

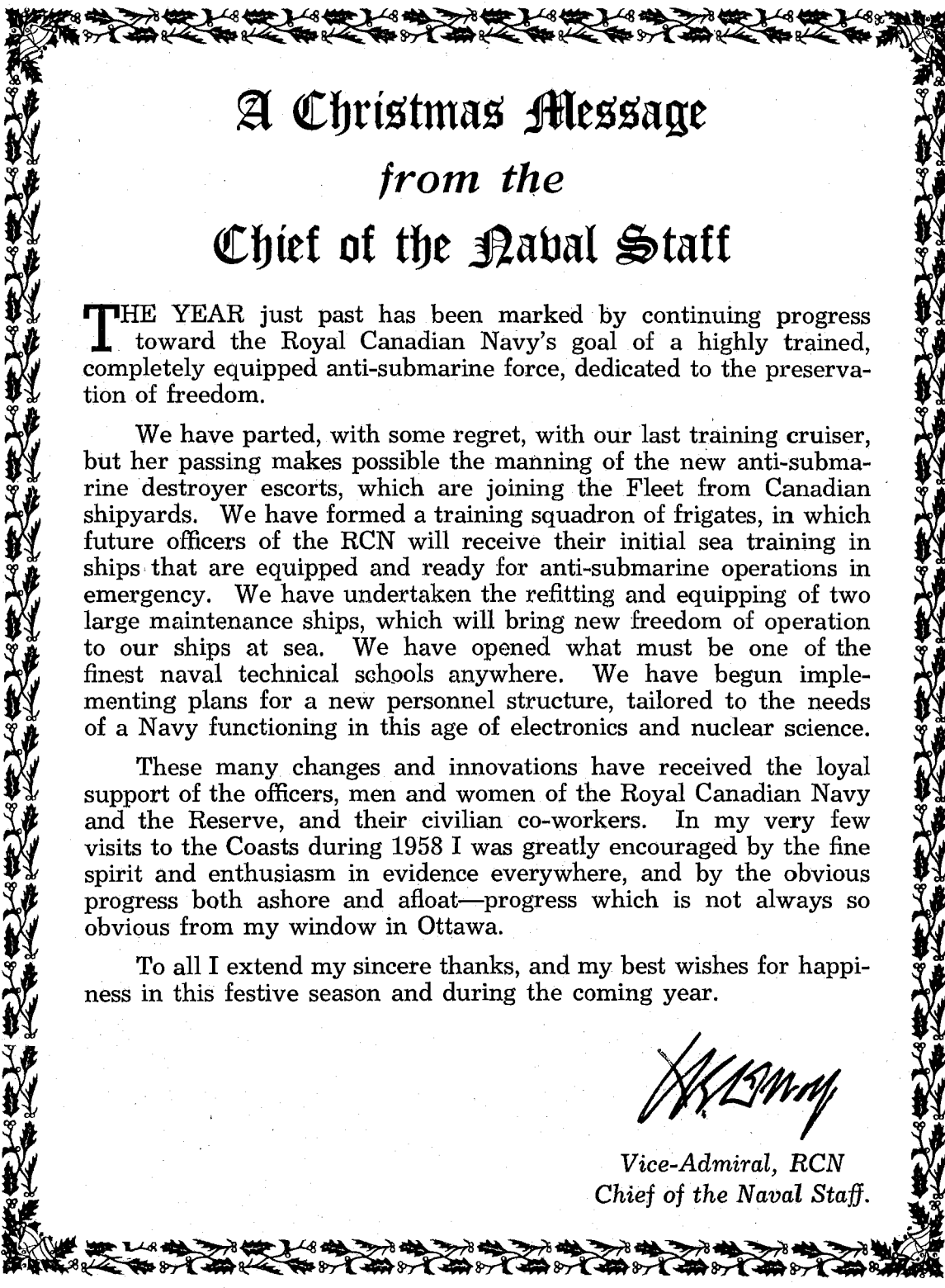


# The CROWSNEST

Vol. 11 No. 2

December, 1958

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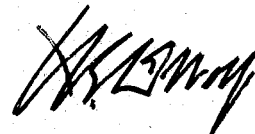
## A Christmas Message *from the* Chief of the Naval Staff

**T**HE YEAR just past has been marked by continuing progress toward the Royal Canadian Navy's goal of a highly trained, completely equipped anti-submarine force, dedicated to the preservation of freedom.

We have parted, with some regret, with our last training cruiser, but her passing makes possible the manning of the new anti-submarine destroyer escorts, which are joining the Fleet from Canadian shipyards. We have formed a training squadron of frigates, in which future officers of the RCN will receive their initial sea training in ships that are equipped and ready for anti-submarine operations in emergency. We have undertaken the refitting and equipping of two large maintenance ships, which will bring new freedom of operation to our ships at sea. We have opened what must be one of the finest naval technical schools anywhere. We have begun implementing plans for a new personnel structure, tailored to the needs of a Navy functioning in this age of electronics and nuclear science.

These many changes and innovations have received the loyal support of the officers, men and women of the Royal Canadian Navy and the Reserve, and their civilian co-workers. In my very few visits to the Coasts during 1958 I was greatly encouraged by the fine spirit and enthusiasm in evidence everywhere, and by the obvious progress both ashore and afloat—progress which is not always so obvious from my window in Ottawa.

To all I extend my sincere thanks, and my best wishes for happiness in this festive season and during the coming year.



Vice-Admiral, RCN  
Chief of the Naval Staff.

# The CROWSNEST

Vol. 11 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1958

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### THE COVER

The picture above is a miniature reproduction of the cover which appeared in full colour on the Christmas issues of *The Crowsnest* in 1949, 1951 and 1952 and was from an oil painting done especially for the magazine by Lt.-Cdr. (now Cdr.) C. A. Law, whose seascapes and paintings of naval scenes are known across Canada.

This year's cover is based with grateful acknowledgement, on Cdr. Law's 1949 painting, with a modern destroyer escort substituted for the destroyer of the early post-war years that appeared in the original. The present artist is Robert (Bud) Robertson, of the Naval Art Section, in Ottawa.

### SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

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EDITOR,  
"The *Crowsnest*"  
Naval Headquarters,  
Ottawa, Ont.

## The Crowsnest

EXTENDS TO ALL ITS READERS BEST WISHES

FOR A

# Merry Christmas and Happy New Year





## RCN NEWS REVIEW

Far from its land base at Shearwater and a lot farther from its sea-going base, the Bonaventure (which was in the Mediterranean at the time) a Banshee jet fighter of 871 Squadron is armed with four 500-pound bombs and two rockets before taking off to blast the prairie during exercises at the Canadian Joint Air Training Centre, Rivers, Manitoba, in late October.

### **RCN Quick to Aid Springhill Miners**

For the second time in two years the Royal Canadian Navy has come to the aid of Springhill, N.S., with men, material and money.

Voluntary contributions from ships and establishments by mid-November totalled approximately \$12,000. The fund was started within hours of the news of the coal mine disaster when the *Nootka* raised \$100, closely followed by the *Restigouche* with \$404. At the time the *Restigouche* was exercising in U.S. waters.

Spontaneous collections began to spread like wildfire in the Atlantic Command. A U.S. Navy landing ship, *USS Calhoun*, then visiting Halifax, raised \$20; children from *Shearwater* prepared to forward over 500 toys for children of bereaved families while naval personnel there collected more than \$1,000. *Cornwallis* sent \$2,400, *Stadacona* topped \$2,100 with collections not yet completed, and other ships and establishments had all pledged sums from \$100 to \$1,000. The 250 officers and men of *HMCS Ottawa*, forwarded \$1,000 from the Mediterranean, where the ship was then exercising. Other ships and establishments were also conducting campaigns.

The Navy assisted in other ways, too.

Following the disaster, a helicopter shuttle service was organized and

seven pilots of Helicopter Utility Squadron 21 flew more than 17 hours in day and night flights carrying whole blood for the Red Cross, rescue equipment and personnel — Red Cross workers, mine officials, RCMP, Halifax City Police, and 12 civilian employees from HMC Dockyard and Bedford Magazine, all qualified St. John's Ambulance men. One of the rescued miners was taken to Halifax for hospitalization.

In addition to the helicopters, the Navy's motor transport took oxygen bottles and wire basket stretchers overland to the scene.

### **RCN Educational Services Revised**

A broad revision of educational services has been adopted by the Royal Canadian Navy in a further step toward meeting the challenge presented by current and future developments in naval ships, aircraft, weapons and equipment.

The effect of the new educational services will be not only to enhance the career opportunities of individual officers and men, but to strengthen and enlarge the over-all educational foundation and professional capability of the Navy's personnel.

The most important innovation will be the concentrated RCN Junior Matriculation Course, scheduled to begin next January in *HMCS Naden*, Esquimalt, B.C. Selected young men who are prospective officer candidates but have less than junior matriculation standing will be enrolled in the course. Examinations will be set and marked by the B.C. Department of Education. Successful students may qualify for *HMCS Venture*, *College Militaire Royal de St. Jean* and university.

Another academic course will prepare candidates to write the Grade XIII examinations set and marked by the B.C. Department of Education. On successful completion of this course, the candidate may be selected for university or Canadian Services College training.

Both courses are limited to men under 24 years of age on January 1 of the year a particular course begins.

Correspondence courses will not be dropped. Available to all who wish to take them will be Naval Junior Matriculation Correspondence Courses and Examinations in five subjects—mathematics, physics, chemistry, French and English.



These courses and examinations will be of particular benefit to officer candidates, giving them the opportunity to acquire credits qualifying them for the Junior Matriculation Course and the Branch Officer Candidate's Educational Course.

The Branch Officer course is for older men who, by reason of age, are not eligible for the junior or senior matriculation courses but whose records of service have earned them recommendation as officer candidates. The course is seven months long and is comparable to senior matriculation.

With the co-operation of provincial departments of education and universities, a Naval Adult Education Program will offer correspondence and evening courses in a wide variety of academic, technical and vocational subjects. The program will be available to all personnel on a voluntary basis. Its main purpose is to enable serving officers and men to add to their background and qualifications, and thereby further their career prospects, through spare-time study.

Individuals will be required to pay the nominal fees charged for the adult education courses, but the Navy will set up the machinery to handle enrolments, publish a catalogue listing the courses available, and provide assistance in the form of counsel, guidance and coaching by instructor officers.

Despite the very appreciable increase in educational opportunities offered, the new naval educational services will not require any increase in either facilities or instructor officers.

A more detailed account of the new educational set-up appears elsewhere in this issue.

### **COs of Divisions At Conference**

The tenth annual conference of commanding officers of Canada's 21 naval divisions was held in Hamilton, November 18 to 21, at the command headquarters of the Royal Canadian Navy (Reserve).

Canadian provinces, from the Maritimes to British Columbia, were represented when the senior reserve officers sat down at the conference table with Commodore E. W. Finch-Noyes, the Commanding Officer Naval Divisions, and his staff.

This year's meeting marked a resumption of the annual conference of senior naval reserve officers. The conference was not held last year.

Commodore Finch-Noyes gave the opening address to the meeting, and the agenda dealt with policy relating to the training and administration of

the naval reserves. During the four-day conference, the commanding officers flew to Ottawa for a one-day briefing by the Chief of the Naval Staff and other senior officers at naval headquarters, Ottawa.

A reception and buffet supper was held for the visiting officers in the *Star-Patriot* wardroom, November 18, and the following day they were entertained at a luncheon at the Tamahaac Club. Wives of the visiting officers were guests of Mrs. E. W. Finch-Noyes at a luncheon at her Oakville residence, November 20, and later in the day they were entertained at afternoon tea by Mrs. J. H. Curtis.

### **Sailors in Rome For Coronation**

Among the thousands of visitors who were in Rome on Tuesday, November 4, for the coronation of Pope John XXIII, was a group of unofficial representatives of the Royal Canadian Navy.

## 1959 ESSAY CONTEST

THIS YEAR'S naval essay contest, sponsored by *Canadian Shipping and Marine Engineering News*, is about as wide open as it is possible for such a contest to be. The only restriction as to subject is that the essay must deal with current or possible future naval or maritime affairs, broadly or in a restricted sense, and that it must be of general rather than of technical interest.

What makes a good officer or a good seaman? How important is your trade to the Navy? How can naval personnel best serve the communities in which they live? Are submarines the anti-submarine vessel of the future? How does training in the RCN(Reserve) fit one for lending assistance in times of civil disaster? There is enough variety in naval life to provide an almost endless list of ideas.

The author of the winning essay will be awarded a prize of \$100 and an engraved plaque. For the second and third place essays there will be prizes of \$50 and \$25 respectively.

Following are the contest conditions:

1. The contest is open to all personnel, including officer cadets, serving in the RCN and active reserve, as of January 1, 1959, with the exception of those employed on Naval Information duties and reserves employed in a civilian capacity with the Maclean-Hunter Publishing Co., Ltd.
2. Entries must be original, written

They were members of the ships' companies of five Canadian warships on an operational cruise to Mediterranean and United Kingdom waters. The ships are: HMCS *Bonaventure*, the *St. Laurent* and *Ottawa*, of the Third Canadian Escort Squadron, and the *Huron* and *Haida*, of the First Canadian Escort Squadron. They arrived in Naples on Monday, October 3.

Plans for tours to a number of Italy's famous places of interest were made before the announcement of the date of the Pope's coronation and it so happened that one tour had been arranged for the Canadian sailors to Rome on the same day as the Papal crowning.

The visit to Naples, and the many nearby areas of historic interest, had been keenly anticipated by the personnel of the five ships, which sailed from Halifax on October 8. Since then they had been on continual and intensive training. On Thursday, October 30, they completed the first of three NATO exercises scheduled for their

by the contestant and not previously published.

3. Entries must be typewritten, double-spaced, or legibly written and on one side of the paper.
4. The length of the essay should be from 2,000 to 3,000 words.
5. The contestant must adopt a pen name, to be placed on the first page of the manuscript. The real name is to be enclosed in a sealed envelope, securely fastened to the manuscript. Material submitted otherwise will be disqualified.
6. The winning entry will be published in the March 1959 issue of *Canadian Shipping and Marine Engineering News* and the second and third place entries in subsequent issues. The editors reserve the right to publish any other entries at regular space rates within the ensuing six months.
7. Entries must be addressed to the Director of Naval Information, Naval Headquarters, Ottawa, and marked "Contest Entry" and must be mailed to arrive not later than February 1, 1959.
8. The decision of the judges, whose names will be announced later, will be final.
9. It is understood that each contestant, in submitting his entry, automatically accepts the above rules and conditions.

two-and-a-half month cruise. The first NATO exercise followed a visit to Malta and the Canadian ships worked in close co-operation with ships of the Royal Navy and the Italian Navy.

In the exercises, based on various aspects of naval warfare, the Canadian ships carried out their basic role of an anti-submarine force. In addition to the *Bonaventure's* Trackers (VS-881) and Sikorsky helicopters (HS 50) — which maintained a heavy flying schedule — other aircraft were engaged in the exercise.

Taking part were Shackletons, Valiants and Canberras from the RAF Station, Luqa (Malta); Sea Venoms and Meteors from the RN Air Station, Hal Far (Malta); U.S. Navy Neptunes and Italian S2F Trackers.

On arrival in Naples, the Canadian sailors in the five ships took advantage of the many bus tours to different parts of the surrounding Italian countryside and, of course, to Rome. Among the places visited were: the Benedictine monastery at Montecassino, which was the scene of heavy fighting during the Second World War, in which many Canadian servicemen lost their lives; Mount Vesuvius and Pompeii; Capri and Sorrento.

The Canadian ships were to visit Toulon, Gibraltar and Portsmouth on their way back to Canada, reaching Halifax about December 16.

### **Oshawa Acquires Civilian Crew**

Successor to the *Cedarwood* as Pacific Command research ship, HMCS *Oshawa* has assumed civilian status and will henceforth be designated "CNAV".

The *Oshawa*, an Algerine escort vessel, has been engaged on scientific duties for the past two years. She was paid off as a warship on Friday, November 7, and will continue her duties on behalf of the Pacific Naval Laboratory, with a civilian crew, as a naval auxiliary vessel.

### **Orders Placed For Six DEs**

Hon. Raymond O'Hurley, Minister of Defence Production, has announced the allocation of six destroyer escorts of the improved Restigouche class for construction in Canada.

The following shipyards will participate in this program: Canadian Vickers Limited, Montreal; Victoria Machinery Depot Company Limited, Victoria; Yarrow's Limited, Victoria; Burrard Dry Dock Company Limited, Vancouver; Davie Shipbuilding Limited, Levis, Quebec; Halifax Shipyards Limited,

Halifax, and Marine Industries Limited, Sorel, Quebec. Each shipyard will build one ship with the exception of Victoria Machinery Depot Company Limited and Yarrow's Limited which will share construction of one vessel.

Fabrication of the hull of the lead ship, being built in Canadian Vickers Limited, has commenced. Construction of the follow ships will commence at three-monthly intervals, from July 1959 to July 1960. Their completion will be over the period 1962-1963. This schedule of construction will assure the orderly delivery of components, almost all of which are of Canadian manufacture, and the most economical construction of the ships.

Cost of the ships, including all such equipment as armament and electronic gear, is estimated at \$26 million a ship.



Contracts, which will be of the target-incentive type, will be placed at a later date and in conformity with the building schedule.

The program is an expression of present Navy requirements. However, it is recognized that constantly changing defence concepts may, over the next several years, impose a change in this requirement. If that should occur, other arrangements will be introduced in the light of the circumstances.

