



CFB ESQUIMALT NAVAL & MILITARY MUSEUM NEWSLETTER

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CFB Esquimalt Naval & Military Museum is located at Naden on Canadian Forces Base Esquimalt, in the city of Victoria, which is situated on the southern tip of Vancouver Island, province of British Columbia, Canada.

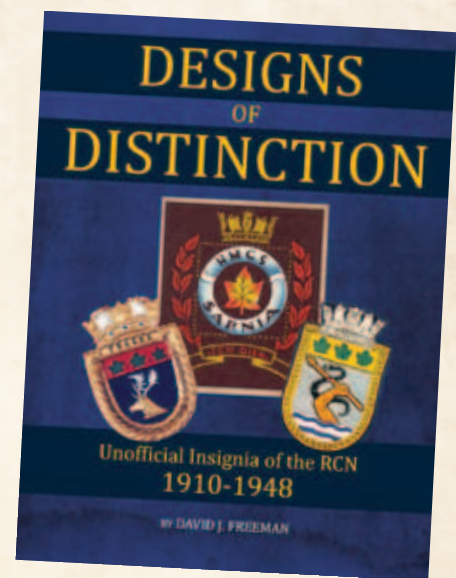
The museum's goal is to collect, preserve, interpret and display the history and heritage of the naval presence on Canada's West Coast and of the military on Southern Vancouver Island.

www.navalandmilitarymuseum.org

New book catalogues unofficial Insignia of the Royal Canadian Navy

In 1984 Nimbus Publishing produced Yogi Jenson and Thomas Lynch's small book *Gunshield Graffiti*, an admirable selection of the artwork that had appeared on a selection of Royal Canadian Navy (RCN) ships' gun shields during the Second World War. Occasionally other unofficial badges have appeared in photographs in various RCN histories, often just as seen in the background. In this new volume, once again Dave Freeman has produced a hugely researched identification book that has taken over 15 years to compile to match his earlier, very valuable Canadian Warship Names (Vanwell Publishing, 2000). This is a major leap forward from the introduction to unofficial RCN ships' emblems in that *Gunshield Graffiti*. It also will serve as a supplement to the official DND publication "Badges of the Canadian Forces" (1965) and other smaller booklets that depicted the official badges produced post 1948.

The list of his Sections alone will give an indication of its scope: Notes on heraldry, with the modifications the artists originally used in the designs and Freeman employs in his text to make the descriptions clearer for the non-heraldic knowledgeable; Wartime Designs, starting with gun shield artwork and front-of-the-bridge badges, but vastly expanded to include blazer crests, boats' badges, stationery, plaques, group insignia - whatever turned up or could be



"Designs of Distinction". Soft cover. \$125 + shipping. Anyone interested in buying this book can contact Dave Freeman directly at - djfreeman@shaw.ca

found; Notes on honours, unidentified designs, unsuccessful searches for reported badges and so forth; Non-ship badges for NSHQ, schools, stations, WRCNS, DEMS, rugby teams, a pay office - anything that turned up during his appeals for submissions; the difference in crowns used; Funnel Markings used during the war for Groups, and in some cases by individual ships; Missing Badges search; Post-1948 insignia derivations and changes.

Continued on page 11

THE MUSEUM *Team*

Museum Team



Debbie Towell – Curator
 Joseph Lenarcik – Assistant Curator
 Clare Sharpe – Exhibit Designer/Administrative
 Assistant/Webmaster/Volunteer Coordinator
 Rob Nichol – Archival Assistant
 Tatiana Robinson – Archival Assistant
 Gerry Kennedy – Workshop
 Vince Hadley-O'Shaughnessy – workshop

Our Active Volunteers

| | |
|--------------------|----------------------------|
| Cecil Baker | Angus MacKenzie |
| Don Bendall | Stephanie Mann |
| Valerie Chatten | Robert Matthews |
| Jeremy Clunn | Brian McGregor-Foxcroft |
| Teresa Cooper | Florence McGregor-Foxcroft |
| Marilyn Cunningham | Paul O'Reilly |
| Mark Cunningham | Tom Pound |
| Joseph Cunningham | Zoila B. Proud |
| Janet Kay Curley | Greg Sharpe |
| Denis Eve | Don Ramsfield |
| Dave Freeman | Don Thomas |
| Michael Harrison | Norm Truswell |
| Bob Hewitt | |

Visit the **NEW museum online**
www.navalandmilitarymuseum.org
 Daily interesting historical facts, updates on exhibits,
 West Coast lore and characters of CFB Esquimalt's past

To Our Readers

IS YOUR *Headway* SUBSCRIPTION DUE?
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Your annual subscription fee is only \$30.00, which is inclusive of GST. You will receive issues of *Headway* in colour, plus information on special events being held throughout the year. Your subscription helps us bring you this newsletter.

