The General Meeting will be held May 11, 2014 in the Mess
Visit our web-site at http://acpoa.net

The Atlantic Chief & Petty Officer’s Association Newsletter

Dedicated to providing relevant information to the membership. Published monthly and distributed to all members and subscribers. Opinions expressed herein are not necessarily those of the Association or it’s members. Articles appearing in the Newsletter may be reprinted provided appropriate credit is given.

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From the President  By J. Gaylord Kingston

Our bi-monthly issue of C and A seems to be working quite well. It is difficult when we have to publish one month ahead of its time, but we will attempt to keep our files in order for birthdays, anniversaries, etc. Please advise of any such event well ahead of its time.

We will be allowing for vacation time during the Summer, so there will not any General Meetings during July and August. Once again, I would ask that if you have a Guest Speaker in mind, please contact me so that I might make the necessary arrangements. The meeting are for your information and entertainment, so please participate.

Quote of the Month: Smile, life is too short to be sad.
Sick & Visiting Committee Report
Chair – Albert Bishop (902) 469-2829

Bridgewater  Doc Halliday  (902) 685-2342
Fishermans Memorial  Maurice Legault  (902) 527 2912
Liverpool  Larry Truelove  (902) 354-2901
Shelburne,  Fred Molyneau  (902) 875-4271
Truro  Joe Fillion  (902) 662-2459
Annapolis Royal and Valley  Doug Moore  (902) 638-8700
Windsor & Area  Spike Sullivan  (902) 798-3580
Middleton  George Thomson  (902) 847-3308
St. John's, NF  Ron Coles  (709) 834-4751
Charlottetown, PEI  Hari Boggs  (902) 368-2248
Petit de Grat & Isle Madam  Robbie Roberts  226-3476
Moncton, NB  Carl (Pete) Petersen  (506) 384-8984
Quebec Area  Frank Cholette  (450) 699 6770
Montreal  Frank Cholette  (450) 699 6770
Roxboro, QC  George Heaven  (514) 684 3577
Brockville & Area  Rev. Paul Gordon  (613) 865 8378
Omemee, ON  George 'Josh' Warner  (705) 799-2863
Hamilton, ON - Area  Bill Venator  (289) 239 9394

Camp Hill Veterans Memorial Building
5955 Veteran's Memorial Lane, 
Halifax, NS, B3H 2E1

3rd Floor West
Earl Conrad - 3225  Owen Holland - 3131
John MacGlashen - 3123  James McCullough - 3223
Carmen Olsen - 3224

4th Floor East
Annie Cormier - 4429  Robert Bowers - 4433

4th Floor West
Warren Frizzell - 4231  Jack Walsh Rm - 4125
Robert Eisenhower - 4235  John Joseph Rostek - 4127

5th Floor East
Carlton Kearney - 5521  Eric Publicover - 5525
Mike Salkin - 5531  William McDade - 5529
Joseph Chiasson - 5426
Vice Admiral Harry Porter (Retired) - 5523

5th Floor West
Calvin Farrell - 5221  John Lipton - 5130
Peter Waite - 5123  James Dempsey - 5133
Gordon Anderson - 5520  Allison MacLeod - 5231
Edward Tobin - 5224  Robert Murchie - 5235

6th Floor West
Wilfred Watts - 6227  Henry Cooke - 6125
Gordon Tomlinson - 6233

6th Floor East
Ernest Shellnut - 6426  Wm. Marcus - 6435
Thomas Tonks - 6525

Fishermen's Memorial, Lunenburg NS  B0J 2C0
Harold James Crouse  Pamela Mary Steele

St. Vincent's Nursing Home
2080 Windsor St. Halifax NS

Iris Johnson
Glasgow Hall, Parkland at the Lakes
82 Baker Drive, Dartmouth NS  B2W 0C8
Joseph Hecimovich - Home Phone (902) 434 5558

Northwood Retirement Living
2615 Northwood Terrace, Halifax NS  B3K 3S5
Jon Dowthwaite - Rm. 822

Ocean View Manor, 1909 Caldwell Road
Eastern Passage NS  B3G 1M4
Fernand (Pedro) Guinard (902) 406 6056

Sunnybrook Veteran's Hospital, K2C10
2075 Bayview Ave. Toronto ON  M4N 3M5
James (Tug) Wilson - (416) 488 8550

Soldiers Memorial Hospital, Middleton NS  B0S 1P0
Myrtle Coffill - Rm. 264  Rockwell Hazel
Don Pringle - Rm. 262

