The next General Meeting will be held Sunday September 12, 2010, at 10:00 in the Mess. Our Guest Speakers will be Fred Rideout and Peter Lewis of the Joint Personnel Support Unit. Visit our web-site at http://www.acpoa.ca

The Atlantic Chief and 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 its members.

Articles appearing in the Newsletter may be reprinted provided appropriate credit is given.

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From the President

Summer is drawing to a close and we will renew acquaintances and tell vacation tales at the September General Meeting on Sunday September 12, 2010. Our guest speakers will be a return visit by Fred Rideout and Peter Lewis of the Joint Personnel Support Team. Their last visit was very enlightening and they will have further developments and up to date information on the project.

As the summer draws to a close, so do our duties aboard HMC S Sackville as Information Officers. The word to note is that we are falling off in the numbers that we require for the voluntary duty. I say duty because it is our heritage as sailors that we endeavour to keep the general public aware of just what we fought for on their behalf. It is gratifying that they can see the new warships and read of their duties and responsibilities, but it is essential that they are made aware of just how this grand Navy came to be in existence. It is never too early to get in touch with Dennis May, Voluntary Chairman (477-1615) or the office for the duty roster for next year.

Another duty that we have to maintain is the Office Watchkeeper. This is a position that takes a very little effort on your part to fulfill. The office is only open Mondays, Wednesdays and Fridays 0930 – 1130. With the Reunion and Memorial projects completed, the duty is a very, very light one to keep. I would ask that you give of a few hours, usually once a month with a spare list, by getting in touch with Bert Noyes (865-5225) or at the office (420-0370).

Quote of the Month: “Don’t take yourself so seriously, no one else does.”
**Sick & Visiting Committee Report**  
**Chair – Albert Bishop (902) 469-2829**

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<tr>
<th>Location</th>
<th>Contact Person</th>
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<tr>
<td>Bridgewater</td>
<td>Doc Halliday Télé</td>
<td>(902) 685-2342</td>
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<td>FAX</td>
<td>685-3452</td>
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<tr>
<td>Fishermans Memorial</td>
<td>Maurice Legault</td>
<td>(902) 527 2912</td>
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<td>Liverpool</td>
<td>Larry Truelove</td>
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<tr>
<td>Shelburne,</td>
<td>Fred Molyneau</td>
<td>(902) 875-4271</td>
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<td>Truro</td>
<td>Joe Fillion</td>
<td>(902) 662-2459</td>
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<tr>
<td>Annapolis Royal and Valley</td>
<td>Doug Moore</td>
<td>(902) 638-8700</td>
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<td>Springhill &amp; Area</td>
<td>Richard McCormick</td>
<td>(902) 597-2090</td>
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<td>Yarmouth</td>
<td>Gerry White</td>
<td>(902) 742-6888</td>
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<td>Windsor &amp; Area</td>
<td>Spike Sullivan</td>
<td>(902) 798-3580</td>
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<td>Middleton</td>
<td>George Thomson</td>
<td>(902) 847-3308</td>
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<td>St. John’s, NF</td>
<td>Ron Coles</td>
<td>(709) 834-4751</td>
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<tr>
<td>Charlottetown, PEI</td>
<td>Hari Boggs</td>
<td>(902) 368-2248</td>
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<tr>
<td>Petit de Grat &amp; Isle Madam</td>
<td>Robbie Roberts</td>
<td>226-3476</td>
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<tr>
<td>Moncton, NB</td>
<td>Carl (Pete) Petersen</td>
<td>(506) 384-8984</td>
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<tr>
<td>Fredericton, NB</td>
<td>Rev. Reg Miller</td>
<td>(506) 457-1118</td>
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<tr>
<td>Quebec Area</td>
<td>Frank Cholette</td>
<td>(450) 699 6770</td>
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<td>Montreal</td>
<td>Frank Cholette</td>
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<tr>
<td>Ottawa, ON</td>
<td>P.J. (Peter) Wilkins</td>
<td>(613) 832-3761</td>
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<tr>
<td>Brockville &amp; Area</td>
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<td>Etobicoke, ON</td>
<td>Alan Leslie</td>
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<td>(613) 376-6791</td>
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<tr>
<td>Omemee, ON</td>
<td>George ‘Josh’ Warner</td>
<td>(705) 799-2863</td>
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**Camp Hill Veterans Memorial Building**  
5955 Veteran’s Memorial Lane,  
Halifax, NS, B3H 2E1