As with ships of the St. Laurent and Restigouche classes, the improved destroyer escorts will carry the names of Canadian rivers.

The first to be built will be named the *Mackenzie*. The other five will bear the names *Saskatchewan*, *Yukon*, *Qu'Appelle*, *Annapolis* and *Nipigon*.

### **Ships to Change Commands in '59**

Seven destroyer escorts of the Royal Canadian Navy will be transferred between the Atlantic and Pacific Commands early in 1959.

The transfers are planned as part of a re-deployment program which will place all destroyer escorts of a particular class on one coast and form them into one-class squadrons. The move will permit the most efficient employment of the ships and, by avoidance of duplication of effort and materials,

will simplify logistic support and minimize its cost.

Four St. Laurent class destroyer escorts, the *St. Laurent*, *Saguenay*, *Assiniboine* and *Ottawa*, will go from Halifax to the Pacific Command, and two tribal class destroyer escorts, the *Athabaskan* and *Cayuga*, and the destroyer escort *Crescent* will transfer from Esquimalt to the Atlantic Command. The moves will take place between mid-January and mid-April. Ships' companies will transfer between ships to allow personnel to remain in their home port divisions.

The new Restigouche class destroyer escorts *Restigouche* and *St. Croix* will remain on the East Coast and will be joined by other ships of the class, as they are commissioned.

### **Fast Submarine Visits Halifax**

The U.S. Navy's high-speed submarine *Albacore* paid an informal call at Halifax November 7-9.

Commanded by Lt.-Cdr. R. D. Thompson, USN, the 1,218-ton *Albacore* carries six officers and 45 enlisted men.

### **Waterfront Hit By Big Fire**

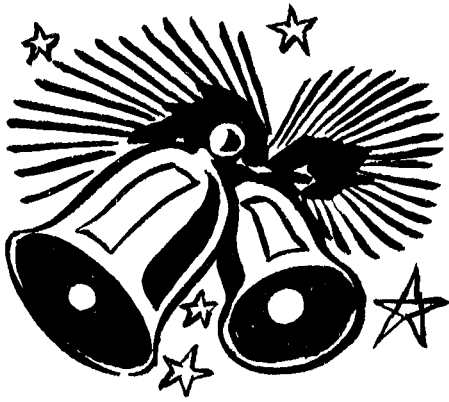
Fire caused a loss totalling more than \$175,000 to the Central Victualling Depot on the downtown Halifax waterfront October 12.

The fire began in condemned waterfront structures and spread quickly to threaten the neighbouring victualling depot. A determined campaign by Halifax City and RCN firemen, assisted by more than 500 officers and men, prevented the depot from being engulfed in the holocaust. Only one building and its contents were seriously damaged.

The Sunday night outbreak had its aftermath on Thanksgiving Day and later, as naval personnel and civil servants dug out, repackaged, restored, and recorded stores salvaged from the rubble.

There was thanksgiving of another sort as naval authorities expressed relief at how the fire had been limited and praise for the way *Stadacona* and Dockyard personnel had rallied to carry out an efficient emergency operation.

Commodore P. D. Budge, Chief of Staff to the Flag Officer Atlantic Coast, and Commodore (E) John MacGillivray, Commodore Superintendent Atlantic Coast, gave personal leadership while the fire was at its height. RCN firemen were led by Lt.-Cdr. (SB) Gordon Lay, Command Fire Chief.



## Turkey in the 'Med'



WHAT WOULD Christmas be without turkey? A pretty dismal occasion—that's what. For in Canada, the United States and many other lands the turkey has become established as the crowning glory of the Yuletide festive board.

This somewhat less than astounding fact also applies to ships at sea on Christmas Day, to warships alongside with only a minimum duty watch on board and to naval establishments ashore. Whether it is carved in the galley, to make sure it goes around, or carved in the mess, to assure it of proper ceremonial respect, the turkey is always there.

Always?

Perhaps it is true that a ship's company never goes turkeyless at Christmas in peace time. Providing a turkey feast when there is a war on can be a different matter.

In the dusty press files of the Second World War there is a story of the only Canadian corvette whose officers and men ate turkey and all the trimmings on Christmas Day, 1942, in the Mediterranean during the invasion of North Africa. Sixteen RCN corvettes and six flotillas of Canadian landing craft took part in the successful North African landings. Five of them—the *Louisburg*, *Prescott*, *Woodstock*, *Weyburn* and *Lunenburg*—sailed from the United Kingdom. The 11 ships that sailed across the North Atlantic were the *Ville de Quebec*, *Port Arthur*, *Baddeck*, *Albarni*, *Summerside*, *Regina*, *Calgary*, *Kitchener*, *Camrose*, *Moose Jaw* and *Algoma*, some of them touching at United Kingdom ports on the way.

Out of that little fleet, two (the *Louisburg* and the *Weyburn*) paid the price of Admiralty in the blue waters of the Mediterranean and, within two years, the *Regina* and the *Albarni* had been lost in British waters. However, those unhappy events came later and the present story concerns another of the

group, HMCS *Baddeck*, and how, with a combination of foresight, finesse and skulduggery, she dined on Christmas turkey.

This story of 16 years ago related that it all happened because a young "VR" sub-lieutenant decided to do his ship's Christmas shopping early and because a famous British destroyer was late in tying up at a Scottish port.

The *Baddeck* reached Scotland in October. Although Christmas was still two and a half months away, one of her officers, Sub-Lt. A. R. Huntingdon, RCNVR, who had been a Vancouver chemist until he joined the Navy in June 1942, already had his eye on how he and the rest of the officers and men in his ship would spend Christmas. His duties included those of accountant officer and, armed with canteen funds and the fervent good wishes of the ship's company, he went ashore to hunt for turkeys. There was none for sale.

Then he learned that a British destroyer had also been looking ahead and that 15 fat turkeys were awaiting her arrival. The important thing was that the destroyer had not yet picked them up. They weren't there when the RN ship arrived.

"We managed to get the stuff for the *Baddeck* and we didn't feel guilty about it, either," Sub-Lt. Huntingdon said after the manoeuvre had been executed. "We had to get our turkeys then or never; the British destroyer could put through a second order.



"We stowed the birds in the ship's refrigerator and soon went to sea again. When Christmas approached we already had seen quite a bit of action in the Mediterranean, assisting the RN. We thought we would be spending Christmas Day tied up at Gibraltar. But our relief didn't arrive, so we returned to sea and on December 25 we were right out on the old blue Med.

"One of our asdic operators was an ex-butcher. He cleaned the turkeys, and really made it a labour of love. Our petty officers spent most of their spare time during eight days planning the menu, right down to the tiniest detail. The ship's cooks turned in the finest performance of their careers."

The result was that on Christmas Day, thousands of miles from home and while maintaining constant vigil for sudden enemy assaults from sea or air, every officer and man on board the *Baddeck* sat down to a glorious Canadian-style Yuletide banquet.

They ate creamy chicken soup, golden roast turkey, done to a turn, cranberries "or a reasonable facsimile of same", roast potatoes, carrots, beets, peas, four kinds of cake, plum pudding and coffee. No enemy action marred the day.

"It was wonderful!" said Sub-Lt. Huntingdon. "We'll never forget it." And, it may be safely assumed 16 years later, his words are still true.

In somewhat gloating mood, the men of the *Baddeck* inquired around the fleet and satisfied themselves that theirs was the only Canadian corvette with "turkey and the works" that Christmas Day in the Mediterranean.

What about the officers and men of the RN destroyer that had unwittingly contributed to the festivities? Perhaps they obtained a replacement for their stock of turkeys. Perhaps they had to settle for an old-fashioned English Christmas dinner of goose. Whatever happened, it is to be hoped that they, like their Canadian beneficiaries, had a Merry Christmas, too.



# EDUCATION

*Nuclear Age More than Ever Demands Best Possible  
Training for Personnel of RCN*

**M**ANY A MAN entering on a naval career has all the qualities considered desirable in an officer—intelligence, character, leadership ability and so on—with a single obstacle standing in the way of rapid advancement: insufficient education.

Opportunities for the improvement of educational standing have been available in the Royal Canadian Navy for many years, but the great technological advances of recent years, incorporated in new ships, new aircraft and new weapons, have made it more desirable than ever that the general educational level of serving personnel be raised.

A streamlining of the Navy's educational system has become particularly urgent as a result of the many changes in trade grouping, methods of training and objectives of training which have arisen from the recommendations of the Committee on Personnel Structure. Officers will need a broader-based education to meet the requirements of the new General List.

What must be the salient features of the naval educational service in the RCN? The answer has two parts:

It must provide ample opportunity for all officers and men to participate on a voluntary basis in adult education over a wide front.

Secondly, it must provide facilities to encourage and assist a number of suitable young men on the lower deck to attain commissioned rank as early as possible in their naval careers. The new educational program, which has just been announced, is designed to do exactly this.

*"The selection of men from the lower deck should be improved and the Navy must be prepared to assist these men to obtain the required educational standards . . .,"* says a recommendation of the committee.

The new program of improved naval education has been designed to implement this recommendation. It has widened the field from which candidates may be selected by setting up three special full-time courses and one group of correspondence courses.

Take for example three young men joining the RCN as men. They are all under 24. The three young men soon show the qualities and characteristics that make the kind of leaders the RCN needs; yet their educational backgrounds are different. No longer must each fight a long uphill battle in his

spare time to pass a group of Canadian Intermediate Educational Test subjects. No longer does he have to push forward largely under his own steam against the difficulties of finding the time to study—no small problem in a sea-going ship. The new system caters for each of these men in a different way.

**N**UMBER ONE is a man who had passed his Junior Matriculation in school less than two years previously and had made a minimum of 60 per cent in maths, physics and chemistry



and a minimum of 50 per cent in two other subjects, one of which was English. He is recommended for promotion to commissioned rank by the Command Education Officer and the Command Personnel Selection Officer.

His case is then reviewed by a preliminary selection board at Naval Headquarters and, proving satisfactory, he goes before a fleet selection board. Again he is successful.

At this point an initial board of review at Naval Headquarters decides upon one of two courses for him. They may decide that he is a potential candidate for university or for the Canadian Services Colleges. Since a three- or four-year university course leads to a degree, and that of the four-year Canservcol course is soon likely to do so too, an intensive period of study at this stage is necessary to prepare the candidate for a concentrated program of higher studies.

For this reason, in mid-September of that year he proceeds to the RCN

Preparatory School in *Naden* where he takes the RCN Senior Matriculation Course (SMC) which lasts until late June. This full-time academic course under RCN instructors, each of whom is a specialist in his field, prepares him to write the British Columbia grade XIII examinations which are set and marked by the B.C. Department of Education. The curriculum of the RCN Senior Matriculation Course (SMC) consists of English, mathematics, chemistry, physics and French or German. A minimum standing of 60 per cent in maths, physics and chemistry is required and a minimum of 50 per cent in the remaining subjects, in order to be eligible for university training. All credits obtained from the B.C. grade XIII examinations are recognized throughout the country. The grade XIII examinations behind him, the candidate may now be selected by a final board of review at Naval Headquarters to go on to university or Canservcol in the fall.

The initial board of review may decide, however, that he is a candidate for the junior year at *College Militaire Royal* or for *Venture*. From CMR he will be fed into the Canservcol program. At *Venture* he takes his senior matric in the first year. During this time he may be selected for university training or for one year of professional instruction and training to become an officer on a seven-year short-service appointment. This can lead to a permanent commission at a later date.

**T**HE SECOND of our three potential officers didn't go quite as far or do quite as well in school as Number One before joining the Navy. One of three things could have happened to him. He could have left school one year before junior matric, taken a partial junior matric, or taken a full junior matric and made low marks. Another reason for being in a different category might be that he took his junior matric satisfactorily enough, but had allowed more than two years to elapse before his selection as an officer candidate.

Recommended by the Command Education Officer, the Command Personnel Selection Officer and the preliminary selection board at Naval Headquarters, this candidate has a chance too. He is sent to HMCS *Naden* by mid-January. There he attends the RCN Junior Matriculation Course (JMC).



The purpose of this course, an entirely new one in the RCN, is to give him a sound academic preparation in readiness for either the RCN Senior Matriculation Course, *Venture* or CMR and the more advanced studies which can follow it. The curriculum of this RCN Junior Matriculation Course includes mathematics, physics, chemistry, English, social studies and French as laid down by the Department of Education of the Province of British Columbia.

During this seven months' course, the officer candidate appears before a fleet selection board and then writes B.C. grade XII supplemental examinations in August. They are set and marked by the B.C. Department of Education and all credits granted are recognized by all provincial departments of education and universities.

Having obtained 60 per cent or better in physics, maths and chemistry and 50 per cent or better in the other subjects, the case of the student is now reviewed by a board in Headquarters and he is directed either to *Venture*, CMR or *Naden* for the senior matric course, all of which start in the fall.

**T**HE THIRD and last of the trio is a young man with only a grade VIII or IX education. Even he can go right up through the system to the very top if he is prepared to make the effort. Here again the Navy is prepared to assist.

To this end the new education program includes a series of five correspondence courses known as the Naval Junior Matriculation Correspondence Courses and Examinations (NJME).

These courses and examinations are free and open to all. Their purpose is to give an officer candidate the opportunity to qualify for admission to the Junior Matriculation Course, the Senior Matriculation Course and for older men, to the Branch Officers' Course.

How does a man handle them? Whether he is afloat or ashore, an instructor officer will be assigned to supervise his correspondence work. This officer will see that he receives the appropriate papers, assignments, materials, etc. He will also keep adequate records of his work. Provision is also made to take care of student's work when he is drafted, so that his new instructor is fully in the picture as far as his progress, weaknesses and efforts are concerned.

Taking advantage of the Naval Junior Matriculation Correspondence Courses and Examinations, this third young man set to work to gain credits in junior matric maths and junior matric physics.

He needs only these two subjects to qualify him academically for admission to the Junior Matriculation Course. This is all that any candidate with an eight or ninth grade educational background needs. His interviews and boards will be exactly the same as those taken by candidate Number Two, and so will his opportunities to advance to the more advanced courses—to university itself.

The exceptional candidate has not been overlooked. Any officer candidate, who entered the Navy without a complete and satisfactory junior matriculation from high school, can bypass the seven-month RCN junior matriculation course if he passes all five correspondence courses. It is anticipated that some will do this, but it is likely that most candidates will go to the JMC.



In deciding the course which these officer candidates will pursue the various selection boards and the board of review will consider, among other factors, the age of the candidate. In all cases he must be under 24 on the first of January of the year on which his course (JMC or SMC) commences. To qualify for *Venture* he must be under the age of 19 on the same date. To go to CMR he must be under 20 on January 1, while at Royal Roads or at Royal Military College he must be under 21.

**T**HE ADVANTAGES of the new system stand out very clearly. The old method of qualifying was difficult. No matter how promising a candidate was potentially, he had to struggle through his Canadian Intermediate Educational Tests (CIETs) largely unaided. Time to study, or rather the lack of it, particularly at sea, often defeated even the stoutest hearts. Many a man who would have

been of great value to the service as an officer, was passed over. By the time he did pass his CIETs he was too old. The new approach is designed to give maximum assistance and to give it to many more candidates than hitherto. Thus it will unquestionably produce more fully qualified officer candidates in less time and with greater efficiency than before.

Giving the branch officer candidates a course tailored to their own particular needs, means that a well-integrated common program of academic subjects can be given to all, a course that will improve their general educational background. The present wide variety of professional courses that are covered in Prep School will be given in the various branch schools.

The new course Branch Officer Candidates' Educational Course will be of seven months' duration commencing in mid-January 1959 — its aim to give branch officer candidates the basic body of knowledge and academic skills enjoyed by senior matriculation course graduates. This includes a sound working knowledge of the arts of reading, writing, speaking, history, political science and literature.

If any man is over 30, or if he has a minimum of 10 years' service he can become eligible for admission to the BOCEC by meeting two main requirements. First he must meet the personal and professional qualifications, then he must have passed three Naval Junior Matriculation Examinations (NJME), mathematics, physics and English within a period of not more than two years before the date of selection. This will be done by the correspondence courses and by private study aided by guidance and assistance from the instructor officers.

He will then need favourable recommendations from the Command Education Officer, the Command Personnel Officer and the preliminary selection board at Headquarters, before appearing in front of a fleet selection board for selection to attend the Branch Officers' Candidates Education Course. The fleet selection board's favourable decision being confirmed by the Headquarters' board of review, he will then go to HMCS *Naden* and start the seven-month course of studies embracing English literature and composition, mathematics, science, history and government and political geography. In the following August he will be required to pass with an average standing of 55 per cent and a minimum standing of not less than 50 per cent in every subject, examinations set and

marked by the Command Education Officer. The level will be approximately that of senior matriculation or first year university.

Some changes with regard to age, service rank and other qualifications needed by branch officer candidates may result from the final recommendations of the Personnel Structure Committee. These changes will not, however, affect the overall educational plan for this course.

**T**HE OLD Canadian Intermediate and Higher Educational Tests as such will be done away with shortly. CIETs will be replaced by a series of subjects, similar in content, to be named Naval Junior Matriculation Examinations. In place of CHETs a wide selection of correspondence courses drawn from provincial departments of education, universities and technical schools across Canada, as well as evening classes, will be available for all officers and men. Thus, everyone in his attempt to improve his educational background will have the widest facilities at his disposal. Better general education spells promotion, admission to trade group courses, jobs done efficiently. Interrupted studies that could lead to high school graduation and in some cases to university work and degree can be taken up again. Courses can be taken not only for definite vocational goals but also for pleasure and interest, courses that make leisure time more profitable, and life generally fuller and richer.

