

sion—we're anxiously awaiting the results of his first bout with a barber.

**SPORTS**—The sports locker is set up and open every night for any sea cadet to use. There are also nice new four foot brooms to clean up with after sweating blood over an all important badminton game, or straining every muscle in your body trying to knock your best pal over with a medicine ball.

**DANCES**—January 22nd, a memorable night and an enjoyable one. It was the date of the first dance held in the new quarters. Ex-Sea Cadets were cordially invited and turned up in large numbers. And the girls—ah, the girls. Did anyone notice the one the Jimmy had traded his pipe in for? Some say, "His sister" but I know better.

CPO Walton's clever skit brought many laughs and praises and it proved to be a bright spot in the evening.

February 12th, the night of our second dance the floor was crowded and even the Bandroom was in use, but I don't think it was because of the lack of space on the deck—no lights you know. The highlight of the evening Ledoyen Duet a very talented pair. Bert Ledoyen Ex-Sea Cadet with his piano accordion and PO Ledoyen's powerful voice.

Another feature of the night was the Hornpipe contest—ably judged by Capt. Musgrove. The honors (and chocolates) were shared by LS Benoit (Top Layer) and AB Blaney (Bottom Layer).

We are pleased to acknowledge the presentation of two Plaques by the Ex PO's—one to the "Officers Ward Room" and the other to the "Chiefs and PO's Lounge." They are a welcome addition to the ship.

**MISCELLANEOUS**—Inter Service Cadet Swim Meet to be held April 22nd. The Shield is now on display in the Ship—Let's keep it here this year.

Easter Signal Course offered School Holidays—Cheques for \$10.00 and even \$20.00 may be won. (Easy money, Eh?)

NCO Course for selected AB's started this cycle.

St. Patrick's Day Dance to be held on March 12th.

The enrollment is now over 200, but it is not high enough, so, bring in those two men every parade—and in a month we will close the doors.

Reporter—CPO R. Crossley.

## LOG OF TRIP TO HMCS "ROYAL ROADS"

By CPO H. Walton

**THURSDAY, AUGUST 5th**—Something the same as Tuesday and Wednesday. Up at 0645. Breakfast 0715. This morning we had mutual instruction to field training, that is, everyone had a chance to instruct. Seamanship, as usual, at 1000. At 1100, we changed to P. and R. T. rig for P. T. under Mr. Mylrea. Dinner 1200.

Out here, some of the things they do, strike you as being odd. Everyday they open the canteen as soon as dinner is over. This gives everyone an excellent chance to get sick and then take the afternoon off.

After dinner everyday we have what is called a

"pipe-down" until 1330. Back to classes again at 1330 with the Red and Blue watches going to boat-work and the White watch to pilotage. Tea at 1530. After tea we went down to the track for P.T. and relay races. Victory division won the relay. This gave Victory two wins for yesterday they won the swimming relay. However, after supper, we had a basketball game with Renown coming out on top by a close score of 21-20. After the game we saw a film entitled "The Fighting Lady."

Tonight we were also informed that for the next two days we would be going on a cruise. "Renown" division was assigned to HMCS Crescent and Victory to HMCS Coyuga. The object of the cruise was to seek and find the HMS Sheffield and then make dummy torpedo runs on her.

**FRIDAY, AUGUST 6th**—Wakey, Wakey 0645. Breakfast 0715 after breakfast we were issued with micks and slickers. You were not allowed to carry any other articles except what you could lash up in your mick at 0930, we fell in on the square and boarded trucks for HMCS "Givenchy." After arriving at "Givenchy," we boarded the HMCS Crescent, a fleet class destroyer. After being shown our mess, we stowed our micks and fell in again on deck. As we passed out of Esquimalt Harbour, the salute was taken from Admiral's point, a high piece of land jutting out into the water. We then went below, changed to neg. jumpers, and went on a tour of the ship. Afterwards, I met the killick of our mess, LS Cole, a fellow from Winnipeg. A short time later "clear lower decks" was piped. The ship's deisel cutter had to be hoisted and all hands were required to turn to. The training which we had the day before on hoisting a sea-boat came in handy.