Annapolis Royal Nursing Home
Harold Mooney
At Home
Bill Skeffington - (902) 435 3292
Edwin Toombs - (902) 543 7526
James Hamilton - (709) 368 5423
Russell Payne - (902) 826 2859
Cathy Geddes - (902) 477 2909
Maurice Legault - (902) 527 2912
Ron Knoll - (902) 454 6311
Dennis Shaw - (902) 469 2212
Brian Eccles - (902) 864 8302
ACPOA Association Notices & Affiliated Organizations

**LAST POST**

**THE FOLLOWING SHIPMATES CROSSED THE BAR RECENTLY**

Dan MacDonald 84 P2ER  
Fall River, NS  12 - 13

Vincent Evans 77 PO  
Eastern Passage, NS  25 - 03 - 14

Barbara Ash (wife of Moe) 81  
Porters Lake, NS  10 - 04 - 14

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**MEMBERSHIP REPORT**

Membership Chairman:  Ray Harvie (902) 462 7633  
E-Mail: r.harvie.home@eastlink.ca

**MEMBERSHIP STATISTICS**

- Charter, Ordinary, Affiliate and Life Members: 578
- Honourary Members: 14
- Miscellaneous Members: 17
- Total Membership: 609

**NEW MEMBERS**

- Michel LaJeunesse 0-1357 C2WS (Still serving)

Membership dues are $25 per year

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**SUBMARINERS' ASSOCIATION OF CANADA**

For information contact:  
East (Halifax)—Buster Brown at 902 477-9148  
http://www.sacoeast.com

Last Wednesday of every month  
in Halifax Dockyard in the MOG-5 Messes

Central (Ottawa)—Bob Wallace, 819 994-4931  
http://www.saoc-central.com

West (Victoria) — Stu Cameron, 205 478-1217  
http://members.shaw.ca/saocwest

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**ADMIRAL DESMOND PIERS NAVAL ASSOCIATION**

(A Branch of the RCNA)  
Membership, Frank Wells / Secretary, Al Cox  
Phone: 1-(902) 627 2748  
E-mail: adpna@bwr.eastlink.ca

Mail: ADPNA  
450 LaHave St., Unit 17, Suite 121  
Bridgewater, Nova Scotia B4V 4A3

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**CANADIAN NAVAL AIR GROUP**

Shearwater C&POs Mess 1st Sunday each month

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**RCNA PEROERGRINE BRANCH**

2623 Agricola St., Halifax, 454-4385  
Open to Veterans & Members  
Bar hours 1300 to 1900 or later

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**RCN BENEVOLENT FUND**

East 1-902-423-8561  
Central 1-888-557-8777  
West 1-250-383-6264

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**NB Naval Association**

President: Claude Smith - 506 633 0655  
Secretary: Terence M. Dexter - 506 357 8158
Feature of the Month
Battle of the Atlantic: The Longest Battle

From the the longest outset of hostilities in WW 2 the Atlantic supply route from North America to the United Kingdom was threatened. Eventually gaining control of the entire coast of Europe from Narvik to the Pyrennes, German forces set out from every major harbour and airfield to sever the lifelines to Britain. For six long years hard-pressed British-led forces including the Royal Canadian Navy, the Canadian Merchant Navy and the Royal Canadian Air Force, were among the principal contenders in what was to be known as the Battle of the Atlantic.

The sea lanes of the North Atlantic formed a grim battleground. Navigation in a blacked-out convoy at night in rough seas was hazardous and the sailors died not only from enemy attack, but from exposure and accidents in the fog and winter gales. Nor was the protection sufficient to prevent heavy losses. There were too few naval vessels and maritime patrol aircraft available, as well as a severe lack of training and modern equipment and technology. Bridging the Atlantic was the key to strategic supply and it was in maintaining the Atlantic lifeline that Canadian naval and air personnel played an increasingly important role. In order to transport safely the vast amounts of goods and troops that were needed, ships movements had to be organized and controlled. In August 1939 Canadian registered merchant ships and ships in Canadian ports passed from the control of their owners to that of the RCN. It was the navy that would determine routes and departures. Shipping on the more important and vulnerable routes was placed in convoy as the best means to regulate traffic and provide protection from the sea and air.