To this end naval educational authorities will work in close co-operation with the provincial departments of education (particularly Nova Scotia and British Columbia), universities and other agencies in the academic, vocational and technical fields. RCN instructor officers will help officers and men select suitable courses from the Naval Catalogue of Adult Educational Courses which will be readily available for all to study. The instructor officers will also give assistance, coaching and guidance once a choice has been made and studies have been commenced.

Unlike the old naval correspondence courses, these new ones are fully recognized by everyone in Canada, industry, business and education. The fees involved are small. Provincial department of education correspondence courses and evening classes usually cost between \$4 and \$15, and similar university courses are equally reasonable. Some of these courses — those which come under the provision of NGO 54.00/2 — can be paid for by the service.

All in all the Naval Adult Education Program will make it possible for officers and men of the RCN to raise the level of their education across a wide front, and to do it inexpensively with guidance and coaching and direction from professional advisers.

In each case the new program of naval education means that chances of being selected and educated for Commissioned Rank are greatly improved. The CHETs and CIETs which carried

dubious weight ashore are on the way out.

The passing of these CIET and CHET courses, which had a definite practical value as far as a particular trade was concerned, need not be mourned. The new structure of trade group courses and examinations will take care of this section of necessary knowledge.

**T**HIS THEN is the outline of the new naval education. Part of it is already underway. CANGEN 173 and CANGEN 182 have announced that:

*The first RCN Junior Matriculation Course (JMC) is scheduled to begin in HMCS Naden on January 19, 1959;*

*The first RCN Senior Matriculation Course (SMC) began in HMCS Naden on September 15, 1958;*

*The first RCN Branch Officers' Candidates Educational Course (BOCEC) is scheduled to begin in HMCS Naden on January 15, 1959, and*

*The final date for branch officers qualifying educationally for promotion by gaining CHET credits was November 1, 1959.*

In addition: CIET correspondence courses will gradually be replaced by the new NJME correspondence courses in five junior matriculation subjects and the new Naval Adult Educational Program is being implemented now in Educational Training Schools and Centres. —D.J.W.



Delegates attending the 24th Dominion Convention of the Army, Navy & Air Force Veterans' of Canada, held in Vancouver, arrived in Esquimalt October 1 for a brief trip to sea in the Pacific Command's destroyer escorts Cayuga and Athabaskan. During the three-hour trip into the Strait of Juan de Fuca, the visitors were taken on conducted tours through the ships and learned much about the RCN's anti-submarine weapons and techniques. Here a group of the visiting veterans is seen before boarding the Athabaskan. (E-47231)

# OFFICERS AND MEN

## RCN to Fore at H & S Conference

Officers of the Royal Canadian Navy took a prominent part in the Nova Scotia Federation of Home and School Associations regional conference in Dartmouth on October 4. The more than 100 members included delegates from the counties of Halifax and Hants, the city of Halifax and town at Dartmouth. The conference was held in Hampton Gray Memorial School at Shearwater.

A panel of naval personnel discussed the topic "Conduct of Meetings". Included in the panel were Lt.-Cdr. L. B. Sellick, *Stadacona*, president of Rockingham Home and School Association, chairman; Lt.-Cdr. L. Picard, *Stadacona*, of Westmount Home and School Association; Lt. A. Gibson, *Stadacona*, of South Dale Home and School Association, Dartmouth; Petty Officer Ireland, *Shearwater*, secretary of Hampton Gray Memorial School Association; and Lt.-Cdr. W. F. McGown, *Stadacona*, regional vice-president of the Nova Scotia federation and member of Finley,

## WEDDINGS

Able Seaman Gordon R. Crichton, *Naden*, to Miss Mary Lynn McPherson, of Victoria.

Able Seaman Donald Goldstone, *Beacon Hill*, to Miss Donna Charlton, of New Westminster, B.C.

Able Wren Dianne Marjorie Hankinson, *Stadacona*, to Leading Seaman L. A. Legard, *Stadacona*.

Sub-Lieutenant T. Frederick G. Loney, *Shearwater*, to Miss Janice Carolyn Brinkworth, of Victoria.

Able Wren Marion Patricia McGarry, *Stadacona*, to Leading Seaman K. W. Gill, *Stadacona*.

Leading Seaman David G. McNab, *Tecumseh*, to Miss Sandra Eleanor Watson, of Charlottetown, P.E.I.

Able Seaman Lawrence S. Mitton, *Cornwallis*, to Miss Phyllis Jean Ferrish, of Summerside, P.E.I.

Able Seaman Gary Plant, *Beacon Hill*, to Miss Arlene Barnswell, of Victoria.

Able Seaman Robert D. Postlewaite, *Beacon Hill*, to Miss Shirley Ann Schleppe, of Calgary.

Leading Seaman James Preece, *Assiniboine*, to Miss Ellen Esther Cavanaugh, of Kinburn, Ont.

Ordinary Wren Solange M. D. Rocheleau, *Stadacona*, to Able Seaman C. K. Martin, *Shearwater*.

Able Seaman Robert F. Shea, *Stadacona*, to Miss Florence Anne Hennick, of Sydney, N.S.

Lieutenant (S) Thomas A. Squire, *Sault Ste. Marie*, to Miss Margaret Elizabeth Whalley, of Merrickville, Ont.

Lieutenant Ara Torigian, *York*, to Miss Adrienne Chichakian, St. Catharines, Ont.

Able Wren Donna Werner, *Naden*, to Leading Seaman Keith Ames, *Beacon Hill*.

Hawthorne and Bicentenary Junior High School, home and school associations.

Lt.-Cdr. McGown was also general chairman of the conference.

Guest speaker at the conference was A. J. Sands, of Shelburne, president of the provincial federation. The conference program emphasized increased membership in individual organizations.

## Venture Pilots In Bonaventure

A group of young men who entered the Royal Canadian Navy four years ago through the Venture Plan—inaugurated in September, 1954, to provide an additional source of officers for the RCN—received their first experience as operational pilots in the *Bonaventure* during



this fall's NATO exercises in the Mediterranean.

Eleven members of the first class to graduate from HMCS *Venture* in August 1956 flew for the first time from the *Bonaventure* in CS2F-1 Tracker aircraft of 881 anti-submarine squadron. Two other members of the same class flew in Sikorsky helicopters of HS-50, the anti-submarine helicopter squadron embarked in the carrier.

Commenting on the *Venture* pilots, one of whom was co-pilot in every Tracker that was airborne, Lt.-Cdr. (P) H. J. Bird, commanding officer of VS 881, said "they are doing extremely well".

Following basic flight training at the Victoria Flying Club, Sidney, B.C., the fixed-wing pilots went to the United States for advanced training in the USN. The two pilots in HS-50 completed their advanced training with the RCAF and their training in helicopters with the RCN.

Earlier this year, the VS-881 pilots from *Venture* completed their carrier

qualifications by carrying out a required number of landings on the *Bonaventure*.

The *Venture* graduates in VS-881 are: Sub-Lieutenants (P) W. C. Fraser, E. H. Gibbon, A. R. Horner, T. G. Loney, J. D. MacIntosh, G. G. Mowat, M. P. Robida, J. A. Rowland, D. K. Stirling, G. E. White, and Peter A. Hamilton.

These in HS-50 are Sub-Lieutenants A. E. Lewis, and P. J. A. Blanchard.

## Outremont Under New Command

Lt.-Cdr. C. Julian Benoit, took command of the frigate *Outremont* on October 9.

He succeeded Lt.-Cdr. Marcus O. Jones, who has been in command of the *Outremont*, with the additional appointments of Commander Seventh Canadian Escort Squadron and Senior Officer in Command, since April, 1957. Lt.-Cdr. Jones was appointed in command of HMCS *Shelburne*, effective October 11.

## Shipwrights Gain Officer Status

Three Nova Scotia-born chief petty officer shipwrights, Patrick J. H. Beatty, Eric B. Mason and Alfred A. Letson, have been promoted to the rank of acting commissioned constructor officers and are now undergoing an officers' divisional course at *Cornwallis*. On completion of the course, they will take up appointments in the fleet.

A/Cd. Constr. Off. Beatty was born in Lawrencetown and entered the Navy in January 1945 in the shipwright branch. He has served ashore on the East Coast and at Naval Headquarters, Ottawa, and at sea in frigates, destroyers and an aircraft carrier. While in HMCS *Huron* (destroyer escort), he did a tour of duty in the Korean theatre.

A/Cd. Constr. Off. Mason was born at St. Margaret's Bay and entered the

## BIRTHS

To Able Seaman Walter Brouse, *Beacon Hill*, and Mrs. Brouse, a son.

To Commander Peter G. Chance, *Stadacona*, and Mrs. Chance, a daughter.

To Able Seaman Thomas Eastick, *Beacon Hill*, and Mrs. Eastick, a son.

To Lieutenant (E) A. T. Satchwell, *Stadacona*, and Mrs. Satchwell, a son.

To Petty Officer Barry Stokes, *Beacon Hill*, and Mrs. Stokes, a son.



Navy in February 1945 in the shipwright branch. He has served in establishments on both coasts, at Naval Headquarters, and at sea in aircraft carriers, a cruiser, frigates and destroyer escorts. He also instructed in HMCS *Cape Breton* when she was apprentice training ship at Halifax. He is a graduate of the 1957-58 term of the RCN Preparatory School at *Naden*.

A/Cd. Constr. Off. Letson was born in Halifax and entered the Navy in November 1940 in the former victualling branch. He served during the Second World War in establishments on the East Coast and took his discharge in September 1954. In June 1946 he re-entered the Navy in the shipwright branch and has since served ashore on the East Coast, and at sea in destroyer escorts, frigates and the *Magnificent*.

### 'Lab' Assistant Begins Course

PO Ernest Danylyshyn is to begin a 60-week course in December at the United States Naval Medical School, Bethesda, Maryland. A laboratory assistant, PO Danylyshyn is taking a course in blood bank and clinical laboratory technique.

PO Danylyshyn was born in Roma, Sask., and entered the RCN in May 1949. He specialized in the medical branch and has served in RCN hospitals on both coasts and at sea in the *Athabaskan*.

### Ordnance Civil Servant Retires

Upon her retirement from the Directorate of Naval Ordnance, at Naval Headquarters, Mrs. Maude McFarlane was entertained by members of the staff at the home of Ordnance Commodore W. G. Ross and Mrs. Ross.

The first person to retire from the Directorate, Mrs. McFarlane had been there for 13 years and had been employed in public service for 31 years.

Commodore Ross presented an engraved silver tray to Mrs. McFarlane on behalf of the staff.

### Families Abroad Lose 'Baby Bonus'

Family allowances, which come in so handy about a week after mid-month pay, are not payable on behalf of children residing with their parents outside Canada.

The provision of the Family Allowances Act that "allowances cease when the child leaves Canada" apply with equal force to civilians living abroad and to officers appointed and servicemen



Commodore A. Helms, commanding officer of the Royal Danish Navy depot ship *Aegir*, paid a formal call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, on September 29 and is seen here signing the Admiral's guest book. The *Aegir* spent six days in harbour before resuming her midshipman training cruise on October 3. (HS-54560)

drafted for duty in the United States or abroad.

The fact that it is the responsibility of each officer or man, going on duty abroad and taking his dependents with him, to notify the District Family Allowances Office of his departure from the country, is pointed out in General Order 209.82/12.

The order also points out that payment of family allowances will not be commenced on the individual's return until he submits a new application to the District Family Allowances Office of the district in which his family takes up residence.

### Three Specialize In Ordnance

Three former chief petty officers of the Royal Canadian Navy, Gordon E. Copp, Reginald A. Caught, and Edward C. Alexander, have been promoted to the rank of acting commissioned ordnance officer and have commenced specialist courses for ordnance officers at the Royal Naval Engineering College, Manadon, in the United Kingdom. All are graduates of the 1957-58 term of the RCN Preparatory School at *Naden*.

A/Cd. Ord. Off. Copp was born in Victoria and entered the navy as an ordinary seaman in October, 1946. He had served ashore on both coasts and at sea in the cruisers *Ontario* and *Uganda*, and in the Algerine escort, *Rockcliffe*.

A/Cd. Ord. Off. Caught was born in Simpson, Sask., and entered the navy as

an ordinary seaman in February, 1945. He has served at both Regina and Winnipeg naval divisions, ashore on both coasts, completed courses in the United Kingdom, and served in an aircraft carrier, a cruiser and several destroyer escorts. He also served a tour of duty in the Korean theatre.

A/Cd. Ord. Off. Alexander was born in Prince George, B.C., and entered the navy as an ordinary seaman in April, 1945. Following early training at the Vancouver and Montreal naval divisions and at *Naden*, he served in the cruisers *Ontario* and *Uganda*, in destroyer escorts and frigates, and ashore on both coasts.

### Two Engineers Commissioned

Two former chief petty officers of the Royal Canadian Navy, Francis J. Zareski and R. R. Winder, have been promoted to the rank of acting commissioned engineer officer and appointed to a six-week officers' divisional course at HMCS *Cornwallis*, training establishment near Digby, N.S. On completion of the course, A/Cd. Eng Off. Zareski will take up an appointment in the *Sioux* and A/Cd. Eng Off. Winder in the *Huron*.

Cd. Eng. Off. Zareski was born in Crowland, Ontario, and entered the navy in November 1940 in the former stoker branch. He served during the Second World War in establishments on both coasts, in the United Kingdom, and at sea in HMS *Ramillies* (battleship), and corvettes, frigates and destroyers of the RCN. He transferred to the regular force in April 1945.

Since the war he served in destroyer escorts, an aircraft carrier and frigates. He also took submarine training in the United Kingdom, and served with the Sixth Submarine Squadron based at Halifax.

Cdr. Eng. Off. Winder was born in Portsmouth, England, and served in the Royal Navy from January 1938 until June 1953. He entered the Royal Canadian Navy in June 1954 at Montreal, in the engineering branch, and has served in RCN barracks on both coasts, at *Cornwallis* and in the *Algonquin*.

### Officers Chosen By Ottawa NOA

The Ottawa branch of the Naval Officers' Associations of Canada is headed for the coming year by J. W. Valiquette, who was a supply branch lieutenant-commander during the Second World War. He succeeds RCMP superintendent K. N. W. Hall.



Other members of the new executive, elected at the annual meeting at HMCS *Carleton*, are: R. G. Gordon and Ralph Simpson, vice-presidents; J. J. Trainor, treasurer; A. B. Munday, secretary; Colin Angus, C. A. Gilbert and Harold Durham, directors.

### **RCN Represented At Brussels Parley**

Surgeon Lt.-Cdr. H. D. Oliver, of *Shearwater*, the principal medical officer at the air station, was chosen to represent the RCN at the Third European Congress of Aviation Medicine September 23-27 at Brussels, Belgium.

While in Europe, he attended the Joint United States-United Kingdom-Canada Committee on Aviation Pathology in session at the Royal Air Force Institute of Pathology, Holten, England. Visits were made to Martin Baker and Company, manufacturers of ejection seats for aircraft of the RCN, and to the RAF Institute of Aviation Medicine, Farnborough, Eng.

### **Stadacona Band Visits Ottawa**

Veterans and children at the Ottawa Civic Hospital and patients at the Rideau Health and Occupational Centre were entertained in early October by the band from *Stadacona*.

On October 6 the band played an hour-long concert on the grounds of the Civic Hospital, in the vicinity of the veterans' and children's wings of the institution. The next afternoon the band played in the auditorium of the Rideau Health and Occupational Centre for patients there.

En route to Ottawa the band played at the commissioning of the *St. Croix* at Sorel, Que., on October 4. The second naval event in the heavy four-day commitment was the band's appearance at a *Bytown* mess dinner October 6, at *Carleton* at which the First Sea Lord, Admiral of the Fleet the Earl Mountbatten of Burma, was a distinguished guest.

The *Stadacona* band is under the direction of Cd. Off. Thomas W. Milner.

### **CPO Promoted to Commissary Officer**

A former chief petty officer, Gilbert N. Beveridge has been promoted to the rank of acting commissioned commissary officer in the Royal Canadian Navy. After an officers' divisional course at HMCS *Cornwallis*, training establishment near Digby, N.S., he was to be appointed for duty in the fleet.

A/Cd. Cmty. Off. Beveridge was born in Lachine and entered the Navy in

January, 1946, in the steward branch. He has served ashore on both coasts at Naval Headquarters, Ottawa, and at RCN establishments in London, England, and Washington.

He has also seen sea service in the aircraft carriers *Warrior*, *Magnificent* and *Bonaventure*, the destroyer escorts *Haida* and *Crusader*, and the frigate *La Hullose*.

### **RCN Air Station Chapel Dedicated**

The new Protestant chapel at HMCS *Shearwater*, RCN Air Station near Dartmouth, was dedicated in a ceremony Sunday morning, September 14, before an overflow congregation of naval and civilian personnel.

The 250-seat church provides easy access to religious facilities for the personnel of the Naval Air Arm. Adding together all Protestant personnel at the air station and on board HMCS *Bonaventure*, the carrier normally based there, and the nearby 500 married quarters, the chapel can serve as many as 5,000 persons. However, Navy families in the main are encouraged to attend neighbouring churches of their respective denominations.

