Engineer Officer. Formerly Engineer Officer, Reserve Fleet, Esquimalt.

Constructor Commander Charles V. Green, VRD, to HMC Dockyard, Halifax, as Manager of the Construction Department. Formerly Deputy Naval Constructor-in-Chief, at Naval Headquarters.

Constructor Commander Frank Freeborn, to HMCS "Bytown" as Deputy Naval Constructor-in-Chief. Formerly Manager of Construction Department, HMC Dockyard, Esquimalt.

Shipwright Commander Ernest J. Gilhen to HMC Dockyard, Esquimalt, as Manager of Construction Department. Formerly Manager of Construction Department, HMC Dockyard, Halifax.

Commander Michael G. Stirling, HMCS "Bytown", as Director of Naval Communications. Formerly Deputy Director of Naval Communications.

A/Lieut.-Cdr. (P) W. D. Munro to HMCS "Shearwater" in command of Operational Flying Training School. From 803 Squadron.

A/Lieut.-Cdr. (P) Noel Cogdon to command 803 Squadron, 19th Carrier Air Group.

Ord. Lt.-Cdr. W. A. Tangye to HMC Dockyard, Halifax, as Inspector of Naval Ordnance, East Coast.

Ord. Lt.-Cdr. A. L. Wells to HMCS "Naden", on staff of Flag Officer Pacific Coast as Staff Officer Ordnance and Senior Mine Disposal Officer.

Lieut. W. W. Maccoll to HMCS "New Liskeard," in command. Formerly Staff Officer, HMCS "Donnacona."

Lieut. I. B. B. Morrow to HMCS "Bytown" for duty with the Chief of Naval Personnel as Staff Officer Seaman Personnel. Formerly Commanding Officer, HMCS "New Liskeard."

CPO WALTER KILBURN DIES IN MONTREAL

Chief Petty Officer Walter Kilburn, RCN(R), died in Queen Mary Veterans Hospital in Montreal on May 16. He was in his sixtieth year.

A native of Leeds, England, CPO Kilburn joined the Royal Navy in 1908. He served throughout the First World War and was at Gallipoli and in HMS "Donegal" at the Battle of Jutland. In 1917 he transferred to the Canadian Expeditionary Force, in which he served until demobilized in 1919.

CPO Kilburn came to Canada in 1920 and took up a journalistic career. Re-entering the Canadian Army early in the Second World War, he was released for naval duty in 1941, joining as a Petty Officer Stoker. He served in the minesweeper "Burlington", the corvette "Fredericton", the destroyer "St. Clair" and the frigate "Wentworth". In 1944 and 1945, CPO Kilburn was on the staff of the naval newspaper, The "Crowsnest", published in HMCS "Cornwallis".

At the time of his death, CPO. Kilburn was a Montreal representative on the board of the Canadian Naval Service Benevolent Trust Fund and was President of the Chief and Petty Officers Mess at HMCS "Donnacona".



These three members of the Saskatoon Naval Division, HMCS "Unicorn," recently received National Research Council scholastic awards that will enable them to pursue further their university studies. They are, left to right, A/Sub-Lieut. Robert Stow, Lieut. (L) Peter Forsyth and Cadet Walter Bulanyi, RCN(R).

CPO Kilburn was buried with full naval honours in Mount Royal Cemetery.

RESERVISTS RECEIVE SCHOLASTIC AWARDS

Lieut. (L) Peter Forsyth, RCN (R), A/Sub-Lieut. Robert Stow RCN (R), and Cadet Walter Bulanyi, RCN(R), all of whom are attached to HMCS "Unicorn," Saskatoon Naval Division, have received National Research Council Scholastic awards.

Lieut. Forsyth, "Unicorn's" radar officer, has been awarded an N.R.C. studentship that will enable him to attend McGill University for studies leading to his Ph.D. in physics.

Sub-Lieut. Stow and Cadet Bulanyi have received bursaries that will enable them to study for their Masters' degrees in chemical engineering at the University of Saskatchewan.

CPO DONALD WHITE WINS PROMOTION

CPO Donald R. White, of HMCS "Ontario," has been promoted to the acting rank of Warrant Communication Officer.

Born in Victoria, Mr. White joined the RCN at HMCS "Naden" as a boy seaman in May 1937. In addition to the "Ontario," he has served in the

destroyers "Skeena," "St. Laurent," "Assiniboine," and "Crescent," the auxiliary cruiser "Prince David" and the cruiser "Uganda." He also spent four months in the Royal Navy cruiser HMS "Birmingham" early in 1945.

RETIRED OFFICER IN CIVIC POST

Captain Harold W. Balfour, OBE, RCN (R) (Ret'd), has been appointed city commissioner of Saskatoon. Formerly city comptroller, he took up his new duties on June 1.

Born in Balcarres, Saskatchewan, in August 1906, Captain Balfour moved to Saskatoon with his family in 1913 and entered the civic service there in 1925.

He joined the RCNVR as a signalman in June 1923 and subsequently transferred to the accountant branch and then to the executive branch as a lieutenant. Called on active service September 1, 1939, as a lieutenant-commander, he was commanding officer of the Saskatoon Division until June of the following year. Later he served in Esquimalt, St. John's, Newfoundland, Halifax and Ottawa. From December 1, 1944, until August 6, 1945, he was commanding officer of HMCS "Stadacona," at Halifax. He retired with the rank of captain in December 1945.

GOINGS AND COMINGS AT HMCS "NADEN"

Among the latest of the instructors to leave HMCS "Naden" for HMCS "Cornwallis" are PO's Osborne Hodges, Max Guthrie, Harry Stainsby, George Donaldson and Stanley Case.

PO H. F. "Pop" McFeters left "Naden" to join the galley staff in HMCS "Ontario." PO G. G. Sparks and AB W. G. Smith are both recent additions from the "Antigonish" while PO Robert Hamilton joins from HMCS "Stadacona."

CPO Robert Webber, a recent arrival from HMCS "Griffon," has taken over as department head of the Manual Office from CPO Brian Inglis, who is now instructing in HMCS "Cornwallis."

After a lengthy illness, Ldg. Sea. Keith Painter has been discharged from RCNH and is now working in the Manual Office.

PETTY OFFICER PROMOTED TO A/SUB-LIEUT.

Petty Officer Peter G. Bissell, of Webster's Corners, B.C., has passed a Fleet Selection Board and been promoted to acting sub-lieutenant.

Sub-Lieut. Bissell joined the RCN in November 1944 as an ordinary seaman and trained in HMCS "Cornwallis." He has served in the cruisers HMCS "Uganda" and "Ontario," in HMCS "Naden" and HMCS "Stadacona." Specializing in gunnery, he acquired the non-substantive rate of a Quarters Rating 1st Class.

Sub-Lieut. Bissell is at present serving in HMS "Hawke," the Royal Navy's training college for "upper yardsmen."

AWARDED RESERVE LS & GC MEDAL

CPO James Moffit, of HMCS "Malahat," has been awarded the Reserve Long Service and Good Conduct Medal. Presentation was made by Commander Ronald Jackson, commanding officer of the Naval Division, in a ceremony on board the minesweeper, HMCS "Sault Ste. Marie," newly acquired headquarters and training ship of the Victoria Division.



CPO A. B. Stevenson, of Winnipeg, a member of the crew of HMCS "Athabaskan," receives the RCN Long Service and Good Conduct Medal from Commander M. A. Medland, commanding officer of the destroyer. CPO Stevenson joined the RCN in March, 1934, and has been serving in the "Athabaskan" since July, 19, 1948.

COMMUNICATORS COMPLETE CONVERSION COURSE

Ten senior communication ratings have passed a combined conversion and higher professional course at the Communication School at Halifax. The course qualifies both visual signalmen and wireless operators in all phases of communication procedure.

Graduates were CPO's John M. Reid, Roy R. Adams and Walter Clements, and PO's Frank Fenn, William D. Moyes, Ralph E. Davies, John L. Meads, William A. L. Hughes, Herbert H. Tate and Reginald F. Thompson.

QUALIFY AS RADAR CONTROL RATINGS

Seven petty officers recently passed a radar control course at the Gunnery School, HMCS "Stadacona," Halifax.

Graduates were Petty Officers F. R. Halloway, R. W. Aldelm-White, Cecil R. Cruikshank, N. B. Pakenham, Joseph R. Turcotte, L. V. Bird and S. H. Shaw.

RESERVES TRAIN IN "ANTIGONISH"

A number of Reserve officers and men from various Naval Divisions put in training periods in HMCS "Antigonish" recently. Among these were Lieut. Robert B. Coupar, Vancouver, Sub-Lieut. Michael Brennan, Montreal, Lieut. (L) Jack Douglas, Vancouver, Cadet Taras Kitzul, Saskatoon, Cadet William M. Miller, Redvers, Sask., PO James Borthwick, Winnipeg, Ldg. Sea. Otto W. Mock, Regina, AB's Benjamin Hubbard, Saint John, N.B., and Peter Mock, Regina, and Ord. Sea. Stan Ayres, Winnipeg.

New additions to the crew of the "Antigonish" include PO's Kenneth Woodford, John M. Dillon and Arthur Campion.

MEDICAL ASSISTANTS SPONSOR DANCE

Surgeon Captain Archie McCallum, Medical Director General of the RCN, was guest of honour at an informal dance sponsored by the Medical Assistants Club of HMCS "Naden" in the Club Sirocco, Victoria.

Ably organized by Chairman PO Alex Matte and his entertainment committee, the affair featured a supper, a floor show, a juggling act and a "Barber Shop Trio".

