



CFB ESQUIMALT NAVAL & MILITARY MUSEUM NEWSLETTER

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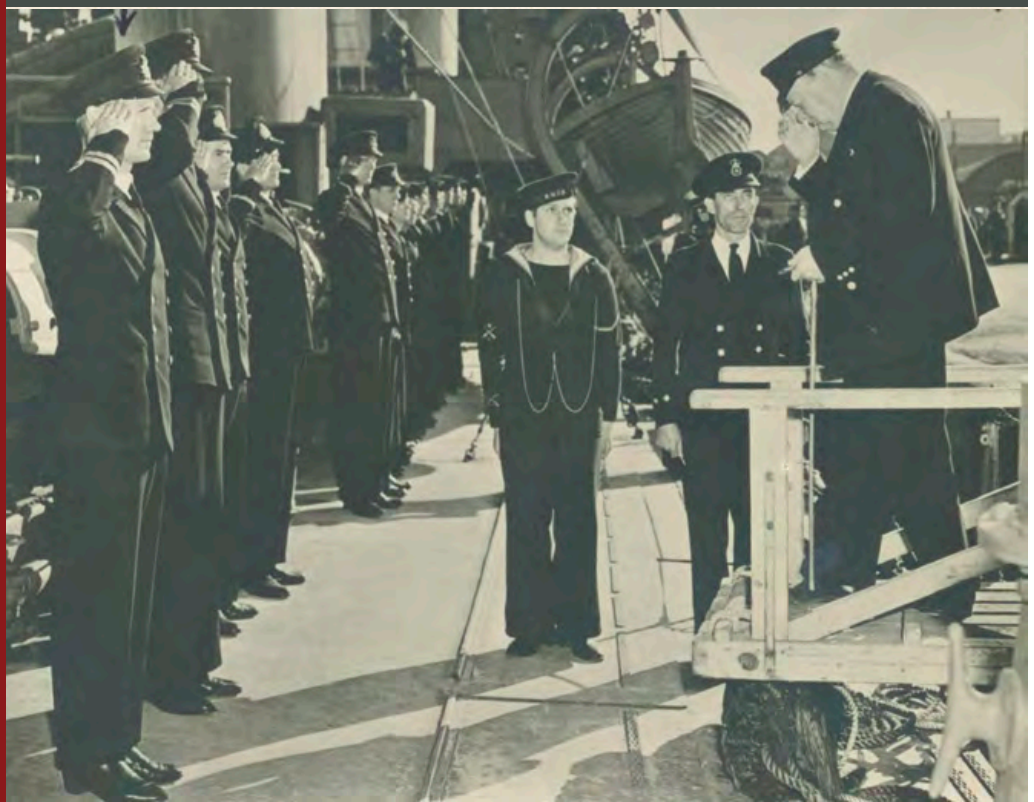
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CFB Esquimalt Naval & Military Museum is located at Naden on Canadian Forces Base Esquimalt, in the city of Victoria, which is situated on the southern tip of Vancouver Island, province of British Columbia, Canada.

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.

A Meeting of Heroes

Prime Minister Churchill Goes Aboard Canadian Destroyer - The historic occasion which marked the ocean meeting of the Right Hon. Winston Churchill and President Franklin D. Roosevelt was doubly significant for the officers and men of a Canadian destroyer who were hosts to the Prime Minister. Mr. Churchill is here shown boarding the vessel. On the extreme left is Lieut. John H. Stubbs, R.C.N., native of Kaslo, B.C., commanding officer of HMCS Assiniboine.

FULL STORY PAGE 2-3

A Meeting of Heroes

OUR COVER PHOTO from the museum archives tells a tale of two heroes, two leaders, two men who shaped history. Each played a key part in the Battle of the Atlantic, the epic seaborne struggle to defeat Nazism. Each was an inspiration to those who served with them, and to those they served.

The Right Honourable Winston Spencer Churchill and Lieutenant John Hamilton Stubbs of the Royal Canadian Navy met in the run-up to a decisive summit conference. Stubbs and the ship he commanded, HMCS Assiniboine, were detailed to escort Churchill, then Prime Minister of Great Britain, to a secret meeting. Assiniboine sailed with the Royal Navy vessel HMS Prince of Wales, which carried Churchill aboard, to Placentia Bay, Newfoundland. Stubbs and his men reportedly received little notice that they would be accompanying Churchill to his famous first encounter with US President Franklin Delano Roosevelt. Their rendezvous took place at sea, in early August 1941, just offshore from the little community of Ship Harbour, Newfoundland. The British and American leaders joined together for secret talks – the US was not yet in the Second World War, and negotiations were delicate. Their historic meeting resulted in a strategic set of agreements that gave birth to the Atlantic Charter and laid the groundwork for destruction of the Axis powers.