After passing out of the Juan de Fuca Straits we increased speed. At 1200, Farewell, a fellow from Fort William, and I were browned off as cooks. We had to bring the food from the galley and wash up the dishes afterwards.

At 1300 I went up on deck again. Our ship was signalling the "Ontario" by means of blinker and at 1350 she came alongside. I am using the term "alongside" loosely here for there was at least 200 feet between the two ships. However, the object of it all was to transfer two lieutenants from our ship to the "Ontario." This was done by means of Dots and Dashes.

Besides the "Ontario" which is a light cruiser, there were three other ships with us. First was a frigate, the "Antigonish," and then two tribal class destroyers, the "Coyuga" and the Athabaskan. We were now proceeding in single line ahead with the "Ontario" in the lead.

1400—Stand -easy. 1415—Out pipes. In the afternoon we didn't have much to do. The ship's company was hard at work but some of our fellows went below to play cards. We later discovered when we returned to barracks, that the Victory division on the Coyuga were not as fortunate as we were. They had to stand lookout all day and also stand watch most of the night.

Later in the afternoon the chief E. R. A. (engine-room artificer) took some of us on a tour of the engine and boiler room. In order to keep the boilers flashed up they used forced draft. This extra pressure

is maintained by a large fan which keeps the boiler room above atmosphere pressure. Well, to get into the boiler room you have to go through an air lock. It is similar to a closet with two doors. You open the upper hatch, go down a small ladder, and close it again. You then open another door which leads to the boiler room. After going through the boiler room, one of the hottest places I have been in, we went into the engine room which is much more interesting. We spent most of the afternoon here and then had supper at 1700. After supper, as I had nothing else to do, I again went down to the engine room. The chief explained some of the workings and then allowed me to run the port engine for awhile.

At 2100 we always slung our micks. At 2330 the show started. I didn't see all of it but on deck the fellows said that the Sheffield had us lit up like a Christmas tree. According to the boys, we had been sunk three times, before we knew where the "Shef" was. The Cayuga, however, did much better. By 0030 it was all over.

**SATURDAY, AUGUST, 7th**—Wakey Wakey 0645. Lash and Stow. After breakfast Cadet Prentice took us on another tour of the ship. The ship docked at Givenchy at 1000. After going ashore we were joined by rest of the cadets from the Coyuga. We then returned to the college in an army semi-trailer transport.

As I mentioned before "no let-up is to be expected," for as soon as we got back, the flight was there waiting to give us field training. Dinner at 1210. After dinner up to 1400, I did some dobeying. At 1400 we changed to No. 2's and then boarded a sight seeing bus. The sight-seeing tour was to be up the well-known Malahat drive. After driving out of Royal Roads property and along the highway for some distance, we passed the sixth largest observatory in the world. The driver explained the various places of interest and the interesting parts of the countryside.

Next we passed an old chinese house which has now been turned into a museum. Passing through Langford, we saw Douglas Firs which usually grow to a height of 150 to 200 feet. Two other interesting points of Langford was the Langford Speedway for small racing cars, and a drive-in-theatre.

We then passed by one of the beauty spots of the island, Gold Stream Canyon. The bus then arrived at one of the most beautiful places that I have seen. It is known as Saanich Inlet, a low waterway running twenty-two miles inland. At 1450 we drove through the winding Malahat Valley. Mr. Mylrea, our P.T.I., told us about the valley and also of fish which spawn every year. Something of interest to note, is that Vancouver Island is nearly as large as England.

After the tour, we returned to Victoria, and drove through the residential district. This part of the drive was worth it, in my opinion, for Victoria is truly a city of beauty. The lawns and the flowers which are magnificently kept add to the appearance along with the great ivy covered Empress Hotel.

After the drive we had a dinner at Prince Robert House and then two hours leave. During our leave, I met a fellow from the "Ontario," who used to be a chief in the old No. 3 Ship's Company. We returned to the barracks at 2140 and turned in.