Guests included Surgeon Commander T. B. McLean, Command Medical Officer, Surgeon Commander W. J. Elliott, Principal Medical Officer of the RCN Hospital, Lieut.-Cdr. (NS) M. E. Nesbitt, Matron of the RCN Hospital, and medical officers and medical assistants from all ships and establishments in the Command.

MEDAL PRESENTED TO FLAG OFFICER

Rear-Admiral H. G. DeWolf, Flag Officer Pacific Coast, was presented with the French Legion of Honour by Col. Gilbert Andrier, Military, Naval and Air Attache to the French Embassy in Ottawa, when the latter visited Victoria in mid-May. The Legion of Honour was awarded to Rear-Admiral DeWolf in recognition of wartime services.

AIR OFFICERS NAMED TO STAFF POSTS

A/Lieut.-Cdr. (O) Raymond A. Green has been appointed to the staff of the Flag Officer Atlantic Coast as Staff Officer (Air). He succeeds A/Lieut.-Cdr. (P) H. J. G. Bird, who is proceeding to England for a course with the Royal Navy.

A/Lieut.-Cdr. (O) Peter H. Grady has been appointed Lieut.-Cdr. (Operations) at HMCS "Shearwater," succeeding Lieut.-Cdr. Green. Lieut.-Cdr. Grady was formerly Chief Ground Instructor and Officer-in-Charge of the Observer School at "Shearwater."

Lieut. (P) Vincent J. Murphy has been appointed to the staff of the Flag Officer Atlantic Coast as Assistant Staff Officer (Air). Lieut. Murphy recently returned from the United Kingdom, where he had completed courses with the RN.

FOURTEEN GRADUATE AS ELECTRICIANS' MATES

Fourteen men recently completed an Electrician's Mate qualifying course at the Electrical School, HMCS "Stadacona," Halifax. They were Ordinary Seamen Newton Harrah, Stanley R. Tarves, Sidney W. Brynildsen, Thomas G. Smith, Donald A. Reed, Donald K. Logan, Robert K. O'Neill, W. J. N. Copping, William C. Raper, Vaughn F. Raeside, John M. Chute, Thomas V. Stevens, Graham H. Currie and Richard A. Braithwaite.

COMPLETE 55-WEEK ELECTRICAL COURSE

Following a 55-week course at the Electrical School in HMCS "Stadacona," 12 men have qualified for the non-substantive rating of Electrical Technician, Trade Group Three.

Successful graduates were Leading Seamen William S. D. Roy, James P. Powers, Ronald Pearson, Alexander G. Watson, Robert E. Pollack, Bernard A. Cocker, Andrew G. Reid, George W. Ackerman, William R. Williams, Earl Gordon, Russell J. Christianson and Robert C. McGirr.

Guess We're Glamorous

The RCN's recruiting campaign has covered quite a large area and reached into many out of the way places, but a recent application for entry into the Service was more than the recruiters had bargained for.

It came from a native of the tiny Duchy of Luxembourg who is now serving in the French Foreign Legion! Writing from Laghouat, Algeria, this young Luxembourger who would trade the sand of the desert for the salt of the ocean, applied for service in the RCN in the following letter (a translation from his French):

Gentlemen:

Kindly excuse me for sending you this letter.

I am a young man from Luxembourg, having no family and serving at present in the French Foreign Legion.

I would like to ask if on completion of my present term of engagement I could join your fine Navy, in which I would be so proud to serve.

I would appreciate a reply, if possible. Thanking you in anticipation, I am

*Yours truly,
Legionnaire Kueky Jacques,
3e Peloton,
2e C.S.P.L.,
Laghouat, Algerie Sud.*

With regret, the recruiters advised him that only Canadian or other British subjects are admitted into the RCN. . . But he would have made an interesting addition to the Service.

NEW COX'N FOR FRIGATE

CPO Arthur Nieman, of Victoria, is the new cox'n of the frigate, HMCS "Antigonish", of the Pacific Coast fleet. He succeeded CPO John S. Lawrence, of Coleman, Alta., who is now president of the new Chief Petty Officers' Mess at "Naden". The latter had been cox'n of the "Antigonish" for the past two years and had served under three commanding officers.

BECOME TAS INSTRUCTORS

Proud possessors of new TAS I badges are the following men who recently completed a course at the TAS School in HMCS "Stadacona," Halifax: CPO John F. Lipton and PO's Douglas R. Ingram, George R. W. Hornett, Duncan A. M. Wallace, Thomas E. Elstone and Jack W. Jackson.

VETERAN RETIRES FROM N.A.D. POST

Mr. H. H. R. Hinman, who began his career in HMC Dockyard a half century ago, has retired on pension from his position as chargehand at the Naval Armament Depot, Dartmouth, N.S.

Mr. Hinman joined the Dockyard staff on May 2, 1898, as an apprentice boilermaker. Ten years later he left to take up construction work and prior to the First World War worked on such projects as the Halifax Drydock and the Gatun Lock in the Panama Canal.

A veteran of the First World War, Mr. Hinman went overseas in November, 1917. Returning to Halifax in 1919, he took employment in the explosives magazine established in Fort Clarence, and has remained in this type of work for the past 30 years.

Tribute to Mr. Hinman on his retirement was paid by G. M. Luther, Superintendent of the Naval Armament Depot at Dartmouth.

STOKER MECHANICS QUALIFY FOR HIGHER RATES

After a 20-week course in the Mechanical Training Establishment in HMCS "Stadacona," Halifax, the following Stoker Mechanics qualified professionally for the rating of Petty Officer Second Class: PO's George Samoyloff, Edward J. Bryson, George S. Noble, Clark B. Kirby, Edward C. Large, William Rhodes, George Clark, Roy E. Foster, Conrad H. Laubach, James H. MacDonald, Fernand Trotter, George E. Fairbanks, Gordon Boyd, Ernest Lukemyer, James Grace, William R. Monteith, Robert King and Howard W. Leafloor.

TAKE DIESEL COURSE

The following men recently passed a course in diesel engineering at the Mechanical Training Establishment, Halifax: CPO's William Clayton, Kenneth W. Kidson, Myron S. Pastul, Edward N. Moore and A. T. McNeill, and PO's Horace J. Conrad, John H. Irvine, Patrick J. Meagher, David T. Milan, Joseph E. Nurse and G. H. Crosman.



The crew and diving crew of HMC Diving Tender No. 2. They are, left to right, CPO Stanley Waddington, PO James Connolly, Ldg. Sea. Julian Verscheures, PO James Wilson, PO Robert Wigmore and the diving officer, Mr. Lawrence Chaney, Commissioned Bos'n.

It's Dark Down There

by L.W.T.

Sea Bottom Is Stamping Ground
Of Naval Diving Crew

Operating welding equipment, handling a variety of tools and doing knots and splices in the dark may sound just a little difficult. Doing the same hampered by nearly 200 pounds of equipment and struggling around on the bottom of the ocean in mud up to the waist while a curious codfish tries to make friends through the face glass sounds well-nigh impossible. That, however, is only a sample of what the divers in the Royal Canadian Navy's Pacific Command have to put up with in their daily work.

Working from their 62-foot tender, the four divers, under the direction of Mr. Lawrence Chaney, MBE, Commissioned Bos'n, RCN, of Victoria, are probably more familiar with the sea bottom in the vicinity of Victoria than they are with the local highways. Jobs such as inspecting marine slips,

checking ships' screws, hulls and underwater fittings, and locating articles on the bottom keep them well-occupied

The divers' preliminary course consists of three months of instruction in the use of the ordinary diving suit, which is good for a depth of about 200 feet; Salvus smoke apparatus, and shallow water diving gear of American and English makes. They are taught the use of pneumatic and hand tools, electric and hydrogen-oxygen welding and cutting equipment, until they are proficient in above and below water procedure. They also dive in certain types of smoke apparatus that can be converted for use in shallow diving.

Then follow two years at sea, when the prospective diver exercises his newly acquired skill, proves his

initiative and gains experience under many conditions. The man dives from a whaler or small boat, takes charge of diving operations and, in addition, learns ships inside and out. At the end of the two years he is given further examinations. If he qualifies in the exams, he continues the diving course.

Says Mr. Chaney: "It takes at least two years to make a diver, and often closer to four".

Although the depth of water and the skill with which a man handles himself and operates his equipment determine the duration of a dive, most men can work in 50 feet of water for about three hours. A table is laid down by which time on the bottom, length of time for stops on the way up and number of stops are predetermined; this is to avoid the possibility of anyone getting the "bends". For instance, for a dive at 100 feet, in which the diver remains down for 40 minutes, it takes 33 minutes to bring him to the surface, with a five-minute stop at 30 feet, 10 minutes at 20 feet and 15 minutes at 10 feet. The remaining time is taken up arriving at the various stops.

Should a man get the "bends," he is brought up and placed in the decompression chamber. All divers are well versed in coping with the "bends", but that, and the fact that there has not yet been an accident on the Pacific coast, does not keep them from exercising every precaution.

The greatest dangers are falling to other depths or something dropping on the diver from above. Fish, and even octopi, are no problem, the only exception being the curious cod, who insists on reading the diver's mind through the face glass.

Holdings of divers' rates are medically examined once a month, while the permanent diving crew undergoes weekly examinations. Divers are all volunteers and must be free from defects which might imperil them under pressure of water or air. Slight colds are reported immediately because usually the air passage between the ears and nose is blocked by the

cold and could result in burst ear drums. No diver is compelled to go down but as yet there have been no refusals.

Flashlights are sometimes useless in diving. Hence, divers are taught to work blindfolded. Their first pieces of equipment—hammer and chisel—they use blindfolded while cutting a link of a cable. Eventually, they learn to do almost everything in total darkness. When the water is freezing cold this is some feat.

