

UNTDA 75th Anniversary Reunion and Newfoundland Bus Tour

9 September 2018 to 20 September 2018

By Robert W White



UNTDA 75th Anniversary Reunion and Newfoundland Bus Tour

Serve Canada!

... and qualify for
commissioned rank in
the Naval Reserve

JOIN THE UNIVERSITY NAVAL
TRAINING DIVISION WHEN
RECRUITING BEGINS
IN OCTOBER

UNIVERSITY NAVAL TRAINING DIVISIONS

The Royal Canadian Navy needs a reserve of well trained officers to meet the demands of any national emergency that may arise.

YOU WILL RECEIVE

- (1) Winter training consisting of one night a week during the University year.
- (2) Summer training for a period of 16 weeks, comprising training courses on the Atlantic or Pacific coasts.
- (3) Payment for drills attended during the Winter training and while on Summer training, \$185 per month.

TRAIN TO PLAY YOUR PART

Cover Photographs: Front - St John's Harbour, Rear - SLt. Duncan McRae and Micmac Division at the Squadron Regatta in St Margarets Bay 1962, Flyleaf - HMCS HMCS Jonquière, Cadet P.S. Wilcox (Discovery UNTD 1960)

By Robert W White

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UNIVERSITY NAVAL TRAINING DIVISIONS
ASSOCIATION

75th ANNIVERSARY REUNION

St John's, NL

September 9 to 12, 2018



UNTDA 75th Anniversary Reunion

St John's, NL

September 9 to 12, 2018

(Sunday to Wednesday)

List of Registrants - as of July 31st, 2018

(113 Cadets + 89 Guests = 202)

Last Name	Given Names	Home Div 1st	Start Year	Current Location	Guest attending
AFFLECK	Kenneth N (Ken)	DISCOVERY	1963	North Vancouver, BC	Wendy Affleck
ANDREWS	Robert Bertram (Bob)	CABOT	1966	St John's, NL	n/a
ANTHONY	Gerald B (Gerry)	CABOT	1961	Burlington, ON	Dorothy Anthony
ASHLEY	David Sydney	YORK	1959	Markham, ON	n/a
BAIN	George Sayers	CHIPPAWA	1957	Glenavy, Northern Ireland	Gwynneth Bain
BAKER	John A	UNICORN	1959	Lion's Head, ON	n/a
BERNARD	Michael Anthony (Tony)	STAR	1961	Ottawa, ON	Sharon Bernard
BITTNER	Barry Brian	MALAHAT	1961	Victoria, BC	Nancy Bittner
BOWMAN	Dennis	STAR	1965	Elmira, ON	Melva Bowman
BRENNAN	Peter A	CHIPPAWA	1958	Courtenay, BC	Lily Brennan
BROOKBANK	Alan Holland	DISCOVERY	1948	Ottawa, ON	Betty Duclos
BROWN	William James (Bill)	CHIPPAWA	1959	Stouffville, ON	n/a
BUTT	John Clulow	TECUMSEH	1952	Vancouver, BC	n/a
CALDER	Glenn Morris	CHIPPAWA	1960	Ottawa, ON	Jan Calder
CAMPBELL	Brooke Shaw	DISCOVERY	1959	West Vancouver, BC	Janet Campbell
CAPE	Russell Lome (Russ)	CHIPPAWA	1962	Victoria, BC	Genny Cape
CARROLL	Glenn Roderick	CARLETON	1966	Ottawa, ON	Lynn A Baltzer Carroll
CHIPMAN	Peter A (Pete)	BRUNSWICKER	1963	Delta, BC	Patricia Chipman
CLARKE	Peter M (Pete)	CABOT	1960	St John's, NL	Barbara Clarke
CLEARIHUE	William Alexander (Bill)	DONNACONA	1964	Oakville, ON	n/a
CLULEE	John D	SCOTIAN (Acadia)	1960	Yarmouth, NS	Jean Clulee
CONNELL	Patrick Ross (Ross)	STAR	1960	Oakville, ON	n/a
COOK	Brian Arthur	UNICORN	1966	Vancouver, BC	n/a
CRAIG	David William (Dave)	DISCOVERY	1974	Victoria, BC	Elizabeth Craig
CRITOPH	David Stanton	DISCOVERY	1960	North Vancouver, BC	Carol Critoph
DALZELL	John Murray	UNICORN	1962	Saskatoon, SK	Diane Dalzell
DEARNESS	J Anthony (Tony)	TECUMSEH	1963	St John's, NL	Milly Brown

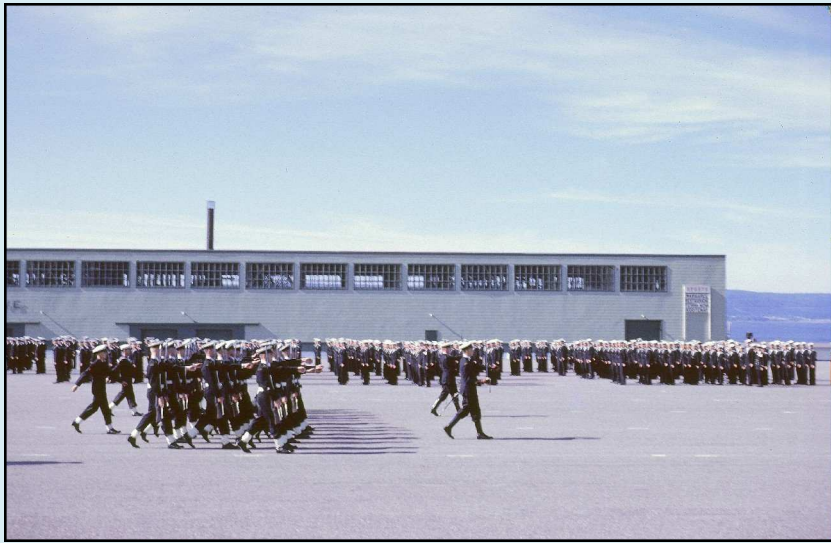
Last Name	Given Names	Home Div 1st	Start Year	Current Location	Guest attending
DICKSON	William F (Bill)	SCOTIAN	1957	Vancouver, BC	Nancy Dickson
DODGE	David Allison	CATARAQUI	1961	Ottawa, ON	Chris Dodge
DOUGLAS	Roderick (Rod)	PREVOST	1962	Burlington, ON	Margie Douglas
DUGAN	John Montgomery	STAR (OVC)	1949	Red Deer, AB	Anna Dugan
DYER	M Gwynne	CABOT	1959	London, UK	n/a
ELMES	Roger Duncan	STAR	1960	White Rock, BC	Marie-Claire Rucquoy
FIELD	Christopher Amell (Chris)	SCOTIAN	1960	Halifax, NS	Hiya Field
FIELD	David M	MALAHAT	1957	Wolfe Island, ON	Betty Anne Field
FILE	Edgar Francis (Ed)	YORK	1949	Marysville, ON	Donna Loft
FOURNIER	Lawrence Joseph (Larry)	DISCOVERY	1958	West Vancouver, BC	Rose May Fournier
FREEMAN	David James (Dave)	NONSUCH	1960	Victoria, BC	Marion Freeman
GALLAGHER	Stephen Bernard (Steve)	CARLETON	1962	Ottawa, ON	n/a
GERHART	Charles W (Chuck)	NONSUCH	1960	Edmonton, AB	Myma Gerhart
GILBERT	David S	CABOT	1954	St John's, NL	Anne Gilbert
GILL	David Langdon	CABOT	1958	Conception Bay South, NL	Cynthia Gill
GRAHAM	John Ware	CATARAQUI	1952	Ottawa, ON	Judy Graham
HAIN	Douglas Alexander Gordon (Doug)	STAR	1960	Toronto, ON	n/a
HARRISON	Ronald Eric (Ron)	DISCOVERY	1965	Vancouver, BC	Sandra Harrison
HEBB	Christopher H	NONSUCH	1959	West Vancouver, BC	Dorothy Hebb
HEIGHTON	John McEwen	YORK	1956	Caledon, ON	Christina Heighton
HUDSON	Winston	CABOT	1964	Pouch Cove, NL	Evelyn Hudson
HUMPHRIES	James Avery (Jim)	TECUMSEH (Edm)	1964	Stony Plain, AB	Carol Humphries
HYLTON	John Douglas	YORK	1953	Toronto, ON	Susan Hylton
JACKSON	David Phillip (Dave)	YORK	1958	Hamilton, ON	Susan Jackson
JENKINS	Robert John (Bob)	CABOT	1960	Conception Bay South, NL	Patricia Jenkins
JENKINS	Terry William	CABOT	1962	Toronto, ON	n/a
JONES	Peter Fredeick	SCOTIAN	1952	Toronto, ON	Mary Anne Jones
KOWALCHUK	Reginald William (Reg)	CHIPPAWA	1959	Mississauga, ON	Doreen Kowalchuk
KRUPKA	Ivo M	CATARAQUI	1959	Ottawa, ON	n/a
LEONARD	Walter Carson (Carson)	CABOT	1966	Mt Pearl, NL	Sharon Leonard
LEWIS-SIMPSON	Shannon	CABOT	1992	St John's, NL	Guest
LUCAS	Colin Robert (Bob)	STAR	1961	St John's, NL	Jocelyn Paul
LUDLOW	Wayne E	CABOT	1958	St John's, NL	Mary-Kaye MacFarlane
LYND	Douglas E J (Doug)	UNICORN	1959	Nepean, ON	Donna Lynd
MacDONALD	Ian Laidlaw	CATARAQUI	1960	Vancouver, BC	n/a
MACE	Michael Trevor	CATARAQUI	1961	Ottawa, ON	Jane Mace
MACKAY	William Reay (Reay)	PREVOST	1960	West Vancouver, BC	Lynda Mackay
MacRAE	Duncan R	UNICORN	1957	Kamloops, BC	Marie MacRae