Shortly before their escort detail, Stubbs and

Assiniboine had successfully sunk the submarine U-210, ramming the submarine twice and finishing it off with depth charges. Naval historian G. N. Tucker, who witnessed the action from the destroyer's bridge, considered it "a masterpiece of tactical skill" on Stubbs' part. Tucker observed that although Assiniboine's bridge was deluged with machine gun bullets, Stubbs "never took his eye off the U-boat, and gave his orders as though he were talking to a friend at a garden party...".

Churchill was 66 when he met with Roosevelt. He'd already weathered the storm of Dunkirk, and with his grit and gift for oratory, inspired the British people to oppose Hitler, against terrible odds. Despite the burdens of state and the weight on his shoulders, Churchill still found time to board Assiniboine to give personal thanks to Stubbs and the crew. According to a 1941 issue of the Montreal Gazette, Mr. Churchill, "pleasantly commended the Canadians for their 'good work' and told them to 'keep it up.'" The seamen all received metal cigarette cases for their service.

A hand-written note on the back of our photo records that "John [Stubbs] saved Mr. C's cigar stubs from the ashtrays!" It's a poignant commentary on Stubbs' admiration for Churchill and his desire to keep significant mementoes from the great occasion, items as emblematic and personal as Churchill's cigar butts.

THE MUSEUM *Team*

Museum Team



Debbie Towell – Curator
Joseph Lenarcik – Assistant Curator
Clare Sharpe – Museum Exhibit Designer/Webmaster /
Volunteer Coordinator/ Newsletter Editor
Tatiana Robinson – Archival Assistant
Selena Gillespie – Special Projects
Sarah Taylor – Special Contracts & Services
Joel Bossy – Museum Workshop staff

Our Active Volunteers

Cecil Baker	Florence McGregor-Foxcroft
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Chris Fraser	Don Thomas
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Clarence Lockyer	
Brian McGregor-Foxcroft	

A Meeting of Heroes

Like Churchill, Stubbs was known for his strength under pressure and inspirational leadership. He left Assiniboine in October 1942 – by now promoted to Lieutenant-Commander - to command his next ship, HMCS Athabaskan, a Tribal class vessel with an unhappy reputation. Stubbs, who is described by historian Dr. Michael Whitby as a “quiet, laid-back man with a strong sense of humour”, quickly restored morale aboard Athabaskan, and ran an efficient yet relaxed ship.

Athabaskan was assigned to Plymouth Command to conduct offensive sweeps off the French coast. Stubbs's skills proved well-suited to these fast-paced night surface actions and he was awarded the Distinguished Service Cross for his role in a battle in which Athabaskan and her sister-ship HMCS Haida played crucial roles in sinking the German destroyer T-29 on April 26, 1944.

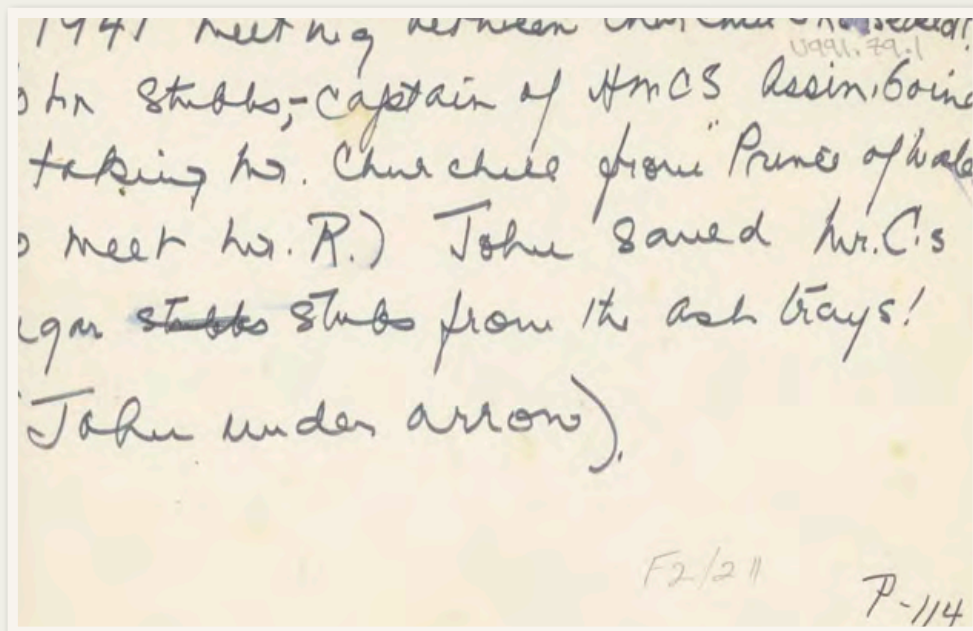
“Three nights later,” Dr. Whitby recounts, “Athabaskan and Haida, under Commander Harry De Wolf, were on patrol in mid-Channel when they were ordered to intercept two German destroyers (survivors of the earlier battle) heading westward along the French coast. Athabaskan's radar soon detected the enemy ships; minutes later, the Tribals opened fire, then altered