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**At Home**

- Larry Truelove - Milton NS (902) 354 2901
- Cec Cruickshank - (902) 798 3517
- Iris Johnson - (902) 443 7683
- Victor Vincent Ward - (902) 597 8161
- Kenneth Peach - (780) 727-2747

**Queen Elizabeth II Health Sciences Centre**

- Bill Comeau - Call Patient Switchboard (902) 473-1510
- Bob Wibberley - (902) 466 5864

**Ocean View Manor, 1909 Caldwell Road**

- Fernand (Pedro) Guinard - (902) 406 6056
- Bob Wibberley - (902) 466 5864

**Sunnybrook Veteran’s Hospital, K2C23**

- John Banks - (780) 727-2747
LAST POST
THE FOLLOWING SHIPMATES CROSSED THE BAR RECENTLY

William Gray LS (WW 11 ) 84
Yarmouth, NS 03 08 10

For though from out our bourn of time and place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.
Alfred, Lord Tennyson

MEMBERSHIP REPORT

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

MEMBERSHIP STATISTICS

Total Membership – 739

NEW MEMBER
David J Manryk
Kingston, ON.  0 - 3 12 4

RE-ENGAGED MEMBERS
0 Re-Engaged Members

Membership dues are $25 per year

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) — Jim Scott, 250 370-2359
http://members.shaw.ca/saocwest

RCNA PEREGRINE BRANCH

2623 Agricola St., Halifax, 454-4385
Open to Veterans & Members
Bar hours 1300 to 1900 or later
On 10 May 1910, the Naval Service Act was passed by Parliament and the Canadian navy became a reality. Some months later it became the Royal Canadian Navy. By the terms of the Act, protection of Canadian maritime interests in time of war was vested in the Royal Navy and the assets of the RCN were to be placed at the disposal of the Admiralty. At the time the Act received Royal assent, forces consisting of light cruisers supported by destroyers was envisaged for both coasts. Ideally these were to have been built in Canada.

Immediate efforts were made to procure ships for this new navy. These had to be ships that could be used to train Canadians in the ways of a fighting service and, at the same time, protect the Canadian coast if called upon. After the Charybdis fiasco of a 20-years previous, when a number of visitors were killed and injured in a mishap attributed to the rotten state of the ship, Canadian authorities had to be selective. HMS Niobe and HMS Rainbow were considered suitable for these tasks and were purchased from the Admiralty.

HMS Niobe was a 1st Class Protected Cruiser of the Diadem class. She had been launched in 1899 and cost £600,000 to build. A large ship of 11,000 tons, she was 462-feet in length, had a beam of 69 feet and drew 26-feet of water in normal trim. Her full complement consisted of 677 officers and ratings.

By contemporary standards, Niobe was well armed. Her main battery consisted of sixteen quick firing 6-inch guns, twelve QF 12-pounders, five QF 3-pounders mounted on the forward and after bridge wings and three submerged 18-inch torpedo tubes, one astern and one on each beam. Two single 6-inch guns in shielded mountings were disposed on either side of the forecastle and quarterdeck. The remainder were arranged along both sides of the ship at main deck and lower deck levels. On each side there was a two, two tiered armoured casemate forward and aft arranged to give ahead and astern fire, and another between them on the broadside.

Protection was provided by an armoured deck 4-inches thick that ran the length of the ship. The armoured deck covered the steering gear aft and terminated in an armoured ram at the bows. The edges of this deck sloped down below the waterline along the sides. The faces of the casemates and gunshields were 4½-inches thick. Additional protection was afforded by the arrangement of coal bunkers along the sides and athwartships fore and aft of the stokeholds. A 12-inch thick conning tower was provided to protect command an control while the broadside casemates had 6-inch armour. War experience would demonstrate that ships of this kind were virtual death traps in battle.

HMS Niobe had been manned by a skeleton crew consisting of officers and active reserve ratings of the Royal Navy. It was hoped that the ship would eventually be manned by Canadians and an active recruiting program was begun. By the end of 1911, 185 of the Niobe's crew were Canadians and additional Canadian were being trained as seamen.