While the men at the top handle and guide the diver to where he is going—frequently a diver becomes turned around and may start off in the wrong direction—it is the man in the suit who knows what is required at the bottom. Everything that might conceivably be required is ready at hand to send down at a moment's notice. The diver is never kept waiting.

Completely self-sufficient, the Diving Tender could remain away from base for as long as two weeks, carrying out most of her own repairs; all the men are able welders, have a good knowledge of electricity, carpentry, steel work and many other skills. Six bunks in the messdeck take care of sleeping facilities and only a few minutes' notice is required to get under way. On long trips each man takes his turn at cooking. "Most of

Sea-going Sky Pilot

When he graduated from Union College at Victoria with his Bachelor of Divinity Degree, Raymond H. McCall was the logical choice to command the mission vessel "Thomas Crosby." A veteran of the RCNVR, Mr. McCall was ordained by the British Columbia Conference of the United Church in mid-May. As skipper of the little mission ship he will sail the rugged B.C. coastline stopping in at lighthouses, logging camps, canneries and other isolated settlements and will hold services ashore and on board his ship.

them are good cooks", says Mr. Chaney. "We still seem to be hale and hearty".

The diving crew includes Petty Officer Robert Wigmore, of Esquimalt, Petty Officer James Wilson, of Victoria, Petty Officer James Connolly, of Victoria, and Leading Seaman Julian Verscheures, of Calgary. Chief Petty Officer Stanley Waddington, of Victoria handles the engines and all machinery not connected with diving.

The RCN employs the most modern diving equipment available and a crew working over hand pumps is no longer a familiar sight. If the main air pump fails, an auxiliary gas pump can be put into operation immediately. Failing that, there are the hand pumps.

"The strangest job I was ever on", reminisced Mr. Chaney, "was during the war when we had to dive into a small water tank on the top of a mountain. It was out on Topsail Road, in Newfoundland. We took our gear part way by truck, then by pack horse, and finally on our backs. The place was so small the diver had to be dressed outside and carried in like a corpse. He was hoisted up and dropped feet first into the tank and hauled out the same way. The tank was repaired."

Last year the diving tender spent a month in the Fraser flood area, transporting milk and supplies in addition to carrying out diving duties. More recently the crew was called to Calgary to try to locate the body of a small boy drowned in the Elbow River. Although unable to locate the body, the men were highly commended for their efforts.

Mr. Chaney joined the RCN as a Boy Seaman in 1929. Since then he has served in almost every type of warship afloat. He gained his Warrant Rank in 1941 and was commissioned in 1944. He was appointed MBE in 1944 for work he performed in Newfoundland. A native of Vernon, B.C., he now makes his home in Victoria.

Completing his monthly "dip," PO Bill Woods, of HMCS "Naden," climbs cautiously up the ladder to the diving tender. At this stage he is particularly careful, for a slip could have serious consequences.

PO Woods is not a regular member of the diving crew but, being a qualified diver, goes down at least once a month in order to keep in trim. Note weights around waist and other appurtenances.

Showing the strain of hard work on the bottom of Plumper Bay, in Esquimalt Harbour, PO Woods is helped out of his diving suit by PO James Connolly and Ldg. Sea. Julian Verscheure.

PO Woods removes the wool socks and underwear that a standard apparel for all divers. Divers conform to a rigid set of rules and members of the regular diving crew are medically examined once a week, others once a month.





ATLANTIC COAST

HMC Ordnance Training Centre

Now that the reorganization of the Ordnance Branch is complete, the training of armourers at the Ordnance Training Centre at RCN Barracks, Halifax, is in full swing.

The OTC is located in the Gunnery School building in HMCS "Stadacona". It is under the direction of Ordnance Lieut.-Cdr. Maurice H. Walker, who is assisted by Ordnance Lieut. Frank E. Barlow and CPO's James M. Haywood (Machine Shops and General Supervision), Samuel F. Murdoch (Regulating), Frederick Trotter (Torpedo) and Ralph V. Courtney (Fire Control).

Two classes of armourers are now under instruction. Class number 8 is

completing its course at the Mechanical Training Establishment, and will shortly commence the final stages of instruction. The members of class number 6 will shortly write their final examinations, after which they will proceed on annual leave before taking up duties afloat. CPO's Walter A. Cunningham, Ellis M. Parker and Donald R. Andrews have been instructing these classes in Gunnery, Torpedo, and Control, respectively. — F.T.

HMCS "Nootka"

Extensive anti-submarine exercises were carried out in the Bay of Fundy from May 2 to 13, in company with the United States Navy submarine, USS "Piper." Officers and men of "Nootka" had an opportunity to visit

Saint John, N.B., when the ship called there at the end of the first week of the exercises.

On learning of his son's illness, CPO T. A. H. Dick, of "Nootka", left the ship at Grand Manan and returned to Halifax in HMCS "Swansea."

Some of "Nootka's" older hands were drafted from the ship on her arrival back in Halifax on May 13. PO Guy Dodsworth, Ldg. Sea. J. Terlecky and AB J. Harrison went ashore to HMCS "Stadacona," while Ldg. Sea. G. Kekewich continues his sea-going duties in HMCS "Magnificent."

TAS School

While the school was relatively quiet during May, activity increased considerably with the arrival of reserve personnel for summer training.

Lieut. M. H. Cooke has joined the school as senior instructional officer, succeeding Lieut. D. L. Macknight, who is now executive officer of the destroyer, HMCS "Nootka."

A large number of men are being drafted into the School for TD3 courses to take place during the summer. — R.V.K.

HMCS "New Liskeard"

(Operation "Sardine")

One of the most interesting short cruises that HMCS "New Liskeard" has ever undertaken was completed during the month of April when the usual scientific staff bowed out gracefully to seven officers, seven chief and petty officers and 160 new entries.

The cruise lasted three days, in which period "New Liskeard" fired her one and only gun, dropped depth charges and carried out evolutions with the whaler. At one point, even a night encounter exercise was carried



"Best Seaman" of a recent class of new entries graduated from HMCS "Stadacona" was Ord. Sea. David Robinson, shown receiving his prize from Hon. J. A. D. McCurdy, Lieutenant Governor of Nova Scotia. Mr. McCurdy also inspected the graduating class and presented other prizes to inter-divisional competition winners.

out by sending the whaler away under sail and then attacking her furiously with starshell and rocket flares.

In order to break the monotony of lowering and hoisting the whaler, the ship paid an informal visit to Shelburne, N.S. The local citizens thought sailors were never going to stop pouring out of such a tiny shell; sardines were put to shame. The Supply Department's motto, "We feed them better than most ships", was put to the extreme test and, fortunately, both that department and its motto held together. Chicken and ice cream on Sunday, no less, and the entire ship's company served in 55 minutes!

The Executive Officer, Lieut. R. T. McNulty, RCN (R), and the Chief Bosn's Mate, CPO Walter Bond, were the two hardest people to restrain when they saw the extra "handraulic" power, and then looked at the ship's paint job. The idea entered those two fertile brains to give each new entry a paint brush (if there were enough to go around), then in the true Service manner give the following order: "With paint brush in hand, each man, four swipes commence!" And the job would be done.

Hammock stowage was quite a problem — there was one pile 25 feet long and seven feet high!

Each department in the ship tried to take its future messmates under a protective wing. Seamen showed budding seamen how to steer; engineers (I have heard them called "underground savages") showed future slide rule wallopers which end of the throttles to grasp, stewards gave junior stewards lessons in how dishes should, or perhaps should not, be washed, etc. etc.

At one point during the cruise the New Entry Training Officer, Lieut. W. M. Kidd, asked the Officer of the Watch if it would not be possible to carry out a zig-zag to make steering more realistic. The OOW turned, looked aft, and said, "I don't think it's necessary; they have already written their names on most of the ocean between Shelburne and Halifax!" — I.B.B.M.



Ord. Sea. Kenneth Caldwell, of Barrie, Ont., was treated in the RCN Hospital at HMCS "Naden" following an accident during a gun drill demonstration as part of Victoria's May 24 celebrations. He slipped and was struck by a gun carriage and limber. The flowers at the bedside were sent to the young seaman by Mayor Percy George, of Victoria, who also included a personal note of regret and an autographed print of the above photograph. Shown checking Caldwell's pulse and temperature is Sub-Lieut. (NS) Hazel M. Mullin, of Outlook, Sask.

Navigation Direction School

After little classroom activity in the school for some four months, a class of 20 RP 3's got started May 23 on a 14-week course.

PO's George Carroll and Allan Gorsline, ND School instructors, took a class of eight RP 2's to sea for experience halfway through their seven-month course. In HMCS "Magnificent" for the spring cruise, they got lots of work and useful training during the intensive fleet exercises.

At the time this appears the ND School will be a busy place fulfilling its portion of the Reserve training programme on the East Coast. — A.G.

Damage Control and Fire-Fighting School

Since January of this year a total of 327 officers and men have attended courses in this school. A great majority of those undergoing instruction were RCN personnel, though the expected influx of Reserves began in April.

In anticipation of possible burns and other injuries occurring at the practical fire-fighting school, all in-

structors have completed a Red Cross first aid course. Naturally, it is hoped that the knowledge gained in this course will not have to be used!

Lieutenant (E) H. G. Gillis is at present undergoing a seven-week course in damage control and fire-fighting at Philadelphia. He will arrive back early in July.

The school will be putting on a fire-fighting display for Navy Week, August 8-13, on the site of the old Action Room at the north end of the Dockyard. — K.E.L.

HMCS "Iroquois"

A ship's company smoker was held in the gymnasium at HMC Dockyard recently and was enjoyed by the large gathering in attendance. In addition to professional entertainment, the ship's orchestra, consisting of PO George Clouthier, Ldg. Sea. Herbert Moffatt and AB's Paul Pelletier and Ralph Lord, played lively fishermen's reels.