At the 10:30 a.m. dedication service, Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, read the lesson,



Two members of the Royal Canadian Sea Cadet Corps Admiral DeWolf, of Campbell River, B.C., carry on with practical training while an approving eye is given by the naval officer after whom the cadet corps was named — Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. The Admiral visited the sea cadet corps during an October visit to the Pacific Command of the RCN. Busily splicing are Leading Cadet Tom McMasters, left, and Able Cadet Gottfred Norrgard, both of Campbell River. (E-47425)

taken from the First Book of Kings. Captain R. P. Welland, commanding officer of *Shearwater*, presented the chapel to Rev. Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, for dedication.

Dr. W. Harold Young, chairman of the Canadian Council of Churches, who also serves on the administrative staff of the United Church of Canada in Toronto, preached the dedication sermon, urging support of the naval chaplains in their difficult task of administering to an ever-changing congregation of mixed denominations.

Chaplain (P) David G. Peebles, conducted the service. His assistant, who also took part in the observance, is Chaplain (P) Herbert O'Driscoll. A senior chaplain serving temporarily at *Shearwater* was Chaplain (P) Frederick H. Godfrey, who also took part.

The \$86,000 building was in use earlier in the year but the dedication was postponed until the arrival of various interior furnishings.

### **Cdr. Garrard CO of Malahat**

Executive officer of HMCS *Malahat*, the Victoria naval division, since December 1952, Cdr. J. D. Garrard took over command of the division on October 1.

Cdr. Garrard succeeded Captain G. A. V. Thomson, vice-principal of Victoria High School, who commanded *Malahat* for more than six years.

### **Commodore Pays Official Visit**

Commodore W. J. Parker, the Royal Navy's Senior Naval Officer, West Indies, made his first official visit to Halifax in early October.

During his three-day stay, Commodore Parker was a guest at the residence of Rear-Admiral Hugh F. Pullen, Flag Officer Atlantic Coast.

On the day of his arrival he toured *Stadacona*, and took the salute at the march past of ceremonial divisions. He had dinner with Commodore D. L. Raymond, Commodore of the barracks.

He later conferred with Commander H. C. Gowan, Commander Sixth Submarine Squadron and his officers and visited informally with Commodore P. D. Budge, Chief of Staff to the Flag Officer.

Commodore Parker became Senior Naval Officer, West Indies, earlier this year. He normally wears his broad pennant in HMS *Troubridge*, a frigate operating in the West Indies region.

## **7 Sailors Given University Courses**

Seven men from the lower deck have been promoted to the rank of naval cadet and appointed to Canadian universities under the College Training Plan.

The College Training Plan, similar to the Regular Officer Training Plan, provides an avenue of advancement to eligible young men from the fleet.

These men are interviewed by a Fleet Selection Board and, if necessary, are brought up to senior matriculation standard at the RCN Preparatory School at Esquimalt. On successfully passing the Preparatory School course they may be promoted to naval cadet for appointments at a Canadian Services College or university.

On completion of the four-year Services College or university course they are promoted to the rank of sub-lieutenant and are sent to a ship or establishment for naval training. While attending college, professional training is continued throughout the academic year and during the summer.

The naval cadets are: former Petty Officers Robert G. Mustard, 24, to the University of British Columbia; Ronald W. J. Hahn, 26, to the University of British Columbia; Walter G. Henry, 24, to Queen's University, and George Lavery, 28, to the University of Alberta; former Ldg. Sea. Douglas L. Mooers, 24, to the University of New Brunswick; and former Able Seamen Michael J. Rafferty, 24, to the University of Western Ontario, and Anthony T. Chernushenko, 22, to the University of Alberta.

## **Cdr. Padmore XO of Naden**

Cdr. Donald G. Padmore took up the appointment as executive officer of *Naden* in November. He was formerly executive officer of the *Ontario* and commanded the cruiser briefly before she was paid off on October 15.

## **Venture Recalls Coronel Losses**

The memory of four young midshipmen who died at the Battle of Coronel 44 years ago was honoured during a church parade of HMCS *Venture* personnel Sunday morning, November 2.

The commanding officer, officers and cadets of the Navy's officer training establishment at Esquimalt attended morning services at St. Paul's Naval and Garrison church.

The service included the laying of a wreath on the church's plaque, honouring the memory of four midshipmen of the Royal Canadian Navy who were

killed in battle at the Battle of Coronel on November 1, 1914.

The wreath was placed by *Venture* Officer Cadets J. E. Solomon, whose father served with the RCAF during the Second World War, and D. C. Hallaran, whose father, a commander in the Royal Navy, lost his life in 1942.

## **Supply Officer Heads D'Iberville**

Lt.-Cdr. (S) John L. Neveu, took command of HMCS *D'Iberville*, training establishment in Quebec City for French-speaking new entries, on October 27. He holds the additional appointment of Assistant Officer-in-Charge of New Entry Training on the staff of the Flag Officer Atlantic Coast and has been granted the acting rank of Commander (S).

## **CPO's Daughter Pet Show Winner**

The first entry from naval married quarters in the Maritime Poultry and Pet Stock Annual Show at Halifax had the nine-year-old daughter of CPO Lloyd Peterson winning two first prizes.

Colleen Peterson's budgie, "Cutie", picked up a blue ribbon, and another first went for her tropical fish, a zebra and a rainbow. CPO Peterson, who serves in the Electrical School at *Stadacona*, makes his home in Shannon Park married quarters.

## **Wren PO Given Commission**

A former Wren Petty Officer of the Royal Canadian Navy, Ethel H. Leadbetter, of Galt, Ont., has been promoted to the rank of acting sub-lieutenant (W), and appointed to an officers' divisional course at *Cornwallis*. On completion of the course she was to be appointed for courses at *Stadacona*.

A/Sub-Lt. Leadbetter was born in Galt and entered the Navy as a probationary wren in December 1942. She served at Naval Headquarters, Ottawa,

at establishments and naval signal stations and schools on the East Coast, and in the United Kingdom, until January 1946, when she returned to civilian life.

In April 1955 she entered the RCN (Reserve) on full-time duty and served at HMCS *Star*, Hamilton naval division, *Cornwallis*, and at naval radio stations *Coverdale*, near Moncton, N.B. and *Gloucester*, near Ottawa. She transferred to the regular force in January 1958.

## **Museum Head Visits Canada**

Frank Carr, director of the National Maritime Museum at Greenwich, England, spent the month of October in Canada gaining first-hand knowledge of various Canadian museums.

The Greenwich museum, world renowned, is becoming very cramped for space. Mr. Carr therefore was on the lookout for ideas Canadians might have had to solve this problem and the display techniques they employ.

His visit was in large part stimulated by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, a prominent enthusiast on maritime history and instigator of the Maritime Museum of Canada atop Citadel Hill in Halifax. Mr. Carr came to Canada on board HMCS *Crusader*, which returned to Halifax from Overseas October 1.

The maritime archivist spent 12 days in Nova Scotia, visiting various places steeped in nautical history, then proceeded to other centres across Canada.

## **Sioux Visits Charlottetown**

HMCS *Sioux*, commanded by Cdr. A. B. C. German, an informal visit to Charlottetown, October 31-November 2.

The Halifax-based destroyer escort called at the Island capital during exercises in East Coast waters. The ship was open to various associations and to the general public during the week-end stay.

## **Medical Assistant Takes USN Course**

An RCN medical assistant Ldg. Sea. Lawrence W. Duncan, is attending a six-month course in operating room technique at the United States Naval Hospital in Bethesda, Maryland.

Ldg. Sea. Duncan was born in Edmonton and entered the navy in August 1954 at *Nonsuch* the Edmonton naval division. Following basic training at *Cornwallis*, he specialized as a medical assistant and has since served ashore at the RCN Hospital, Esquimalt, and in the *Cayuga*.



# JOURNEY WITHOUT INCIDENT

## Long Preparation Assured Success of Trip Under Pole

**Y**EARS of careful preparation by United States and Canadian scientists made the journey of the nuclear submarine *Nautilus* under the North Pole last summer a "piece of cake".

That particular expression was not used by Dr. Waldo K. Lyon, chief scientist of the *Nautilus* cruise, during a press conference at National Defence Headquarters in Ottawa. He said, more formally, that "no unexpected circumstances arose—not even the blowing of a light bulb".

Dr. Lyon, who is head of the Submarine and Arctic Research Division of the Naval Electronics Laboratory in San Diego, California, qualified his remarks by saying that the *Nautilus* had discovered a previously uncharted ridge in the Beaufort Sea. Otherwise there were no surprises and no unforeseen obstacles to the journey.

The press conference took place on November 14 in the office of Dr. W. M. Cameron, Director of Plans for the Defence Research Board.

Some of the information used by the *Nautilus* on the trans-Polar journey, Dr. Lyon said, had been gleaned as long ago as 1931 by the Wilkins-Ellsworth Trans-Arctic Submarine Expedition in a former U.S. Navy submarine, also named *Nautilus*. This expedition conducted three weeks of oceanographic studies along the edge of the ice-pack off Spitsbergen.

Intensive study of Arctic submarine navigation began after the Second World War. Expeditions in 1946, 1947 and 1948, when the U.S. Navy first began using diesels under the ice, revealed a need for information on currents, ocean depths and other aspects of northern navigation.

From 1949 to 1954 there was a great deal of joint scientific effort between United States and Canada, particularly in the Beaufort Sea and adjacent areas.

It was in 1949 that HMCS *Cedarwood*, wooden oceanographic vessel, went north in company with the USS *EPCE (R)-857*, seagoing laboratory, and the U.S. submarine *Baya*, and skirted along the edge of the Arctic ice pack beyond the northern coast of Alaska. Dr. Lyon sailed in the *Baya* which, however, made only a brief excursion under the ice. It was the furthest north a Canadian warship had ventured up to that time.

Then, in 1954, came a major effort, involving the U.S. Icebreakers *Burton*



Dr. Waldo K. Lyon, senior scientist in the nuclear submarine USS *Nautilus*, describes Arctic navigation at a press conference at National Defence Headquarters, Ottawa. At the left is Dr. W. M. Cameron, Director of Plans for the Defence Research Board. (O-10896)

*Island* and *Northwind*, the U.S. submarine *Redfish* and HMCS *Labrador*. In that year the *Labrador*, on her maiden voyage, became the first warship and the first large ship of any kind to complete the Northwest Passage.

An important finding, arising from the various expeditions and surveys, was that the Arctic Ocean was one of the world's more stable water areas, in so far as salinity and temperature gradients was concerned, Dr. Lyon said. This made it possible to place considerable reliance on sonar as a navigational aid. The *Nautilus*, for example, was able to maintain a safe distance below the ice pack by using an upward-pointing sonar, especially installed for the journey.

No evidence had been found to warrant the conclusion that Arctic ice cap was either shrinking or increasing in size, according to Dr. Lyon.

In carrying out the surveys that led to the successful and uneventful cruise of the *Nautilus*—and only shortly afterward that of the U.S. nuclear submarine *Skate*—Canadian scientists had served in U.S. ships and U.S. scientists in Canadian ships. Dr. Lyon had served for a short time in the *Labrador*.

Canadian organizations co-operating in Arctic research had included the Defence Research Board, the Royal Canadian Navy, the Fisheries Research Board, the Hydrographic Service, the Geodetic Survey, the Pacific Biological Station and the University of British Columbia.

At the conclusion of Dr. Lyon's press conference, Dr. Cameron observed that there was a great shortage of trained oceanographers in Canada, perhaps because oceanography was a comparatively new science and students were not aware of the opportunities.

Dr. Cameron said that the University of British Columbia was alone in Canada in offering a degree course in oceanography. It had graduated four oceanographers with the degree of Doctor of Philosophy since 1949, and 15 others with the degree of Master of Science.





# Chesapeake's Ultimate Fate

*Timbers Traced by Stephen Leacock to  
Old Hampshire Mill*

*Beginning in 1942, when HMCS Cornwallis was housed in Halifax, and continuing until the end of the war in Europe, the training establishment published a lively monthly newspaper entitled The Crow's Nest—a name which, in modified form, anticipated the one carried on by this magazine for the past ten years. One of the contributors to the Cornwallis publication was the late Stephen Leacock, economist, historian and beloved humorist, whose story of how he learned of the ultimate fate of the American frigate Chesapeake was told in December 1943 issue. It is reprinted here with retrospective gratitude to the editors of The Crow's Nest.*

EVERYONE RECALLS from his school history the immortal story of how the great fight between the American frigate *Chesapeake* and the British frigate *Shannon* outside of Boston on June 1, 1813. It is not merely the victory of the *Shannon* that is remembered but the chivalrous nature of the conflict, the ships meeting after a courteous challenge from Captain Broke of the *Shannon* to Captain Lawrence of the *Chesapeake*. Broke generously offered to send any of his attendant vessels out of range of helping him. The ships were an even match—*Shannon* 1,066 tons, broadside 544 pounds, crew 330; the *Chesapeake* 1,135 tons, broadside 570, crew (about) 400.

The result of the battle was a complete victory for the *Shannon* but with terrible loss on both sides. Lawrence was mortally wounded; Broke so desperately wounded as never fully to recover, though he lived to be an Admiral and only died in 1841. There is a fine account of the battle in Mr. C. H. J. Snider's book "The Glorious *Shannon's* Old Blue Duster."

Now I have always had a certain personal interest in the *Chesapeake*. I have on my library table a "chunk" of very hard wood (teak or mahogany, I suppose) about 8 inches by 3 by 2½ inches, that was originally a piece of the *Chesapeake*. I have had it for nearly 70 years, the kind of thing you never lose if you pay no attention to it, and like the fidelity of an old friend.

When I was leaving England 67 years ago, as a little boy of six, my grandfather who lived in the Isle of Wight gave me this piece of wood and said, "That was a piece of the *Chesapeake*." Written on it in his writing, but now faded beyond recognition, were the words "A Piece of the American Frigate *Chesapeake*—captured 1813".

I always wondered how my grandfather came to have a piece of the *Chesapeake*, and this gave me an interest in the fate of the vessel. But any printed account in the histories merely said that the *Chesapeake* was taken across the Atlantic to England—which is quite true,—and was commissioned in the service of the Royal Navy,—which is not so.

But it has only been of late years when I have been concerned with writing Canadian History and especially recently when I have been occupied with writing an historical introduction (Canada and the Sea) for the narrative of

"Canada's War at Sea" which Mr. Leslie Roberts is compiling under official auspices, that I have been able to get full details of the fate of the old ship. I am indebted here very greatly to the library staff of the Boston Public Library.

The amazing thing is that the *Chesapeake* was taken on to England, and is still there,—all the best timbers of the vessel, built in solid as they came out of the ship went into the making of a mill and still throbbing and quivering all day as the mill, a hundred and twenty-three years old, still hums in an English village, grinding corn.

The mill is at Wickham—and if you don't know where Wickham is, I may say it's near Farcham—and Farcham? well, close to Portchester—and Portchester?—well, that's where I lived in England. Anyway, all these places are in Hampshire, freely admitted to be (by all who live there) the noblest of the English counties.

So there's the mill, and nobody knows about it. The reason is that people who





know all about the *Chesapeake* know nothing of Wickham and people who live in Wickham know nothing about the *Chesapeake*, though of course they all know about the old mill. It you said "That mill was built out of the American ship *Chesapeake* wasn't it?" they'd say, "Ay, like as not!"—meaning that that would be just the kind of thing to build a Hampshire mill out of.

Here is the story, though lack of space forbids full citation of authorities.

After the battle of the 1st of June the *Chesapeake* was sailed (or partly towed?) to Halifax harbour—a voyage of five days. She entered the harbour in the wake of the *Shannon* on June 6, presenting a terrible contrast of glory and tragedy, pride and honour—gay strings of bright flags of victory flying above but battered ports and broken bulwarks, patched up as might be after the havoc of the broadsides.

Judge Haliburton, the famous writer still remembered for Sam Slick, went on board. "The *Chesapeake*," he wrote, was like a charnel house . . . main deck filled with hammocks of the wounded, dead and dying . . . the deck had of necessity (heavy weather?) not been cleaned . . . steeped in gore as in a slaughter house." The body of Captain Lawrence who had died on board, lay on the quarterdeck under the Stars and Stripes. He was buried, with many of his men, in Halifax.

The *Chesapeake*, refitted as might be, was sailed across to Portsmouth. There history loses her with the false lead that the Royal Navy recommissioned the ship. This is not so nor can I find any definite authority to say that she ever sailed again. She was bought as she stood for £500 by a Mr. Holmes. He broke up the vessel, sold several tons of copper from the sheeting with all fittings and timber and doubled his money. The main timbers were pitch pine, new and sound and some of them were sold for house-building in Portsmouth but the best of them were bought by a Mr. John Prior for £200 to build a mill. This he duly erected (1820) in the hamlet of Wickham. The main timbers of the deck, built into the structure intact, were (and are) 32 feet long and 18 inches square. The purlins were used, just as they were, for joists.

With that the *Chesapeake* was forgotten and Wickham,—it ante-dates the Norman Conquest,—fell asleep again.

Forty years later a descendant, or relation (I cannot trace him) of Captain Broke of the *Shannon* got interested in gathering information. In a memoir which he wrote he quotes a letter from

the Vicar of Farcham, date of 1864, with the information given above and from the statement that the timbers of the *Chesapeake* (in fact the whole mill) seemed "good for centuries yet."

They talk in centuries in Hampshire. Then comes another sleep.