course towards the enemy to ‘comb’ possible torpedoes (that is, turn parallel to incoming torpedoes). In spite of this maneuver, a torpedo found Athabaskan. The hit caused such devastation that Stubbs ordered the crew to stand by in readiness to abandon ship. In the early hours of morning, her decks crowded with men, Athabaskan's 4-inch magazine erupted in a massive blast. Most of those on the port side were killed, and many others were burned by searing oil that rained down on the upper deck. Survivors took to the cold waters of the English Channel as their ship began to sink beneath them.”

Stubbs is said to have sung to his men while they waited in the freezing water, stanzas from a tune about naval volunteers called “The Wavy Navy”. Badly burned and last seen clinging to a life-raft, John Stubbs was among the 128 who perished in the attack on Athabaskan. He was awarded the Distinguished Service Cross (DSC) after his death.

The quiet heroism and dedication to duty demonstrated by John Stubbs have become a rightful part of the rich traditions of the Royal Canadian Navy.

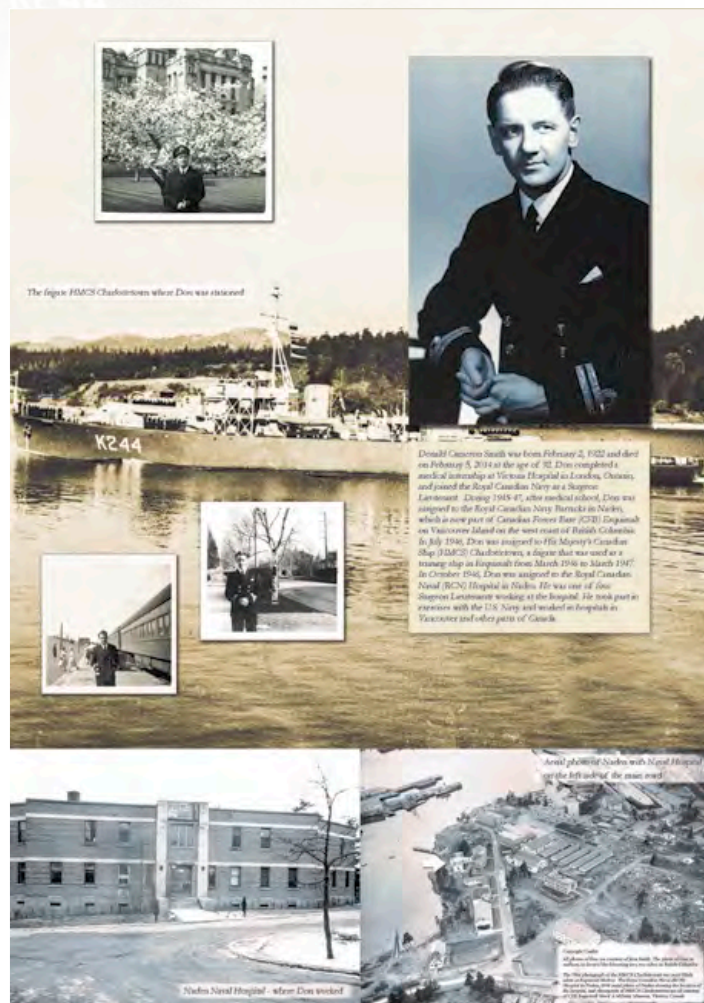
~ Clare Sharpe, Museum staff member



A note on the back of the official RCN photo observing that John Stubbs saved Winston Churchill's cigar stubs from the ship's ashtrays as souvenirs.