Commander Breen P. Young said goodbye to the ship's company on March 27, prior to taking up his new

appointment ashore. CPO Charles Howe conveyed good wishes to the ship's former captain on behalf of the crew.

"Iroquois" sports crests were presented to members of the ship's various teams during Saturday morning divisions recently.

A softball team has been organized by PO J. A. F. LePage and is shaping up well.

HMC Communication School

More than 100 men, comprising seven classes, were under instruction in HMC Communication School, Halifax, during May. Six ordinary seamen successfully completed a course qualifying them as Communicators and one CPO and two PO's passed a course for Chief Communicator.

Three instructors, CPO Maurice Taylor, Halifax, and PO's Samuel Iscoe and Thomas Hume, both of Dartmouth, were drafted from the school during the month, while PO Herbert Tate, also of Dartmouth, a graduate of the Chief Communicators' course, was retained at the school for instructional duties. — D.M.

HMCS "St. Stephen"

On May 10 the "St. Stephen" completed one of the most uneventful patrols of her career as a weather ship. The outward passage was the easiest of the ten the ship has made to date. On station the usual gales, fog, snow and hail were experienced and a number of icebergs, one of which took up station with the ship right in grid centre, caused a few rather unpleasant moments, but apart from this not even an alert broke the monotony.

Worthy of note, perhaps, was the unusually large number of Arctic birds found at "Station Baker" during the last patrol. One of these, a small black and white bird, was chased on board the "St. Stephen" by seagulls. Rescued by the commanding officer, a cage was built for it, but it died shortly after its new home was completed. A

quiet burial at sea followed.

The "St. Stephen" returned to "Baker" on June 23. — J.K.

PACIFIC COAST

HMCS "Ontario"

A feature of the "Ontario's" spring training cruise that gained much support and a large attendance were the sing-songs on the foc's'le. Ordinarily it was not a part of their regulat-

WEDDINGS

A/Lieut.-Cdr. (P) R. A. B. Creery, HMCS "Shearwater," to Miss Pamela Stevens, of Halifax.
CPO C. E. Cockrill, HMCS "Naden," to Miss Lorna Wood, of Victoria.
AB Marvin H. Atkinson, HMCS "Athabaskan," to Miss Claire Marie Crossley, of Victoria.
AB Charles P. Walker, HMCS "Athabaskan," to Miss Irene Elizabeth Spence, of Victoria.
AB Robert J. Cousins, HMCS "Magnificent," to Miss Joyce West, of Toronto.
AB Ross E. Tretheway, HMCS "Nootka," to Miss Norma Canning, of Port Wallis, N.S.
AB Henry Dingle, HMCS "St. Stephen," to Miss Jean Feener, of Halifax.
AB W. G. Larman, HMCS "Stadacona," to Miss Beatrice Davis, of Montreal.
AB Donald Young, HMCS "Stadacona," to Miss Bernice Levangie, of Port Felix, N.S.
AB Gilbert O'Malley, HMCS "Antigonish," to Miss Nell Corriston, of Vancouver.
Ord. Sea. Harold Gunderson, HMCS "Naden," to Miss Shirley L. Maguire, of Medicine Hat, Alberta.

BIRTHS

To Cdr. T. G. Fuller, RCN (R), HMCS "Carleton," and Mrs. Fuller, a daughter.
To Mr. G. G. Hannah, Wt. Eng., HMCS "Stadacona," and Mrs. Hannah, a son.
To Lieut. Marcel Belanger, HMCS "Naden," and Mrs. Belanger, a son.
To Mr. A. R. McClung, Cd. Gunner (T), HMCS "Stadacona," and Mrs. McClung, a son.
To CPO Edward Moore, HMCS "Stadacona," and Mrs. Moore, a son.
To CPO F. A. Watters, HMCS "Naden," and Mrs. Watters, a daughter.
To PO John Meadwell, HMCS "Stadacona," and Mrs. Meadwell, a son.
To PO George M. Carroll, HMCS "Magnificent," and Mrs. Carroll, a daughter.
To PO Jack Bruce, HMCS "Stadacona," and Mrs. Bruce, a daughter.
To PO Ray Pumfrey, HMCS "Athabaskan," and Mrs. Pumfrey, a daughter.
To PO Bernard Stevens, HMCS "Athabaskan," and Mrs. Stevens, a son.
To PO W. C. Jones, HMCS "Athabaskan," and Mrs. Jones, a son.
To PO George Hogg, HMCS "Rockcliffe," and Mrs. Hogg, a daughter.
To Ldg. Sea. David R. MacCoubrey, HMCS "Stadacona," and Mrs. MacCoubrey, a son.
To AB Donald G. Campbell, HMCS "Antigonish," and Mrs. Campbell, a daughter.
To AB Earl Paulsen, HMCS "Athabaskan," and Mrs. Paulsen, a son.
To AB E. H. Ferster, HMCS "Naden," and Mrs. Ferster, a daughter.

ing duties but CPO Ronald Crawford and PO's William Leggett, Donald Crowhirst and S.K. "Sally" Henson made it their business to organize and spark this ever popular form of entertainment.

With the permission of the Commanding Officer and the blessing and participation of the Executive Officer, the sing-songs drew talent from every branch and all ranks. With at least part of the band rendering assistance at each session, the shipboard talent grew, and more was unearthed all the time. Among the more notable participants were Ord. Sea. Stan Davis, who strummed a mean guitar, and vocalist Ord. Sea. John Bryan. Another man to whom everyone listened with pleasure was AB Gerald Long. His specialty is the mouth organ, any size, shape and type.

One of the bandmen, Ord. Sea. Myroh Charski, since drafted to "Naden", often held the gathering spellbound with his playing of the accordion.

Led by a master-of-ceremonies of no mean talent, Ldg. Sea. Walter Churcher, the sessions invariably ended in group singing, jokes and verse. A never failing source of song or ditty was Commander P. D. Budge, who always dropped by after completing his evening rounds of the mess-decks.

HMCS "Athabaskan"

With the spring cruise over and long leave periods just a pleasant memory for most of her ship's company, the "Athabaskan" has settled down to her part in the summer reserve training programme.

The end of the southern cruise brought a rather interesting development. Many of the destroyer's crew who had been sporting masses of hirsute ornamentation while in the south came through with requests for permission to shave prior to the ship's arrival back in Esquimalt. Among those who decided to come out from behind their "face foliage" were Ldg. Sea. W. H. "Brash" Brandt, of Vancouver, PO S. D. "Knobby" Clark, of

Calgary, and AB Art Rostek, of Winnipeg.

The bridge and cribbage tournaments held in the ship were completed recently, with the honours going to the Supply Department in both cases. The bridge tournament was won by PO R. N. B. Kirby and AB A. C. Palmer, both of Winnipeg, while two Calgary men, Able Seamen Edward Kenney and T. R. Reynolds, walked off with the cribbage crown.

HMC Supply School

The school has been operating at full capacity for the past two months, with more than 100 new entry Supply Branch men under training.

PO's T. A. Cove and D. B. Payne, both Writers, are now at the school and are hard at work on a course to qualify them for promotion to sub-lieutenant (S).

A Warrant Catering Officers' course and a Warrant Cookery Officers' course started recently. In the former are CPO's V. N. Noon, John A. L. Vaillancourt, A. E. Saxby and F. G. Elston and PO's David Jones and Clifford Way. PO R. W. Bonoyer is among those taking the cookery course.

The fifth Supply Officers' technical course ended on June 4. Graduates were Lieuts. (S) K. C. Stokes, W. J. Magee, R. R. Buchanan, L. A. Laroche, W. M. McPherson and Sub-Lieuts. (S) G. E. Culham, J. T. Martin and J. Hubbard.

HMCS "Rockcliffe"

There is a peculiar air of quiet around the depot ship these days, brought on by drafts to two ships that have been commissioned recently.

The commanding officer, Commander Harry Kingsley, has temporarily taken over the duties of Chief of Staff to the Flag Officer Pacific Coast and the former first lieutenant, Lieut.-Cdr. J. B. Bugden, is now commanding officer. Lieut.-Cdr. Bugden is slated to take over staff officer duties in HMCS "Donnacona" on September 12.

TAS Training Centre

A welcome addition to the training staff at the Centre is Lieut. R. L. Ellis, who comes as the senior instructional officer of the TASTC.

Two new members on the instructing staff are Petty Officers Duncan Wallace and Douglas Ingram. They recently completed a course in HMCS "Stadacona".

CPO Bill Fernie has been drafted to HMCS "Sault Ste Marie" for reserve training duties.

HMCS "Naden"

May was a month of increasing activity in RCN Barracks. Among the events which kept things moving at a fast clip in "Naden" were preparations for the annual reserve training programme, participation in the Jubilee and Victoria Day celebrations in Victoria and Nanaimo, visits of the Medical Director General and the Director of Naval Education, both from Naval Headquarters, and the arrival of the United States Ships "Sea Dog", "Grady" and "Rombach".

Always well represented in May 24 celebrations in Victoria, the Navy made this year no exception. CPO Kenneth Barker worked tirelessly to build his "Naden" precision squad into top shape while CPO Earl Sealy drilled his two field gun crews into crack teams. "Naden" also landed a contingent of 200 men, under Lieutenant W. A. Mansfield, RCN, for the parade through Victoria. A bugle band, brought into being by Mr. F. C. Short, Gunner, RCN, joined the regular band to lead the procession through the city streets.