On September 16 1939, the first convoy set out from Halifax for the United Kingdom closely guarded by the cruisers HMS Berwick and York and by the Canadian destroyers, St. Laurent and Sagueneay. Soon, two convoys a week were sailing from Halifax. By the end of 1939, 410 ships in 14 HX convoys had crossed the Atlantic. Escort duty would remain the RCN’s main responsibility for the duration of the war. Although Britain had managed to stave off Hitler’s planned invasion, the U-boats, using their bases in France and Norway, attacked convoys and independently routed ships almost at will. The young aces, the German elite, raced each other for tonnage. German naval commanders referred to this period as “the happy time.”

In September, for the first time, U-boats began using the so-called “wolfpack” tactics. At night as many as six and sometimes more U-boats attacked convoys sailing from North America to Britain. The results were calamitous. As many as 20 percent of a convoy’s heavily-laden cargo ships being sunk. The Channel was closed to shipping and all Atlantic convoys were rerouted north of Ireland to Liverpool and the Clyde. Four Canadian destroyers, which had been stationed in British waters, strove to fend off submarine attacks while rescuing survivors of torpedoed merchant ships. The shipping losses were staggering. Canada embarked on a massive shipbuilding program. However, before these ships became available, the war in the Atlantic grew even more desperate.

In the spring of 1941 the enemy stepped up the scale of attack. In June alone, 454,000 tons of shipping was lost to U-boats. The U-boats concentrated on the weakest points of the Allied defences. Ships were lost because their escorts had reached their limits of endurance and had to turn back. The corvette, a new type of escort vessel with an improved sea-keeping endurance was soon reaching the fleet. It could be produced quickly and cheaply and had the ability to outmaneuver a submarine. Highly seaworthy, but small, conditions aboard these ships were often miserable. Water seepage was inevitable in the rough seas making the crowded messdecks wet. Generally the living conditions aboard for the crew of 60 or so men were very uncomfortable.

Nevertheless, these small ships became the mainstay of the anti submarine war. Of the 123 Canadian manned corvettes that served in the war, 10 were lost to enemy action. The RCAF had been flying patrols over Newfoundland’s waters and coasts since 1939. At this time however, the aircraft lacked the range to cover the central part of the Atlantic, an area that became known as “the Black Pit”. It was here that the U-boats were able to inflict their heaviest toll. In January 1942 the Battle of the Atlantic reached the Canadian and American seaboards where Grand Admiral Donitz suspected shipping would be poorly protected. The Canadians, with two years experience, quickly began sailing in organized, defended convoys. Often the only protection was an armed yacht but it worked. On the American Eastern Seaboard where ships were sailing alone, nearly 440 ships were sunk between January and July 1942, for the loss of only seven U-boats.

A large vulnerable Canadian area was the Gulf of St. Lawrence, where on the night of May 12, a 5000 ton freighter was torpedoed eight miles off the coast and, within hours, a second one was hit. The war was suddenly at home and in the sight of land. By early October, seven U-boats had sunk two naval vessels and 19 merchantmen in the Gulf and River. Then on October 14, the Newfoundland ferry, Caribou, was sunk just 40 miles short of her destination. Of 257 passengers, 125 men, women and children perished. The Gulf had to be closed to overseas shipping.

In 1942 Donitz, with nearly 300 submarines available, was able to send 20 or more against a convoy. As the size of the wolf packs increased and winter
storms swept the Atlantic, several convoys escorted by the RCN suffered heavy losses. By late 1942, Canada had 16,000 men serving in 188 ships. The Battle of the Atlantic reached its climax in March 1943; in that month the U-boats sent 108 Allied ships, 569,000 tonnes of vital shipping to the bottom. The only glimmer of hope lay in the success of the air and naval escorts exacting a toll of 16 U-boats. During April and May 1943 the tables were turned and the U-boats suffered such severe losses that Dönitz was compelled to recall them from the North Atlantic for regrouping. Large Canadian-built frigates expressly designed for transatlantic escort were reaching the escort groups in increasing numbers. The RCAF had received better equipment, including long-range Consolidated Liberators, which could make patrols right across the Atlantic, helping to close the Black Pit. Thus the RCN and the RCAF had a major presence across the whole Atlantic. Canada's now very substantial and capable anti-submarine forces played a prominent role in the protection of the Allied invasion fleet as it crossed the English Channel for the D-Day invasion.