TRIBUTE to Surgeon Lieutenant Donald Cameron Smith R.C.N.(R)

If you are in Ann Arbor, Michigan, this coming April, you may come upon a 2' x 3' version of this poster. It will be part of an 18 panel exhibit honoring people who lived at University Commons, in Ann Arbor, who also served in the military during WWII. The poster was created by Enid Wasserman and it incorporates several photos from our museum archives; including a photo taken of the front of the Naden hospital in 1950, and a 1946 aerial photo of Naden. It is dedicated to Donald Cameron Smith, who spent most of his life in Ann Arbor but who was born in Peterborough, Ontario and grew up in the nearby village of Lakefield. Like his father and grandfather, he attended medical school at Queen's University in Kingston. He then did his internship in London, Ontario where he met his wife, Jean, who was completing her training in nursing. He joined the Royal Canadian Navy in 1946. He is first mentioned in The Canadian Navy List in the April 1946 list when he was assigned to the RCN Barracks in Naden (which is now part of CFB Esquimalt). In July 1946, he was assigned to HMCS Charlottetown (a frigate that was used as a training ship in Esquimalt from March 1946 to March 1947). HMCS Charlottetown was paid off on March 25, 1947. She was sold the same year and her hull is now part of the breakwater at Oyster Bay, B.C. In October 1946, Don was assigned to the RCN Hospital in Naden. He was one of four Surgeon Lieutenants assigned to the hospital. He had the second highest seniority, having received his rank on July 31, 1946. The senior doctor, Surgeon Lieutenant, James L. MacLeod, M.D. received his rank on May 25, 1946. Dr. Smith last appears in the July 1947 Canadian Navy List. He was still a Surgeon Lieutenant at the RCN Hospital in Naden, but now there were several Surgeon Commanders on staff that outranked him. The senior doctor was Surgeon Commander Timothy B. McLean, M.D. (who was Principal Medical Officer and Instructional Medical Officer). McLean later became a Rear-Admiral and the current base hospital at Naden was named after him when it opened on February 14, 1986.

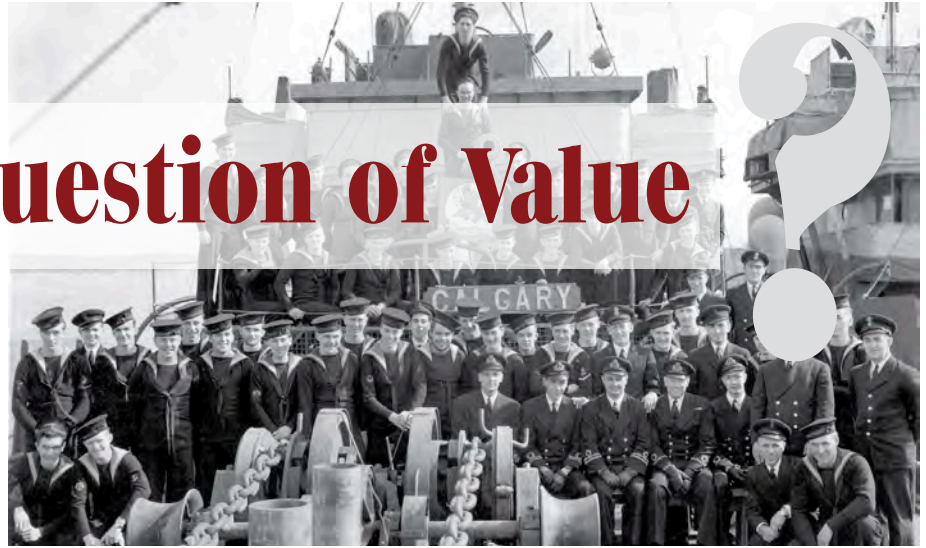


Following his service in the RCN, Don attended the Banting and Best Institute at the University of Toronto, where he earned a Master's degree in Physiology and a Doctorate in Public Health. He moved to Ann Arbor in 1952 to complete his medical training in Pediatrics at the University of Michigan hospital. He became a board certified pediatrician and he and his wife both became naturalized American citizens in the late 1950s or early 1960s. He died in February 2014.

~ Joseph Lenarcik, Assistant Curator



A Question of Value



This photo brought back memories of an old and dear crewmate for Keith McDougall.