Thank You!
Merci!

SUBSCRIPTION FORM

To: CFB Esquimalt Naval & Military Museum
 PO Box 17000 Stn. Forces
 Victoria BC V9A 7N2

Enclosed please find my cheque in the amount of \$30.00 (inclusive of GST) payable to CFB Esquimalt Naval & Military Museum for "*Headway*".

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Behind the Exhibits

Museum focuses on preservation before exhibition

Most of what you see at any museum, including your own right here, is the “Disneyland” side of the institution. While it is important – after all we need to be able to succinctly tell the story of the Royal Canadian Navy on Canada’s west coast, as well as the military on south Vancouver Island – it is not the primary reason for the museum’s existence.

To determine what that primary reason is, look no further than our mission statement. Mission statements at any museum are, in an odd way, like an ingredients list on a product. The first ingredient is the most important while each subsequent ingredient is less so but – as a whole – they make up the entire product. So let’s take a look at our ingredients list – ahem, I mean mission statement:

“To collect, preserve, interpret and exhibit the history and heritage of the naval presence on the west coast, and the military on southern Vancouver Island, for the information and education of military members, civilian employees and the public.”

So the key words here in our statement are: collect, preserve, interpret and exhibit – in that order. You cannot have one without the other. There would be no exhibit without the collection, nor would you have that exhibit if you were unable to properly preserve it, and without interpretation you would have no idea what you have. This can sometimes be at odds with those who cannot understand why we have a greater collection in storage than we can ever exhibit. Or as can often be heard said by many a well-intentioned visitor around this museum: “better to use it rather than have it collect dust!” Well... not really.

Let’s explain that statement a little further. The first ingredient in our list is “collect” closely followed by “preserve”. It is no coincidence that “exhibit” comes last. It is understandable that both former



The museum’s Jeep is an example of the many artifacts that are cared for and preserved for the future by museum staff, volunteers and contractors.

and current service members are mystified by our use of the term “artefact”, especially when they see some of the material that we hold in our collection being used every day in the navy. However, as you can see we are here not only to collect, but also to preserve. We have to think of future generations. Should we continue to “use” artefacts rather than having them collect dust as the saying goes, it becomes obvious why we as museums, are extremely reluctant to do so; that is not their primary purpose for occupying space in our collection. “Using” an artefact puts that piece under risk just by handling the object. Put it another way, would you consider it a waste not to use Tutankhamun’s death mask for its original purpose? We can certainly exhibit that

mask but not under a situation that may put that mask at risk. That doesn’t lessen that mask’s value to the collection.

This is why we collect. While you can get the information about your collection out to the wider audience by exhibiting it, it can never be done in such a manner that may put that object at risk. However, by maintaining and indeed growing the collection, we can ensure that we never lose that object to the past. Use alone of the artefact does not make that artefact more valuable but collecting it does. Remember, that’s our first word in the all-important list of ingredients.

By Debbie Towell,
Museum Curator



A letter from the United Kingdom

AIR MAIL

Last October we received an email from Pam Crudace, of Whitley Bay, U.K. requesting information on a relative, Michael Charlton. Thanks to the efforts of museum volunteer Tom Pound we were able to provide her with a copy of his burial record as well as information on two memorials to his memory in Victoria. This past June, Pam and Harry Crudace, toured our museum and visited the “Royal Navy and Police Memorial” in Pioneer Square. Following their visit they sent us the following “thank you” letter. – Joseph Lenarcik, Assistant Curator

Just a short note to thank you for all of your help regarding the circumstances of the death of my Great Uncle Michael Charlton who was accidentally shot and killed while serving in the Royal Navy, aboard HMS Topaz as Assistant Engineer, at Esquimalt, on 27th September 1861. In researching my family tree I was able to establish from the Royal Navy records which are available to the general public that there is an entry on his Service Record:

“DD killed on 27th September 1861, by accidental discharge of a fowling piece on shore at Esquimalt.

It appears by evidence at Coroner’s Inquest held at the Royal Naval Hospital on Thursday 28th September 1861, that Michael Charlton was in company with Mr Arthur Douglas, Masters Assistant, whose gun accidentally went off and shot Mr Charlton through the body causing immediate death. This occurred at this port (Esquimalt Harbour)

The only address of Mr Charlton’s relatives known on board is Miss Mary Charlton, Haddrick’s Mill, Newcastle, Northumberland. Friends acquainted – 29th November 1861 – by Mr Wolley.