Last Name	Given Names	Home Div 1st	Start Year	Current Location	Guest attending
MARGESON	Theodore E (Ted)	SCOTIAN (Mt A)	1956	Kings Head, NS	Anne Spencer
MAY	Sonia (Art)	CABOT	1955	St John's, NL	n/a
McCREERY	William H (Bill)	CHIPPAWA	1961	Richmond, BC	Gloria Chamell
McGEE	Thomas D'Arcy (D'Arcy)	MALAHAT	1961	Vancouver, BC	Leslie McGee
McILWAINE	Robert Henry (Bob)	DISCOVERY	1959	Vancouver, BC	Mary McIlwaine
McKENZIE	Gregory G (Greg)	TECUMSEH	1967	Calgary, AB	Jane McKenzie
MORTIMER	Maitland Edward (Ed)	DISCOVERY	1952	North Vancouver, BC	n/a
MUIRHEAD	Michael James A (Mike)	MALAHAT	1959	Victoria, BC	Mary Muirhead
MUNRO	Iain R M	STAR	1960	Kingston, ON	Viviane Paquin
NIXON	Robert Charles (Bob)	DISCOVERY	1960	Ottawa, ON	n/a
O'BRIEN	David Ellery (Dave)	DISCOVERY	1957	Fort Langley, BC	Anne O'Brien
OLMSTEAD	Byron Lance (Lance)	DISCOVERY	1958	Victoria, BC	Shirley Olmstead
OSBURN	John Anthony	DISCOVERY	1959	Vancouver, BC	Nancy Huot
PAQUIN	Ronald Norman (Ron)	CHIPPAWA	1960	Kingston, ON	n/a
PARK	Alexander G (Sandy)	TECUMSEH	1960	Calgary, AB	Pam Park
PATTERSON	Douglas S (Doug)	MALAHAT	1960	Victoria, BC	Jane Patterson
PATTON	Donald John (Don)	BRUNSWICKER	1960	Charlottetown, PE	Linda Patton
POMEROY	Edward William George (Ed)	MALAHAT	1958	Thorold, ON	n/a
POWER	Glen Edward	TECUMSEH (Edm)	1964	Edmonton, AB	n/a
PRICE	C James (Jim)	CABOT	1965	Wolfville, NS	n/a
REID	Ernest George (Ernie)	CABOT	1960	St John's, NL	Peggy Reid
RICHE	Frederick George (Fred)	CABOT	1958	Oakville, ON	Rose Mangone Riche
RIDGWAY	Harold Herbert (Hal)	MALAHAT	1958	Cache Creek, BC	Gail Ridgway
ROBINSON	Andrew M (Sandy)	YORK	1960	Toronto, ON	Judith Robinson
ROMPKEY	Carolyn (Bill & Ron)	CABOT	1954	Ottawa, ON	Peter Rompkey
ROWE	Errol R (Skid)	CABOT	1959	Toronto, ON	n/a
ROWLAND	Douglas Charles (Doug)	CHIPPAWA	1958	Kanata, ON	Helen Rowland
RYBAK	Stephen Zachariah	TECUMSEH (Edm)	1964	Galiano Island, BC	n/a
SCOTT	Graham Wilson Shatford	PREVOST	1960	Toronto, ON	Gail Scott
SCOTT	John William	STAR	1967	Waterloo, ON	Karen Scott
SELLERY	Gordon Roy (Gord)	YORK	1954	London, ON	Cathy Sellery
SIMPSON	Leonard Angus (Len)	DISCOVERY	1957	Pinawa, MB	Judith Simpson
SKANES	Graham Rankin	CABOT	1954	St John's, NL	Verna Skanes
SORSDAHL	Neil R	UNICORN	1964	Duncan, BC	Leslie Sorsdahl
SPURRELL	Roland C (Rollie)	CABOT	1955	St John's, NL	Peggy Spurrell
STEWART	Gordon F (Duck)	TECUMSEH (Edm)	1966	Winnipeg, MB	n/a
STEWART	W Thomas (Tom)	SCOTIAN (St F X)	1950	St John's	n/a
SWYER	Walter Thomas	CABOT	1949	St John's	n/a

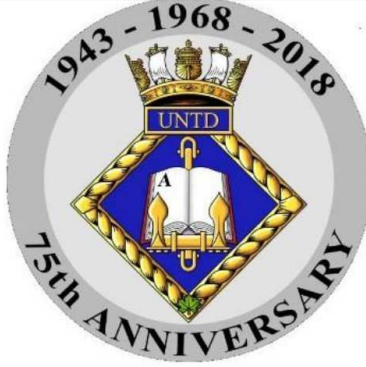
Last Name	Given Names	Home Div 1st	Start Year	Current Location	Guest attending
TALLENIRE	David Roger (Roger)	DISCOVERY	1958	Victoria, BC	Terri Tallentire
THOMAS	William Campbell (Bill)	PREVOST	1959	Dundas, ON	Jette (Yetta) Thomas
THOMPSON	W. Grant	YORK	1954	Ottawa, ON	Susan Thompson
TILDESLEY	David Gray (Dave)	DONNACONA	1964	Colborne, ON	n/a
TODD	David Martin (Dave)	TECUMSEH (Edm)	1964	Calgary, AB	Vi Todd
VROOM	David Archie S (Dave)	DISCOVERY	1960	Palo Alto, CA	n/a
WADDELL	Cameron David (Cam)	CATARAQUI	1963	Calgary, AB	Ann Casebeer
WAGNER	Paul R	DISCOVERY	1960	Coquitlam, BC	Sirje Wagner
WHEELER	Lorne B	CABOT	1954	St John's, NL	Rose Wheeler
WHITE	Robert William (Bob)	DISCOVERY	1960	North Vancouver, BC	Mitzi White
WILLIAMS	Edgar Roland (Ed)	CABOT	1960	St John's, NL	Ruby Williams
YANDLE	Dennis A	DISCOVERY	1959	Vancouver, BC	Jean Yandle



Cadets White and Wilcox - 1960 - New Uniforms



UNTDA Memories



UNT D 75th ANNIVERSARY REUNION

9-12 September 2018

St. John's, NL.