The battle took a heavy toll of Canada's Merchant Navy. Many of the sailors and ships that had survived the mines and submarines of WW I chose to sail again some two decades later. They sometimes sailed in rusty old tubs, but more often in highly flammable tankers and munitions laden freighters. With each voyage the odds of survival seemed to grow longer. Still, voyage after voyage, men who had been torpedoed or had seen ships go down about them, sailed and sailed again. The most important achievement of the Atlantic war were the 25,343 merchant ship voyages made from North America to British ports under the escort of Canadian forces. In all, 794 U-boats were destroyed by Allied air and naval forces in the Atlantic and Mediterranean. In the process Canadian warships and aircraft sank or shared in the destruction of 47 U-boats. Beginning the war with just 13 vessels and 3500 personnel, the RCN grew to become, for a brief time, the third largest of the Allied navies. At war's end, the RCN comprised 373 warships and over 110,000 personnel, including 6500 women who served in the Women's Royal Canadian Naval Service.

All but a handful of the ships were built in Canada. The RCAF's Eastern Air Command reached a peak strength of 21,233 personnel, including 1735 of the Women's Division at the end of January 1944. Of this total, 1200 men were air crew. At the same time nearly 2000 RCAF air crew were serving in both Canadian and British squadrons of the Royal Air force Coastal command.

The number of ships produced by Canadian shipyards was remarkable. From the first delivery in December 1941 to shortly after war's end, Canada produced 354 – 10,000 ton, 43 – 47,000 ton, and 36 – 36,000 deadweight ton cargo ships. an astonishing numbers of naval ships including 281 escort ships (destroyers, frigates, corvettes), 206 minesweepers, 254 tugs and 3302 landing craft.

With the expanded participation came a high cost. More than 2000 members of the RCN were killed by all causes, in all theatres, the majority in the Battle of the Atlantic; more than 900 members of the RCAF died in maritime operations as a result of enemy action and flying accidents in the unforgiving environment. There were 350 aircraft lost. The Book of Remembrance for the Merchant Navy lists by name nearly 1600 Canadians and Newfoundlanders or those who served on ships of Canadian or Newfoundland registry. It includes the names of eight women. There were 70 ships lost. Many other Canadians, whose names are unknown, were lost serving on ships of Allied navies and merchant navies

*** ANNOUNCEMENTS ***

**General Meetings**

General Meetings will not be held during the months of June 2014 and August 2014. They will resume September 14, 2014. Executive Meetings will be held as required. C and A will continue in the normal fashion and all materials are requested to be forwarded in advance time for publishing.

**Ceramic Sailor Statues**

Our Service Officer Hank Einarson would like to purchase one of the ceramic sailor statues. He has the CHIEF statue but not the SAILOR. Anyone interested in selling one please contact him at 902 435 6681 or by Email at einar56@ns.sympatico.ca

All calls and/or E Mails will be kept in strictest confidence.

**Simple Truth 1**

Partners help each other undress before sex. However after sex, they always dress on their own. Moral of the story: In life, no one helps you once you're screwed.

**Simple Truth 2**

When a lady is pregnant, all her friends touch the stomach and say "congrats". But, none of them come and touch the man's penis and say "Good job". Moral of the story: Hard work is never appreciated.
**Honour Roll of Age - Happy Birthday To All Concerned**

*Members 90 years and over that age and ladies will have an honourary place in the Golden Memories article.*

**May 2014**
- James Bain 76 Bowser, BC 20-14
- Jerry Bodnarchuk 87 Edmonton, AB 13-14
- David Cain 76 Toronto, ON 30-14
- Norman Chalmers 77 Wasaga Beach, ON 20-14
- Ken Chisholm 71 Halifax, NS 01-14
- James Clemens 76 Victoria, BC 22-14
- John Cote 75 Dartmouth, NS 30-14
- Earl Corn 65 Lower Sackville, NS 11-14
- Al Cox 72 Bridgewater, NS 27-14
- Ken Crooker 82 Morrisburg, ON 29-14
- James Dean 73 Perth, ON 15-14
- Wayne Dupuis 74 Amherst, NS 25-14
- Edward Eby 73 Middleton, NS 03-14
- John Fitzpatrick 83 Saint John, NB 18-14
- Edgar Gaudet 84 Halifax, NS 20-14
- Ronald Girard 71 Lake Echo, NS 20-14
- Rendell Guinchard 81 Dartmouth, NS 29-14
- Rondal Hector 66 Dartmouth, NS 28-14
- Michael Henderson 80 Parrsboro, NS 06-14
- Edward Leppard 87 Head Chezzetcook, NS 07-14
- Ronald Marshall 76 Annapolis Royal, NS 21-14
- Ronald McCorvie 65 Dauphin, MB
- Richard Mcnair 68 Halifax, NS 18-14
- Terry Meloche 67 Woodstock, ON 27-14
- Dennis Norquay 73 Dartmouth, NS 04-14
- Bert Noyes 72 Lower Sackville, NS 10-14
- Ken Orchard 87 Halifax, NS 20-14