This was the only information available and as the accident happened in Canada I thought that this was as far as I could go.

Not having heard of Esquimalt, my husband went on line to discover your museum site. He sent an email, in October 2014, frankly more in hope than expectation and we were both surprised and delighted when you replied a few days later, with all of the details of the information surrounding his tragic death, the inquest, the transfer of his body to shore and the funeral procession to his



Pam Crudace standing beside the Royal Navy and Police Memorial at Pioneer Square, in downtown Victoria.

final burial. I only wish our own (UK) authorities were as helpful and efficient as you have been.

Thanks to your information, during our recent visit we were able to see the plaque in the churchyard of Christchurch Cathedral followed by a visit to your museum. It was particularly pleasing to see the building built as a hospital for the rehabilitation of the wounded from the Crimean War, which no doubt Michael would have seen.

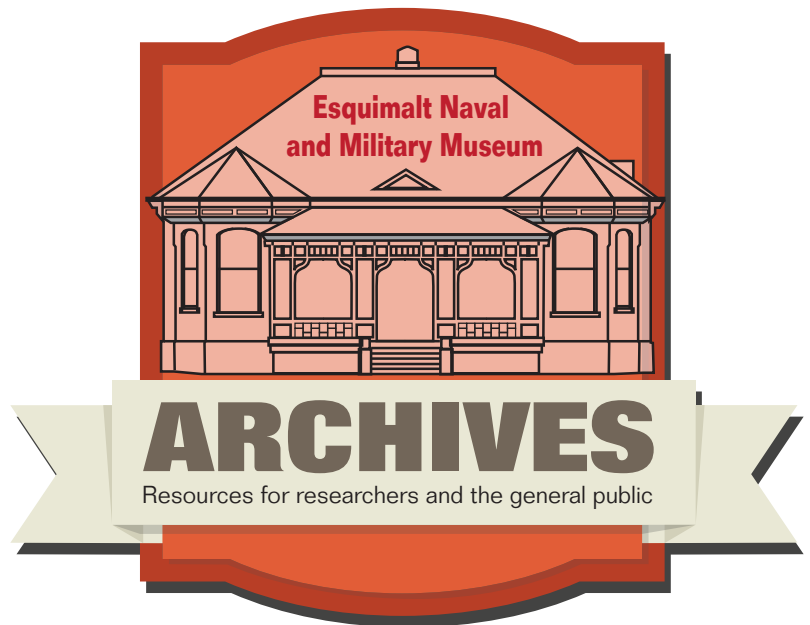
As part of my research of the family tree we visit as many locations as we can to get the “feel” of the place, regrettably some no longer exist, however, with a bit of imagination and with the help of your guide explaining how the base and anchorage would have looked in 1861, was quite moving.

We thoroughly enjoyed our visit and were impressed by the range and detail of your exhibits. We wish you every success in your endeavours.

I enclose a couple of photographs of two very grateful people and again thank you for all your help.

Yours sincerely,
Pam Crudace

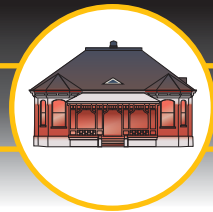
WRITERS
RESEARCHERS
HISTORY BUFFS
STUDENTS
MODEL SHIP BUILDERS
VETERANS
AND MORE



THERE ARE SO MANY REASONS TO VISIT US!

- 17,000+ digitized images in the museum database;
- key publications, including the Naval List, and the first Crowsnest and Crow's Nest magazines;
- the Women's Royal Canadian Naval Service wartime newsletter The Tiddley Times;
- files on Canadian naval vessels;
- news cuttings and official ship histories;
 - biographies of leading figures in the Canadian Navy;
- information about the history and development of what is now Canadian Forces Base Esquimalt;
- maps and charts;
- ship plans;
- plans for historic buildings at Work Point and CFB Esquimalt;
- official seamanship and naval trades training manuals;
- historical documents;
- diaries and personal journals.

www.navalandmilitarymuseum.org



The Kit Muster

One of the many practices the Royal Canadian Navy (RCN) inherited from the Royal Navy (RN) from its inception in 1910 was the requirement that when ordered to do so, a sailor had to produce all of his issue kit for inspection by a senior non-commissioned officer.

This practice was known as a kit muster, and it began during New Entry (basic) training. It would follow the sailor after he joined the fleet and throughout his career until he reached the rank of Petty Officer (PO).