Schedule of Events

NOTES:

1. Reunion registration kits will be available in the lobby of the Delta Hotel on Saturday, 08 September (1600-1800) and Sunday, 09 September (1400-1800). We suggest that delegates staying in venues other than the Delta Hotel, to collect their registration kits at the Delta at the times specified above. The kits will contain schedule and programme updates, so that it is important they be accessed before the Reunion commences.
2. There will be a display of memorabilia in the lobby of the Delta Hotel close to the registration desk.
3. Bus transportation will strictly follow the schedule outlined for departures, stops and returns.
4. The Delta Hotel will be the only point of departure and return for buses. Delegates not staying at the Delta should make their own arrangements to be at the Delta to board buses at the designated times. It is only a short cab ride for those staying in the downtown area, If you have your own vehicle or a rental, parking is available at the Delta.
5. Delegates in need of assistance may contact any of the following members of the LOC: Jenkins, 689-3013; Clarke, 330-1099; Dearness, 743-9429; Lucas, 682-6244; Ludlow, 682-8350; Skanes, 727-6763; Wheeler, 749-1543; Williams, 749-9560; Andrews, 682-7609.
6. **Any updates to this document will be promulgated by email and will be included in delegate registration kits.**

Sunday, 9 September

The Crow's Nest Officers' Club

16:00–21:30

Delegates Meet and Greet

In order to accommodate everyone in the small space at the Crow's Nest, delegates attending the Meet and Greet will be assigned (at the registration desk) to one of the following two groups:

16:00-18:30

Group One

19:00-21:30

Group Two.

Monday, 10 September

08:00-08:30

Late Registration at the Delta.

08:45-09:00

Board Buses at the Delta Hotel.

09:00-11:30

Guided tour of St. John's and Surroundings;

11:30-13:15

Luncheon, Signal Hill Campus, Memorial University

(Please note that those not on the city tour and who plan to attend the luncheon on Signal Hill will need to find their own way to the Signal Hill Luncheon. Parking is available if required).

Monday, 10 September

13:15 (departure time)

Option A: Tour Marine Institute Bridge Simulator.

Due to space limitations, the simulator tour will take place in assigned groups as follows

13:45-14:15

Group One

14:15-14:45

Group Two

15:00

Groups One and Two return to the Delta.

14:45-15:15

Group Three

15:15-15:45

Group Four

16:00

Groups Three and Four return to the Delta.

(Note: The Marine Institute will arrange a program for those groups who are not on tour).

Monday, September 10

13:15 (departure time)

Option B: Visit to The Rooms:

(Provincial Art Gallery, Museum and Archives).

15:30 (approx.)

The Rooms group to return to the Delta.

Monday, September 10

17:15

Depart the Delta for visit to **Government House.**

17:30

Reception at Government House **(by invitation only).**

18:30

Depart Government House for the Delta Hotel.

19:00 -22:00

Reunion Dinner at the Delta Hotel with entertainment by the Upsilon Singers.

Tuesday, 11 September

08:45- 09:00

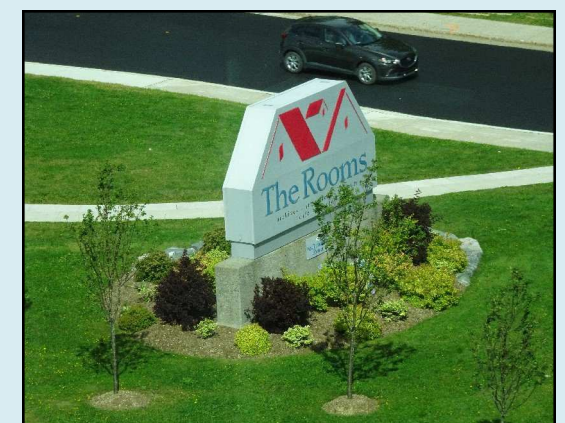
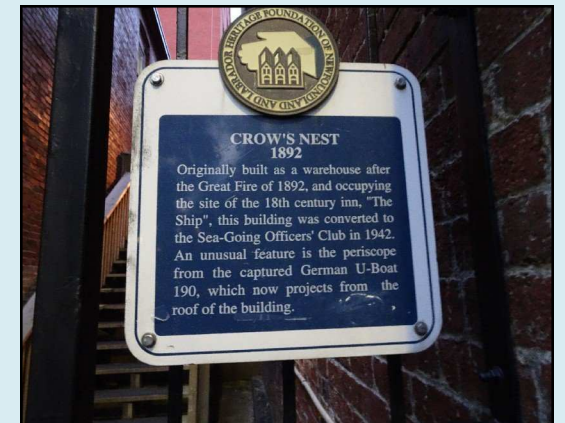
Board buses for **Option A. (Tour around the Bay)**

09:00 (firm departure)

Option A: Guided tour to the Conception Bay towns of Port de Grave, Brigus, Cupids and Carbonear with lunch at the Stone Jug Restaurant in Carbonear.

09:45- 10:00

Board buses for **Option B (Bay Bulls Boat Tour)**



10:00 (firm departure):	Option B: Two-hour guided boat tour from the town of Bay Bulls with O'Brien's Tours followed by lunch at O'Brien's restaurant.
15:30	Both groups return to the Delta.
Tuesday, 11 September	
17:45	Bus will depart Delta for HMCS Cabot .
18:00	HMCS Cabot Pre-dinner reception (cash bar, no cards).
19:00	Naval Mess Dinner with Partners. (Dress: Mess Dress, Black Tie or Business Suit).
22:00	Buses return to Delta.
Wednesday 12 September	
08:45 (firm departure)	Buses depart from Delta for the Signal Hill Interpretation Centre and the Johnson Geo Centre .
09:00	Group A to visit the Interpretation Centre
09:00	Group B to visit the Geo Centre.
10:30	Group A to visit the Geo Centre.
	<i>NOTE: Across the Signal Hill roadway, to the west of the Geo Centre is a park containing historic story boards and a view of the harbour that may be of interest to some. Further information will be made available prior to the Geo Centre visit.</i>
10:30	Group B to visit the Interpretation Centre.
11-45	Buses depart Signal Hill for CFS St. John's .
12:00-14:00	Reception (cash bar) and lunch at CFS St. John's.
14:00	UNTD Association General Meeting , CFS St. John's followed by the official closing of the Reunion
14:30-15:30	The Royal Newfoundland Regiment Museum , located in the entrance to CFS St. John's, will be available for delegates to view the many historical displays outlining the World War I history of the Regiment. This could be an option for partners who do not plan to attend the UNTD AGM.
.	
15:00	The Crow's Nest will be open for reunion delegates.
15:00	Buses leave CFS St. John's for the Delta.



The Song of the UNTD

Chorus: *Oh merry, oh merry, oh merry are we,
For we are the boys of the U N T D,
Sing high, sing low, wherever you go,
On good Scottish whiskey, you'll never feel low.*

First The first thing we'll pray for, we'll pray for the Queen,
May she have children, and may she have steen:
And if she has one kid, then may she have ten.
She can have a bloody million said the piper, of men.

Chorus: *Oh merry, oh merry,.....*

Second The next thing we'll pray for, we'll pray for some beer,
May it be crystal and may it be clear:
And if we have one beer, then may we have ten.
You can have a bloody million said the piper, of men.

Chorus: *Oh merry, oh merry,.....*

Third The next thing we'll pray for, we'll pray for some rum,
May we be happy, and may we be numb:
And if we have one shot, then may we have ten.
You can have a bloody million said the piper, AMEN!