**June 2014**
- Roy Robertson 89 Lake Echo, NS 22-14
- David Russell 85 Dartmouth, NS 28-14
- Norman Smith 64 Kanata, ON 04-14
- George Thomson 80 Kingston, NS 13-14
- Bruce Tobin 87 New Glasgow, NS 29-14
- Ed Toombs 84 Bridgewater, NS 01-14
- Tom Walton 77 Coaldale, AB 16-14

**June 2014**
- Moe Ash 82 Porters Lake, NS 08-13
- George Aucoin 82 Cheticamp, NS 03-13
- George Branchaud 72 Whitby, ON 12-13
- Cecil Brown 87 Ottawa, ON 29-13
- Don ‘Buster’ Brown 72 Halifax, NS 30-13
- John Brownrigg 78 Dartmouth, NS 28-13
- Rolf Bruhn 77 Dartmouth, NS 29-13
- Ernest Butler 74 Penhold, AB 22-13
- Harold ‘Curly’ Crockett 81 Lr Sackville NS 03-13
- Malcolm Dawson 82 Centreville, NS 27-13
- Frank Doolittle 80 Lawrencetown, NS 08-13
- Tom Estabrooks 81 Dartmouth, NS 21-13
- Richard Eustace 63 Eastern Passage, NS 01-14
- Joe Fillion 76 Belmont, NS 23-13
- David Gouley 75 Dartmouth, NS 17-13
- John Gregory 75 Dartmouth, NS 21-13
- Fred Haggerty 85 Ottawa, ON 19-13
- Ray Harvie 79 Dartmouth, NS 12-13
- Raoul Hebert 85 Porters Lake, NS 28-13
- Joe Hecimovich 80 Dartmouth, NS 05-13
- John Kennedy 80 Dartmouth, NS 14-13

**June 25, 1940**
- HMCS Fraser . collision . 47 men lost

**June 6, 1944**
- 110 RCN ships and vessels take part in D-Day invasion

**June 25, 1950**
- Korean war commences

**June 13, 1956**
- HMCS Quebec is paid off

**June 22, 1992**
- HMCS Halifax commissions in

**Halifax, NS**
- June 21, 1749 Halifax, NS founded

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**Days of Yore**

**May 7, 1944**
- HMCS Valleyfield torpedoed - 125 lost

**May 18, 1785**
- St. John’s incorporated as Canada’s 1st. city

**May 17, 1941**
- German battleship Bismark sunk

**May 8, 1945**
- VE Day

**May 21, 1998**
- HMCS Ojibwa final sailpast in Halifax

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These figures are taken from application forms when submitted. Discrepancies are to be forwarded to gaylordk@yahoo.com or the Association office 902 420-0370. If you do not wish to have the date of your birth placed here, please contact me at gaylordk@yahoo.com or 902 446-8001.
Golden Memories May - June 2014

**Apologies to:**

Jack and Elsie Wallace
Enfield, NS
61 Years of Wedded Bliss
March 21, 2014

Brian and Ruth Govan
London, ON
60 Years of Wedded Bliss
April 5, 2014

Jim Cummings
Halifax, NS, 75
28-02-14

Richard 'Doc' Halliday
East Clifford, NS, 78
21-02-14

**May**

Robert Butt
Hendersonville, NC, USA
95 Years Young
May 18, 2014

Harvey Butterworth
Nanaimo, BC
94 Years Young
May 21, 2014

William Cutress
Langley, BC
94 Years Young
May 8, 2014

Bernard Brinen
Middle Sackville, NS
91 Years Young
May 21, 2014

Donald A. Smith
Whitecourt, AB
90 Years Young
May 6, 2014

Walter Hall
Brampton, ON
90 Years Young
May 8, 2014

Doug and Joan Harding
Ottawa, ON
51 Years of Wedded Bliss
April 24, 2014

Jim and Ellen Dean
Perth, ON
51 Years of Wedded Bliss
April 27, 2014

Alex and Marion Schimp
Truro, NS
69 Years of Wedded Bliss
May 5, 2014

Bill and June Gillispie
Dartmouth, NS
60 Years of Wedded Bliss
May 11, 2014

John and Suzanne
Chapman
Calgary, AB
57 Years of Wedded Bliss
May 11, 2014

Don and Carol Richardson
London, ON
57 Years of Wedded Bliss
May 11, 2014

Peter and Shirley Mattice
Lower Sackville, NS
56 Years of Wedded Bliss
May 10, 2014