In the early days when sailors slept in hammocks, this kit had to be displayed on the cleanest of his hammock canvases, which was laid out on the deck – in later years on his bunk – and it had to conform to a precise pattern, with a location for each item: boots, blankets, hammock clews (ropes attachments for lashing it to the ship's hammock bars), caps, uniforms, sewing kit, lanyards, silks, slicker (rain gear), towels, blue jean collars, wool jerseys, underwear, white singlets with blue piping, etc.

Every item of clothing had to bear his initial, surname and service number, while his shoe brush, seaman's dirk (knife) and the inside heels of his boots, and later shoes, had to display his service number pounded in with metal numbers and letters. Each issue item had to be accounted for, be clean and be in a state of good repair.

Unauthorized changes to the issue items was not acceptable. Any missing, altered or worn out items had to be replaced out of the sailor's monthly kit allowance. They could only come from the navy's clothing stores, and had to be shown to the Navy's police, the Regulating Petty Officers (RPOs, also known as "Crushers"), for their final approval, and recorded on his



Photo Catalogue Number VR1999.758.32
from the museum's collection

A sailor in his uniform, circa 1920s. The bell-bottomed trousers were designed so that they would roll up easily when scrubbing the decks. Note the characteristic seven horizontal creases, which some say represented the seven seas or five oceans.

documents as having a complete and presentable kit. Failure to bring his kit up to standard could result in some form of punishment. Regulating Petty Officers were normally carried afloat only in cruisers or in later years aircraft carriers, but all major shore establishments had them, and they served under a Chief Petty Officer Regulator, The Master at Arms, known also as "The Master" or "The Jaunty".

In the years prior to the outbreak of the Second World War all Boys, Ordinary Seamen, Able Seamen and Leading Seamen had kit musters twice a year, and afloat in destroyers and minesweepers this task fell to the senior Seaman branch non-commissioned

officer, the Coxswain (Cox'n). Ashore the men carried their full kitbags to some building where it was inspected by the RPOs. Due to the wartime pressures of building a navy and training men, this practice was largely abandoned after New Entry training. Men under punishment for minor offences, or men held in cells for more serious ones, still had to muster their kits when ordered to do so.

In barracks or afloat, cases of theft might prompt the Commanding Officer (CO) or his second in command, the Executive Officer (XO), to have all the junior hands in the ship muster their kit in an attempt to locate the item or items alleged to have been stolen. In particular the Hostilities Only (HO) men of the Royal Canadian Naval Volunteer Reserve (RCNVR), who served only for the duration of the Second World War, found kit musters an annoying waste of time and said so, and in the smaller warships - fairmiles, corvettes and frigates – the COs wisely did not call for any kit musters.

In the RCN, the term "pusser" was used to describe anything that was government-issue, or a place where things were "done by the book," and kit musters fell into this category. After the Second World War, some of the Permanent Force members of the RCN made an attempt to return the running of the RCN to the pre-war pattern, which meant a return to a more rigid, RN-style way of doing things. Regular kit musters were to be part of this.

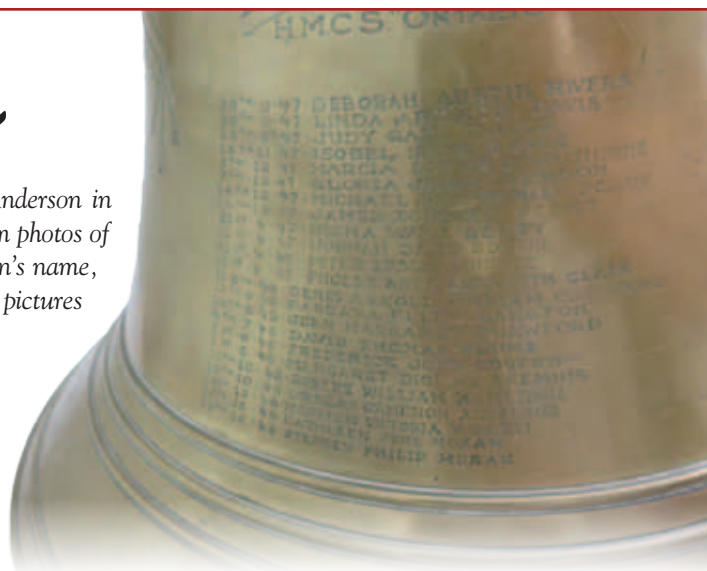
Officially this meant that Leading Seamen were to muster their kits with other junior ranks, but unofficially they did not and were not normally required to do so. An official mandatory kit muster was expected before each draft,

A letter of thanks

We received the following letter of thanks from Mr. Douglas Anderson in Ontario, after responding to an emailed research request to send him photos of the ONTARIO bell that is displayed in the museum. Mr. Anderson's name, and his sister's, plus their birth dates, are inscribed on the bell, and the pictures were very meaningful to him.