HMCS "Antigonish"

Of special interest to the ship's company was the commissioning on May 16 of the frigate, HMCS "Beacon Hill", to which 26 men from the "Antigonish" had been drafted the previous day. The "Beacon Hill" will sail in company with the "Antigonish" during the reserve training cruises this summer.

During May the "Antigonish" carried out exercises with HMCS "Athabaskan" and the United States Navy submarine, USS "Sea Dog".



"And what branch of the armed service were you in?"

NAVAL DIVISIONS

HMCS "Star" (Hamilton)

Visitors to HMCS "Star" this spring have helped to swell the total tonnage handled by the harbour at Hamilton, already one of Canada's busiest ports. On May 25 HMCS "Portage" called at the Division briefly on her way to the head of the lakes. Also welcomed on the same day was "Star's" own tender, "ML 106", which returned to Hamilton after completing refit in Toronto. Four vessels used for training U.S. Navy reserves on the Great Lakes visited the Division on May 28-29.

A ship's company Spring dance was held at the Division on May 14. The drill deck was specially decorated for the occasion and a large gathering attended.

Men of "Star" honoured Newfoundland, Canada's newest province and a favoured place with many sailors, with a "Codfish Ball" held on the drill deck May 24. For the occasion the bandstand became a replica of John Cabot's ship, the "Matthew". A display of fireworks gave the affair the touch of the 24th. — C.S.J.L.

HMCS "Donnacona"

The highlight of the month of May in "Donnacona" was undoubtedly the visit of the American squadron composed of the carrier USS "Saipan" and the destroyers "Massey" and "Zellers".

After calling at Quebec City on their goodwill visit, the American ships, with a total complement of more than 1,200, arrived at Montreal May 19 to be greeted on arrival by "Donnacona's" Officer of the Guard, the band and a berthing party composed of RCN ratings, aided by Sea Cadets. Of this party the Executive Officer of the "Saipan" commented that it was one of the smartest and most efficient berthing parties he had seen.

"Donnacona" had planned a complete programme of entertainment for officers and men of the US Squadron. Notable for their success were two dances held on the parade deck of

"Donnacona", to which 500 enlisted men were invited. The first dance was so successful, in fact, that tickets for the second were reputed to be at a high premium aboard ship. Music was supplied by "Donnacona's" own jazz group, which the Americans, as experts, declared to be a top flight combination. Another popular feature put on by the Montreal division was a smoker for chiefs and petty officers from the American ships on Saturday May 21, while at the same time the officers were entertained at a reception in the wardroom. Among the guests at this function were the United States Ambassador and the acting Chief of Naval Staff.

Over the same weekend other visitors to the port were HMCS "Portage" and HMC "ML 121", both on their way to the Lakes.

The gunnery department, of course, was exceptionally active during this month, having to provide guards for the official visit of the US Navy and for the traditional St. Lawrence river Empire Day ceremony which offers a memorial to those who lost their lives at sea.

HMCS "Hunter" (Windsor)

One of the best attended church parades held from HMCS "Hunter" since the end of the war saw 165 members of the ship's company march to St. Paul's Anglican Church and St. Clare's Roman Catholic Church on Sunday, May 15.

Led by the band the parade moved off at 1330 and marched up Ouellette Avenue, Windsor's main street. At a saluting base at Tecumseh road, Cdr. W. A. Wilkinson, commanding officer, took the salute as the ship's company marched past under command of Lieut. Frank Gill, first lieutenant.

Services at the respective churches were conducted by Rev. B. A. Silcos, Protestant chaplain, and Rev. E. H. Robert, Roman Catholic chaplain.

The month at "Hunter" began with a round of farewell parties for Lieut. Stuart L. Slade, RCN, who left the ship after a year and a half as

staff officer to assume new duties at HMCS "Naden". The RCN staff, the wardroom officers, the commanding officer and the Naval Officers Association all entertained at functions in honour of Lieut. Slade.

The summer sailing season on the Detroit River and Lake St. Clair is underway and "Hunter's" boats are expected to be put to good use. Two dinghies, a harbour craft and a motor cutter will be in service this summer.

HMCS "Catarqui" (Kingston)

The arrival of HMC "ML 121", which is to be attached to "Catarqui" for training purposes, and preparations for the visit of HMCS "Portage" towards the end of July, have resulted in increased activity in this Division and its units at Belleville, Brockville, Gananoque, Napanee, Picton and Trenton. Strength has been increased to almost 200, exclusive of officers and UNTD personnel.

The academic year has ended for UNTD personnel and the student-sailors have left for practical training on the coasts. The majority will train in ships and establishments of the Pacific Command.

HMCS "Malahat" (Victoria)

The first public appearance of the newly commissioned Algerine minesweeper, HMCS "Sault Ste. Marie", headquarters and training vessel of the Victoria Naval Division, took place on May 24. The ship was secured alongside in the city's Inner Harbour and opened to public inspection.

On June 4, 5 and 6, "Sault Ste Marie" made her first trip to sea with reservists from "Malahat." The ship sailed from Esquimalt up the west coast of Vancouver Island to Port Alberni for the annual inspection there of the Port Alberni Sea Cadet Corps.

Through the remainder of the summer she will continue to make weekend cruises during which intensive minesweeping training will be carried on under the direction of Lieut. Alan Heater, first lieutenant.

(Continued on page 32)

Looking Astern



Lest we Forget
July 1944 . .

D-Day had come and gone. The violent actions that had marked the invasion of Europe had lessened and warfare at sea was being waged more cautiously. The U-boats packs, which had proved so ineffectual during the invasion, were back in action once again, with improved results. During July more Allied ships were lost than during May and June combined.

The U-boats did their damage in regions far away from the scene of the Normandy actions. They concentrated on independently routed shipping in the Indian Ocean and South Atlantic. No attacks were made on trans-Atlantic convoys and only one loss was incurred in the Caribbean, where isolated sorties were being made at long intervals.

In the North Atlantic, opportunities to engage the U-boat were few but a pair of Canadian destroyers made good on one chance that did present itself. On July 6, HMCS "Ottawa" and HMCS "Kootenay" attacked a solid contact off Beachy Head. "Ottawa" carried out a quick attack and produced oil and wreckage indicating at least a "probable".

Against surface vessels the RCN rang up a more impressive score. Canadian ships figured in at least four actions in which the balance of victory was definitely on the Allied side.

The most important action of the month was the strike carried out by EG 12, a newly formed Canadian destroyer group, with "Qu'Appelle" as senior officer. With the British EG 14, they attacked two enemy submarines and the flak ships which were escorting them from their base into the open sea. The U-boats submerged and made their getaway but all three of the escorting flak ships

were sunk. Total casualties among the Canadian ships were one man killed and 20 wounded.

Meanwhile, closer to the invasion the MTB flotillas were at work. Both the Allies and the enemy suffered considerable losses during the fighting. The RCN recorded its first loss of the invasion on July 2 when "MTB 460" was mined near the assault area, and lost two officers and nine men. A week later "MTB 63" met a like fate but suffered no loss of life.

But not all was on the debit side of the ledger. On July 8, four MTB's more than made up for the losses to their flotilla. Together they attacked an enemy convoy off Cape de la Have and sank a corvette and an R-boat,

and drove another R-boat ashore in flames. Before the month ended the Canadian MTB's had added two more successes. Three MTB's got into another skirmish on July 15 off Havre. And again they set an R-boat on fire while incurring no damage themselves. The following night a force of three more torpedo boats attacked a convoy of R-boats and damaged three. In this action HMC "MTB 459" was hit and damaged by an enemy coastal battery.

Canadian destroyers continued to play a prominent part in the post-invasion actions. HMCS "Haida", in company with HMS "Tartar" and the Polish destroyer "Blyskawica", car-

(Continued on page 32)



Canadian MTB flotillas gained wide fame during the Normandy invasion for their daring attacks on enemy shipping along the French and Dutch coasts, and for their fierce running fights with German R-boats. Swift, manoeuvrable, and heavily armed, the little ships dealt powerful blows for the Allied cause. In the photograph a flotilla of MTB's is shown as it heads out to sea on another mission. Nearest the camera is the "460," which was the first Canadian ship lost in action during the Normandy invasion.

Boy Meets Girl

Formed and Run By Naval Wives,
Bureau Arranges Dates for Sailors

It's easy for a sailor to meet a girl in Halifax, now that the "Boy Meets Girl" date bureau is in operation.

The idea of a formal introductory medium through which sailors could become acquainted with civilian families in Halifax was put forward by Rear-Admiral E. R. Mainguy, Flag Officer Atlantic Coast, to a meeting early this year of the Naval Officers' Wives Auxiliary. The idea was enthusiastically received and was soon converted into fact.

The naval wives canvassed Halifax homes and business places and selected 150 girls who were "willing to take a chance on going out with a sailor." Then on February 17 the novel "Boy Meets Girl" date bureau

was inaugurated. With the launching the following notice was promulgated by Rear-Admiral Mainguy in an Atlantic Command Memorandum:

"Do you want to have a date with a girl?

or

"Do you want to pursue such hobbies as handicrafts, music, outdoor sports of all kinds in company with nice people?

or

"Do you merely wish to rest your feet by someone's cosy fireplace?

"If any of these pursuits appeal to you — phone 4-2222 any afternoon except Sunday, between 1430 and 1630, for information and instructions."

From their index filing system which lists each girl's height, age, religious denomination, favourite sport, telephone number and home address, the naval wives who staff the bureau can usually arrange a date within 20 minutes. The sailor then calls for the girl at her home and produces his identification card upon arrival.

In the past three months the date bureau has arranged more than 200 dates and there have only been four complaints, all of a trivial nature. For instance, one rating complained after his date that he didn't like going out with older women. His age was 18; hers 19.