In the summer of 1911, HMS Niobe was almost lost. On the night of 30-31 July, in poor visibility with a strong tide running, Niobe continued on her way from Yarmouth to Shelburne. Shortly after midnight she struck a rock on the Southwest Ledge of Cape Sable. Immediate steps were taken to save life in the event the ship broke up. Two hours after striking, the ship floated clear. The bottom plating aft was holed, the starboard engine room flooded and the rudder and port propeller were also damaged. Immediately an anchor was let go, but it dragged and as Niobe drifted, it was feared that she might go aground again. When fishing boats and tugs arrived on the scene the ship was settling by the stern and, accordingly, those of the crew whom could be spared, was transferred to the fishing boats. A tug took the ship to Clark's Harbour where she remained until August 5. HMS Cornwall arrived to tow the injured ship to Halifax. There she was docked in the Halifax shipyard graving dock. Damage was so extensive that repair work was not completed until December 1912. With the change in government that year and the abandonment of the naval building scheme, most of the new recruits deserted. Until the advent of World War One Niobe remained in port training those men who had chosen to stay in the Navy.

When the Governor General placed the ships Niobe and Rainbow together with their officers and men at the disposal of His Majesty for general service in the Royal Navy, Niobe, deficient in trained personnel and her engines suffering from disuse (her propeller blades were fouled by empty bottles at her own dock) was lying in Halifax harbour. She was promptly dry docked and everything necessary was done to make her fit for sea and war. The meagre crew was supplemented by the experienced crews from the redundant British sloops Algerine and Shearwater, which were paid-off at Esquimalt upon the outbreak of war.

By 1 September 1914 HMS Niobe was ready for sea duty, though still undermanned. She sailed for Newfoundland where 107 volunteers of the Royal Newfoundland Reserve rounded out the new crew.

On 22 October 1914, Niobe was sent to the Strait of Belle Isle to search for what turned out to be a mythical German cruiser. She then joined the RN blockading squadron off New York harbour, inside which there were 38 German owned ships including fast liners that could be utilized for war purposes. The blockading squadron, including Niobe, suffered through horrendous weather while on their patrol duties. The Canadian cruiser called at Halifax occasionally for coal and provisions.

HMS Niobe spent about nine months taking her turn at patrolling off New York. On 17 July 1915 she returned to Halifax badly in need of a major refit. This would have been an expensive and arduous task and because of her obsolescence it was decided that such reconditioning would not be undertaken.

HMS Niobe was paid off on 6 September 1915 reverting to the disposal of
the Canadian authorities, who recommended she be retained as a depot ship. She continued in that capacity until December 1917.

When the French munitions ship Mont Blanc collided with the Belgian relief ship Imo in the Narrows, a whaler from Niobe was dispatched to the Mont Blanc, to help with pulling her off the shore and getting her into deep water. They were beginning to board the stricken vessel when the explosion ended their valiant effort and their lives. Their heroism resulted in posthumous awards to four of the fourteen brave members of the Niobe’s crew. Two of the cruiser’s four funnels were crumpled in the blast while the superstructure above the upper deck was levelled and fire broke out. The tidal wave which washed down the harbour, separated her from her moorings, but her crew managed to maintain control of the big ship.

Niobe continued in use as a depot until the end of the war when she was decommissioned for disposal.

HMCs Niobe was sold for scrap in 1920. The price was $40,175.00

**HMCS RAINBOW**

The 21-ship Apollo 2nd Class Cruisers, including HMS Rainbow, were built in 1890-1891. Rainbow had seen almost 20 years of service in the RN before Canada bought her.

Rainbow had a displacement of 3,6000 tons fully loaded, was 314-feet long, had a beam of 43-feet and a draught of 18.5-feet. She was manned by 12 officers and a ship’s company of 260 ratings. The Apollo class were typically armed with a single QF 6-inch gun in a shielded mount on the forecastle and another on the quarterdeck. Four QF 4.7-inch guns in shields were spaced along the upper deck on each side while a pair of 6-pounders were mounted in embrasures on the main deck either side of the bow and stern to provide ahead and astern fire. Two more QF 6-pounders were mounted on each side between the 4.7s. A single 14-inch torpedo tube was fitted in the bow and there were two single tube pivoting mountings on the main deck amidships.

Ships of this class were fitted with armoured decks which accounts for the plough-shape of the stempost.