Lesley Lee of Nanaimo was thrilled to see her Dad in this photo posted to the museum's Facebook page.

A recent radio ad by the McDonald's burger chain has riled supporters of Canadian museums. The 15-second ad, broadcast in January, compared the value of spending \$5 at McDonald's to spending \$5 on a museum tour.

Museums and their supporters across Canada expressed displeasure with the ad and it was swiftly pulled. As one museum commented: "Just heard a McDonald's ad inferring [that] spending \$5 at a museum was a waste of money, when \$5 at McDonald's would buy you lunch. I'm not sure – the museum may teach you something that lasts a lifetime, while lunch at McDonalds gives you something to regret for the rest of the day."

The ad, and the outcry about it, has us thinking hard about the value of museums to the communities they represent, in particular this museum. From a value for money point-of-view, CFB Esquimalt Naval & Military Museum is certainly a bargain. For a suggested donation of only \$5, a family can enjoy the museum; we even have

a special gallery for young visitors. The suggested donation for adults is \$2, while seniors and students get in for \$1. This makes our historic buildings, and our exhibits and displays, one of the best deals in Victoria.

But there is another kind of value to the museum that can't be measured in dollars and cents. Every day we hear from people who tell us this museum enriches their lives in many expected and unexpected ways. Here are just a few recent examples of individuals and organizations who've benefited from the museum and what it has to offer, online on its website and social media sites, and on-site here in the Museum Square at Naden:

Lesley Lee of Nanaimo, BC, was happy and excited to discover a photo of her father in an HMCS Calgary crew photo we shared to the museum Facebook page on 08 January 2018. Lesley messaged us to say: "I spotted my father! Alfred Lee. He served on HMCS Calgary from Feb. 25 to April 30 1942, as an Acting Leading Seaman. He's

standing right below the 'CA' in the 'Calgary sign.' We were delighted to be able to follow up on Lesley's message by sending her an electronic version of the original photo as a family keepsake. She responded: "This is wonderful, thank you very much.";

When he visited the museum's Facebook page on January 10, Keith McDougall was moved to find a photo of a friend he used to sail with, Leading Seaman Richard Grant. The picture showed LS Richard Grant aboard HMCS Fraser in 1964. "He was a great friend and shipmate. RIP" wrote Keith McDougall, in recollection of his crewmate;

Retired sailor André Gaudreault of Hinton, Alberta, and his daughters Laura and Sarah were on a sentimental journey when they visited CFB Esquimalt Naval & Military Museum Monday 15 January. The family were in search of a pair of christening bells for HMCS Kootenay and HMCS Terra Nova, and we helped them locate a Kootenay bell that includes an

Continued on next page



The HMCS Kootenay bell on which Sarah Gaudreault's name appears.

A Question of Value

Continued from previous page

inscription recording the christening of Sarah Gaudreault. The bell is in this museum's warehouse collection in Dockyard Building 83. Although we weren't able to take Sarah to see her bell because of Dockyard security restrictions, we were able to share photos of the bell with her so that she could clearly see the record of her christening inscribed on it. And now on her behalf we're trying to track down HMCS Terra Nova's bell, so that Sarah's sister Laura Flynn can also see her name and christening date engraving. Laura Flynn followed up the Gaudreault family visit here with a note to say "Thank you so much. This is such a treat for our dad to see. We really appreciate the effort you're making!" The Gaudreaults also left this message in our visitor book: "Beautiful museum, lots of memories";

Colleen Ryan is an electrician working at RPOPs in the Fire Alarm Shop. She was at Nelles Block before Christmas, testing the fire alarm system, when she was intrigued to see, in a museum display in the building's lobby, a reproduction sketch showing her aunt, Wren

Josephine Gadsby, at the centre of a group of 3 Wrens, during WWII. A photo that the sketch was based on was known to Colleen's family and so she recognized her aunt. But she didn't have information about the drawing, the artist or the other Wrens depicted. Colleen wanted to know more, and took the time to visit the museum archives to find out. We were able to let her know that the sketch was done by artist Grant Macdonald, and it appears on page 93 of his book "Sailors", published in 1945 by the Macmillan Company of Canada Limited. The Wrens shown are Photographer Margaret Northrup, Josephine Gadsby, and Leading Wren Blanche Heyes.