Most dates are for dancing and



Introduced by the "Boy Meets Girl" date bureau, Hazel Gavell and Ord. Sea. John Keable go for a Sunday afternoon stroll on Halifax's Citadel Hill.



To get acquainted with a Halifax girl, Ord. Sea. Keable (left) phones the date bureau . . . There Mrs. W.H. DeCosta (right, at phone) and Mrs. J. I. C. Inness select the name of a girl from the 150 they have on file and arrange a date. The sailor must call for the girl at her home and produce an identification card. Mrs. DeCosta and Mrs. Innes are two of 20 naval officers' wives who staff the bureau.



sailors of the United States Submarine "Spikefish" and these men said: "We wish all the cities we visited had a similar club."

It is encouragement like this that helps repay the naval officers' wives for the afternoons they spend manning the bureau's telephone.

Men of the RCN's Atlantic Command have found Halifax taking on a new look, now that the date bureau volunteers to arrange a change from navy routine in their leisure hours.

The bureau has been particularly popular with new arrivals in "Stadacona", of whom there have been an unusually large number in recent months. It and the girls upon whom it calls for "dates" have done a better job of convincing these newcomers that Halifax is "tops" in friendliness than any Chamber of Commerce could accomplish.

movies but others include walks around some of the historic spots of Halifax, golf, Sunday dinner with the girl's family, or just a quiet evening around the fireside.

The date bureau extends its facilities to men of visiting navies as well as to the RCN. In May, 27 girls attended a dance for the visiting French frigate "L'Aventure." The French sailors reported that the girls "made the party." During the same month, the bureau arranged dates for



The next step is to be taken by the Naval Officers' Wives Auxiliary is to find suitable quarters for a hostel or club rooms. A move is presently underway to locate premises for this purpose. — B.J.G.

After an evening at the movies, Hazel Heighton and Ord. Sea. Barry Murphy raid the icebox for a snack.



The bureau sometimes gets requests to arrange house parties, and obliges.



The Navy Plays



Soccer Champions Declared at Esquimalt

The annual Pacific Command port soccer knockouts attracted teams from "Naden," "Ontario," "Royal Roads," "Athabaskan," Staff and Reserve Fleet. The big spring event went true to form as the favored HMCS "Naden" came through successfully to defend the championship.

The "Naden" team went right to work and defeated "Ontario" and the Reserve Fleet in quick order. Meanwhile, in the lower bracket of the tourney, "Royal Roads" was trouncing "Athabaskan" by a 7 to 1 score before drawing a bye into the final round. In the bitterly fought final, the teams were deadlocked in a scoreless tie at the end of regulation time. But in the overtime period, the strength and experience of the "Naden" XI began to tell and they counted two quick goals, without a reply from their

plucky opponents, to win the port championship 2—0.

Another soccer tournament attracted a lot of attention. Six teams from HMCS "Naden" staged an inter-part competition which produced some of the best soccer seen in Esquimalt for many years. When the preliminaries and the semi-finals were completed, the Mechanical Training Establishment and the Chief Petty Officers emerged as rivals for the championship. In the final the steady play of the CPO's proved too much for the engineers, who went down to a 7 to 1 defeat.

"Shearwater" Boxers Win Service Tourney

Fresh from their triumph over HMCS "Stadacona" in the challenge boxing tournament, the powerful boxing team from HMCS "Shearwater" carried off top honours in the Eastern

Command Armed Forces Inter-Service Boxing Tournament held in the "Stadacona" gymnasium. The hard-hitting naval airmen punched their way to the Armed Forces championship and the Charles McDonald Memorial Trophy by topping teams from "Stadacona," Army, "Magnificent" and "Iroquois."

Action-packed all the way, the tourney featured 12 bouts during the two-and-a-half hour ring card. Petty Officer Tom Mottershead and Petty Officer Clark refereed.

Results of the matches were:

- R. Bolt (Stadacona) decisioned Al Vanalstine (Shearwater)
- D. Nicks (Shearwater) won by default
- I. Fitzpatrick (Army) decisioned C. Skidmore (Iroquois)
- M. Shah (Shearwater) decisioned Vanstone (Army)
- C. Gaylor (Shearwater) decisioned Simard (Iroquois)
- N. Sangster (Shearwater) decisioned J. Hogan (Stadacona)
- J. Friis (Magnificent) TKO'd Ledingham (Shearwater)
- D. Nicks (Shearwater) decisioned R. Bolt (Stadacona)
- W. Hutchinson (Stadacona) decisioned I. Fitzpatrick (Army)
- P. Murphy (Army) decisioned M. Shah (Shearwater)
- W. Merriman (Magnificent) decisioned N. Sangster (Shearwater)
- J. Friis (Magnificent) won from Newman (Army) by disqualification.

"Donnacona" Grid Team Holds Spring Practice

HMCS "Donnacona" will be represented in the Intermediate Division of the Quebec Rugby Football Union next fall and every effort is being made to ensure a strong entry from the Montreal Naval Division.

With an average of 35 players in attendance, spring practice sessions have been held indoors and at Westhill grounds under the direction of Mac Parsons and Roy Chesley, two well known Montreal sportsmen. The workouts have featured P.T., ball-handling, passing, tackling and blocking.



Shown above is the Chief Petty Officers' team which took top honours in the recent soccer tourney held in HMCS "Naden". Back row (left to right): Chief Petty Officers E. E. "Pony" Moore, secretary of the club; Albert Shirley, Albert March, Jack Waldron, Edward DeCosta, Gordon Williams, Alex Ross, Leslie Noon, Bill Peakman and Leslie Cole, CPO's mess president. Front row: Stan Briggs, Bryan Inglis, Albert Booth (captain), Ernest Wooley, Duncan Kennedy, Don Thorndick and Frederick Potts. Goalie Gordon Williams is now in his 20th year of Navy soccer.

A committee of four, Lieut.-Cdr. Max Haybeard, Lieut. Doug Tozer, PO Eric Brimble and Ldg. Sea. James Simpson, was responsible for organizing the football team. The scheme has received generous support, financial and otherwise, from the Naval Officers Association and Naval Officers Club of Montreal.—L.B. McI.

West Coast Golfers Hold Tournament

Golf took over the sport spotlight at HMCS "Naden" recently when Rear Admiral H. G. DeWolf, Flag Officer Pacific Coast, presented prizes to the winners in the Royal Canadian Navy Golf Association tournament. Instructor Commander G. L. Amyot, winner of the championship flight, was awarded the trophy donated by Mr. Jack Davis. Runner-up was Chief Petty Officer Sid Holland.

Other prize-winners were: First flight, Petty Officer R. Pumphrey; second flight, Petty Officer J. Ross; third flight, Mr. R. Keen, Warrant Engineer; fourth flight, Instructor Commander J. D. Armstrong; fifth flight, Lieut. (S) F. E. Wade.

Rear Admiral DeWolf commented on the fine turnout for the event and the enthusiasm shown by the members of the golf association. He thanked Mr. Richards, secretary of the Gorge Vale Golf Club, and Joe Pryke, club pro, for their kind assistance and interest in the activities of the RCN Golf Association.

Sailing Club Officers Elected for 1949

Commander R. A. Webber was elected president of the Atlantic Command Sailing Club at a recent meeting. Other officers named were: Commander (S) C. V. Laws, treasurer; Lieut. C. J. Benoit, secretary; Lieut.-Cdr. (E) D. H. Fairney, engineer officer, and Mr. Herman Baker, sailing master. Lieut.-Cdr. (NS) Fay L. Rutledge was elected nursing officers' representative.

Besides providing recreation, the Sailing Club will provide competitive crews for races and pass out sailing masters from among the officers and men of the command.



A trophy donated by the commanding officer, Commander M. A. Medland, was the prize in a .22 rifle competition in which a large number of HMCS "Athabaskan's" crew members took part. Above, Commander Medland presents the cup to the winners: (left to right) AB Fred MacIntosh of Regina, Ord. Sea. Ken Dupleton, RCN (R), of Winnipeg, and Ord. Sea. Bob Jenkinson, RCN (R), of Toronto.

New Entries Score in Whaler Race

A hard-driving crew of new entry seamen from "Haida" division stroked its way to victory in the whaler-pulling finals at the annual May 24 Naval Regatta held at Victoria. In a rousing stretch battle with the gun-room crew of HMCS "Ontario," the new entries nosed across the finish line less than a length in front to win in the best time of the afternoon, six minutes and 53½ seconds.

The "Cock-of-the-Walk" trophy was presented to Ordinary Seaman Wendell Reeves, coxswain of the winning "Haida" entry, by Mr. R. D. McLachlan, chairman of the regatta committee.

Softball, Soccer Teams Organized At "Stad"

Athletes at the Mechanical Training Establishment are hard at work readying for competition in HMCS "Stadacona's" inter-part softball and soccer leagues. Thirty-one hopefuls turned out to battle for the regular berths on the softball squad and the engineers are confident that they can

emulate their fine showings in the inter-part hockey and basketball schedules. CPO Harry Patrick is coaching the squad.

Similar hopes are held for the MTE soccer team, which is rounding into shape under the watchful eye of CPO Wilfred Fall. CPO Fall's wide experience on the soccer field should prove a valuable asset to the engineers.

Another "Stadacona" department reported progress in developing their entry in the inter-part softball loop. At the TAS School, PO J. W. Jackson has been appointed coach and is drilling the squad in early season practices.

"Griffon" Enters Team In Baseball League

HMCS "Griffon" has entered a team in the Lakehead Senior Baseball League again this year and Larry Pineau (ex-RCNVR) has taken over the post of playing-manager. The Port Arthur division is hoping also to promote an inter-service baseball circuit.