Again, many thanks for forwarding the photos of the bell of HMCS ONTARIO and the names inscribed on it. I very much appreciate the trouble you took.

I think the 'Christening Bells Project' is a marvelous and valuable endeavor. By way of background, my interest arose from one of my father's late-in-life anecdotes. At the time of the inscriptions (1949 and 1950), my father (then Commander J.R. Anderson) was stationed at Esquimalt, having been part of the team that brought the ONTARIO to Esquimalt from Halifax. He mentioned that he thought the ship's bell had, on decommissioning, been conveyed to the Ontario Legislature and that it had been hanging in the lobby of Queen's park. A few years ago, while visiting Toronto, I stopped in to the Legislature building and made some inquiries but I was disappointed to find out that, among the staff including the Chief Historian, there



appeared to be no record of the bell finding its way to Toronto. It was some time later, when searching on the Internet, I came across the Bells Project and the fact that the bell indeed existed and was at your museum.

I have enclosed a contribution to the Museum.

Thanks again and best regards.

Yours truly,

Doug

To find out more about the Christening Bells project and the information it provides, see our museum website at the following link: www.navalandmilitarymuseum.org/archives/projects/christening-bells-project

By Clare Sharpe, Museum Webmaster

The Kit Muster continued

but unofficially, by the early fifties, few sailors ever had them. If they did, they took place at the major shore establishments, and not when in receipt of a ship-to-ship draft. Ashore they were expected to take their kit bags to the drill shed and lay their gear out there. However, two groups continued to be subjected to the practice due to their status: New Entries and men under punishment, though most often men in cells rather than those facing minor forms of punishment. Men in cells had no choice but to comply, and at HMCS CORNWALLIS, once again the central training establishment after mid-1949, kit musters became highly elaborate and ritualized affairs in which the appearance of the kit was paramount.

In 1960, the RCN published the Seaman's Handbook which was issued to every non-commissioned member in the service. One chapter was devoted to the kit muster, and it explained in detail the why and the how of the practice, and the way in which a kit should be maintained, though not the frequency of the muster.

That slip-up was remedied in the 1962 edition, which stated that they were to be carried at every draft, "and probably once every six months or year that you are in any particular ship. Leading seamen and below are required to have kit musters." Furthermore, "A petty officer second class may be ordered by the Captain to muster his kit." There is nothing to indicate that kit musters along these lines were carried out after

a man left CORNWALLIS; on the whole the regulations appear to have been ignored by COs and Cox'ns.

In addition, Volume I of the Manual of Rank Requirements (1961) for those at the Leading Seaman and Petty Officer 2nd Class level seeking promotion to the next highest rank explained how and why a kit muster was to be carried out, and then stated: "A kit muster is not a form of punishment. Resist the temptation to use it as such." Temptation sometimes triumphed in the years before 1968 when all three armed services were unified under the title "Canadian Armed Forces."

By Bonar A. (Sandy) Gow,
Professor Emeritus of History, Concordia
University College of Alberta in Edmonton

The Founders of our Museum

Back row, from left: Lloyd Guy Copley, John (Jake) Edward Rippengale, Doug Franklin, F.D.H. (Doug) Nelson, Ernest W. Colwell
Front row, from left: Robin Alford, Cecil K. Baker



If you attended our museum's 30th anniversary Open House on July 3, 2015, one of the early photos you would have seen on display is this 1981 group photo of the founders of our museum. None of the people in the photo were identified. This was not a clerical error. The fact is we didn't know everyone in the photo.

Since I could only identify Doug Nelson, Ernie Colwell and Cec Baker in the photo, I asked Greg Evans, Archivist at the Esquimalt Municipal Archives, for his help. He quickly identified Guy Copley, Jack Rippengale and Doug Franklin for me and assured me that if I contacted Doug Franklin, he would be able to identify the last person in the photo. I did just that and on August 17, Doug Franklin dropped by our offices for tea and to shed some light on the people in the photo. He also met with Cec Baker and the two of them discussed how the CFB Esquimalt Historical Society got started.