Then a *Hampshire Gazetteer and Guide* of 1901 reports that the mill at Wickham made of the timbers of the *Chesapeake* is still intact and in active operation.

Then followed another sleep of the topic till in 1943 I woke it again by writing to the present Vicar of Farcham. I hadn't written sooner because, although I knew the *Chesapeake* was in a mill, I was looking for the mill to be on the Isle of Wight.

So I wrote to the Vicar of Farcham who referred me to Mr. George Orwell of Farcham who has done a lot of antiquarian work, especially in things concerning the Navy and whose writings under the name of *Historicus* are well

known to all people who love British Antiquities (very fine people.)

Mr. Orwell writes me to say that the mill is still (April 4, 1943) quite as it was, timbers and all, going strong and likely to go a long while yet.

What ought to be done about it? These timbers of the deck of *Chesapeake*—rebuilt into their earlier semblance, should have something of the sacred memory of the deck of the *Victory*. Why not buy them and give them to the United States? They should be a gift to the Naval Academy at Annapolis. Those who know that place will recall its trophies—the proudest part of the establishment. There swings still afloat the schooner *America* that won the cup in 1850, something never recaptured, there is the old *Constitution* and the *Reina Mercedes* and there in the great hall is Perry's flag with his "Don't give up the Ship", and much else.

The *Chesapeake* would build into a fine platform, the old deck reproduced, for Mr. Churchill to lecture from.

## BRANCH SUFFIXES REMAIN

**A**LTHOUGH branch distinction colours are disappearing from the uniforms of officers as a step toward the establishment of a general list, rank suffixes—(S), (E), (SB), etc.—are being retained for the present.

General Message 178, 1958, authorizes the optional removal of distinction colours from sleeves, collar badges, and shoulder straps by all officers of the regular force and reserves, except officers in the medical branch, commencing September 1, 1958, and the compulsory removal effective January 1, 1960. The report of the Ad Hoc Committee on RCN Personnel Structure recommended the removal of distinction cloth in order to foster the general list principles.

CANGEN 178 does not imply any change in the existing branch structure at this time. The use of suffixes to distinguish the branch to which an officer belongs will continue for the present. When the general list is introduced these branch suffixes will be abolished. A requirement will remain, however, to distinguish the special skills possessed by each officer for employment purposes. This will most likely be accomplished by a numerical designation system.

The question now being examined is to what extent serving officers will be affected and a decision will no doubt be reached by about the end of 1958. Before any decision can be made the following are some of the factors which must be considered:—(a) The existing distribution of officers by age and seniority against the ideal distribution;

(b) The background and ability of serving officers; (c) The future officer requirements of the navy; (d) The current shortage of officers; (e) The need to maintain the fighting efficiency of the RCN during the transition period, and (f) the Chief of the Naval Staff's directive that the rights and interests of officers and men are to be carefully guarded.

When this jigsaw puzzle is put together it will be possible to determine to what degree a cross-training programme is either essential or desirable and how it should be carried out.

In the meantime, the removal of distinction cloth represents the first step towards the future general list system and provides all officers with a satisfactory period of time in which to make changes in their uniforms.

The following branch distinction colours were being worn at the time General Message 178 was despatched and all but two (the scarlet and maroon of the medical branch) will have disappeared by January 1, 1960.

Engineer . . . . .	purple
Medical . . . . .	scarlet
Medical Administrative	} maroon
Nursing . . . . .	
Medical Technical . . . . .	} white
Supply . . . . .	
Instructor . . . . .	light blue
Constructor . . . . .	silver grey
Electrical . . . . .	dark green
Ordnance . . . . .	dark blue
Special Branch . . . . .	emerald green
Civil Engineer . . . . .	brick red



Children's swings generally are subject to heavy wear and those at the Grenfell Mission Orphanage in St. Anthony, Newfoundland, are no exception. Swansea personnel replaced the lines during a visit there and, at last report the youngsters were doing their best to wear them out again. Petty Officers Tom Cullen and Laurent Demers get a hand from one of the orphanage lads. (SWE-0145)

## VISIT TO ST. ANTHONY

FOR THE SECOND time during the year the *Swansea* visited the town of St. Anthony at the northern tip of Newfoundland to allow the ship's company to renew a friendship with the children of the Grenfell Mission Orphanage. UNTD Cruise "Charlie" was the occasion of the more recent visit.

The *Swansea* had spent New Year's Day, 1958, at St. Anthony and, to celebrate the holiday in this northern outpost, two parties were given for the children at the orphanage and the Grenfell Mission Hospital.

Ever since that winter visit, the Grenfell Orphanage has been a subject of considerable interest, and the cause of considerable activity on board the *Swansea*.

A committee consisting of PO Tom Cullen and AB Frank Larkin volunteered to collect money, and Ldg. Sea. Raymond Pilon undertook to collect clothing against the day that the frigate would return to the orphanage.

The money came from individual contributions and profits from bingo games held in the ship.

On arrival in St. Anthony on July 29, the ship was visited by Rear-Ad-

miral F. L. Houghton, RCN (Ret'd), business manager and a director of the International Grenfell Society.

In the afternoon a party was held in the ship's cafeteria for the children of the orphanage and also a number of local children.

A cheque was presented by PO Cullen to Dr. Gordon W. Thomas, assistant superintendent of the Grenfell Society and medical officer in charge of the Mission Hospital at St. Anthony.

The sailors also repaired the orphanage swings and from that day they were in constant use. The money was used by recipients to buy a "jungle gym" outdoor climbing frame for the children's amusement and exercise.



## PREVENTION PROGRAM PAYS OFF

During the first eight months of this year fire losses throughout ships in harbour and establishments of the Pacific Command of the Royal Canadian Navy totalled only \$578. This takes in all naval areas throughout British Columbia.

"This extremely low fire loss is reflective of the high standard of fire prevention which exists in the command", noted Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, in a statement relating to Fire Prevention Week which got under way October 5.

The Admiral paid tribute to the efficiency of the Naval Fire Service, "and also the fire consciousness of all naval and civilian personnel serving, employed or residing in the Command."

"In order to ensure that low fire losses are maintained," he continued, "it is imperative that all of us have a thorough understanding of the basic principles of fire, and practice fire prevention at all times."

The command's low fire loss record has not been a matter of pure luck. It is the result of never-ending vigilance on the part of the naval fire-fighting personnel; and a continuing program designed to familiarize and educate everyone within the naval base of the dangers of fire and how to prevent them.

Lt.-Cdr. (SB) Neil Duval head the naval fire-fighting force of the Pacific Command which includes all RCN establishments along the coast of British Columbia and a number of inland units.

Throughout Fire Prevention Week in the Pacific Command, a series of special programs were arranged to impress on everyone the importance of fire-prevention. The schedule included lectures, the showing of movies, fire drills, and displays.

Lt.-Cdr. Duval reported that perpetual trophies presented annually to occupants of buildings displaying the greatest improvement in the fire prevention field over the past year have been won as follows: Workshop buildings, won by Ordnance Building No. 192, Dockyard; Accommodation and Administration Building, won by Morseby House, (Wren living quarters), *Naden*; and Stores Buildings, won by Naval Stores Building No. 66, Colwood.

Presentation of the awards was made on October 10 in front of the Dockyard Fire Station.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS *Restigouche*

This ultra-modern destroyer escort of the RCN Atlantic fleet has been making herself known in anti-submarine exercises during a two-month trials cruise with U.S. Navy units.

While progressing evaluation of equipment and systems, the Canadian-designed and built *Restigouche* not only made consistent contact with submarines employing evasive tactics but on at least one occasion actually landed practice bombs on the hulls of submarines lurking under water. The Canadian sailors were gratified and the Americans surprised when they surfaced to enter harbour and discovered the projectiles on deck.

The *Restigouche*, commanded by Cdr. John W. McDowall, had been away from port since September 5 during which she exercised strenuously with the Royal Navy submarines en route to Bermuda and in the Gulf Stream and, later, with elements of the U.S. Navy and Key West, Florida and New London, Conn.

A recreational visit was paid Havana, Cuba, October 3-6, and the ship's company was prompt to leave the air-conditioned comfort on board to sample attractions in the old Cuban capital.

The *Restigouche* left Havana, rewarded by a comment from the chief of police, who said it was the best-behaved foreign warship in his memory.

Later, at Key West, softball and swimming were dominant since pocket money was not. Several groups went deep-sea fishing but sailfish had been supplanted by barracuda which, when brought into a boat, make unpleasant companions with their savagery and wicked teeth. *Restigouche* clearance divers encountered them at close quarters but made haste to surface and call it a day before harm was done.

Personnel put firmly behind them the strolls amongst coconut palms and banana trees, tours of turtle kraals and alligator farms. At Philadelphia for six days after the New London trials, they braced themselves for frost and snow flurries at home.



A utility helicopter was added last summer to VU-33 Air Squadron based at Patricia Bay, Vancouver Island to work with ships of the Pacific Command. The "whirly bird" is being used to assist ships in radar and gun alignment, and is also available for communications work in transporting personnel between ship and shore, and between ships. It was the first naval helicopter to be based in the Pacific Command. (E-46666)

Nevertheless, everyone looked forward to the command "Hands fall in for entering harbour" as the ship squared herself off November 5 within sight of George's Island and the homecoming to the Halifax Dockyard.

### HMCS *Iroquois*

The destroyer escort *Iroquois* was commissioned October 17—"not in the first flush of youth, but . . . a redoubtable lady", in the words of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

Cdr. W. D. F. Johnston commands the ship which will join the First Canadian Escort Squadron operating from Halifax.

The *Iroquois* was the first of Canadian Tribal class destroyers and was completed late in 1942. Her first action came in July 1943, while part of the escort for the ill-fated *California* and *Duchess of York*. A plaque on board commemorates her role as a rescuer for, in addition to her normal complement of 250, she carried 628 survivors.

After a refit in Halifax, the *Iroquois* played a major part, beginning in August 1944, in disrupting German coastal supply, sinking or assisting in the sinking of 15 ships and damaging others, including a German destroyer. Later, she was on the Murmansk run, and was involved in a number of minor engagements. One of the last of her varied war-time duties was escorting Crown Prince Olaf of Norway on his return to Oslo from exile.

The *Iroquois* was placed in reserve at Halifax at the end of the war, but shortly thereafter was commissioned as depot ship of the reserve fleet. Later she was employed to provide training afloat for cadets of University Naval Training Divisions. She was paid off in 1951.

After extensive modernization, the ship emerged as a destroyer escort, geared particularly for anti-submarine warfare. She was soon off to war again, sailing from Halifax on April 21, 1952, to join the United Nations' fleet in the Korean war theatre. The *Iroquois* served three tours of duty in

the Far East, during the first of which a direct hit on one of her guns killed an officer and two men. Her main activity in the Korean war was remote from actual anti-submarine warfare, for she carried out gunnery duels with Communist shore batteries, blasted away at North Korean supply trains and guarded against reinforcement by sea of the red armies. Her Korean tours ended with her return to Halifax in March 1955.

When the First Canadian Escort Squadron was formed in December of that year, the Iroquois became a member, remaining in service until last November when she was paid off at the dockyard.

The commissioning ceremony took place in the dockyard in fitful sunshine, with the *Stadacona* band and a handful of guests. Admiral Pullen traced the history of this doughty warrior, stressing that her "battle honours were not handed out with the rations. . . they were earned", and went on to remind the new ship's company that the people in a ship cause its exploits and they, as a new crew, should have this thought ever before them.

By coincidence the last three commanding officers have been specialists in navigation-direction. They include, successively, Cdr. D. L. Hanington, Lt.-Cdr. M. W. Mayo and the new captain.

#### HMS Alderney

"Welcome back to Halifax and my command," was the message from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, to HMS *Alderney*, when she joined the Sixth Submarine Squadron at Halifax, September 26.

The *Alderney*, commanded by Lt.-Cdr. R. A. Hedgecock, RN, bore visible evidence of her return to service in Canada—a maple leaf on her conning tower in squadron colours — red and blue.

Her last stay in Canada ended in October 1956. She returned to Halifax as a streamlined submarine similar to HMS *Ambush*, which rejoined the Halifax station in June.

They and HMS *Alcide* (not modified) form the RN squadron in Canada, which operates in support of RCN and RCAF air and surface units and in a training role.

#### HMCS Fort Erie

The *Fort Erie*, following a long refit, was commissioned on July 3 in HMC Dockyard, Halifax. The commissioning service was conducted by Chaplain B. A. Peglar, and was followed by two

short addresses, one by the Flag Officer Atlantic Coast, Rear-Admiral H. F. Pullen, and the other by the commanding officer, Lt.-Cdr. C. H. LaRose.

Since then the *Fort Erie* has been very active on trials, working up and, in general, raising the standard of efficiency throughout the ship.

Assuming the duties of the Squadron Commander of the Seventh Canadian Escort Squadron on September 2, the *Fort Erie* was in the following weeks engaged on squadron work-ups in the West Indies.

The ship's company has shown a great amount of enthusiasm and has settled into its new home. In between exercises keen competition and interest has been shown in skeet and turkey shoots, the squadron regatta and skin diving.

A very successful newspaper has been founded and dubbed *The Fort Erie Fighter*. At present it promises to surpass *The Crow'snest*.

#### Seventh Escort Squadron

The Seventh Canadian Escort Squadron sailed from Halifax on October 14 to carry out squadron work-ups. The cruise was designed to prepare the ships to work together as an anti-submarine group and to promote general efficiency in the Squadron.

The initial phase of the cruise to Bermuda consisted of general drills, manoeuvres and gunnery exercises. After a pleasant two-day visit to Hamilton, Bermuda, the Squadron carried extensive anti-submarine exercises with HMS *Ambush*. During this time aircraft from the USN assisted in the detection of the submarine.

The Squadron then steamed south to San Juan, Puerto Rico. Here a regatta was held, which resulted in the *Buckingham* winning a closely-fought contest. The final port of call was Boston where the ships' companies took advantage of early Christmas shopping.

The cruise terminated in a national exercise off Halifax, which was rewarding.

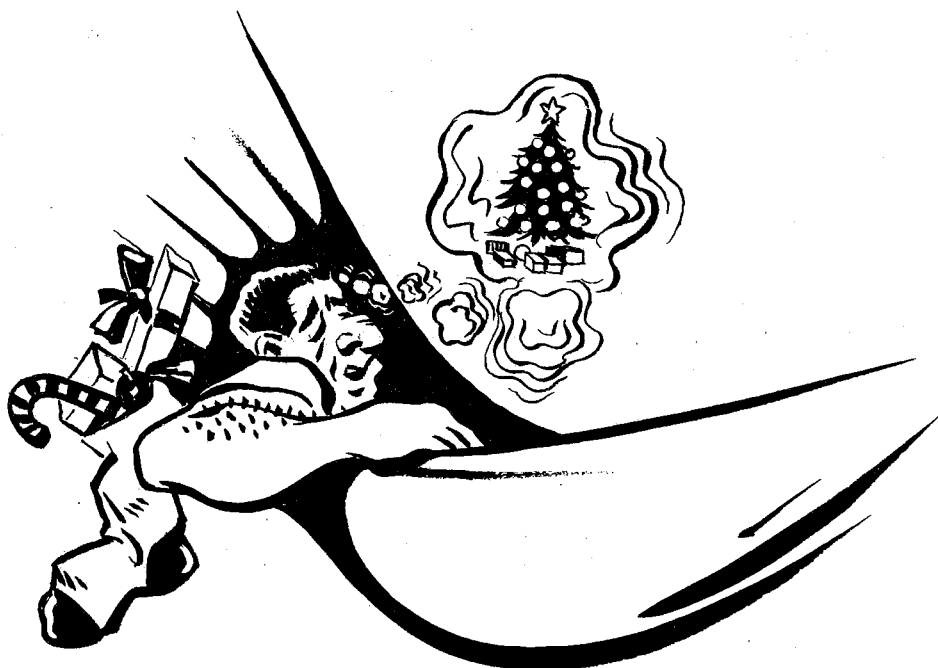
#### HMC Communication School

A recent innovation in CR1 training has resulted in a competition to parallel the Matheson trophy which is competed for each month by the CV1 classes. The competition is in the form of a radio relay—a timed event which compares classes in their ability to send a message by means of a runner, teletype, voice, CW and light. The first running of the relay provided some amusement but at the same time showed that considerable interest had been aroused in what is to become a monthly classic.

#### Navigation Direction School

Apart from presenting the work of the (ND) Branch to the public in a neat and attractive manner, the (ND) School tried a new theme by showing the public the harbour of Halifax on charts, radar, and television on Navy Day this past summer.

People, attracted by a high-level colour slide show, were invited to peer into an LN-27 radar display, showing the harbour very clearly. Next, on television, they could see that part of the Navy Day activities in the harbour selected by the TV cameraman on





the roof. And lastly they could examine an ancient (1781) and a new chart of the harbour of Halifax.

Amongst the instruments and equipment on display was one new and significant contribution to radio navigational aids in North America; the Bendix-Decca Navigator. The establishment of Decca stations along Canada's east coast represents the introduction of one of the most modern and accurate forms of radio navigation.

### HMCS Cornwallis

For new entries in *Cornwallis*, the old order hardly ever changeth.

Once in a while, however, among the many young men that join the *Navy* and graduate from new entry training, the law of averages collapses and throws together a complete group of unusually proficient recruits. Such a division has been *Margaree* 2/58. During their first month in the running they topped the efficiency standings, and in their second, they won both sports and efficiency competitions, thus obtaining the coveted Cock-o'-the-Walk. There is little doubt that these men will look back upon their new entry days with some pride and satisfaction.