HMCS "Crescent's" comic soccer-rugby-softball team before going ashore at Hong Kong to play against HMS "Constance."

ATHLETIC AMBASSADORS

Teams From "Crescent" Enjoy Success,
Prove popular in Far East

During HMCS "Crescent's" visit to China, she made many friends through the medium of sports.

Weather, which is usually an adverse agent in Canada during the months of February, March and April, did not hamper any of the scheduled games and was, indeed, on most occasions ideal for outdoor activities.

The first opportunity for the ship's softball team to limber up after the winter layoff came in Pearl Harbor, where we lost by the margin of one run. This defeat must have been a spark to kindle new vigour in the team, because although much tougher opposition was met, only twice in the 10 games played during the remainder of the cruise was the team defeated. Opposition was furnished by the Americans in Guam, Kwajalein, Shanghai and Nanking and by the Chinese-Canadians and Portuguese in Hong Kong.

It came as quite a surprise that the Hong Kong games were the toughest. The best of the cruise was played against the Chinese-Canadians in

Kowloon, with the home team defeating "Crescent" by a 5-4 score in 11 innings.

Just before the "Crescent" left Hong Kong, the League Association invited the softball team to their annual banquet and dance, where the "Mr. Softball" of the city, Dr. F. J. Molthen, praised the sportsmanship and calibre of the visiting team. He mentioned especially "Crescent's" pitcher, Petty Officer Ernie Tuttle, who established a new record for their league, having 15 strikeouts in seven innings of play. We on board know that much credit for the team's success is also due to the manager, Sub-Lieut. G. B. Wither, and to the coach, Petty Officer Dick James.

While the ship was in Nanking, an inter-part softball tournament created an excellent diversion from the ordinary routine. Every mess was able to field a full team, with the Forward Petty Officers' Mess the final victor after a hard tussle with the Forward Seamen's Mess.

Also during the visit to Nanking advantage was taken of the availa-

bility of the local grounds to work up a soccer team, in contemplation of a meeting with the RN in Hong Kong. These efforts were repaid by a very good showing against HMS "Constance".

At the suggestion of "Constance," a "crazy" game in colorful costume was scheduled and, after several days of careful preparation, was played on the grounds at Happy Valley Pavilion in Hong Kong. The game consisted of 20 minutes of soccer, 20 minutes of English rugby and 20 minutes of soft-ball. The whole thing, of course, was very rugged and after it was over both teams repaired to the China Fleet Club for necessary remedies.

The ancient game of "Ukkers" was revived and, when spirits were low, a good bout of Ukkers would usually revive players and spectators alike. On a certain balmy evening in Alacrity Anchorage, the crew of HMS "Constance" boarded HMCS "Crescent" for a championship tournament played on the iron deck, with a very large crowd of cheering onlookers. For this occasion the players wore distinguishing colors in the form of war paint and loin cloths, and a referee was appointed to call "No Dice". After a see-saw battle, involving three hours of fast action and three close decisions, Chief Petty Officer "Monty" Beaumont and Petty Officer "Cooky" Dunleavy of HMCS "Crescent" were crowned Ukkers champions of the Far East and presented with a large silver paper cup which had been moulded for the occasion. As the "Constance" bade us bon voyage that evening, they hinted broadly that they'd be visiting Canada soon, if for no other reason than to retrieve the coveted trophy.

Looking back, we are proud of the showing of the ship's teams in competition with others in foreign ports, and we feel that it was one way of letting people know Canadians were there, and that Canada raises worthy sportsmen.

Airmen Enter Dartmouth Softball, Soccer Leagues

Softball has moved in as the number one sport at HMCS "Shearwater." A senior team will campaign in the Greater Dartmouth Senior Softball League, while a 12-team inter-part league will furnish keen competition among the departmental teams at the air station. The senior league entry served notice of its strength by registering a 15-5 victory over HMCS "Magnificent" in a pre-season exhibition game.

A baseball team has been practicing regularly and plans to enter the Dartmouth Intermediate Baseball League. Petty Officer John Hart, coach of the team, reports that the "Shearwater" nine will be a strong entry.

Another city league entry will be the "Shearwater" soccer team, which is being trained and coached by Chief Petty Officers Brian Clifford and George Bussey. The airmen defeated HMCS "Magnificent" in a recent exhibition game by a 1-0 score.

Former "VR" Wins \$1,000 Hockey Award

Pentti Lund of Port Arthur, New York Ranger right winger who won the Calder trophy and a \$1,000 prize for being chosen the National Hockey League's top rookie for 1948-49, is a former member of the RCNVR. Lund entered the Navy at Port Arthur as soon as he became of age and while in the Service played for the Navy team that won the Lakehead junior championship in 1943-44.

Ten Physical Training Instructors Qualify

Ten new instructors have been added to the RCN's physical and recreational training staff. The new instructors completed a five-month course at the P. and R.T. School in HMCS "Stadacona," during which they received training and instruction in gymnastics, swimming, rope climbing, sports organization and other subjects. In addition to proving their proficiency in the various events, the trainees were required to pass tests

showing their ability to instruct naval personnel in various class and individual exercises.

The 10 new instructors are PO Roderick Bolt, PO Ronald Dawson, AB Albert Pike, PO Thomas Motterhead, PO John Quinn, PO Wesley Donison, AB Wallace Strensrud, PO Victor Dougherty, PO George Kinch and AB Gordon Rushton.

Sports Shorts

HMCS "Nootka's" seamen and stokers took time out from anti-submarine exercises recently at Grand Manan to renew their rivalry on the softball diamond. Behind the steady hurling of speed-ball artist AB Stewart Haslen, the engineers rolled to a decisive victory and claimed the "Nootka" championship. . . . Lieut. (E) V. F. O'Connor, senior engineer at the MTE, Halifax, has been named manager of the Navy entry in the Halifax Commercial Softball League. . . . Petty Officer Ernie Tuttle, star hurler of the "Crescent" softball nine, did himself proud during the ship's recent cruise in Far Eastern waters. As reported elsewhere on these pages, Ernie came through with a record of three shutouts in his last five games. In one contest in which he pitched seven innings, he racked up an amazing 15-strikeout performance. . . . A delayed report from "Shearwater" relates that the Officers' team won the inter-part basketball championship at the air station with a resounding 69-26 win over the Air Gunnery Section. . . . Chief Petty Officer Joseph Bolduc was the big gun of the inter-part bowling league at HMCS "Shearwater". When the percentages had been all figured out Chief Bolduc took top honours in the "high average" and "high three" departments. High single honours went to Petty Officer Fulton Zwicker. . . . A revolver team from HMCS "Athabaskan" is leveling its sights on the Revolver Cup and serves notice that the Gunnery Training Centre, last year's winners, had better sharpen up their shooting eyes. . . . Sailing enthusiasts in the Atlantic Command will have ample opportunity to enjoy whaler and dinghy

sailing this summer. Sailing clubs have been formed at "Shearwater" and at the naval dockyard.

"Naden" Beef Trust Wins Tug-of-War

The Navy broke the Army's stranglehold on the tug-of-war trophy for the first time since the tug-of-war between the two services became an annual event of the Esquimalt Day celebrations. Ten of "Naden's" staunchest personnel (total weight 1,824 pounds) defeated the Army's team (1,866 pounds) in two straight pulls.

CONTEST WINNERS TO VISIT NAVY

The RCN will play host this summer to ten young Canadians who have won trips to the East and West Coast Commands in the Navy League of Canada's first National Essay contest. Among them will be 13-year-old Kay V. Marshall of Moose Jaw, Sask., whose entry in the junior section won the diamond medal for the best essay in all Canada. Miss Marshall was the first person in Canada to enquire about the contest after the preliminary announcement was made. The winners will be accompanied by their school principals and will tour HMC Ships and Establishments on the Coasts, and will spend a day at sea in a Canadian warship.

A total of 219 prizes was awarded in the contest, in which thousands of boys and girls from 10 to 18 years of age competed. The essays, which had as their subject "Our Navy and Seaborne Trade in Our Daily Lives", were adjudicated by panels of judges composed of eminent educationists, well-known literary men, Navy League officials and high-ranking naval officers.

This year's essay contest was so successful that the Navy League of Canada, in co-operation with the RCN, plans to hold a second contest of a similar nature in the near future.

Comrades in Arms



THE CANADIAN ARMY

Army Week a Success

Every unit in the Canadian Army's Active and Reserve Forces put on a full scale show during Army Week, May 15 to 22. Approximately 60,000 troops took part and their activities included parades, "open house," displays, military demonstrations and other functions. All military installations and armouries were thrown open to the public.

In the Maritimes, soldiers staged parades in cities and towns.

At Quebec City, Army and RCAF personnel engaged in a large-scale two-day manoeuvre to which the

public was invited. Montrealers saw one of the largest parades of Reserve Force units since the Second World War.

Toronto opened Army Week with a massed band concert in Maple Leaf Gardens on Sunday, May 15. London saw a parade of vehicles, Niagara Falls, a display of mobile equipment, and Oshawa an armoured attack supported by aircraft and flamethrowers.

A highlight of Army Week in Eastern Canada was provided by the United States Army Band—92 strong—which arrived in Montreal for the special week of celebrations. Concerts were given by this famous band in Quebec, Montreal, Ottawa, Hamilton and St. Catharines.

In Winnipeg, the Army displayed many types of vehicles and equipment in a downtown area each day throughout the week.

Displays and demonstrations were staged at Edmonton, Vancouver and Victoria. At Calgary a display of night firing by tanks and anti-aircraft guns on the Sarcee range was the feature event.

In fact, anywhere and everywhere active and reserve soldiers were stationed, Canadians were given an opportunity to visit military installations and see for themselves exactly what constitutes the life of the peacetime soldier. The response was excellent.