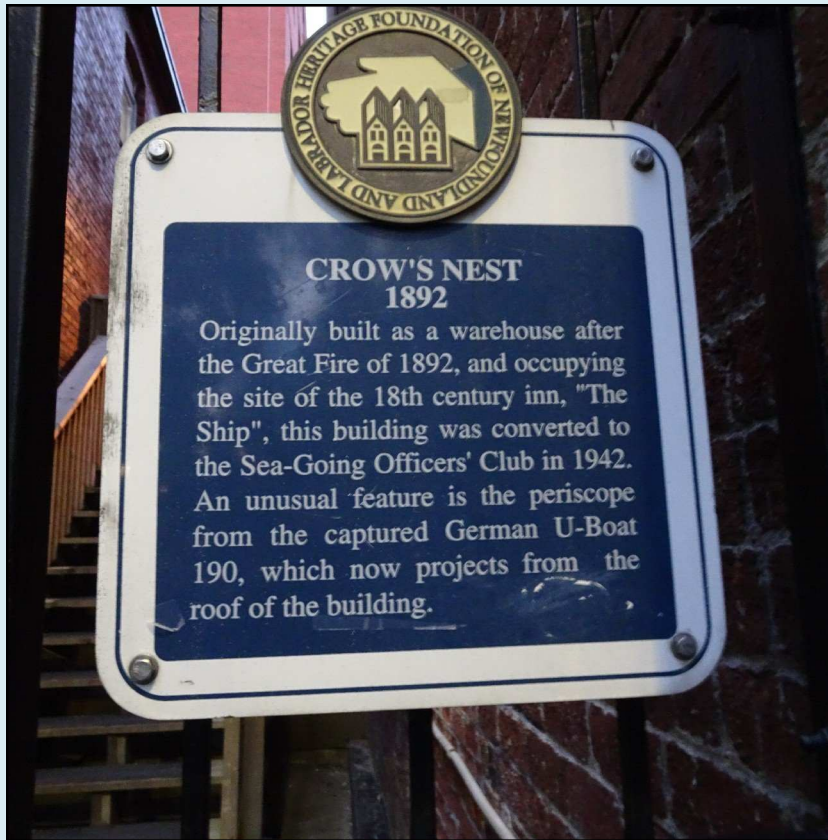
Chorus: *Oh merry, oh merry,.....*

Etc.etc.....

Reunion Events



HMCS La Hullose



Meet and Greet - Crow's Nest Sunday, 9 September 2018

In the early 1940s, Captain Edward Mainguy saw the need for a seagoing officer's club in St. John's, and through his efforts the Crow's Nest was opened in 1942. The Crow's Nest served as a place for men of the allied navies to relax, drink with friends and escape the horrors of war. The Crow's Nest is historically valuable for its association with the naval war effort.

Originally named the Seagoing Officer's Club, the space for the club was obtained by Colonel Leonard Outerbridge and his wife Lady Dorothy Outerbridge. This space was located on the fourth floor of an old warehouse on Water Street near the harbour that could only be reached by a 59 step staircase at the side of the building. The Club quickly became famous among navy men as a place to relax and meet with friends. Moreover, it also became a place for young men to leave a memento of themselves before heading out to sea. Soon after the club opened, handwritten messages were being left on the walls, ceilings and floors or wherever the men could find space. Eventually Captain Mainguy gave each vessel four square feet of wall space to decorate anyway they wanted. There is also a variety of military memorabilia throughout the club including a periscope from a German U-Boat captured in Bay Bulls in 1945. These decorations remain in the club today and are a documentation of the history of the Crow's Nest.

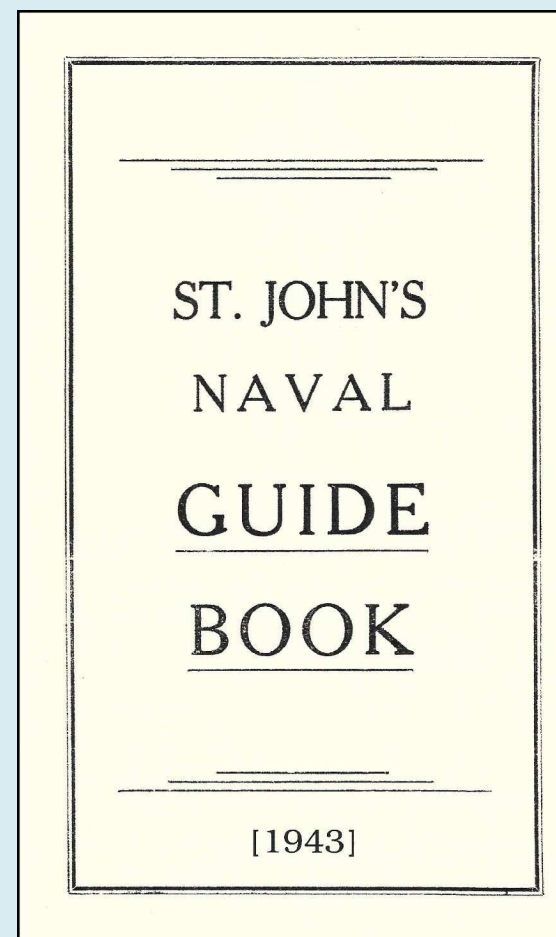
When the Battle of the Atlantic ended in 1945, the Seagoing Officer's Club closed its doors on June 13, 1945. With the return of thousands of Newfoundlanders from overseas, there was a movement in 1946 to open a Newfoundland Officers Club and in June of 1946 the Seagoing Officer's Club in the "Old Butler Building" on Water Street was reopened as the Crow's Nest

Officer's Club. Today, the Club remains a tribute to the vitality and humour that was essential to survive the horrors of war on the North Atlantic.

Located on the fourth floor of the "Old Butler Building" on Water Street in St. John's, the Crow's Nest Officer's Club is culturally valuable as a memorial to the men who served in naval forces during World War II. The extensive collection of memorabilia inside the club is also culturally valuable because the artwork created by the members evokes a sense of time and place. The ideas and themes expressed in the artwork left by the seamen are a cultural expression of their involvement in WWII and their collective experiences.

According to the oral tradition of club members, there are two stories relating to how the Crow's Nest got its name. The 59 rickety steps leading to the club quickly became famous and it is often said that the height and view from the Club are reminiscent of a ship's crow's nest. The second explanation credits Lieutenant Colonel Pete Stevens for the naming of the club, noting that his first comment about the club was that it was "a snug little crow's nest."

Source: Heritage Foundation of Newfoundland and Labrador unnumbered property file, St. John's-Crow's Nest Officer's Club



Luncheon Signal Hill Campus, Memorial University Monday, 10 September 2018

Signal Hill Campus, the new name for the university's location at the site of the old Battery Hotel in St. John's, was approved by Memorial's Board of Regents at its meeting on July 5, 2018.

With an initial focus on public engagement and innovation, the tenants, programming and partnerships based at Memorial's iconic new location will help address 21st century issues by connecting the expertise and ideas of Memorial University students, faculty, staff and retirees, and the people and organizations of Newfoundland and Labrador. Leading-edge connective technology will help encourage participation from across the province, and beyond.

Joining Memorial's other campuses (St. John's, Grenfell, Marine Institute, and Harlow), Signal Hill Campus includes conference and meeting facilities, space for Memorial units, and a number of bookable public convening areas, along with accommodations that have housed graduate students and Memorial guests since 2015.

The campus was officially open to the public in late September, and our UNTD group was one of the first to make use of these new facilities. After an excellent luncheon the President of Memorial University, Gary Kachanoski, spoke to us and under scored the long historical Association of Memorial University and the University Naval Training Divisions.

The UNTD Program was not established in Newfoundland until 1949 when Newfoundland became the tenth province of Canada. The first act of the new provincial legislature was to establish the Memorial University of Newfoundland. With the establishment of the Naval Reserve Unit HMCS *Cabot* at the same time, all of the ingredients were in place to establish the Memorial University UNTD affiliated with HMCS *Cabot*.

Ed Williams had the distinction of being the last Commanding Officer of Memorial University UNTD. He indicated that from 1949 to 1968, about 190 UNTD Cadets were enrolled in the Memorial University UNTD. He mentioned the following as being of particular interest Cdr. Clifford Chaulk, Former President NOAC and 1949 UNTD; Harry R. Steele, Canadian Media Magnate, 1950 UNTD; William (Bill) Rompkey, former Member of Parliament and Canadian Senator, 1954 UNTD; Dr. Arthur May, former President of Memorial University and 1955 UNTD; and Gwynne Dyer, International Journalist and 1959 UNTD. Many other members of the UNTD community contributed greatly to the province in academia, public administration, business, medicine and the legal profession, to name a few.