John and Blanche Prince
Petitcodiac, NB
55 Years of Wedded Bliss
May 2, 2014

Don and Mary Ferris
Dartmouth, NS
55 Years of Wedded Bliss
May 2, 2014

**June**

Alex Chalmers
Halifax, NS
95 Years Young
June 9, 2013

James Earle
Halifax, NS
94 Years Young
June 2, 2013

Frank Holk
Dundas, ON
94 Years Young
June 18, 2013

John Neale
Dundas, ON
93 Years Young
June 25, 2013

Earl Giles
Antigonish, NS
92 Years Young
June 2, 2013

George Bush
Chelmsford, ON
90 Years Young
June 8, 2013

Alex Schimp
Truro, NS
90 Years Young
June 19, 2013

Betty Hodgins
Nanaimo, BC
84 Years Young
June 28, 2013

Dolores Micallef
Dartmouth, NS
77 Years Young
June 21, 2013

Roger and Jean Boutin
Lower Sackville, NS
62 Years of Wedded Bliss
June 12, 2013

Jack and Vanella Lawrence
Oakville, ON
61 Years of Wedded Bliss
June 21, 2013

Murray and Patricia Labey
Dartmouth, NS
57 Years of Wedded Bliss
June 9, 2013

John and Dolores Micallef
Dartmouth, NS
57 Years of Wedded Bliss
June 18, 2013

Fred and Joan Rostek
Lower Sackville, NS
57 Years of Wedded Bliss
June 25, 2013

Percy and Marilyn
Edgecombe
Saint John, NB
56 Years of Wedded Bliss
June 8, 2013

Dennis and Marlene May
Halifax, NS
52 Years of Wedded Bliss
June 24, 2013

Wayne and Nancy Nordin
Hants County, NS
51 Years of Wedded Bliss
June 9, 2013
Over the past few years there have been a number of incidents/events at the former training base. We have had three fires – on the residential side a garage belonging to one of the residents living in one of the quads burned (suspicious), Sea Cadet barrack block near the shore had a fire (suspicious), and another barrack block near the old Communications school burned (again suspicious).

The Voodoo by the Cornwallis Military Museum (the former St. George’s Protestant church) was moved to the Jet Engine Museum in London, Ontario.

The T-Bird jet and Sherman tank across the road from the former main gate have been sold and will eventually be moved to the Kentville area.

Although these planes and tanks were military they did not have anything to do with the training in Cornwallis. They probably looked great at the end of the parade square although I hesitate to guess what former GI’s would have thought about it.

The YMCA is thriving in the former Canex building. This is not the first YMCA to be at Cornwallis and no, I am not talking about the William Hall gym.

During the war years 1942-46 HMCS Cornwallis had a YMCA.

The hospital and dental clinic along with the C&PO’s have been torn down many years ago. The Communications School which was eventually taken over by the Sea Cadets after the Comm School moved to the west coast has also been torn down.

The Catholic church is now privately owned and has become a self storage building.

The train station is also privately owned and is called ‘Annapolis Maintenance Services’.

The Hobby Center as most of us know it has been levelled to the ground because of vandalism.

Quite a number of buildings have been taken over by private enterprise.

The Rec Center is now called the Admiral Desmond Piers building and is utilized by the Sea Cadets during the summer and at other times of the year other organizations book it for their events.

The Base Commanders house has been bought by doctor from Digby.

The steam plant, drill shed, a couple of barrack blocks, & Conestoga block have been taken over. Acadian Seaplants Limited (ASL) is a globally recognized industry leader in the processing of seaweed-based products for food, biochemical, agricultural and agri-chemical markets worldwide. Take a look at their webpage at:

http://www.acadianseaplants.com

Diamond Diversified Industries Ltd. (Foam Worxs) owns most of the logistic buildings. Foam Worxs produces many products made from foam for thousands of organizations, i.e. sport teams. Check out their webpage at:


Acadian Seaplants Ltd. And Foam Worxs ship worldwide and both employ a fair number of local residents.

There are also quite a number of smaller businesses at the former base. Just recently the Provincial government has the Fisheries business operating on the base.

The Main Gate is now a Pizza place during the warm weather days (summertime). I wonder how many RPO’s are shaking their heads after finding that out.

The Construction Engineering (CE) across from the main gate is now an apartment building privately owned. That’s it for now trainees.