Macdonald, who was already well-known when he joined the Royal Canadian Volunteer Reserve in 1943, gave up a very successful international career in art in order to serve Canada. He was appointed an official war artist for the Royal Canadian Navy and the book "Sailors" is a collection of his drawings made on ships and at shore establishments. We were also able to assist Colleen with obtaining a copy of the sketch for her records. Colleen Ryan's family are proud of their relative Wren Gadsby, and were pleased to know more about her portrait and its history.

When the Esquimalt Military Family Resources Centre (EMFRC) hosted its prestigious Pacific Women's Day event at Hatley Castle in late 2017,

Grant Macdonald's sketch "The Girls Behind Our Sailor Boys"



THE GIRLS BEHIND OUR SAILOR BOYS
Wren Photographer Margaret Northrup, Wren Josephine Gadsby, and Ldg. Wren Blanche Heyes.

the museum had the pleasure to be involved and represented. Kathleen Sandborn-Cormie, the EMFRC's Event Facilitator, approached us looking for content to reflect the stories of women who have paved the way in the forces. We provided Kathleen with a series of 7 portable displays with panels devoted to contributions made by women to the Canadian Women's Army Corps, the Women's Royal Canadian Naval Service, the post-war Wrens, Air Force Nursing Sisters and other services organizations. The goal of the MFRC event was to celebrate the history of women in the Defence Community, and the museum was happy to be a part of that.

This is only a small sample of the many opportunities the museum has enjoyed to serve the public, and share our archives and resources with a wider audience. We look forward to many more such opportunities in the future.

~ Clare Sharpe,
Museum staff member

"The past has infinite value if one learns from it."

Ken Hensley

(1945, English keyboard player, guitarist, singer, songwriter, and producer)

“STRIPEY”

The Three Badge AB

SAILORS IN THE ROYAL CANADIAN NAVY (RCN), up to the rank of petty officer, were once entitled to earn and wear as many as three good conduct badges on their left sleeves: one for three years, a second for eight years and a third for thirteen years. Although they could be lost for misconduct, they could also be restored by further good conduct. These badges were worn with pride. (Chief petty officers earned them as well, but they were not displayed on their uniforms.)

Normally, as sailors progressed up the ranks – ordinary seaman to able seaman (AB), leading seaman to petty officer and finally to chief petty officer – they acquired their good conduct badges, one of the requirements for promotion. But there was one noteworthy exception, a man who mounted his badges but was never promoted, and who did not fit this pattern. This man was “Stripey”, the three badge AB.

Who was he? “Stripey” was a man with thirteen or more years of good conduct. As an AB he held the second lowest rank in the lower deck (non-commissioned members), and he was waiting patiently for a twenty or twenty-five year career to end, at which time he would drift off into retirement.

Despite his rank, “Stripey’s” three badges and time in the navy commanded a measure of awe and respect amongst the men in his mess (living area in a ship). Most often found in the gunnery and boatswain trades, he was a man whose naval knowledge and ability to avoid work of most kinds made him a legend. “Stripey” was a father figure who could advise young sailors and junior officers on any number of questions from kit musters to bends and hitches and the proper steps to be followed when coming alongside. He told the most interesting

salty dips (tall tales) and his evaluation of bars in foreign ports could not be matched.

He was wise and respectful to his superiors, and his work dress and his kit were flawless. His hair and beard were neat and trimmed, and he was proud of his ship. If you sought advice on sewing, knitting a pair of sea boot socks, working up a piece of fancy rope work or wood carving, or building a miniature sailing ship to slip into a bottle, “Stripey” was your man.

The seaman branch chief petty officers at the dockyard drafting (posting) office in Esquimalt and Halifax all knew him, and therefore he usually got “soft touch” (easy) drafts ashore to places like the manual (work party) office, base cells, or assigned the task of issuing cleaning supplies, linen or working in gunnery stores. “Stripey” could be relied upon to do the job properly, though without exerting himself. While ashore and at a larger establishment such as HMCS *Naden*, *Stadacona*, *Cornwallis* or *Shearwater*, and where divisions (parades) were held regularly, he often came to the attention of an acute senior officer who remembered the sound advice he had provided him with when he was a cadet or a new sub-lieutenant, and would stop to chat “Stripey” up.

When the time came to return to sea, most seaman branch chiefs at the drafting office would manage to find him a ship where he could settle back into his relaxed, headache-free, lifestyle. When he eventually walked out of the gates of the release centre at the end of his career, his RCN certificate of service in his hand, it revealed notations confirming his years of exemplary conduct that never dipped below “satisfactory” and might even exhibit the occasional higher assessment in his trade performance. If he had sinned, he had managed to escape detection. Why,

then, was “Stripey” not retiring as a petty officer or a chief?