Commanding Officers, UNTD, HMCS Cabot, 1949-1968

1949-50 Cdr. H. Garrett
 1950-52 Cdr. A.G. Ayre
 1952-54 A/Cdr. H.G. Rennie
 1954-58 A/Lcdr. R.G. Knight
 1958 Lcdr. M.D. MacGray
 1958-65 Lcdr. William .J. Gushue (Former UNTD 1951. Professor of Education, MUN)
 1965-67 Lcdr. Frederick G. Riche (Former UNTD 1958)
 1967-68 Lt. Edgar R. Williams (former UNTD 1960 and former President NOAC, Professor of Mathematics, Memorial University).

A History of the Naval Reserves in Newfoundland published in 1975 by the late Hector Swain includes a history of the UNTD in Newfoundland by William J. Gushue. This history provides a summary of the UNTD program from 1949 up to 1962.



Marine Institute Bridge Simulator, Monday, 10 September 2018.

This afternoon we were bused to the Marine Institute of Memorial University which is a world class facility with a four year degree granting program. There are currently 800 students enrolled. We were split into groups to tour three areas of the facility - robotics, fish stock sustainability and the simulator. The simulator is one of kind in Canada if not the world. For our purposes they gave us the bridge of a Corvette escorting a World War II convoy. It was quite impressive and very realistic.

As a campus of Memorial University of Newfoundland, the Fisheries and Marine Institute is Canada's most comprehensive centre for education, training, applied research and industrial support for the ocean industries. Located on the edge of the Atlantic Ocean, it is one of the most respected centres of marine learning and applied research in the world. The Marine Institute provides more than 20 industry-driven programs ranging from technical certificates to master's degrees. In addition to undergraduate and graduate degrees, the Institute offers advanced diplomas, diplomas of technology and technical certificates. Students enjoy a learning environment where small class sizes are the rule, hands on instruction is a way of life and competition tuition rates put an internationally-recognized education well within reach.

The Marine Institute also runs a variety of short courses and industrial response programs. All programs and courses are designed to provide students with knowledge and skills required for success in the workforce. The Institute has three Schools – the School of Fisheries, the School of Maritime Studies and the School of Ocean Technology – and within these Schools a number of specialized centres and units. These centres and units lead the Institute, both nationally and internationally, in applied research and technology transfer and in the provision of training to a variety of industry clients.

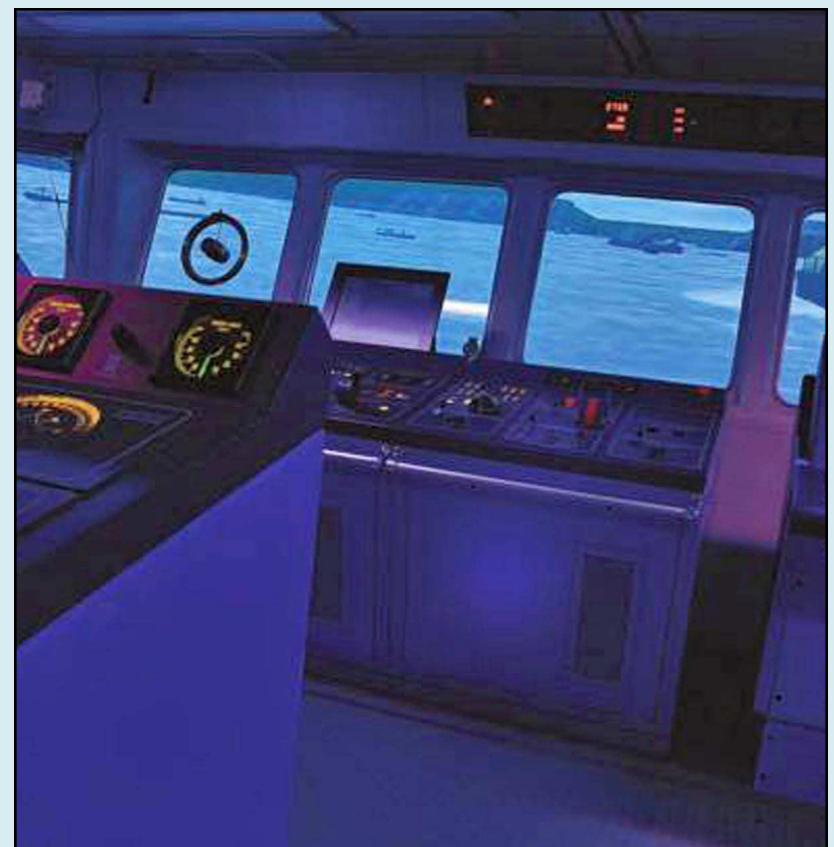
Fast Facts

The Marine Institute houses the world's largest and most up-to-date full-mission simulator complex including a full motion ship's bridge simulator.

The Offshore Safety and Survival Centre is equipped with a Helicopter Underwater Escape Trainer and Environmental Theatre that can simulate wind, waves and rain.

The Marine Institute is home to the world's largest flume tank where our experts perform tests on newly developed or existing fishing equipment in simulated underwater and near surface conditions.

The Marine Institute houses a food pilot plant used to develop new food products and processing methods and an aquaculture facility with fresh and salt water systems.





The Rooms - Monday, 10 September 2018

The museum at The Rooms tells the stories of Newfoundland and Labrador and its diverse peoples. Three floors of exhibit space offer fascinating permanent and temporary exhibits. The Rooms is also home to the Provincial Archives and Art Gallery.

The building's name, as well as its architecture, is a reference to the simple gable-roofed sheds (called "fishing rooms") that were once common at the waterline in Newfoundland fishing villages.

The Rooms was officially opened on June 29, 2005. The structure combines three divisions: Archives, Art Gallery, and Museum.

Of particular interest was the following exhibit:

Beaumont-Hamel and the Trail of the Caribou

The First World War had a profound impact on Newfoundland and Labrador. It involved thousands of Newfoundlanders in world-changing events overseas and dramatically altered life at home. Newfoundland's "Great War" happened in the trenches and on the ocean, in the legislature and in the shops, by firesides and bedsides. This exhibition shares the thoughts, hopes, fears, and sacrifices of Newfoundlanders and Labradorians who experienced those tumultuous years – through their treasured mementoes, their writings and their memories.

Following the First World War, five battlefield memorials were built in France and Belgium to commemorate Newfoundland's accomplishments, contributions and sacrifices during the First World War. With a bronze Caribou Monument featured at each, today these five sites are informally known as Trail of the Caribou. Together they represent some of the most important moments in Newfoundland's First World War experience. The Beaumont-Hamel Newfoundland Memorial stands as an important symbol of remembrance and a lasting tribute to all Newfoundlanders who served during the First World War. At the heart of the memorial stands a great bronze caribou (the emblem of the Royal Newfoundland Regiment). Its defiant gaze forever fixed towards its former foe, the caribou stands watch over rolling fields that still lay claim to many men with no known final resting place.

This exhibit tells the story of Newfoundland's contributions in the First World War. On the morning of July 1, 1916, The Royal Newfoundland Regiment was decimated at the Battle of Beaumont-Hamel, part of the Somme Offensive. Of the 780 men that attacked that day, only 110 survived unscathed. This exhibit tells the story of this tragic battle and the men who participated in it, in addition to the stories of the men and women who were instrumental on the home front and in non-combat roles overseas.

On the evening of the 10th of September a Reunion Dinner was held back at the Delta Hotel where we were entertained by the Upsilon Singers followed by a rousing rendition of the UNTD song led by our own Peter Chipman. It should also be noted that Bob Jenkins our Newfoundland UNTD Reunion chair was a member of the Upsilon singers group. I gather that the Upsilon performers had been working together since their days at Memorial University and that was a few years ago.



The building offers a panoramic view of downtown St. John's and its architecture, St. John's Harbour, The Narrows and Signal Hill.



Upsilon Singers - Reunion Dinner - Bob Jenkins is in the centre.