Protection was provided by a 2-inch thick armoured deck that ran the length of the ship with edges that sloped below water to protect the waterline along the sides. Further protection was provided by the positioning of the coal bunkers along the sides at the waterline and athwartships to protect the boiler rooms from ahead and astern fire.

There was a 3-inch thick conning tower to protect command and control while the 6” gun shields were 4.5-inches thick.

Machinery consisted of twin sets of two-cylinder triple expansion reciprocating steam engines that could produce a maximum of 9000 ihp for 19 knots speed. Steam was provided by three double ended and two single ended boilers arranged in two boiler rooms. As in Niobe, all boilers were hand stoked. The bunkers could carry 535 tons of coal which gave the ship a range of 8000 nautical miles at 10 knots.

They were not considered good seaboats, having a tendency to be very wet amidships in rough weather. The engines and boilers were generally well thought of and had a reputation for reliability. Intended for employment on foreign stations, many of the class, including Rainbow, had the bottom sheathed in wood overlaid with copper to prevent fouling in warm waters. Most of the class saw active service in World War One.

Rainbow was commissioned on 4 August 1910 in Portsmouth and left on the 18th of that month. She arrived in Esquimalt, British Columbia, on 7 November 1910 by way of the Strait of Magellan. The officers and ship’s company were all RN temporarily assigned to duty with the RCN. On arrival in Canada the crew was supposed to be augmented with RCN personnel while an opportunity was given to the RN men to transfer to the RCN, which many did.

Following a refit, HMCS Rainbow made the first Canadian Fisheries Patrol (FishPat) off the West Coast. After this patrol, she was taken out of active commission until July 1914. As the clouds of war gathered over Europe her skeleton crew was brought up to strength with men from HMCS Niobe and 50 volunteers of the Royal Naval Canadian Volunteer Reserve. The ship was to proceed to the Bering Strait for seal patrols, but the outbreak of war negated this operation.

Immediately prior to the war Rainbow became embroiled in an incident involving the Japanese steamer Komagata Maru. This ship entered Vancouver harbour carrying nearly 400 would be immigrants from India, mostly Sikhs. When it was discovered that they were not welcome in BC, they took over the ship and refused to let her leave harbour. Food and water supplies ran low and a bloody mutiny was anticipated. Rainbow was brought on the scene to break the impasse. Her appearance was sufficient to daunt the rebellious passengers and the ship sailed to Hong Kong.

During the first months of World War One, Canadians along the West Coast became alarmed by the activities of Admiral von Spee’s crack German Pacific Squadron which had disappeared into the vastness of the Pacific before the declaration of war. A few days after the United States declared its neutrality, there were reports that the cruiser SMS Leipzig was intending to raid the BC inshore. To defend the sea approaches there was only a battery of obsolete coast defence guns near Esquimalt, the cruiser Rainbow and the two submarines, CC1 and CC2.

Rainbow was no match for the newer, faster and better armed German cruiser. Nevertheless, it was conceivable that she could have dealt the German ship a damaging blow that might well have proved fatal to a ship so far distant from a friendly dockyard. At the time it was felt that the presence of Rainbow and the submarines may well have prevented Leipzig from venturing northward.

The first time she put to sea Rainbow was short handed, had no armour piercing shells on board and was generally short of ammunition. She was soon joined by the modern British cruiser HMS Newcastle and the Japanese armoured cruiser IJNS Iizumo. The three ships divided the coast between them with Rainbow and the submarines guarding the seaward approaches to the Strait of Juan de Fuca. The Leipzig was never encountered and indeed, history has shown that the Germans had no intention of risking their ships for so little gain.

In December 1914 tensions along the BC coast rose to near panic when the German squadron encountered a British pursuit force under the command of Admiral “Kit” Craddock and sank two armoured cruisers, HMS Good Hope and Monmouth, with the loss of all hands without significant damage to themselves. In this action, known as the Battle of Coronel, Canada suffered her first casualties in action when four RCN midshipmen, Hatheway, Cann, Silver and Palmer went down with the flagship. All but one ship of the German Pacific Cruiser Squadron, Leipzig, were destroyed in the Battle of the Falkland Islands while she was brought to bay and scuttled two months later. Following the defeat of Admiral Graf von Spee’s squadron HMCS Rainbow continued her patrols as far south as the Panama Canal. She captured two German schooners, the Oregon and the Leonor.