Among its other duties, *Cornwallis* numbers one which is as seasonal as the birds. That is the provision of guards and bands for public celebrations ranging in importance from a Royal Visit to a civic anniversary. One of the harbingers of summer is the deafening sound of a guard practising volleys on the parade square.

This year, to name but a few, new entry guards took part in the visit of Princess Margaret, the Quebec and Halifax civic celebrations, the Lunenburg Fish Festivals and local Natal Day celebrations. This is an interesting diversion from the humdrum routine of training, and provides valuable experience for the peace-time sailor.

## NAVAL DIVISIONS

### HMCS York

"It was the most successful officers' party at HMCS York in many years."

That was the comment of many officers at the 1958 Trafalgar Ball, the social highlight of the year, held on October 24 at Toronto's naval division.

A total of some 560 people attended the function including the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf and Mrs. DeWolf; the Commanding Officer Naval Divisions, Commodore E. W. Finch-Noyes and Mrs. Finch-Noyes; Senior Naval Officer Toronto, Commodore R. I. Hendy and

Mrs. Hendy; the Commanding Officer, York; Captain John Goodchild and his lady, Miss Beverley Houghton, and the Senior Naval Liaison of United Kingdom, Captain R. G. Dreyer, and Mrs. Dreyer. The ball marks the famous victory of Admiral Nelson.

Denny Vaughan and his orchestra provided the music for continuous dancing from nine to two. There also was a continuous buffet from 11 to one.

Lt.-Cdr. Lloyd Davies, staff officer York, set up the decorations on a nautical theme, featuring soft indirect lighting.

York's engineering branch has set a fast pace as far as major promotions are concerned. In the past year, four of the branch were promoted to leading seamen; two to petty officers first class; two to chief petty officers, second class; and for the first time in York's history, one member was promoted to chief petty officer, first class.

CPO Thomas C. Riley headed the list. Passing his final examination at Mechanical Training Establishment for an engineering charge certificate, he qualified and was promoted to CPO first class. Chief Riley joined York in 1954.

Promoted CPOs second class were Ernie R. Wirth and Paul Bruder. Both passed their engine room ticket examinations.

New petty officers first class are Jack Stanley Bulleons, who joined York as

an able seaman in 1951, and Kevin Barry.

Promoted to leading seamen in the past year were Able seaman Gasser, Hughes, Rees and Smith. Four members received advancements in trade groups and six took the Leadership Course.

Officers—all officers—at York are getting parade training.

Commander R. S. Bunyard, training commander, announced that all officers without exception, must take at least 12 hours of drill before Christmas. This is part of the overall program to increase general interest and efficiency at the Toronto naval division.

### HMCS Chippawa

At a combined parade of the ship's company of HMCS Chippawa, and RCSCC J. T. Cornwell, VC, and RCSCC Crusader the famous "England expects . . ." signal was flown from the Winnipeg naval divisions.

The flags are, in some cases, now outdated but were made up by wives of members of the ship's company and are believed to be an accurate reproduction of the original. Flood-lit at night during Trafalgar Day celebrations, they greatly impressed guests for the Trafalgar Day Ball and caused much comment locally.

The salute was taken at the church parade by Hon. Captain H. E. Sellers, RCN(R).



The frigate Outremont returns to the dockyard after a 4,500-mile journey to the eastern Arctic. Saluting the arrival of the ship from HMCS Buckingham are AB James Harryett, quartermaster, and Sub-Lt. J. Douglas Connors, officer of the day. (HS-54273)

# THE TRAINING OF GENERAL LIST OFFICERS

## *Broader and More Challenging Careers Assured*

*"The introduction of a new officer structure . . . , will provide opportunity for a broader and more challenging career. Existing branches will be abolished and three lists . . . the General List, the Special List and the Limited Duty List, will be formed. The majority of officers will be borne on the General List . . ."*

—Extracted from a message to the Fleet from the Chief of the Naval Staff on November 4, 1957.

**T**HE PAST SUMMER has seen the launching of the General List training program, arising out of the recommendations of the special committee on RCN personnel structure which brought down its report a year ago. It is a program which will have a profound effect on the careers of all cadets and junior officers who have entered the Royal Canadian Navy since 1955.

The officer of tomorrow will be expected to acquire general proficiency in a greater number of skills during the early part of his career than was required of officers in the past. He will, for example, be equally capable of standing a watch on the bridge or in the engine room; he will be able to supervise self-maintenance of the hull and fittings of his ship or command armed parties ashore; he will know how to keep the ship's books and look after correspondence; he will be trained in weapons control, navigation and communications and many other professional subjects.

The future of the Navy will depend on the efficiency of the new training program and the dedication of the officer cadet. Those responsible for training must ensure that standards are high and offer a challenge, if interest and enthusiasm are to be maintained.

Apart from the short service entry through the Venture Plan, officer candidates enter the Royal Canadian Navy by way of two related plans, the Regular Officers' Training Plan (ROTP) and the College Training Plan (CTP), the latter applying only to men selected from the lower deck for officer training.

The revised regulations for the training and promotion of ROTP and CTP officer cadets are to be found in General Order 12.01/6, Section W. All ROTP and CTP cadets subsequent to the 1955 entry will be trained and pro-

moted in accordance with the new general list principles laid down in the order. The 1954 entry cadets will continue to be trained and promoted under the existing branch regulations.

The general science course provided at RMC is the standard for ROTP and CTP cadets. Cadets are, however, permitted to take other courses in the engineering faculty at RMC. University courses have been equated to the RMC

standard on the basis that any course is acceptable, providing it includes two years mathematics through integral and differential calculus and two years physics, and subject to the final review of subjects selected by Naval Headquarters.

Application has been made to the Province of Ontario to obtain a degree-granting charter for Royal Military College and there appears to be a good



During a tour of the U.S. Navy Yard at Bremerton, Washington, in late October, cadets from Royal Roads had an opportunity to board the famous battleship USS Missouri, scene of the Japanese surrender on September 2, 1945. A special plaque marks the spot on the Missouri's deck where the surrender papers were actually signed. Here, looking over that plaque, from the left are Officer Cadets Merle J. Grott, Robert A. Rutherford, William Takaki, Gordon C. Tovel, and Calvin G. Vardy. (E-47561)

likelihood that such a charter will be granted. This change will mean that ROTP and CTP cadets, subsequent to 1955 entry, attending a Canadian Services College, will not be required to complete a fifth year at a university for a degree.

To assist in the preparation of a new professional training program for ROTP and CTP cadets, standards which must be achieved by the end of the first sea phase of the junior officer's career have been established. These standards are briefly outlined in the table at the end of this article. The training time available to achieve them will be about six and one-half years, four of which will be spent in academic training as a cadet.

On completion of his college course, the graduate will undergo a "pre-fleet course of about 32 weeks' duration. He will then go to sea for his first two-year sea phase as a sub-lieutenant.

Throughout his college course, however, he has been receiving indoctrination and training in the ways of the Navy. During his Canadian Services College or university academic year he spends a small number of periods in integrated or single service studies. During the first, second and third summers of his college courses, he puts in summer training periods of 12 weeks' duration each, either ashore or afloat.

The professional training program was prepared by representatives from the appropriate naval schools with the assistance of Col. W. R. Sawyer and Dr. G. W. Holbrook, from Royal Military College, to ensure that full use was made of the available time, to eliminate repetitive instruction between schools and to ensure that the academic and professional training were, as far as possible, integrated.

To improve the standard of summer training, a squadron of frigates has been provided. The squadron will carry out the training program for all officer cadets during the first and second years. The number of cadets born in each frigate will be kept low. This, combined with first-class instructors, will ensure a high level of instruction.

During the third summer training period each of the operational destroyer escorts will carry a small number of cadets for practical engineering, weapons training and electronic experience. Commencing with the third summer cadets will be given the title "cadet midshipman", will wear midshipman's rank designation and will be messed with the ship's officers in the ward-room.

The Pre-Fleet course which follows graduation from a Canadian Services College or university will include instruction in operational, divisional,

weapons, electronic, air, engineering, damage control and supply duties. This will complete the professional background needed for them to obtain full advantage from the first sea phase.

During the first two-year sea phase of his career, the junior officer will obtain upper deck and engineering watchkeeping certificates and experience in all the other departments in the ship, e.g., weapons, supply, etc.

The table under which cadets can gain points for promotion is printed as Appendix "A" to General Order 12.01/6, Section W, referred to above. It is possible for a cadet, garnering the maximum number of points, to have his seniority antedated as much as 20 months.

The results of the past summer's training program are at present being studied and any improvements necessary will be made to the program.

The following table shows the duties an officer is expected to be able to carry out in a destroyer escort at the end of his first two-year sea phase:

(a) *Watchkeeping Duties*

- (i) Officer of the Watch at Sea (Bridge and Operation Room) and in harbour;
- (ii) Engineer Officer of the Watch (including supervision of electrical power generation and distribution).

(b) *Divisional Duties*

- (i) Divisional Officer of any division in the ship.

(c) *General Duties*

- (i) Supervise normal routine, work and upper deck evolutions;
- (ii) Supervise maintenance of hull and fittings as required in self-maintenance;
- (iii) Command armed parties for ceremonial and operational purposes.

(d) *Administration and Supply*

- (i) Administer the Supply department;
- (ii) Assume responsibility for cash;
- (iii) Act as correspondence officer;
- (iv) Act as Explosive Account Officer.

(e) *Weapons Duties*

- (i) Weapon Control Officer (all systems);
- (ii) Officer of the Quarters (all systems);
- (iii) Gun Direction Officer.

(f) *Navigation Duties*

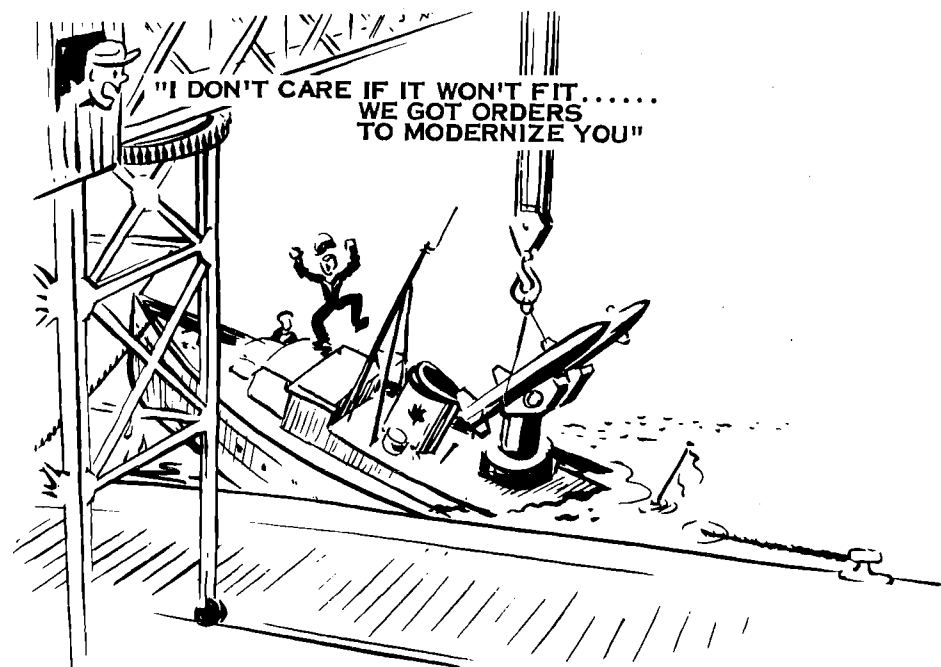
- (i) Navigating Officer.

(g) *Communication Duties*

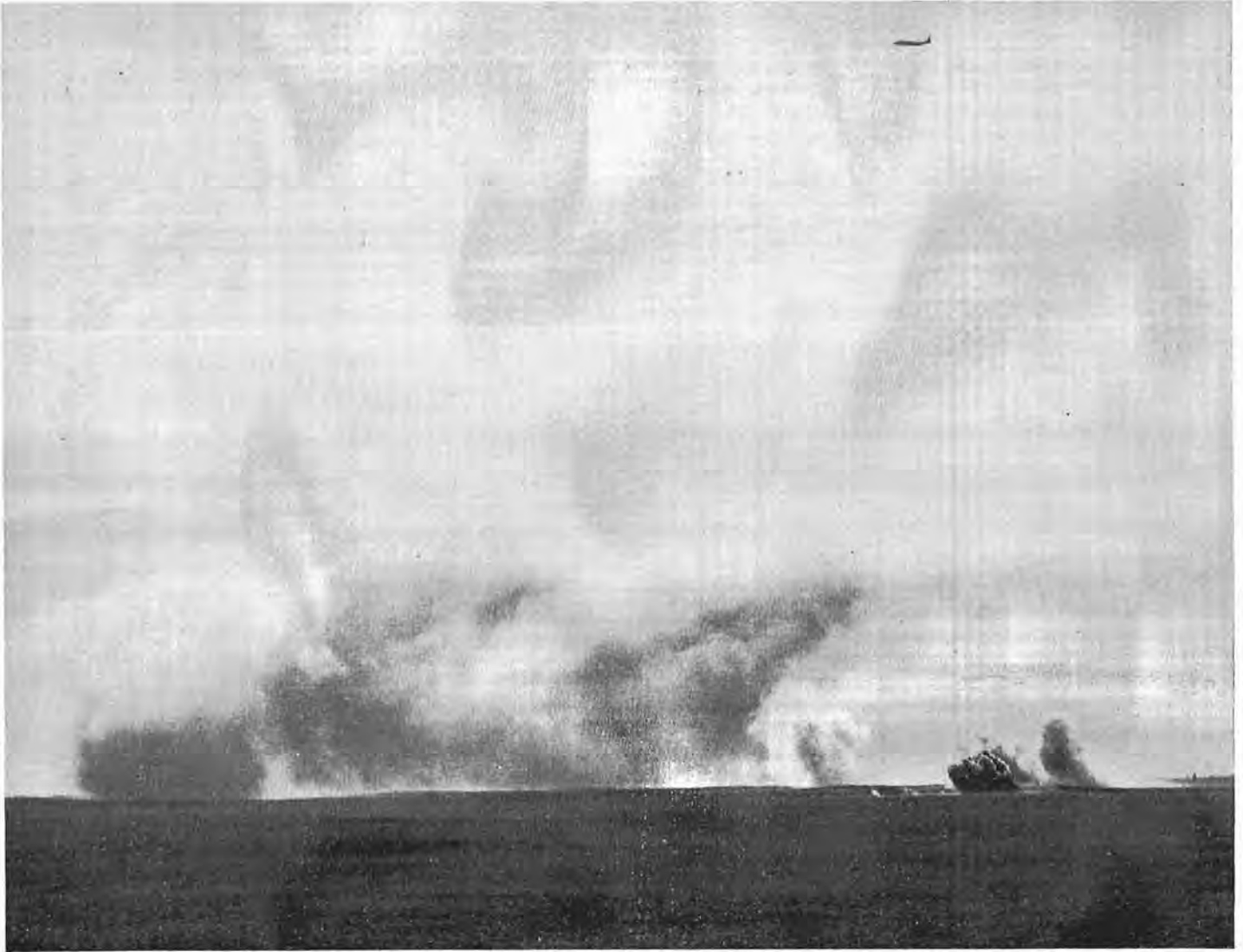
- (i) Administer the communication department;
- (ii) Supervise maintenance of communication equipment;
- (iii) Act as custodian of crypto and confidential publications.

(h) *Damage Control Duties*

- (i) Section Officer;
- (ii) Ship's Monitoring Officer.







Thunder and smoke roll across the prairie as Banshee jet fighters of VF 870 and VF 871 attack targets with bombs and rockets during the visit of naval flyers to the Canadian Joint Air Training Centre, Rivers, Manitoba, in October and early November.

## BANSHEES OVER THE PRAIRIE

**T**HE ROAR of Navy jets in prairie skies has been stilled for another year with the return of the RCN's two front-line fighter squadrons to their Atlantic coast land base at HMCS *Shearwater*.

The two squadrons, VF 870 and VF 871, carried out tactical air support training during October-November at the Canadian Joint Air Training Centre, Rivers, Manitoba.

First personnel to arrive for the program, involving nearly 250 officers and men and one wren, were those of an advance party of armourers and No. 1 Ground Liaison Group under Captain

J. B. MacKay, RCA. Maintenance personnel and equipment came later in C119 "flying boxcars".

After a 24-hour delay due to bad weather in the Maritimes, the eight Banshee jets of VF 871 arrived at Rivers about Saturday noon, Oct. 11, under the command of Lt.-Cdr. J. J. Harvie, who was welcomed by Lt.-Cdr. Watson, naval assistant to the commandant.

The eight jets of VF 870, led by their commanding officer, Lt.-Cdr. W. J. Walton, reached Rivers at 1700 on Thanksgiving Day, October 13, and four hours later all the C119 aircraft had arrived with VF 870's personnel and equipment.

For the first week of operations, both squadrons enjoyed good flying weather and made good use of the air-to-ground range at Camp Shilo.

On Thursday, October 16, *Shearwater's* commanding officer, Captain R. P. Welland, arrived to observe the squadrons at work. He made the trip in a T-33 piloted by Lt.-Cdr. D. H. McNicol, commanding VT 40.