Tuesday, 11 September 2018

Option B

Bay Bulls Boat Tour

The provincial bird of Newfoundland is the colourful Atlantic puffin. And the four islands encompassed by the Witless Bay Reserve boast the largest colony in North America with 260,000 pairs. Dubbed the parrots of the sea, the sight of them running and skipping along the top of the water while trying to get their puffy bodies airborne never gets old. They dive much more efficiently than they swim. The reserve is also home to 620,000 pairs of Leach's storm petrels, the second-largest colony in the world.

The Atlantic Puffin (sometimes referred to as the Common Puffin) (*Fratercula arctica*) is found on the North Atlantic shorelines in breeding season, and moves in the winter out to the open Atlantic, always south of the icepack, and sometimes as far south as New York.

What do they look like?

The Atlantic Puffin is a small, duck-like bird: 30 cm in length with a 50 cm wingspan and weighing 380 g. Males and females are similar in appearance, with a black body, a white chest and orange legs. Its most remarkable features are the red and black markings around the eyes and the large and colourful beak on a white face. The beak is red, yellow and orange in the breeding season; it is shed to reveal a duller beak in winter.

What do they eat?

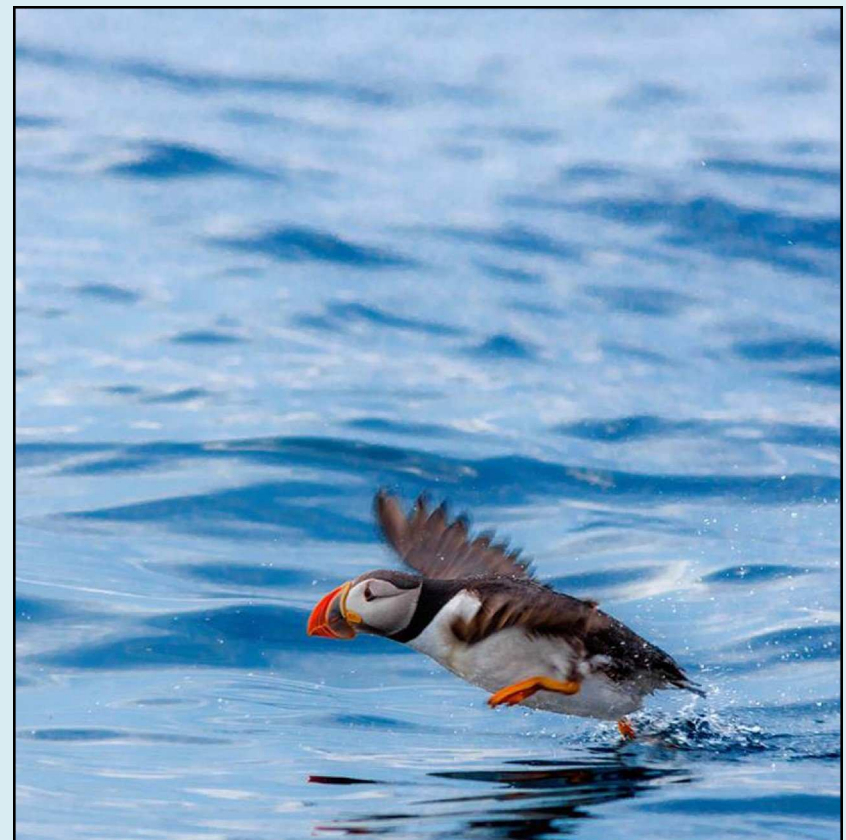
The young are fed sand lance, herring, capelin, cod and other small fish. Adults forage at sea for fish and crustaceans within 15 m of the surface.

How do they reproduce?

The Atlantic Puffin is solitary in winter; in breeding season, however, they are gregarious, forming huge colonies. They form monogamous pairs after a courtship display with their colourful beaks. Nests are in long burrows in rock crevices or under rocks along shorelines. These are reused year after year by the same pair. Usually, only one egg is laid. Both parents take turns incubating the egg over 36-44 days, and both feed the nestling (sometimes referred to as "puffling"). Initially, they feed small fish directly to the young; as they get older, the parent drops the fish on the nest floor. The young leave the nest 38-44 days after they hatch and fly out to sea.

The Atlantic Puffin is the official bird of Newfoundland and Labrador. This province has ~95% of all North America's breeding areas. The largest puffin colony in the Western Atlantic is in Newfoundland, at the Witless Bay Ecological Reserve near Bay Bulls.

Unlike other seabirds that regurgitate caught fish for their young, the Atlantic Puffin carries the fish whole to their nestlings. Puffins can capture and carry many small fish at a time. Two



important features make this possible: the serrated beaks have a hinge that allows the top and bottom halves to meet at different angles, and the rough tongue can hold the fish against the palate while it opens the beak to catch more fish.

Puffins can swim under water for up to a minute at a time, using their wings as fins and feet as rudders.

In earlier times, the Atlantic Puffin and their eggs were a food source, and their skins, with feathers intact, were traditionally sewn together to make a waterproof cloak or coat. Today puffin populations are threatened by pollution and overfishing that endanger their food source, invasive predators, and the warming trends in climate changes that affect their breeding success. You can enjoy these delightful birds in protected areas like the Witless Bay Ecological Reserve; you can also ensure that future generations will enjoy them as well by supporting conservation efforts to protect the Atlantic Puffin habitat and food sources.

<http://naturecanada.ca/news/blog/discover-the-atlantic-puffin>

This was an interesting day with bright sunshine and calm seas. We saw a great many puffins and they all appeared to be having a good time. We did not see any whales. The puffin is a small bird and difficult to photograph.

The photos opposite show our boat operated by O'Briens Tours on its way out to the islands that form the Witless Bay Reserve. The coastline is rocky and rough with exposure to the open Atlantic. Recreational boating in this area would not be a great proposition. The middle photo is a typical shot of the shore line. I took a great many photos along the way but they all look very similar.

The bottom photo : left to right Larry Fournier, David Vroom and Mitzi White back at the landing before the excellent luncheon which was laid on by O'Briens. As might be expected cod was on the menu and it was very tasty.