Bridges for Farmers

Some fortunate New Brunswick farmers within a 25-mile radius of Saint John are getting sturdy new bridges over troublesome creeks and ravines on their farms at literally no cost to themselves. Army engineers are building the bridges, "just for practice."

Major G. Y. Dow, officer commanding the 1st (Brighton) Field Squadron, RCE (R), said that his unit was undertaking such projects without charge to the farmer provided he had a small stand of timber at his disposal and his farm was located not too far from the unit's headquarters.

He said his unit was well equipped to tackle local bridge building projects and that his men were particularly anxious for any opportunity to use a newly-acquired heavy transport and compressor trailer. The latter operates a number of pieces of air-driven equipment, including chain-link saws, jackhammers, riveters, post-hole augers, drills and grinders.



Much to the amusement of the guests attending an "Army Week" show at the Fusiliers Mont-Royal Armoury in Montreal, "Tit-coq" (Gratien Gelinus), the famed French-Canadian comedian, strikes a characteristic pose as he "explains" a few things about the Army to the Minister of National Defence. Also enjoying the recommendations of "Tit-coq" are Lt.-Col. J. E. Chaput, Officer Commanding the Fusiliers Mont-Royal, Brig. Guy Gauvreau, Maj.-Gen. R. O. G. Morton, GOC Quebec Command, and Col. M. L. de Rome, Chief of Staff Quebec Command. (Canadian Army Photo).

THE RCAF

Record Training Programme

The largest peacetime summer training programme in Air Force history is underway, with more than 800 students from Canadian universities and colleges taking their place beside regular RCAF trainees for special holiday courses. Over 50 Air Force cadets from Royal Military College and Royal Roads are among those taking summer training at Air Force establishments. All are potential officers for the RCAF.

This influx of university and college trainees is in addition to normal year-round training for Regular Force members, which is continuing at an ever increasing tempo. The summer will also see the usual camp periods for Royal Canadian Air Cadets, the resumption of flying training for Air Cadets under the scholarship plan, and camp periods for the Auxiliary Squadrons.

Largest single group from the universities is that comprising members of the University Flights, organized last autumn. Three hundred of these cadets are spending up to 24 weeks at various RCAF units, receiving contact training in various technical trades. Others are training as aircrew and some as radio officers.

Well over 200 veteran RCAF officers, most of them former aircrew, returned to Air Force Stations under the summer employment plan, which this summer went into its third year. Under this plan, veteran officers who have entered university after leaving the RCAF are taken back during their summer holidays on a reserve basis, and are engaged in a line of work closely connected with their university course. On graduation from university they are retained as officers in the Regular, Auxiliary or Reserve. This plan is limited to those officer-veterans taking certain university courses and planning to retain their affiliation with the RCAF upon graduation. They return as officers for the summer training, usually one rank below that which they held on discharge.

Tribute to Texas

Totem poles are generally associated with the West Coast, but one stands today at Camp Mabry, near Austin, Texas, a permanent tribute to the hundreds of young men from the Lone Star State who served with the RCAF during the last war. A further reminder of this service is a silken RCAF ensign, which hangs amongst the cluster of State colours there.

in Canadian minds with those young Americans who, without hesitation, travelled some 2,000 miles northward from their great state to give Canada much needed aid in the early years of the Second World War. The Thunderbird totem pole is a monument to those gallant Texans who were comrades and brother airmen of ours in the Royal Canadian Air Force."

Playing a prominent part in the



Air Vice Marshal K. M. Guthrie, former Air Officer Commanding, North West Air Command, Edmonton, headed an RCAF party of 49 officers and airmen which presented an RCAF ensign to the State of Texas in Austin, the state capital. The presentation took place during ceremonies surrounding dedication of a Thunderbird totem pole at Camp Mabry, Austin, in tribute to Texans who served during the war in the RCAF. Shown presenting the ensign is A/V/M Guthrie, while accepting it is Governor Beauford Jester. At the far right is Major General K. L. Berry of the Texas National Guard, who was in charge of the ceremonies. (RCAF Photo)

The 35-foot Thunderbird totem pole was dedicated last month, and present at the ceremonies was a party of 50 RCAF officers and men who flew to the Texas capital from Rockcliffe, near Ottawa. Led by Air Vice Marshal K. M. Guthrie, who took flying training in Texas during the First World War, the RCAF party in addition presented an RCAF ensign to State Governor Beauford Jester.

Speaking at the ceremony, A/V/M Guthrie said: "The names 'Tex' and 'Texas' will always be synonymous

ceremonies were the famed RCAF Central Band, led by Flight Lieutenant E. A. Kirkwood, and an RCAF colour guard. Both drew special praise from Texan newspapers giving accounts of the event.

Members of the RCAF party were equally impressed by the warm hospitality shown the visitors, and by the enthusiastic greeting given them by Texans who wore the RCAF uniform during the last war. More than 600 Texans served with the RCAF, 45 of them giving their lives.

LOOKING ASTERN

(Continued from page 23)

ried out a series of sweeps in the approaches to Lorient. In one of these patrols they caught an enemy convoy, sinking one merchant ship and a trawler and setting another merchantman ablaze. While this action was taking place, the Fleet "V" destroyers "Algonquin" and "Sioux" were sailing northward as part of the escort for the carriers whose planes were to carry out the attack on the "Tirpitz" at Alten-fjord on the 17th.

Near the end of the month the frigate HMCS "Matane" was hit during an aircraft attack southwest of Ushant. When she limped into a United Kingdom port her dead totaled four and 11 were wounded.

AFLOAT AND ASHORE

(Continued from page 22)

HMCS "Griffon"

(Port Arthur)

Captain Kenneth F. Adams, Director of Naval Reserves, was guest speaker at the reunion banquet of the newly-formed Lakehead Naval Veterans' Association held in Port Arthur on June 2. Invitations were extended to all ex-members of the RCN, RCN (R) and WRCNS, civic officials of Port Arthur and Fort William, Canadian Legion representatives and senior officers attached to local military establishments.

Summer training is now well under way and all indications point to one of the most active training periods in the history of the division.

HMCS "Prevost"

(London)

Training is in full swing at the Division and a number of drafts are taking place to ships and establishments on both coasts. Recently 23 newly-promoted UNTD Cadets left for HMCS "Naden", where they will undergo approximately three months' training in ships and shore bases of the Pacific Command.

The summer sports programme also is under way, with a ball team from HMCS "Prevost" entered in the Garrison League.

Opened to Public

Without ceremony, the Maritime Museum in HMC Dockyard, Halifax, was opened to the public on June 21, the port city's 200th birthday.

The museum is now open to all visitors from 2 p.m. to 4:30 p.m., Mondays through Thursdays, and from 12 noon until 6 p.m. on Saturdays and Sundays.

A particular effort was made to have the museum ready for public opening in time to take its part as a point of interest during the Halifax Bicentenary celebrations this summer.

SEVEN MEN QUALIFY AS COMMUNICATORS

Seven able seamen have completed a 32-week course in HMC Communication School, RCN Barracks, Halifax, which included signals and tactics, cryptography and both theoretical and practical training in radio.

The men, who qualified as Communicators, Trade Group 1, were able Seamen George Saltmarsh, Edward Leppard, James Baskey, Norman Prowse, Lloyd Zwicker, Harold Bird and Herbert Kirkpatrick.

RESEARCH BOARD SEES SCHOOLS, GOES TO SEA

During its quarterly meeting in Halifax, June 11 to 13, the Defence Research Board of Canada visited the Naval Research Establishment and the Electrical and TAS Schools,

LETTER TO THE EDITOR

The Editor:

Concerning the article in May's "Crownsnest" on "The Spring Cruise" by C. T. with regards to those who "bore the brunt of the hard work."

We feel that the Radar Plot Branch should have been mentioned in this respect, because, in comparison with other branches, the hours that RP's were actually closed up came close to being twice those of any other department.

R. E. FITCHETT, P2RPI
HMC Navigation Direction School,
HMCS "Stadacona."

MAN OF THE MONTH

(Continued from page 7)

both an amateur and professional boxer.

Between 1930 and 1934 he fought as an amateur in 11 bouts, winning all except one, which he lost to the Maritime middleweight champion in 1933. Four of his fights were won via the knockout route. He fought professionally from 1934 until 1937, when he gave up the sport after winning the Eastern Garrison Middleweight Championship at Halifax.

Besides his prowess as a boxer, CPO Stiner is an excellent swimmer and a keen water polo enthusiast. When it comes to less strenuous hobbies, he stands out as a clever bridge player and is at present captain of the Chief and Petty Officers' bridge team in "Stadacona."

Although his engagement expires in December 1951, CPO Stinner has no desire to leave the Service. If possible, he hopes to sign on for another five years, perhaps in one of the Naval Divisions across Canada.

— (Article and photo by CPO Sam Short.)

attended Saturday divisions at RCN Barracks, was entertained at luncheon in Admiralty House and spent a day at sea in HMCS "Haida."

Under the chairmanship of Dr. O. M. Solandt, the 12-man board consists of the Deputy Minister of National Defence, the Chiefs of Staff of the three services and eminent Canadian scientists.

EX-WRENS ENJOY FILM

Films taken in Canada's far north by Dr. Dennis Jordon, of Toronto, were shown to the regular May meeting of the Toronto Branch of the Wren Association.

Dr. Jordon made the film in 1944 and 1945 while in the Arctic as surgeon aboard the RMS "Nascopie." The "Nascopie", operated by the Hudson's Bay Company, as a patrol and supply vessel in the eastern Arctic, was lost in July, 1947, near the entrance to Hudson Strait. — P.C.

Personal
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