THE WINNIPEG

# SEA CADET

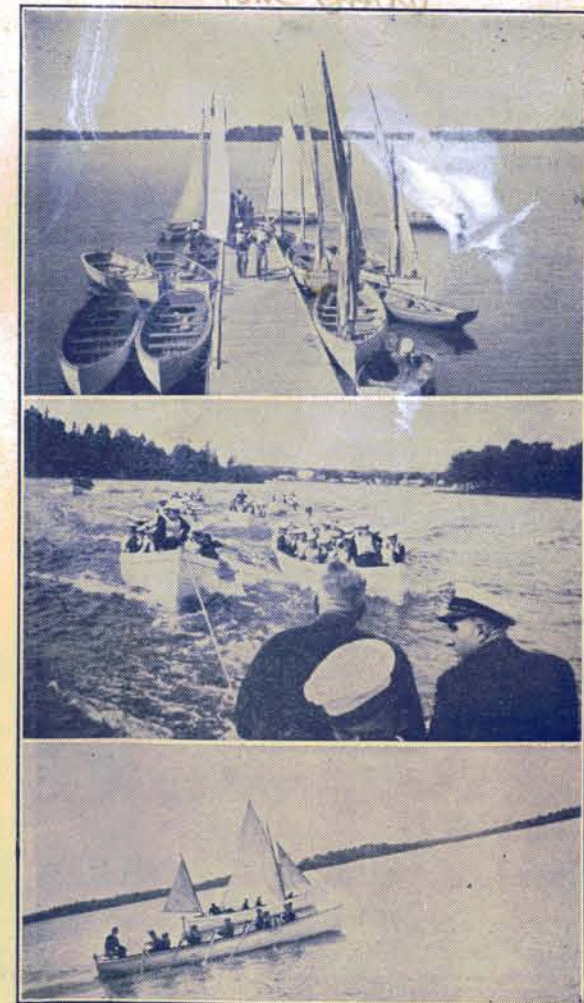
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## Summer Scenes -- CAMP RUTTAN



THE WINNIPEG

# SEA CADET

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## OUR NEW PRESIDENT

At the annual meeting of the Navy League of Canada, Manitoba Division, the following were elected:

President—Mr. E. B. Frost.  
 Vice-President—Mr. J. R. K. Millen.  
 Hon. Treasurer—Mr. C. E. Dey.  
 Hon. Secretary—Mr. W. Lamont.

Executive Committee is expected to be announced shortly.

## FASHION SHOW

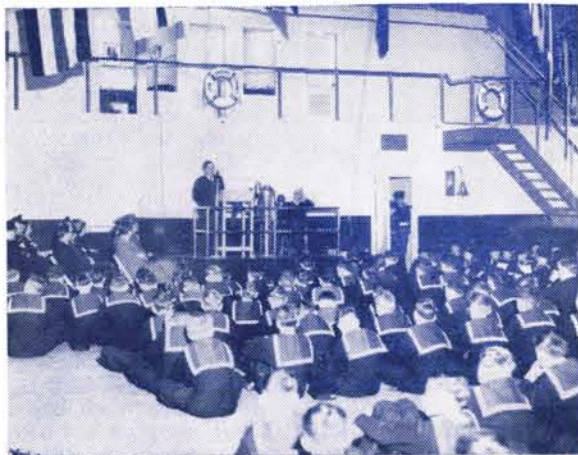
AT

Sea Cadet Quarters, H.M.C.S. "Chippawa"

MARCH 28, 1949, 8:30 p.m.

Tickets 50c

Door Prizes



His Worship Mayor McLean of St. Boniface addressing Cadets.



His Honor Lieut.-Governor R. F. McWilliams addressing Cadets



Comm. L. C. Main; His Honor Lieut.-Governor R. F. McWilliams; Mr. E. B. Frost, President, Navy League; Premier D. I. Campbell; Lieutenant Commander W. Baird; Mr. R. F. Wightman, Mayor of St. James.

## "A" COMPANY NEWS

When you read this issue, our third dance will be a thing of the past. Our first dance, which was held on January 29th, went fairly well but the dance on February 12th was even better. Some of the highlites of both dances were square dances (never again!) skits, and novelty dances. These dances, are as important as any other event around the ship and so everyone should make it a point to attend.