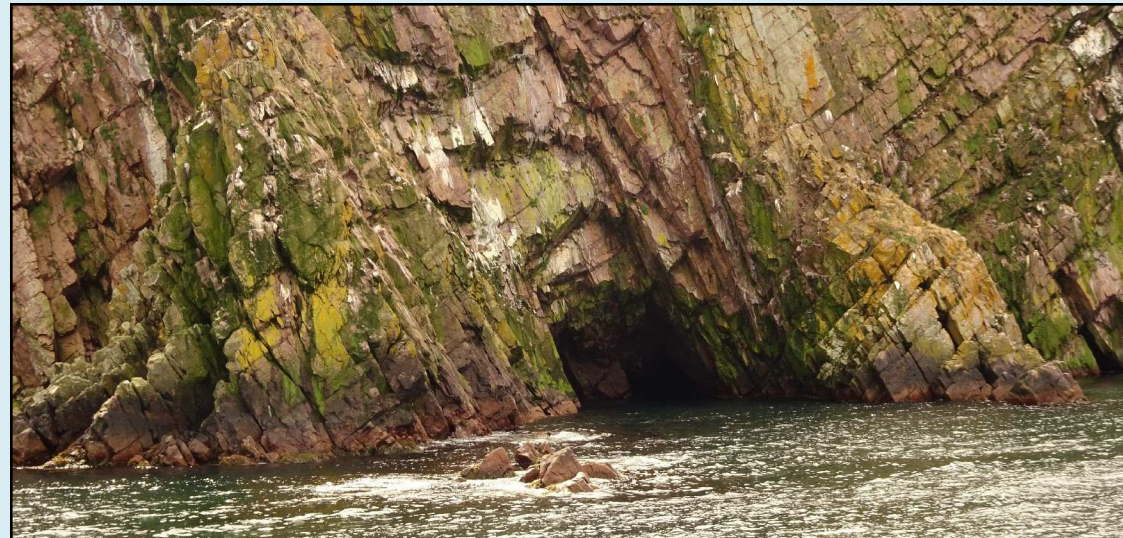


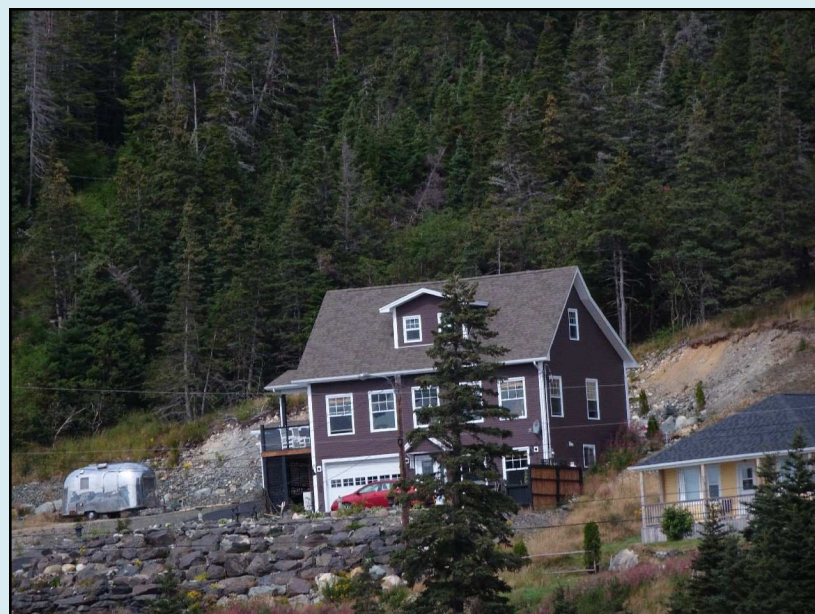
Three additional photographs of the Bay Bulls excursion can be found on the following page.

Option B - Tour Around the Bay

We did not take this tour which visited the following Conception Bay towns: Porte de Grave, Brigus, Cupids and Carbonear. On the bus tour following the reunion we visited three of these locations and my photographs will be included later in this album.

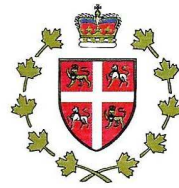
By all reports those that preferred the bus to a day at sea had a great day.





Bay Bulls, NL

Reception at Government House, 10 September 2018



*The Honourable Judy M. Foote
Lieutenant Governor of Newfoundland and Labrador
and
His Honour Howard W. Foote
request the pleasure of your company
at a reception on the occasion of
The University Naval Training Division 75th Anniversary Reunion
5:30 p.m., Monday, September 10, 2018*

Government House
St. John's, Newfoundland and Labrador

To Remind Only



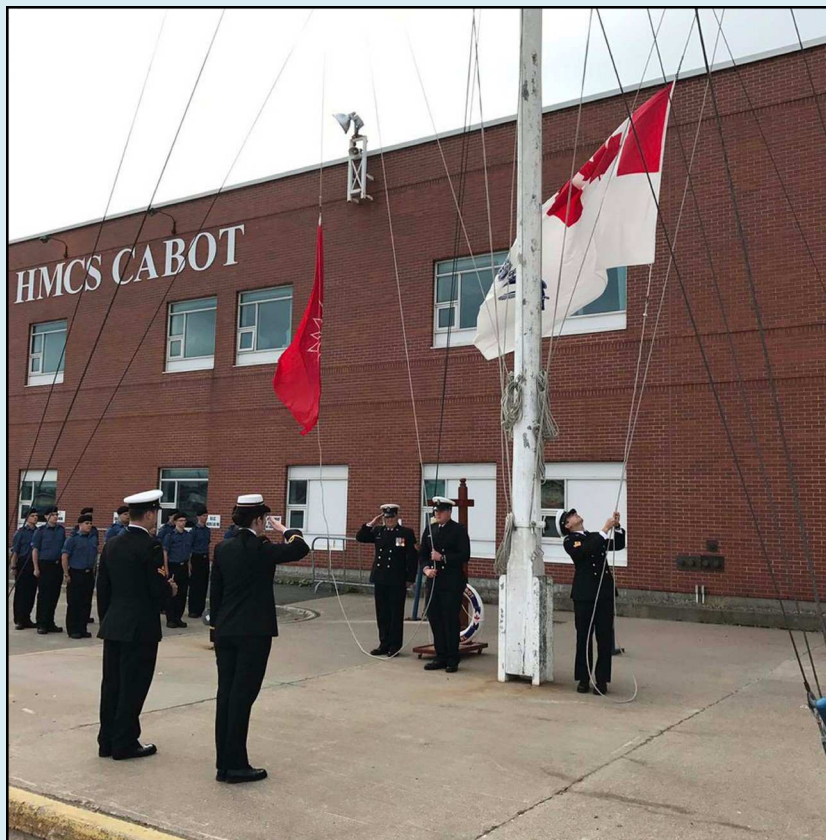
LG Judy Foote ✓
@judy_foote

Pleased to host University Naval Training Division 75th Anniv Reunion at GH. UNTD est by GOC in 1943 to train univ students as Royal Cdn Naval Reserve Officers. While program concluded in 1968 assoc members across Canada cont to promote & support reserve and reg officer training.



Roger Elmes presents Her Honour with a mounted UNTD Badge





**Tuesday, 11 September 2018 Naval Mess dinner
at HMCS Cabot**

This dinner chaired by Roger Elmes was a great success and enjoyed by all in attendance. HMCS Cabot had done an outstanding job of organizing this event as the following remarks will attest.

Folks,

**Message below from CDR Shannon Lewis-Simpson - CO
CABOT:**

Wednesday, September 12, 2018

Shipmates (if I may),

I hope you enjoyed yourselves during your stay in NL, and we were delighted to see you all last evening at CABOT. I was remembering the kindnesses of my own mentors Art May, Bill and Ron Rompkey, and wished they were with us last night. The UNTD network is like a river with a deep current, it is pushing you along, and you are not really aware of it unless you are in it. My regret is that there was little time to speak to you, and hear your stories and connections. Should anyone wish to reach out, my contacts are below, and I would be honoured to hear from you.

Yours aye,

Shannon Lewis-Simpson, CD, PhD
Community Engaged Learning, Student Life
Adjunct Professor, Department of Archaeology
Memorial University of Newfoundland
709.864.2607
UC3005J

To which Bob Jenkins responded:

Rest assured, your comments will be shared with the troops. Without hesitation I would like to say, on behalf of the Local Organizing Committee, how proud we were of the amazing Cabot achievement in holding the Mess Dinner. It was truly an extraordinary effort by your Ship's Company and especially by PO Elaine Collier, our Cabot Mess Dinner Coordinator as we referred to her, and PO Peter Holmes, our Mess Dinner Chief Steward. We have every reason to be proud as former, but never forgotten, members of such a great Naval Division. To see how everyone rallied for the common cause was unforgettable.

**The following toast to the UNTD was made by Ed Williams
U- 1097**

**UNTDA 75th Anniversary Reunion
Mess Dinner, HMCS Cabot, September 11, 2018 Toast to the
UNTD**

It is my pleasure to propose a toast to the UNTD, the University Naval Training Divisions and not, as once proposed, the Canadian University Naval Training Service. This venerable organization began seventy five years ago in June 1943 with the objective "to provide an entry opportunity for students of all faculties at major universities, to become commissioned officers in the Royal Canadian Navy Volunteer Reserve (RCNVR)." The person most responsible for the establishment of the UNTD was Capt. Jack Baker of the Ontario Agricultural College, Guelph. He was succeeded in 1946 by Cdr. Herbert Little, who was responsible for developing much of the subsequent training manuals. (Cdr. Little died in 2004 at the age of 97). There is a great deal of UNTD history in Robert Williamson's UNTIDY Tales, copies of which are I believe available at this reunion. The UNTD program was terminated in 1968 as a result of the so-called unification of the Canadian armed forces. During its 25 years of active service, the UNTD enrolled over 9,000 cadets who collectively made an enormous contribution in all fields and in every part of this great nation. UNTDs did go on to serve in the RCN. But just as importantly, others went on to serve as Federal Members of Parliament, as members and employees of provincial legislatures, as Municipal leaders, as Lawyers, Doctors, Engineers, Authors and Academics in many fields of study (to name a few).