Based on their conversations and our archive files here is my attempt to shed some light on these men. Beginning with

the back row, from left to right:

Lloyd Guy Copley, RCN, Chairman of the CFB Esquimalt Historical Society, grew up in the Victoria area and joined the navy in 1937 in the engineering branch. He spent many years on Atlantic convoy duties in destroyers, frigates, and minesweepers during the war, attaining the rank of Chief Engine-room Artificer in 1944. He received his commission in 1945 as Warrant Engineer and served first as Engineer Officer of HMCS Louisburg and later HMCS Levis. After the war he served in HMCS Ontario, HMCS Huron (during the Korean War), HMCS Magnificent, HMCS Terra Nova, and HMCS Cape Breton. He also had shore appointments in both Halifax and Esquimalt dockyards and at Naval Headquarters in Ottawa. He ended his military career in April, 1968 after 32 years but continued in a civilian capacity for a further sixteen years as Senior Executive Staff Officer. He passed away at Qualicum Beach, BC on March 29, 2009.

John (Jake) Edward Rippengale was born in Saskatoon, Saskatchewan. He enlisted in the Coastal Artillery in 1937. In early 1940, he was assigned to the Victoria and Esquimalt garrison. In 1942 he received his Master Gunner training in Halifax and was then appointed Master Gunner in Vancouver, Esquimalt and York Island (where he spent the last two years of the war). In early 1944 he volunteered to go overseas and was refused. Following the war he became Master Gunner of Fort Rodd Hill. In 1951 he instructed the Masters Gunners course in Esquimalt. Between 1956 and 1958 he was Motor Transport Officer at Artillery School Picton.

From 1959 to 1965 he was posted to Army Development Establishment in Ottawa, where he checked ammunition and designed packaging for ammunition. In 1963 he learned that Fort Rodd Hill had been made a National Historic Park. Wishing to return to the west coast he approached the Department of Indian and Northern Affairs and was

offered the position of superintendent of Fort Rodd Hill, which he held for twenty years. He believed the purpose of the park was to preserve and interpret the story of the “concrete gunners” of Victoria and Esquimalt. It was his story and he saw it as a chance to make the public aware that there were interesting aspects of military life other than on the battlefield. Likewise he felt the task of the CFB Esquimalt Historical Society was to preserve the story of the people at the base today. After his death in 2007, the Times Colonist published an article about Jack that mentioned how every New Year’s Eve, he would bring in the new year by blowing the big brass foghorn he had in his collection of artifacts.

Doug Franklin was a volunteer trustee and, at the time, was director of the Cultural Resource Management Program at the University of Victoria. In 1983, he moved to Ottawa to work with the Heritage Canada Foundation (now National Trust for Canada). He returned to Victoria in 2007.

ED.H. (Doug) Nelson was born in Montreal in 1918 and became a Victoria resident in 1928. He joined the 5th Artillery as a drummer boy. By 1939 he had qualified as a sergeant with the 56th Battery RCA at Albert Head. In 1941 he transferred to the 112th Battery, 6th Light Anti-Aircraft Regiment in Lethbridge. In 1942 his regiment was relocated to Colchester, England and he was sent to Lianddrindod, Wales to qualify as a Lieutenant. After getting his commission he was in a near fatal motorcycle accident. He met his wife while in hospital recovering. Following convalescence he was seconded to the 98th Anti-Aircraft regiment, Royal Artillery for six months. He was then send back to Victoria to be with his terminally ill mother and finished off the war serving in the 42nd Anti-Aircraft Battery in Victoria. He was released from the army in 1946 but re-enlisted in his original artillery unit, the 5th, which he eventually commanded from 1956-60. From 1946 to 1978 he also had a civilian career as Civilian Personnel Officer and Administrator in HMC Dockyard. For many years he

was editor of the Dockyard News and Honorary Base Historian. He passed away in Victoria, B.C. on December 15, 2005. When interviewed on his 80th birthday in 1998, he said, “You can’t keep history in a cupboard. Collecting it is the first part, but you must disseminate and inform as well. It’s all about leaving something behind that is useful for young people.”

Ernest W. Colwell was born is 1931 and completed his high school in New Brunswick. He spent thirty years in the Canadian Naval Service including Royal Navy submarines and as an Engineering Officer in various middle management and personnel administration positions. After retiring from the military he worked as a civilian personnel officer at DND. He served as our museum’s first curator, from 1985 to 1995.

In the front row, the person on the left is **Robin Alford**. Little is known about him, except that he was a Captain in the air force, as well as being Base Information Officer at CFB Esquimalt. One of his duties was to write up the minutes for the Historical Society.