On October 17 a welcome dance was held for the squadrons, the additional naval personnel of the two squadrons bolstering the training centre's normal RCN complement of only five officers and men.

The second week began with VF 871 carrying out artillery reconnaissance exercises with artillery support provided by "F" Battery from 2 RCHA, Winnipeg, and VF 870 exercising on the air-to-ground ranges. However, two days later, the Navy flyers were plagued with low ceilings and early morning fog, a condition which lasted for almost a week. With limited flying taking place for the remaining three days of the week, the opportunity was taken to carry out a ground lecture training program.

On the Saturday morning of that week, the centre was visited by officers and cadets of RCSCC *Swiftsure*, Brandon; the 71st Field Battery (SP), RCA, Brandon, and members of the Brandon branch of the Navy League of Canada. During the visit the cadets saw static displays of all types of aircraft, visited the airborne school, watched a fly-past and display by eight Banshees from the two squadrons, and were taken on an air familiarization flight in a Dakota aircraft.

The third week began with both squadrons carrying out live advance control exercises and making a maximum effort to regain time lost during the previous week. Banshees were over the range by 0800 every day and the last jets were landing on at last light. Forward air control for these exercises was carried out by Lt. A. F. Cottingham, a member of the RCN staff at CJATC.

During this time, each squadron averaged 25 sorties a day and credit must be given to the armourers and maintenance personnel for their part in maintaining this heavy flying schedule.

On Thursday morning, October 30, VF 870 concluded its training program by launching a strike of eight Banshees against targets on the range. That same evening, the squadrons were paid an informal liaison visit by Captain G. C. Edwards, Deputy Assistant Chief of Naval Staff (Air and Warfare), and Lt.-Cdr. A. A. Schellinck, Staff Officer (Fighters), in the Directorate of Surface and Air Warfare.

On Friday, VF 861 continued to attack targets on the ranges, while pilots of VF 870 took the opportunity to fly cross-country flights.

The week-end was taken up with maintenance and, on Sunday morning, the first two C119s airlifting for VF 870 left Rivers.

The eight Banshees of VF 870 left CJATC on Monday morning, November 3, for *Shearwater*. Meanwhile, VF 871 continued dropping high explosives on targets at the range and in the evening,

six Banshees gave a fire power demonstration for army and air force officers on the Land/Air Warfare (Intermediate) Course No. 7, and approximately 50 maintenance personnel of the Navy squadron.

The flying program ended Tuesday, November 4, after a power demonstration by six Banshees for local press and TV reporters who were concluding their coverage of the squadrons' visit to Rivers.

VF 871's aircraft left for *Shearwater* on November 5 and 6, followed by the

ground party on November 7 and 8, the retard party left on Monday, November 10.

During the training period the two squadrons flew a total of 389 sorties, with VF 871 flying 294 of them.

The following armament stores were used:

	500-lb. bombs	rockets	20mm cannon	11½-lb. practice bombs
VF 871	142	702	15,200 rds.	463
VF 870	106	340	13,240 rds.	—
Total	248	1,042	28,440 rds.	463



They called it "The tree that would not lie down" and it sustained its reputation through scores of bomb and rocket attacks by Banshee jet fighters, carrying out exercises at the Shilo, Manitoba, range during the visit of 870 and 871 Squadrons to the Canadian Joint Air Training Centre at Rivers. When the last bomb had fallen, Sub-Lt. (P) R. E. Ferguson, of VF 871 reverently climbed the shattered tree and rigged as a "battle flag" a tattered piece of the tarpaulin that marked the tree as a target. It is plain that there were many near misses, any one of which would have doomed a submarine.

# THE PRICKLY MEMOIRS OF MONTGOMERY

## *Hero of Alamein Writes Blunt, Controversial Book*

“**Y**ET MAN is born unto trouble as the sparks fly upward” is the quotation that appears at the beginning of “The Memoirs of Field Marshal the Viscount Montgomery of Alamein, KG”, and the Field Marshal could hardly have found a more apt sentence to sum up the story of his life. Judging from his “Memoirs” Montgomery has been in trouble from infancy, and the publication of his latest book will do nothing to smooth his path in the years that remain to him. Not that he would wish to have the path smoothed; it is quite obvious that he delights in battle, so long as he is on the right side—and Field Marshal the Viscount Montgomery is never on the wrong side, as he would be the first to point out.

Parts of the “Memoirs” have already appeared in serial form in *Weekend Magazine* and *Life* and in general the reaction has been violent, for Montgomery criticizes almost everything: the conduct of the First World War, the handling of the BEF in 1939-1940, the conduct of the war in North Africa before August 13, 1942, the campaigns in Sicily and Italy, the strategy employed in Northwest Europe after the Normandy battle, and the conduct of the “cold war”, to mention only some of the more important subjects. Nor is the criticism only general; the Field Marshal names names with great abandon, distributing praise and blame without fear or favour, and separating the sheep from the goats with great precision. His “Memoirs” are much less restrained than his “El Alamein to the River Sangro” and “Normandy to the Baltic”. He even goes so far as to imply that General Auchinleck was not in his right mind in August 1942, when he remarks about the latter that “nobody in his senses would have sent Ritchie (to the Eighth Army) to succeed Cunningham.” Field Marshal Sir Claude Auchinleck is not the only general to come in for strong criticism; Generals Gort, Ironside, Lumsden, Rommel (“he was no strategist”), Morgan and many others come in for their share. Nor are the politicians spared; all the War Secretaries mentioned in the “Memoirs”, except Sir James Grigg, are sternly dealt with. The Right Hon. A. V. Alexander in particular receives a most severe drubbing.

Strangely enough Montgomery treats the American generals more gently than one might have expected.

General Eisenhower comes in for considerable criticism, of course, as the architect of what Montgomery calls the “broad front” strategy in Europe in 1944, but the criticism is softened by a liberal measure of praise. General Bradley is treated with respect, which is perhaps not surprising; what is surprising is that General Patton—partly, no doubt, because he is no longer alive to defend himself—emerges from the verbal bombardment of the generals with hardly a scratch. The air force leaders, British and American, are also kindly treated, and there is no trace of that bitterness towards the air force that appears, for instance, in Bradley’s “A Soldier’s Story”.

### BOOKS for the SAILOR

Though a large part of the “Memoirs” is taken up with a critical discussion of the military events in which Montgomery took part, the book is not concerned only with such matters. Indeed the part that many readers will probably enjoy the most is that which describes his life before he took over the Eighth Army. Unlike most writers of memoirs, he is as frank when he writes of his childhood days as when he describes the mistakes of his fellow generals, and he does not hesitate to defy the traditions of autobiography by telling of his mother’s stern discipline and lack of affectionate understanding. Nor does he hesitate to describe his father as a saint, a description one will the more readily accept because of his frankness about his mother. It is probably not unfair to comment that, judging from the “Memoirs”, the Field Marshal inherited perhaps a bit more of his mother’s character than of his father’s.

Not that Montgomery’s character, as it is revealed in his “Memoirs”, is unpleasant. Many readers who have perhaps, as had this reviewer, formed their opinion of him largely on newspaper reports and on the works by generals, war correspondents, confidential aides and the like published in such great numbers after the war, will be pleas-

antly surprised by the “Memoirs”. The Field Marshal is apparently not just a peculiar cross between a publicity-seeking, egotistical, General Patton-type showman and a stern, forbidding, somewhat priggish puritan; rather he seems to be almost pleasant in many ways. Egotistical he is, to be sure, but not obnoxiously so. Certainly he likes publicity, but that is not an unusual trait. Those who may have smiled at some of Montgomery’s theatrical devices for securing publicity—his black beret with the two cap badges and his turtle-neck sweater, for instance—will be surprised at the reason he gives for adopting them. According to Montgomery they were not adopted for purely personal reasons; what he set out to do was deliberately to create a legend, to give the Eighth Army “not only a master but a mascot.” And certainly he succeeded; Montgomery was the Eighth Army, and the Eighth Army was Montgomery.

The Field Marshal also rationalizes very cleverly his detestation of liquor and tobacco, a peculiarity that, far more than his egotism, sets him apart from his fellow generals. Apparently his dislike for liquor and tobacco stems from no pathological or unreasoning prejudices. He seems to have consumed enough alcohol while he was with the Army in India to do him for a lifetime. As for tobacco, he simply does not like it, which is understandable enough. His reason for detesting these “evils” is simply that “excessive drinking and smoking tend to cloud the brain,” and a general, or any officer for that matter upon whose decisions men’s lives may depend, must have “an ice-clear brain at all times.”

Another aspect of the “Memoirs” which came as rather a surprise to this reviewer is the number of humorous passages it contains. Montgomery seems to delight in telling humorous anecdotes, and he tells them well. Most of them are too involved or too long to recount here, but perhaps one might be included. This one concerns Dean Hughes, then the head of 21 Army Group’s chaplain services, who, during the planning for the Normandy landings when tons of paper marked “Secret” and “Top Secret” were being passed around at headquarters, requested that he be allowed to mark his papers “Sacred” and “Top Sacred”.

There are several passages in the “Memoirs” which will be of particular



interest to Canadians. Many Canadians, for instance, will be interested to find that Montgomery is severely critical of the handling of the raid on Dieppe. As always, he makes out a very convincing argument, and no doubt there will be many readers who will agree that "we could have got the information and experience we needed without losing so many magnificent Canadian soldiers." Perhaps there will be a few who take offense at Montgomery's remarks about the Dieppe raid, but they should be mollified by his many laudatory references to Canada and Canadians.

Those who are interested particularly in the navy and in naval matters will find very little about the subject in the "Memoirs". Montgomery seems to have taken the navy for granted; he knew that he could depend upon the navy to do what needed to be done, and it seems that very seldom did he trouble himself with the naval aspect of military operations. Not that he underestimated the importance of the navy; he probably was more fully aware of its importance than any non-naval leader in the higher command. He realized, as so few seem to realize even now, that "The Second World War was fundamentally a struggle for control of the major oceans and seas—the control of sea communications—and until we had won that struggle we could not proceed with our plans to win the war."

Of the technical aspects of the book itself this reviewer can say little. It is printed in a fine, clear print on good quality paper. No misprints have been detected, and the index is as complete and as intelligently compiled as one may reasonably expect an index to be. The book is written in an admirably clear, precise, simple style and is remarkably free from the military jargon so often found in similar works. The one review of the "Memoirs" of which this reviewer has heard—but not read—apparently criticizes Montgomery's style, but it is difficult to see on what grounds such a criticism is made. Montgomery is no imitator, and his style is very much his own, but it is easy, even pleasant, to read, and that is all one can justly ask. The organization of the material is another matter and, if one must carp, perhaps this aspect of the book might have been improved.

It is difficult to do justice to Montgomery's "Memoirs" in a review, unless one is prepared to write one of book length, for in spite of the superficial treatment it has been given here, it is a work of major importance. Several chapters in it are of outstanding merit, particularly the one called "The Unity

of the West" which deals with the role of the Western powers in the "cold war". Others such as "My Doctrine of Command" and "Some Thoughts on High Command in War" are of special interest to officers of all services and indeed to all who are interested in military matters. But there is something to interest everyone in the "Memoirs", and it should not be lumped with the "war books" (including Montgomery's own) which were published in such great numbers after the Second World War. It is a remarkable work, in many re-

## THE FOUNDATION FRANKLIN

THE SALVAGE TUG *Foundation Franklin* was almost a household word among the people of the Atlantic Provinces in the late 1930s and during her last three years of service following her censorship-shrouded Second World War activities.

The *Franklin* was already 12 years old, and lay rusting in a German seaport when in 1930 she was purchased by a Canadian construction company which half-heartedly decided to enter the deep-sea salvage business.

Then, in 1932, the *Franklin's* fortunes changed. Captain Lewis as skipper, John Pynn as first officer, the fabulous Captain Reginald Featherstone as salvage superintendent and diver Thomas Nolan combined to make the name *Foundation Franklin* respected and loved by seafarers who plied the storm-ridden North Atlantic. Two other men, Captain Irwin Power, a Nova Scotian and Captain Harry Brushett, a Newfoundland, skippered the *Franklin* in subsequent years and became synonymous with her career.

The story of the *Franklin* and her people is told by Farley Mowat in "The Grey Seas Under". This book must rank as one of the best Canadian adventure stories yet written.

While the name *Foundation Franklin* was a household word along Canada's east coast, few of those who heard of her exploits on the radio or read of them in newspapers were aware of the almost terrifying experiences she and her seamen lived through to save countless vessels from the fury of the Atlantic.

Deep-sea salvage is a business—a hard business measured in dollars and cents—and the odds are long against success. The *Franklin's* owners operated largely under the Lloyd's Open Form contract of "no cure, no pay". She could tow a disabled vessel from the Flemish Cap to Sambro and if the casualty sank there the *Franklin's* owners would not get a penny.

spects a great work. As long as there are armies and as long as the history of the Second World War is studied, military experts, historians and students of history will study it with interest and profit. And as long as there are people who enjoy reading of the lives of great men it will be read with enjoyment.—T.T.

THE MEMOIRS OF FIELD-MARSHAL THE VISCOUNT MONTGOMERY OF ALAMEIN, KG, published in Canada by Collins, 10 Dyas Road, Don Mills, Ont.; 574 pages, illustrated; \$6.50.

Human lives cannot be measured in dollars and cents however, and thousands of seamen owe their lives to the *Franklin* and her crew.

Mr. Mowat's book is really three stories in one: the *Franklin*, the colourful personalities who direct and sail her and the great Atlantic itself. It is the story of the pure science of seamanship as practised by a small band of professionals who acquired their skill in dories and trawlers and schooners.

Mr. Mowat has treated his subject admirably. A lesser man would have written a highly interesting narrative of the *Franklin's* career. The author, however, has breathed life and personality into the *Franklin* herself and all the characters associated with her.

Canadian sailors, above all, should not miss this stirring account of Canadian seamanship.—R.S.M.

THE GREY SEAS UNDER, by Farley Mowat. McClelland & Stewart Ltd., Toronto, 341 pages; \$5.

## BRITISH PORTS

Not exactly a naval book, but one of keen interest to every sailor who puts into a British port is "British Ports and Shipping", by Henry Rees.

Dr. Rees briefly sketches the historical background of each of the major ports in the British Isles (and many of lesser importance) and describes their cargo-handling facilities, their special imports and exports and their importance to the British economy. There are facts and figures, too, on shipbuilding and ship-repairing yards.

Study of this book should convince anyone of how dependent Great Britain is on sea trade for her very life and how inevitable it was that she should nurture a race of seafarers.—C.

BRITISH PORTS AND SHIPPING, by Henry Rees, MSc(Econ.), PhD; published in Canada by Clarke, Irwin and Company Limited, 791 St. Clair Avenue West, Toronto 10; 304 pages, illustrated; \$4.25.

# THE NAVY PLAYS

## **Navy Footballers Praised for Effort**

In West Coast junior football the Navy Rams lost out 35-6 to the Vancouver Blue Bombers in the provincial finals, but they may have some consolation in a report by the *Victoria Times*, which said they turned in the best Island effort.

The *Times*' story said "Barry Glover scored the lone touchdown for the Tars, who turned in the best showing by Island juniors against Vancouver in several seasons".

## **2nd Escort Squadron Wins Tug-o'-War**

Keen competition marked the annual Pacific Command tug-o'-war contest in which the Second Canadian Escort Squadron emerged victor.

Ldg. Sea. Stuart Duffy, on behalf of the squadron, accepted the Hoyle-Brown Trophy, indicative of supremacy in the meet, from Lt.-Cdr. John Dibben.

## **1,920 Sailors In Cross-Country**

At *Cornwallis*, new entry divisions competed four times over a 2.18-mile course for the *Cornwallis* cross-country team championship. It was won by *Assiniboine* division, which regularly had 65 out of 71 finish the race. Ord. Sea. D. A. Prince, of *Terra Nova* divi-

sion won three out of four races. Best time was 12 min. 5.7 sec.

A total of 1,920 new entries ran the course and 1,452 completed it in less than the required 20 minutes.

## **Ship Acquires Many Trophies**

The *Beacon Hill* recently has been well represented in all command activities. These included the Pacific Coast Rifle Association competition, various golf tournaments and the Command Softball championships.

During the PCRA Shoot at Heal's Range ten entries from the *Beacon Hill* competed in the majority of events



bringing home a good share of the silverware and cash prizes.

In the 1958 golf season *Beacon Hill* took the RCNGA's gold and bronze buttons, the Frigate Squadron Trophy, the championship and fourth flight trophies in the Navy Handicap open, and the Ontario cup. These laurels are now displayed in the trophy cabinet.

The softball team put up a good fight during the command tournament, losing a close one to the *Cayuga*, the eventual winner of the tournament, after having beaten the *Ontario* in the opening game.

Now the *Beacon Hill* is looking forward to a lot of fun and exercise, with

## **Where's the Ball? Where's the Field?**

The scene was the Royal Athletic Park in Victoria, and the Oak Bay Drakes and the Navy were squared off in an intermediate football playoff fixture. Everything was in order. Then a thick fog rolled in.

At one stage one of the Drakes emerged from the fog and spotted a Navy player. "Hey!" he called. "You got the ball?"

"Nope," was the reply. And they both sauntered off, looking for the game.

Occasionally a whistle could be heard, players appeared and disappeared, and more infrequently a linesman's white handkerchief indicated something, but rarely was the ball seen.

Then at the end of the third quarter, with Navy leading 13-3, the game was suspended and the fourth quarter scheduled for a future date.