Our biggest issue last month was the Official Opening of the barracks on February 11th. The great number of people who attended, were, I am sure, well pleased with what they saw. The Army and Air Force officials were also duly impressed with what they saw.

Every Saturday afternoon, after Water Safety Classes, instructions is given on swimming races. Mr. Pike, our excellent instructor, is definitely sure that there are more swimmers in the corps than are turning out on Saturdays. I am sure that of all the non-swimmers in the ship, each one would want to get in there and bring the cup back to our ship. Last year we did not win, not because our hands were poor swimmers but simply for the reason that there were not enough men for each

## ← Opening Night Ceremonies

event. Remember! It is but a short time before Inter-Service Cadet meet. Let's make a better showing this year.

Congratulations to LS Horn and LS Benoit on their promotions to PO. We are sorry to hear however that PO Horn was transferred to Foretop "B". Nevertheless our loss is their gain. PO Benoit has now taken over Foc'sle "A" in place of PO Hughes, who has joined the RCN(R). If you take the time to notice, you'll see more red appearing on the arms of cadets. We now have quite a number of three badgers. Congrats to all you people for the well earned promotions.

Our ship is showing signs of improvement all over. The Seamanship room looks very tiddley with the gear arranged on the display-type case. The bunting tossers can now look forward to advanced communications, for over the quartermaster's is a signal lamp and also a jackstay for flags and pendants. Something else which adds to the ship's appearance is the bell under the seaman's gangway. If you look closely you will notice that the bell is secured to a chromium plated support. At this point, on behalf of the ship's company and myself, I would like to thank Mr. J. P. Oswald, manager of the Winnipeg Brass, who kindly had the bell hook plated free of charge.

Recently, our stand-easies have become something to look forward. What with our canteen, which is ably managed by PO Horn and LS Strachan, we also have stirring (?) marches over the P.A. along

with some of PO Hughes' Frankie Laine. But the spotlight of every stand easy is the boxing. Perhaps you have already tasted some of the leather of your opponent's gloves; but don't worry. There are a few added PO's around such as PO Ledoyen (Yike, what am I saying).

On Saturdays, Sundays and off-nights, a number of fellows have been coming down to play badminton. A fair amount of money has been spent on sport's equipment and so everyone should make use of it.

Remember, you're welcome to come down on off-nights and week-ends. See your divisional officer.

Reporter—CPO Walton.

## BUGLE BLASTS

Our bugle band is again on the upswing. A practice is held every Sunday and there are great signs of improvement. This can be verified by the Up and Down Colors played at every parade. The band can still use more people, but only hands from the recruit class will be accepted. If any recruit wishes to join the band get in touch with PO Ledoyen or yours truly.

Reporter CPO Walton.

## "B" COMPANY NEWS

**OPENING NIGHT**—On February 11, 1949, "John Travers Cornwell, V.C." was officially declared open by His Honour Lieut.-Governor R. F. McWilliams. Many representatives from the government and the three services were present and each one had his say. In the end it all meant that the ship which we had been using for months, was now ready for us to use. Confusing, Eh Wot?

**PROMOTIONS**—The new NCO's I promised you are here and they seem to be pretty good. We have two old timers from "B" Company who have moved up the ladder a step, they are LS Hamilton promoted to PO of Forecastle "B" and AB Strachan promoted to LS of Maintop "B". We are also pleased to welcome to our fold LS Horn as PO of Foretop "B" and AB Ankrom as LS of Forecastle "B" who were transferred from "A" Company.

**STAND EASY**—Always a welcome call to matelots everywhere but in this ship some have their doubts. Why? Because the accepted thing these days is to have two or more men beating each others ears down in between cokes. But who knows you may be able to convince a PO to go in with you and then lookout for flying piece.

You may remember how it all started. With practically a whole division of blindfolded men, one glove per, aimlessly punching large holes in the air. Then came the "piggyback" era, and now the more refined form of the manly art of self-preservation—er—self defence.

Also to be found are many would be Tarzans busily clambering up ropes hanging from the beams on either side of the desk. But none yet have come near the Tarzan I saw recently in the recruit divi-