The second person in the front row, **Cecil K. Baker**, began his naval career as a machinist apprentice in HMC Dockyard, Halifax, N.S. in October 1952. By September 1959 he was a Petty Officer 2nd Class Engine

Room Artificer. From 1959 to 1963 he studied Mechanical Engineering at the University of New Brunswick. He then spent a year taking Pre-Fleet Training at HMCS Stadacona in Halifax. From September 1968 to November 1970 he took Naval Architectural Training at the Constructors Training Office in Plymouth England and University College in London, England. From October 1971 to September 1973 he was Naval Architect Officer at Ship Repair Unit Pacific in Esquimalt, B.C. He then spent Sept. 1973 to July 1974 as a student at Canadian Forces Staff College in Toronto. This was followed by five years at National Defence Headquarters in Ottawa as a Section Head. He returned to Esquimalt in August 1979 as Base Technical Services Officer. In August 1981 he was appointed Commanding Officer of Naval Engineering Pacific. In July 1984 he returned to NDHQ in Ottawa as Director of Maritime Engineering & Maintenance. His final naval appointment, from July 1987 to July 1990, was as Commanding Officer, Ship Repair Unit Atlantic in Halifax. He retired to Victoria where he remains actively involved with our museum as a volunteer.

By Joseph Lenarcik,
Assistant Curator



The original idea for CFB Esquimalt’s Naval and Military Museum has evolved into over 100 exhibits showcasing local military history.



Museum 30th Anniversary Open House

The following article is reprinted from the *Submariners Association of Canada (West) newsletter, "The Update"*, by kind permission of Paul Hansen.

I am told that there were additional displays and many other items of interest other than the submarine display at the Naden Museum's 30th anniversary party, but I didn't really notice. Just kidding. Just Kidding!!

All kidding aside, Debbie and Clare and their extensive team deserve a raising of the flags for this event and, I might point out the beautifully done redevelopment of the museum's website which is well worth your time to check it out at www.navalandmilitarymuseum.org. At www.navalandmilitarymuseum.org/sites/default/files/pdf/lowres_Headway%203-2015%20LR.pdf, you can find a copy of the Museum's *Headway* magazine that provides pictures and details of the celebration.

An article written by the *Lookout Newspaper's* Rachel Lallouz (beginning on page 8) tells of a visit by Judith Voelker, a German film maker doing a documentary on The Great Imposter, Ferdinand Waldo Demara. In addition to researching details at the Naden Museum, she interviewed retired Commander Peter Chance who not only met and served with Demara, but was one of those treated by him in his Doctor role aboard the HMCS Cayuga during the Korean conflict.

We were delighted to have serving members of the Submarine Community join us Living Artifacts in explaining all things submarine to anyone who would listen. A big 'Thank You' to Nolan Barkhouse and Nelson Harvey.

We had a pretty steady flow of people going through and an encouraging level of interest in the service, the history and the



OS Nolan Barkhouse, PO1 NelsonHarvey, and retired CP01 Chris Parks represented the submarine service at the museum Open House.

tales.

One young skimmer, OS Robert Thrun, was so keen he would have signed papers right then and there if Nelson had been in a position to provide them. I wish him well in his quest to join the submarine service.

SAOC West had thirteen members volunteer for shifts. The list includes: Ken Capron, Bob Emery, Al Fast, Ed Hinch, Harry Holm, Wilf Lund, Ray Peters, Clyde Rose, Jim Scott, Harvey Waddell, Murray Watkin and, of course, Chris Parkes who is pictured opposite and finally, yours truly.

A very good day. Thank you to all who participated.

BOOK REVIEW

**A Large and Splendid Fleet – The Canadian Government Merchant Marine
By Charles Coffin
Veteran's Publications**

This book is about the development and operation of the Canadian Government Merchant Marine (CGMM), the first wholly-Canadian merchant marine service, from its formulation at the closing days of the Great War in 1918 to the service's demise in 1936. The book is divided into two parts – the first describes the formation of the service to provide replacements for ships lost during the war and to situate Canada favourably in what was expected to be a decade of economic boom. It ends with the demise of the service due to economic failure in 1936. The second part describes the service history of each of the vessels. Of interest was the fact that the service

sent ships to every continent on the globe and that many of the runs were from British Columbia to far away ports such as Halifax, Nova Scotia, Great Britain and Europe! While the service was an economic failure in the long run, it was due primarily to government intransigence and meddling. The ships were not modified to take advantage of newer technologies and competing Canadian shipping companies were allowed to take some of the more lucrative routes so the end result did not come as a great surprise. However, the service did provide Canada with a cadre of experienced merchant sailors to man the ships in the convoys during the

Second World War.