Although a handful of these men finished their careers as three badge ABs because they had been reduced in rank, the vast majority had been promoted to AB and were content to stay there until they were pensioned off. These men had entered the service in the twenties, thirties and the second world war, and when they joined they were seeking security: clothing, food, a place to stay, medical and dental care, and a daily tot (2 ½ ounces) of rum when serving at sea. Travel was an added bonus. Furthermore, he was a man without ambition; he had all that he wanted from life. He did not want the responsibility that came with advancement in rank, and showed no interest in upgrading his trade qualifications. He was content.

After 1945 those men who joined the RCN for a career but who displayed no ambition began to decline in the face of a changing Canadian economy. If, by the mid-1960s, they had been awarded their third badge they found themselves in a navy that was undergoing change in the form of a new promotion scheme which saw advancement to leading seaman become based more on proficiency and less on time within the rank of AB. Furthermore, a former minister of national defence had made the promotion to leading seaman less stringent and any remaining “Stripeys” were advanced to that rank. With the unification of the three armed forces in 1968, the mandatory wearing of a green uniform by all ranks, and the abolition of the good conduct badges, the years of the “Stripey”, a genuine messdeck character, were over.

~ By Bonar A (Sandy) Gow,
Ph.D, Professor Emeritus of History, Concordia
University Edmonton

William Halkett

1917-1984: Photographer Extraordinaire

Long-time readers of the Victoria Daily Times newspaper (now the Victoria Times Colonist) will remember the excellent photography of one of its leading press photographers, William Halkett. What many readers may not know is that the Victoria born and educated Halkett joined the Royal Canadian Navy Voluntary Reserve (Special Branch) in 1943, where he served as a sub-lieutenant and as an official naval photographer. Over his career, Halkett's photographs were featured in leading magazines, including Time, Life, and Macleans.

Last year the Esquimalt Naval and Military Museum accessioned a large collection of naval and military photographs taken by Halkett during his naval service. Most of the photos were action shots of an exceptional quality. But there were also a few that were of a more lighthearted and humorous type. One thing all the photographs demonstrate is that Halkett had a "good eye" for an opportune shot. Each photo is a self-contained story. There is one photograph in particular of two corvettes travelling in company, with a lone officer standing on the deck of the near ship looking across at its companion, HMCS Chicoutimi. We have entitled that photo "The Two Corvettes." It is a striking example of Halkett's brilliant photographic technique.

We offer here only a few select examples of Halkett's photographic portrayal of life in the Canadian Navy during the war years.

Note: We would like to express our thanks to Deirdre Castle of the Times Colonist for her valuable assistance to us in making this article possible.

~ By Florence and Brian McGregor-Foxcroft
Museum Volunteers



Official RCN photographer William Halkett brought a sense of humour to his work – and even some suspense (or at least suspenders).

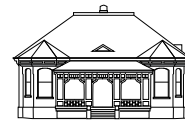


“The Two Corvettes”



RCN photographer William Halkett went to great lengths – and heights – to get the perfect shot.

A Sense of Purpose



As in any line of work, sometimes you wonder why you are here. What makes what you, or the organization that you work for, important? With that question, what we are really looking for is a sense of purpose; a feeling of being useful. When our thoughts begin to travel down that precarious road, it is helpful to head over to the museum and have a look through the visitor comments.

So please indulge us as we blow our own horn and shake off that feeling of being “useless” because, as the saying goes, “if you don’t do it, no one else will.”

Here are a few examples of what people from around Canada are saying about us:

- *R & H Eichel of Victoria BC*: “Thank you! Nice museum. Very informative. Great depiction of a bomb shelter!”
- *D & P Irvine of Kelowna, BC*: “Love the multi-media exhibits. Excellent job!”
- *L. Tamblyn of London, ON*: “We received a warm welcome and found all very interesting.”
- *M. Wright of St. Catherines, ON*: “Wonderful place to see the history of our Canadian Navy!”
- *L & N Brown of Olds, AB*: “Never knew there was so much history in one building.”
- *J & C Beane of Wainwright, AB*: “One of the best museums by far”
- *B. McCullough – Editor, Maritime Engineering Journal, Ottawa, ON*: “You’ve done a wonderful job with this. Thank you!”