During 1916-1917, the cruiser was used to help with the shipment of gold bullion from Russia through Canada to New York to keep it from falling into the hands of the Bolsheviks.

The German threat having been eliminated from the West Coast, the navy no longer had a pressing need for a ship of Rainbow’s size. The old cruiser was due for a refit and her trained men were badly needed elsewhere. On 8 May 1917 she was paid off. However, she was recommissioned on 1 July as the depot ship at Esquimalt.

Used as a floating classroom for instructions in basic seamanship and navigation, officers and men continued to receive instruction aboard her, although she never left the jetty. HMCS Rainbow was finally paid off on 1 June 1920. In June 1922 she was sold for scrap to a firm in Seattle, Washington for the sum of $67,000.
Honour Roll of Age
(Happy Birthday To All Concerned) August, 2010

Vincent Carr was 78 on 15 – 8 -10
Harry Abbott 81 Ottawa, ON 18-10
John Baker 65 Bedford, NS 27-10
Davia Bakody 67 Dartmouth, NS 10-10
Albert Bishop 83 Dartmouth, NS 05-10
Robins Boyce 65 Amherst, QC 08-10
Ernest Brown 63 Halifax, NS 15-10
Wilfred Broyden 64 Eastern Passage, NS 01-10
Earl Bryan 76 Dartmouth, NS 16-10
Richard Burton 82 Nepean, ON 10-10
Charles Caterer 68 Enfield, NS 06-10
Thomas Chadwick 80 Indian Harbour 19-10
Denis Couverette 75 Dartmouth, NS 19-10
Don Dark 77 Sarnia, ON 03-10
James Estey 80 Halifax, NS 20-10
Vaughn Feltham 71 South Brookfield, NS 12-10
Stan Forebrigger 80 Halifax, NS 15-10
George Friss 76 Halifax, NS 04-10
Gerald Gillingham 79 Fall River, NS 09-10
Don Glover 72 Dartmouth, NS 13-10
Alan Goodwin 80 Dartmouth, NS 23-10
Willard Goodwin 86 Kentville, NS 25-10
Paul Gordon 76 Brockville, ON 16-10
Frank Guinta 87 Dartmouth, NS 04-10
Michael Hadden 67 Nepean, ON 01-10
Bob Hesson 80 Dartmouth, NS 03-10
Rip Irwin 77 Truro, NS 16-10
Richard Ives 77 Dartmouth, NS 27-10
Charlie Jean 82 Stephenville, NL 19-10
Joseph Keizer 74 Truro, NS 04-10
Dennis Kelly 60 Ottawa, ON 23-10
J. Gaylord Kingston 76 Halifax, NS 30-10
Ernest Langille 70 Tatamagouche 09-10
Lars Legaarden 58 Dartmouth, NS 20-10
Alfred MacDonald 88 Stoney Creek, ON 04-10
Charles MacDonald 80 Dartmouth, NS 30-10
Don Marsh 79 Lower Sackville, NS
Tom McIsaac 59 Orleans, ON 26-10
Lillian McMullen 79 Eastern Passage, NS 10-10
Gordon Miller 81 Halifax, NS 23-10
Cliff Montgomery 72 Orleans, ON 07-10
J.C. Moreau 60 Orleans, ON 07-10
John Newton 81 Halifax, NS 05-10
Paul O’Sullivan 73 Smith’s Cove, NS 13-10
Hilary Ottenbreit 61 Lower Sackville, NS 14-10
Harry M. Porter 85 Florida City, Florida, 07-10
Ken Rees 45 Dartmouth, NS 29-10
William Robinson 85 Kitchener, ON 15-10
Elzer Sabourin 74 Windsor, NS 11-10
Earle Saunders 71 Centerville, NS 05-10
Wayne Scott 64 Lantz, NS 18-10
Douglas Scott 76 Dartmouth, NS 16-10
Squirrel Sheals 74 Dartmouth, NS 10-10
Cliff Shillington 83 Quebec, QC 28-10
Bob Sinden 81 Halifax, NS 13-10
Bill Skeffington 78 Dartmouth, NS 28-10
Watson Strong 74 Dartmouth, NS 28-10
Spike Sullivan 87 Windsor, NS 30-10
Clarence Sutherland 77 Sarnia, ON 03-10
Norman Swan 88 Langley, BC 02-10
Ken Taylor 83 Rothesay, NB 16-10
Ian Vance 80 Dartmouth, NS 11-10
Bill Venator 75 Dartmouth, NS 17-10
Irving Watson 73 Lewis Lake, NS 15-10
Karle White 78 Deep Brook, NS 15-10
Joe Williams 81 Winnipeg, MB 19-10