Normally I wouldn't normally mention the Foreword or Introduction in a review but this book has a story within a story. The author, Charles Coffin served for 21 years in the Canadian Navy, retiring 1986. He set to work on this book gathering information and conducting research as needed. Tragically he was struck down by cancer before he could get his book published. His wife, Antoinette finished his book and, with the help of the publisher had the book sent to print thus bringing his dream to reality.

Reviewed by Paul O'Reilly,
Museum Volunteer

Designs of Distinction: Unofficial Insignia of the RCN

Continued from page 1

The author concludes the 353 pages of badges with nine Appendices with such useful guides as The Crow's Nest Club in St. John's; U-Boat Insignia (a descriptive table - flotillas, and a few boats' similar badges); Insignia known but not found; Painters and Designers.

There are three valuable Indexes: by people, ships and general. Not only fascinating to leaf through, but highly valuable in identifying badges.

As Ecclesiasticus says in the bible, "Some there be that have no memorial" - not all ships developed an insignia (my own Armed Yacht HMCS VISON for instance!), but there are not many missed. Even some of the later British-built Castle Class corvettes had insignia he located. The author says that already he is accumulating an Addendum for future use.

Despite the unfortunate cost of producing this volume with all its coloured badges, it will undoubtedly produce more hidden gems as time goes on. The colour reproduction is mostly excellent quality, on occasion dependent on the depiction submitted to Freeman and of poorer quality, or sometimes taken from distant photographs and manipulated to the best of his considerable abilities.

The value of the publication will be in identifying photographs otherwise not identified, but on occasion with crew standing before some fanciful depiction of a cartoon figure, a Kisbie ring or ship's badge in the background. Many ships, particularly the destroyers and early built vessels, have as many as five different insignia/badges/cartoons illustrated, often wildly different, between gun shield art, blazer crests, and other sources - CALGARY with four, IROQUOIS with six as examples.

Amazing what turned up.

For each illustration, a description is provided as to source, material, a semi-heraldic description if it is in the form of a badge, date if known and often brief commentary as to location on the ship if used, and the artist where known. Some adhered closely to proper heraldic format; others - cowboys riding stylized corvettes biting U-boats, etc. - were the subject of a painter's or badge-maker's imagination. Some are handsome and evocative, even carried over in part into the official badges post-war. Others are dull - or at least simply comprising the traditional fouled anchor only, with a name added. DAWSON, WENTWORTH and several other ships for instance are just represented by that "normal" naval badge within the oval of leaves and her name under it. This is all that surfaced from Freeman's appeals.

The period covers from HMC Ships NIOBE and RAINBOW of 1910 and other pre-war vessels such as VANCOUVER and THIEPVAL to post-2nd World War; the ships from UGANDA (her RN badge) to Armed Yachts in a couple of cases; almost every early corvette; a few MTBs and LCTs, 13 out of the 80 Fairmiles commissioned; Reserve Divisions (HUNTER and UNICORN, even for one of the pre-war Half Companies). TRENTONIAN's example, a cloth blazer badge, was not produced until 1990 for a reunion of the ship's loss off the U.K. in Feb. 1945 - no wartime badge turned up.

One example will give an idea of how complete (and complex) this compendium of insignia is as a reference, in this case for the 1944 Castle Class corvette ARNPRIOR: two badges, one a suspected gun shield

(from Yogi Jenson), the other a painted jacket patch, described as:

Within a diamond frame proper on a red field, a raised golden heraldic arm, holding an arrow. At the bottom of the arm, the word PRIMUS in red letters on an alternating blue and white striped pennant. On each side of the arm and below, three blue maple leaves highlighted and fimbriated in gold. In the tally plate, the ship's name in black on a gold field. At the bottom of the naval crown, the ship's title (HMCS) in black letters on a gold field.

The listing for ship that follows, HMCS ARROWHEAD, consists of four designs - all containing variations on the Indian Chieftain's headdress, for a gun shield, a sweatshirt design and two jacket patches, together with their sources and a note on the career of one of the donors.

The whole is a fascinating collection of not only insignia, ranging from the heraldically exact to the boastfully humorous to the plain, but of wartime naval mini-histories of events and memories. It will, like Freeman's earlier volume on ships' names, be an essential reference for anyone trying to identify photos or other items as to their source, and with the appended notes, often helping to establish dates. Worth its cost to any researcher or serious student of the RCN's record.

Cdr Fraser McKee, RCNR Ret'd, is a well-known author of Canadian naval subjects and former editor of the Naval Association's newsletter, Starshell. His latest book, a work of naval fiction, is Ellesmere Pickup, Seawaves Press, 2013. This is a story of a Porte class vessel crewed by naval reservists, who are on a training cruise to the Arctic when they become directly involved in the Cold War.

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