For on top of everything else—the goal posts had been stolen.

hockey, basketball and volleyball teams beginning to take shape.

## **Boxing Given New Impetus**

Naval authorities have launched a determined drive to boost boxing in the Atlantic Command. Their efforts should also result in a higher calibre of fisticuffs throughout the Maritimes generally.

A Command Boxing Association has been organized with the threefold purpose of advancing the sport in RCN and Reserve, improving the capabilities of boxers, and acting as a central body for control and appeal.

One method of achieving these ends will be to hold monthly bouts which will provide continuity so sailors can fight regularly and keep in shape.

Involved are the three major establishments, *Stadacona*, *Shearwater* and *Cornwallis*. Ships will be included as operational commitments permit.

The first card is scheduled for January 16, at *Stadacona*. Admission to the meets will be free until the championships. The annual Atlantic Command contest, normally held in January, will be deferred to late spring to allow the new program to get into gear.

## **Softball Not Like Rounders**

All those hoary old jokes about the British, baseball and "rounders" may have something to them.

Following is an unabridged account produced by a correspondent in the Royal Navy's Sixth Submarine Squadron at Halifax:

"USS *Grouper* arrived in Halifax a couple of weeks back, and we had the audacity to challenge them to a softball game. This is not to be mistaken for rounders, as I believe the rules are somewhat different!

"Our people having a faint idea as to what was going on managed to end up 23-17 for the Yanks. One of our players who managed to hit the ball, was overheard to say 'What do I do now?' to the umpire. I am afraid that I will be unable to print the answer."

It is expected better matches will result from the new system, since fighters must work their way through interpart series to establishment levels, progressing then to Command titles.

The new boxing body will concentrate also on polishing fighters. Even the novice will have a good grasp of the fundamentals and must be able to throw a variety of punches. Fights featuring uncontrolled slugging will be stopped, as being of no athletic value.

It is also intended to run clinics to qualify and keep on tap various officials. The rings, handling procedures, equipment and running of bouts will be standardized.

Every encouragement will be given both amateur and professional but for interservice and open meets up to national level, amateurs will be encouraged to retain their status.

British Empire Games and Olympics rules will be used, which are those of the Association Internationale de Boxe Amateur.

It was noted that there have been no Nova Scotian championships for the past two years and no authority exists to regulate amateur clubs or promote championship events.

The organizer of the association is Lt.-Cdr. Bill Robinson, Command P&RT officer, a former amateur light-welter champ. Assisting are Lt.-Cdr. (E) Frank MacIntosh, Lt.-Cdr. (S) Bill Howard, all prominent in naval boxing.

### **Submariners Reach Finals**

The Sixth Submarine Squadron, Maritime Soccer Cinderellas, got as far as the Eastern Canada Soccer finals but bowed 4-2 to the Quebec Provincial champions, Montreal Harrington Tool, in September.

For the Maritime title, SM6 played a home and away series with RCAF Station, Summerside, P.E.I., drawing three-all on the Island but winning 3-1 at home. The Nova Scotia title was won by getting past Halifax Shipyards 2-0.

The Squadron began the season with the Halifax and District league, which includes Oland's Schooners, Keith's Brewery and Halifax Shipyards.

They started badly, winning only one in six games. However, they earned a berth in the Nova Scotia playoffs, defeating Sydney's Seaside Stars 8-0 to go into the second round.

With reinforcements from the *Am-bush*, they edged *Stadacona* 3-2, and then didn't look back until the Quebec champs cut short the scoring ball.

### **Venture Leads Soccer League**

*Venture* drubbed Royal Roads 7-0 in the Victoria Inter-Collegiate Soccer League for their third win in as many games.

*Venture* was leading the league with 6 points, followed by Victoria College, 4; Pacific Naval Laboratory, 2; Naval Technical Apprentices, 2, and Royal Roads, 1.

## **Letters to the Editor**

# **CORRECTION TO A LONG-STANDING ERROR**

Dear Sir:

The "Naval Lore Corner", No. 62, appearing in *The Crow's Nest* for August 1958 repeats a long-standing error in the history of HMCS *Stadacona*, Armed Yacht.

The USS *Wasp*, fifth of name, formerly the Steam Yacht *Columbia* belonging to J. Harvey Ladew of New York, was built for him in 1893. She was taken up by the United States Navy in 1898 and remained in that service until 1921. Mr. Ladew at once ordered a replacement from the Crescent Shipyard at Elizabethport, New Jersey. She was completed in 1899 and was named *Columbia* like her predecessor. It was this second ship that was purchased in 1915 for the Royal Canadian Navy.

The papers on HMCS *Stadacona's* files compiled by the Department of the Naval Service and now held at the Public Archives Records Centre, Ottawa, clearly show that she was the second *Columbia*, built 1898-1899. However, the entry in the Official Register Book at the Customs House, the Port of Ottawa, states that she was built in 1893 at Philadelphia. This erroneous entry has been the basis of the belief that HMCS *Stadacona* had formerly been the USS *Wasp*. It was current as early as June 1916 in the Department, but it was probably most widely spread by one of her later owners on the West Coast since all the recent statements

concerning it can be traced to that region. There she was well known between the two world wars as a rum-runner's depot ship under the name of *Kuyakusmt* and as a yacht again, renamed successively *Lady Stimson* and *Moonlight Maid*.

The entry in the register was based, as such entries always are, on the bill of sale for her purchase. Departmental records show that the bill was sent to the Customs House of the Port of Ottawa for registration but not that it was returned. On the other hand, it is not in the files of the Ottawa Customs House where the later bills are. In its absence it can only be presumed that Mr. Ladew's lawyers overlooked the replacement of the yacht in 1899 and entered the particulars for the older ship on the bill of sale.

In case the phrase "Port of Ottawa" should cause some surprise, one of the

definitions of "port" in the *Shorter Oxford English Dictionary* is "a place where customs officers are stationed to supervise the entry of goods". Ports, in this sense, are scattered throughout a country to make it possible to import goods without having to clear them through customs at the coast.

This case of mistaken identity came to light early this year when investigations were made into the history of some of HMC Ships which had formerly served in the United States Navy. There were nine vessels which really did so:

HMCS *Beaver*, armed yacht, 1940-1944, USS *Aztec*, 1917-1918.

HMCS *Cordova*, coastal minesweeper, 1951-present, USS *YMS 420*, 1943-1951.

HMCS *Annapolis*, destroyer, 1940-1945, USS *Mackenzie*, 1918-1940.

HMCS *Columbia*, destroyer, 1940-1945, USS *Haraden*, 1918-1940.

HMCS *Hamilton*, destroyer, 1940-1945, USS *Kalk*, 1918-1940.

HMCS *Niagara*, destroyer, 1940-1945, USS *Thatcher*, 1918-1940.

HMCS *St. Clair*, destroyer, 1940-1945, USS *Williams*, 1918-1940.

HMCS *St. Croix*, destroyer, 1940-1943, USS *McCook*, 1918-1940.

HMCS *St. Francis*, destroyer, 1940-1945, USS *Bancroft*, 1918-1940.

Naval Headquarters. E. C. RUSSELL,  
Ottawa. Naval Historian.





# LOWER DECK PROMOTIONS

Following is a further list of promotions of lower deck personnel. The list is arranged in alphabetical order, with each new rating, branch and trade group shown opposite the name.

BALKWILL, Darrell W. ....LSLR1  
 BASTIEN, Andrew V. ....LSQM1  
 BAUR, Joseph J. ....PIET4  
 BLAKEY, Edward J. ....LSRT2  
 BONDY, Larry H. ....LSQM1  
 BRUCE, William E. ....P2EM2  
 BULLOCK, Kenneth ....P1OM4  
 BURTON, Roy H. ....LSED2

CARR, Peter R. ....LSRP1  
 CLARKE, Burrell A. ....C1CS4  
 COLLIN, Robert ....P1CS3  
 COLLIS, Anthony V. ....P2EA3  
 COMEAU, Roger J. ....P2MA1  
 CORNISH, Charles K. ....LSTD2  
 COSS, Leo F. ....LSLR1  
 COTTRELL, Arthur G. ....P1CS3  
 CRAIG, David E. ....LSQM1  
 CUMMINS, William C. ....LSPW2  
 CUTLER, Beatty H. ....C2ET4

D'ANDREA, Duncan J. ....LSEM1  
 DAVISON, John H. ....C2RT4  
 DODD, Grant N. ....P2CS3  
 DUNCAN, Robert B. ....LSAO1

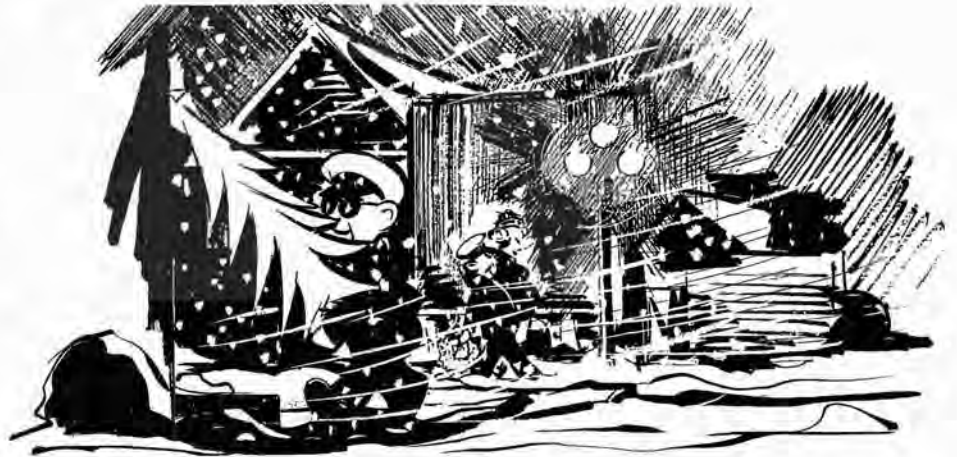
FILLEUL, Norman R. ....P2EF3  
 FINNIE, George T. ....P1CS3  
 FISHER, George M. ....LSQR2

GARRIOCH, Robert M. ....PIET4  
 GIBSON, Douglas A. ....P2OM2  
 GORDON, Taylor L. ....P1CS3  
 GUIDBRAND, David N. ....LSEF2

HAMILTON, Robert T. ....PIER4  
 HENRY, Marvyn K. ....LSPW1  
 HINDE, James R. ....PIRT4  
 HOWARD, Leslie G. ....P2EF3  
 HOWSON, John G. ....LSM02

JOHNSON, John L. ....P2EF3

KERASIOITIS, Peter ....P1EM4  
 KILLOUGH, Donald R. ....LSEM1  
 KING, Eric T. ....PIRA4  
 KLASSEN, Alan B. ....LSED2  
 KLEIN, Harold J. ....LSED2



KNADLE, Douglas J. ....LSAA1

LAHAYE, Alain J. ....LSEM1  
 LAMARCHE, Guy J. ....LSSE1  
 LAST, Edward D. ....LSAR1  
 LASZEWSKI, David L. ....LSRP1  
 LATIMER, Ivan C. ....C2ET4  
 LAURIE, Laughlin C. ....C2CS4  
 LEGARD, Leonard A. ....P2EM2  
 LEWIS, Boyd C. ....LSEF2  
 LEWIS, Ralph V. ....PIEF4  
 LUCIER, Gilbert L. ....LSTD1  
 LUSH, Archibald H. ....LSQM2  
 LYMBURNER, Claude J. ....LSMA1

MacKNIGHT, Wayne J. ....LSEM1  
 McCARTY, Bennett L. ....LSAR1  
 McGLYNN, James M. ....LSTD2  
 McLAUGHLIN, Willard E. ....LSEG2  
 McMILLAN, Brian D. ....LSEF2  
 McRAE, Allan R. ....PIEG4  
 MAPLE, Eric J. ....C1ET4  
 MARQUIS, Herbert W. ....LSAA1  
 MARSHALL, Jeffrey T. ....LSEM1  
 MATZ, Rudy R. ....PIER4  
 MERRITT, Donald L. ....P2LR2  
 MURPHY, William P. ....P1CV3  
 MYERS, John A. ....LSEM1

NESBITT, William A. ....LSAR1

O'BRIEN, Jack L. ....P1AO3

RABB, Robert J. ....P2RN3

REID, Ronald A. ....LSRT2  
 RENNIE, James T. ....LSRT2  
 RICHARDSON, William A. ....LSRT2  
 RIX, Neil B. ....LSOM2  
 ROGER, Alexander E. ....P2ER3  
 ROGERS, John ....C1ET4

SAXBY, Thomas M. ....LSAA1  
 SCHRIE, Conrad W. ....LSAA1  
 SHATFORD, Lester V. ....P2AR2  
 SHAW, Dennis D. ....LSRP2  
 SHESTOPALSKI, Donald J. ....LSEF2  
 SIMS, Donald J. ....LSRA2  
 SINE, Bruce K. ....P1GA4  
 SINGLETON, Ronald G. ....LSAR1  
 SLATER, James P. ....C2ET4  
 SMEDLEY, Peter ....LSEG2  
 STEFFENS, James E. ....LSTD2

TAYLOR, Robert S. ....LSRT2  
 THOMAS, George S. ....LSTD1  
 THOMAS, Robert E. ....LSAC2  
 TODD, Gordon D. ....P1CS3  
 TRUDEAU, Roger J. ....PIEF4  
 TUPPER, Charles H. ....C2CS4

VINCENT, Roy A. ....P2ED3

WAVRYK, Walter L. ....LSED2

YORGA, Willard ....C2CS4

ZOSCHKE, Walter J. ....LSAP2

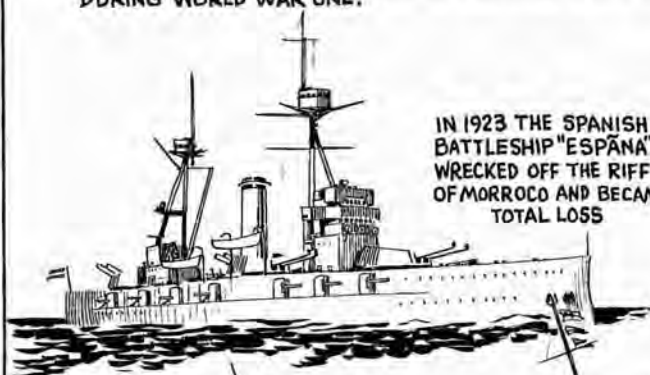


# Naval Lore Corner

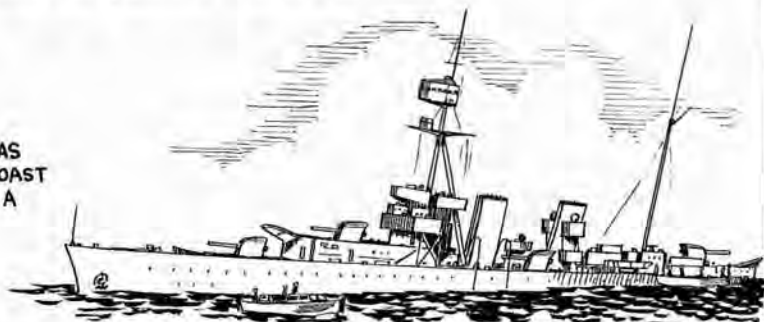
Number 66  
PEACE TIME NAVAL DISASTERS



ON SEPTEMBER 8, 1923, DESTROYER SQUADRON 11 OF THE U.S. PACIFIC FLEET, LED BY THE U.S.S. DELPHY, WAS SAILING FROM SAN FRANCISCO TO SAN DIEGO DOWN THE CALIFORNIA COAST. AN ERRONEOUS HELM ORDER, GIVEN IN HEAVY FOG BY THE LEADER, RESULTED IN THE FIRST SEVEN SHIPS OF THE SQUADRON PILING UP ON THE VICIOUS ROCKS OFF HONDA, ONE AFTER THE OTHER. THE U.S.N. LOST MORE FIGHTING SHIPS IN THIS ONE DISASTER THAN IT LOST DURING WORLD WAR ONE.



IN 1923 THE SPANISH BATTLESHIP "ESPAÑA" WAS WRECKED OFF THE RIFF COAST OF MORROCO AND BECAME A TOTAL LOSS



THE BRITISH CRUISER 'RALEIGH', WHILE SERVING AS FLAGSHIP OF THE AMERICA AND WEST INDIES STATION IN 1922, WENT AGROUND IN THE STRAITS OF BELLE ISLE TO BECOME A TOTAL LOSS...



ON JUNE 22, 1893 THE BRITISH MEDITERRANEAN FLEET UNDER ADMIRAL SIR GEORGE TYRON WAS ENGAGED IN EVOLUTIONS. THE ADMIRAL ORDERED HIS TWO LINES OF BATTLESHIPS (WHICH WERE STEAMING ABEAST) TO REVERSE THEIR COURSE (I.E. 180° TURN) BY TURNING INWARDS. THOUGH WARNED BY HIS OFFICERS THAT THERE WAS NOT ENOUGH DISTANCE BETWEEN THE SQUADRONS TO COMPLETE THE MANOEUVRE, THE ORDER WAS EXECUTED AND THE FLAGSHIP, H.M.S. VICTORIA, WAS RAMMED AND SUNK BY THE LEADING SHIP OF THE OTHER SQUADRON, H.M.S. CAMPERDOWN, WITH A LOSS OF 359 LIVES INCLUDING THE ADMIRAL.

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