Families seem to love us too:

- *The Caywood family of Kelowna, BC*: “Kids loved it! We loved it!”
- *The Bourgeois family from Esquimalt* wrote: “We come to the Open House every year and love it. Always interesting.”

Visitors from the U.S. continue to make the trek here, some of whom have a deep connection with military history:

- *L. Plett of Auburn, Washington, USA*: “My dad was stationed here during WW2”
- *D. Valentine LCdr, USN (Ret’d) of Virginia Beach, VA., USA*: “Very enlightening and well put together”
- *Mr. Gritz, US Army (ret’d) from Lynden, WA, USA*: “What a great group of folks here at the museum.”

We even have visitors from across the globe:

- *R. Jeffrey from Melbourne, Australia*: “Love the Rainbow and 1914 submarine stories”
- *Frank from Jamaica*: “I rang your bell!”
- *J. Zbigniew from Warsaw, Poland*: “Great! More than we expected!”
- *Mr. Parry of London, England*: “Fantastic exhibit. Really informative and very happy I came here. Will come again next time in B.C.”

Of course, there are always those wonderful comments from the kids that really make our day:

- *Kennedy of Strathmore, AB*: “Dope!”
- *S. Gill of Mississauga, ON*: “Mind blown!”

We very much enjoy meeting visitors at the museum and hearing their stories. Without people making the trek to the museum we wouldn't be able to exist, because of course, museums are all about telling a story and to hear that story we need those visitors to continue to come.

So, after perusing the visitor comments, it affirms my belief that this museum is not “useless”. Wow! You like us, you really like us!

~ Debbie Towell, Museum Curator

WOMEN OF THE NAVY PROJECT

This is an ongoing project now in its fifth year, headed by one of our long-time volunteers, Dave Freeman, LCdr RCN Retired.

This project is being conducted in cooperation with the two surviving Wrens Associations in Toronto and Halifax.



BACKGROUND

Between 1914 and 1946, almost 8,000 women joined the navy. They joined as nursing sisters, doctors, dieticians, physiotherapists, laboratory technicians and as members of the Women's Royal Canadian Naval Service [WRCNS], also known as Wrens.

PURPOSE

This project's purpose is to compile and publish, a two-volume work on the service of these women. A secondary purpose is to answer questions by future generations: who were these women? How and where did they serve and under what conditions?

Volume One will be a simple listing of personnel in the following fashion:

- Service Number
- Maiden Name
- Married Name
- First names (+ nickname)
- Rank
- Trade

Volume Two will contain photographs of the women at work, at play, at sports and on leave.

Also included here will be copies of relevant documents such as Dog Tags, Station Cards, Request Forms and Discharge Certificates.

To complete this volume Dave plans to cover all the following topics: why

they joined; uniforms worn; rank and trade badges employed; trades and occupations and what these meant; ships and establishments served in and where located; barracks and living quarters; sports played; recreation facilities; musicals and other related shows and performances they were involved in; basic and trades training; working conditions; leave; documents; travel and transportation; food and messing; life in the service; medals and decorations; deaths and discharges; discipline; poems written, etc.

Where possible, the descriptions, thoughts and feelings of the women themselves will be used.

HOW CAN YOU HELP

Dave requires copies of: photographs, documents, diaries, scrapbooks, mementos, letters, etc.

To be useful, photographs of the size of 8X10 inches can be scanned at 300 dpi (dots per inch). Smaller photographs should be scanned at 450 or 600 dpi.

It would be helpful – but not necessary – if a note with each photo contained information as to the place, date, event and where applicable, the identify the person or persons shown.

In the case of original items and photographs, if so requested Dave will copy and return originals to the donors.

CFB Esquimalt

NAVAL & MILITARY MUSEUM

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Open Monday through Friday:

10:00am - 3:30pm

(Closed statutory holidays)

SUGGESTED DONATION

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FOR INFORMATION

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www.navalandmilitarymuseum.org

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CFB Esquimalt Naval & Military Museum issues tax receipts under Section 118.1 of the Income Tax Act. A tax receipt received as part of a donation to Her Majesty can be claimed as an income tax deduction to a maximum of 100 per cent of the donor's net income. An official receipt for tax purposes will be issued automatically for all gifts of \$10.00 and over.

Write Us...

Please write to the museum at:

CFB Esquimalt Naval & Military Museum

P.O. Box 17000 Stn. Forces

Victoria B.C. V9A 7N2

Or email: curator@navalandmilitarymuseum.org



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