(These figures are taken from application forms when submitted. Discrepancies are to be forwarded to gaylordk@yahoo.com or the office 1 902 420 0370)

Christmas Dinner - December 10, 2010

This year The Executive talked this over and we decided instead of a Christmas Dinner Dance we would try something different and go to the Halifax Feast Dinner Theatre.

The show is called A Christmas Carol- Get Scrooged!
Where: Maritime Centre Level B1. Entrance off Salter St.
Time: 6:30 Pm. [arrive at 6:00-6:15 PM.]
Cost: 49.33 per person Including Taxes and Gratuities.
Important: Final numbers must be confirmed by Nov. 18
Menu: Salad & Freshly Baked Rolls, Bread or muffins
Choice of: Turkey Dinner with all trimmings; Roast Beef Dinner; Seafood Dinner (to be determined)
Dessert, coffee or tea
Individual bills for your drinks
Wheelchair access through the corner entrance off Maritime Centre & Salter St.

We Hope to see you all there!

For Tickets Call Vince Carr 466-6756 or E-Mail vincecarr@ns.sympatico.ca

Promotions

September 1962

Goodwin, WN .............. C1ER
Turner, BA ................ C1ER
Bray, EA .................. C2WU
Roy, L .................... C2WS
Morrison, HS ............. C2RP
Charter, JT ............... C2ER
Orchard, KJ .............. C2ER
Houle, RJ ................ P1WS
Ashton, CJ ............... P1ER
Crouch, GE ............... P1ER
Marsh, DJ ................ P1ER
St. Onge, MR ............ P1WS

Anecdotes or pictures of RN Wrens working in aviation trades providing support within the Fleet Air Arms -Blue Badges/Gold (United Kingdom) from (1939-1945) for the purpose of composing a future article within a Canadian naval publication so today's generation is aware of the versatility and dynamics of wrens performing within male dominated trades during World War II.

In addition, interested in the postwar period from (1946-1965?) where wrens within the Royal Canadian Navy (H.M.C.S. Shearwater) performed within aviation trades within the Naval Air Station Shearwater wearing (Red Badges/Gold) within a dynamic historical period performing within many aviation trades that lead to woman taking on an increased role in the various trades of the Canadian Armed Forces including combat related trades on both coasts as members of Maritime Command.

Stephen Porrior
Address: 15-386 Irwin Miller St. seafury1_flynava@hotmail.com Vanier, Ontario K1L 6V8
Phone: 613-680-0552

Reunion for H.M.C.S. Uganda/Quebec
will be taking place in Moosejaw Sask. September 9th to 12th, 2010

For more information they contact Fred Bradley, Secretary Phone 902-569-2257

HMCS Uganda / Quebec
Veterans Association
Fee $ 20.00 (2 years)
4 SIGNALS newsletter per year
Fred Bradley-Secretary
30 Pippy Road, RR#5, Mount Herbet, Charlottetown, PEI.C1A7J8
Email;fwgme@eastlink.ca

Days of Yore

September 19, 1941: MCS Levis . torpedoed . 18 lost
September 7, 1942: HMCS Raccoon . torpedoed . 37 lost
September 11, 1942: MCS Charlottetown . torpedoed . 9 lost
September 13, 1942: HMCS Ottawa . torpedoed . 114 lost
September 20, 1943: HMCS St. Croix . torpedoed . 65 lost

September 22, 1943: HMS Itchen sunk . 80 St. Croix crew lost
September 2, 1750: St. Paul's Church opens in Halifax
September 6, 1910: HMCS Niobe commissioned
September 10, 1939: Canada declares war on Germany
September 27, 1953: HMCS Labrador traverses North West Passage
Top Row (Left and Center) - Mary's Travelling Dance Group. Right - Robbie Robertson, C and A staff photographer

Center Row (Left) Chief Cunningham & Guy Ouellet at Rum issue. (Right) - Enjoying the dancers

Bottom Row - Name the celebrities