I note that this province is different from the rest, in that the UNTD program was established here not 75 years ago but 69 years ago in 1949 when Canada joined Newfoundland.

The first act of the new provincial legislature was to establish the Memorial University of Newfoundland. With the establishment of the Naval Reserve Unit HMCS *Cabot* at the same time, all of the ingredients were in place to establish the Memorial University UNTD affiliated with HMCS *Cabot*.

I have the distinction of being the last Commanding Officer of Memorial University UNTD. I have determined that from 1949 to 1968, about 190 UNTD Cadets were enrolled from this province. While it is dangerous to single out some of these, I mention Dr. Arthur May, William (Bill) Rompkey and his brother Ron, and Gwynne Dyer, our chauffeur to the Pioneer Drive Inn on Portugal Cove Road, where we would order a plate of French fries and six tooth-picks.

The termination of the UNTD program in 1968 was not one of the best decisions made by the Federal bureaucracy. I realize that it was replaced by the ROUTH program but the UNTDs were a special group. I was in Ottawa at a conference in the mid eighties and none other than former Defense Minister Paul Hellyer sat next to me. I could not resist engaging him about force unification and the elimination of the UNTD and if nothing else got the satisfaction of giving him my two cents worth.

When I reflect on my own experience as a UNTD Cadet, I enrolled in 1960 at the age of 16. Training in HMCS *Cabot* until May 1961 when we left St. John's for HMCS *Cornwallis* in the Annapolis Valley of Nova Scotia. We flew to Halifax, my first flight and then got on a train (another first) to *Cornwallis* where we arrived after dark, kit bag in tow. My first year Term Lieutenant was John "Dutchie" Holland who was to guide our first year Iroquois Division. (I am informed that there are six members of that Division attending this reunion). Dutchie rode us hard but we did end up being selected as the best first year

division on the coast. Memories include the assault course, Raven Haven, Rifle Training, Digby (for several reasons) , escorting one of the ten Apple Blossom Queens at the Annapolis Royal Apple Blossom Festival, Annapolis Polly (who picked up hitchhiking cadets in her 1949 Plymouth sedan).

(As an aside, John Holland attended the 1997 NOAC AGM here in St. John's and we reacquainted after all these years. He was pleased to invite me to his home for dinner when I was in Halifax as National President of the NOAC.)

Our first cruise on HMCS *Lanark*, in the summer of 1961 was to Quebec City, not considered the most desirable since there was a southern cruise to the Caribbean that generated some envy. Memories include fog in the Magdalen Islands, lobsters in the Magdalen Islands, more fog in the Magdalen Islands and old Quebec City.

The summer of 1962 brought us back to *Cornwallis* as a member of Gatineau Division and with a cruise in HMCS *Swansea*, to England and Ireland. A Russian spy vessel crammed with electronics shadowed us across the Atlantic. Our only response was to paint a garbage

receptible black and attach it to the main mast in the hope that the Russians would spend much time trying to figure out our newly deployed surveillance equipment.

Some of us went up to London from Portsmouth and spent all of our money. We were also the first Canadian warships to enter Dublin since 1935. There is a photo of two cadets walking down McConnel Street in Dublin arm and arm with two Irish colleens (taken by a street photographer). Unfortunately this photo did not make the cover of that years White Twist.

My third year was spent aboard *HMCS Buckingham* on the east coast completing the Naval Knowledge course. This actually was quite an interesting experience. I spend most of my time as the assistant navigation officer (with my own cabin), although I was not commissioned. That came when I was appointed as an Acting Sub-Lieutenant on 1 September, 1963.

HMCS *Buckingham* took us to Bermuda, Fort Lauderdale, and south to Antigua. The only beverage consumed on that trip was beer. The CUBAN missile crisis resulted in us being, with the US Navy, part of an east coast blockade. Interesting summer and nice jaunt down south. We also did a mine-sweeping exercise in Shelbourne, NS, I was transferred to a RN Submarine which submerged for a day, jack stayed from *Buckingham* to *Bonaventure* and swam in the ocean halfway between Bermuda and the Florida coast.

There is so much more that I could relate and I am sure that every cadet has his own story to tell, but I have tried to give some feel for the UNTD experience, especially for our partners.

I ask you to join me in this TOAST to the UNTD.

**The photographs on the following page were taken by Ron Harrison at the Mess Dinner.



Bob McIlwaine, (UNTDA Discovery 1959) Bob White, (UNTDA Discovery 1960), Brian Cook, (UNTDA Unicorn 1966)



Micmac Division - 1962 and 1963, David Dodge (UNTDA Cataragui 1961), Bob Nixon (UNTDA Discovery 1960), David Vroom (UNTDA Discovery 1960), Paul Wagner (UNTDA Discovery 1960), Mike Mace (UNTDA Cataragui 1961), Bill McCreery (UNTDA Chippawa 1961), Bob White (UNTDA Discovery 1960), Duncan MacRae (UNTDA Unicorn 1957), (Term Lieutenant Micmac Division- 1962)



Bob White and Bob Nixon (UNTD Discovery 1960)



Bob and Mitzi White



Foreground – Bob Nixon and Bob White – 8 Mess – HMCS La Hulloise - 1962



Mitzi and Bob White, David Vroom, Bob Nixon

HMCS Discovery UNTD 1960



Peter and Patricia Chipman (UNTDA Brunswicker 1963)

Wednesday, 12 September 2018

The Johnson Geo Centre Signal Hill Interpretation Centre followed by lunch at CFS Station St. Johns

The Johnson Geo Centre is a geological interpretation centre located on Signal Hill in St. John's, Newfoundland and Labrador, Canada. Most of the centre is located underground, in an excavated glacial formation that shows the exposed bedrock of the hill. The museum is named for philanthropist Paul Johnson and opened in 2002.

The building is designed to take advantage of the geological features of Signal Hill where most of the structure is below ground exposing natural rock formations. The area was originally a peat filled area that was stripped of overburden and a glass-encased structure of 2.5 stories was built atop the excavation. The building was built through the Johnson Family Foundation at a cost of \$12 million. The building utilizes a heating and cooling system via six geothermal wells drilled to a depth of 500 feet.

Many displays were of so much interest that several days would have been required to properly view and understand what was being presented. These included "The Titanic Story." The luxury steamer met its tragic demise just 350 miles from the Johnson GEO CENTRE, hitting one of the hulking icebergs that continue to visit the coasts of Newfoundland today. The "Titanic Story" offers a complete account of the greed, arrogance, and bad judgment that led to the greatest peacetime tragedy of the 20th century.

The "Oil and Gas Gallery" was also outstanding. "Step on board an oil platform, and experience a day in the life of the offshore industry with the Oil and Gas Gallery. Oil and gas have changed the way we live... but where do they come from? Learn how oil and gas are formed and how they are extracted from the earth. At the Oil and Gas Gallery, you can touch a drill bit used at the Hibernia oil field, see the latest 3D computer model of the Hibernia Oil Field, and check out scale models of the *Hibernia* GBS, the *SeaRose* FPSO vessel, an oil tanker, and an offshore supply vessel."



Visit St. John's and see the
**Johnson
GEO CENTRE
& GEO PARK**
175 Signal Hill Road • St. John's • NL • Canada
GUIDES INSIDE

**Newfoundland and Labrador's
Showcase of Earth and Space®**

A promotional poster for the Johnson Geo Centre. The top half features a photograph of the building on Signal Hill. Below the photo is a dark space-themed background with illustrations of the Earth, Sun, Saturn, and Mars. In the bottom right corner, there is a circular logo with a blue border. Inside the logo, the text "Showcase of Earth & Space" is written in a curved path above a stylized building icon and a globe. Below the icon, the text "Johnson GEO CENTRE" is written in a bold, sans-serif font.

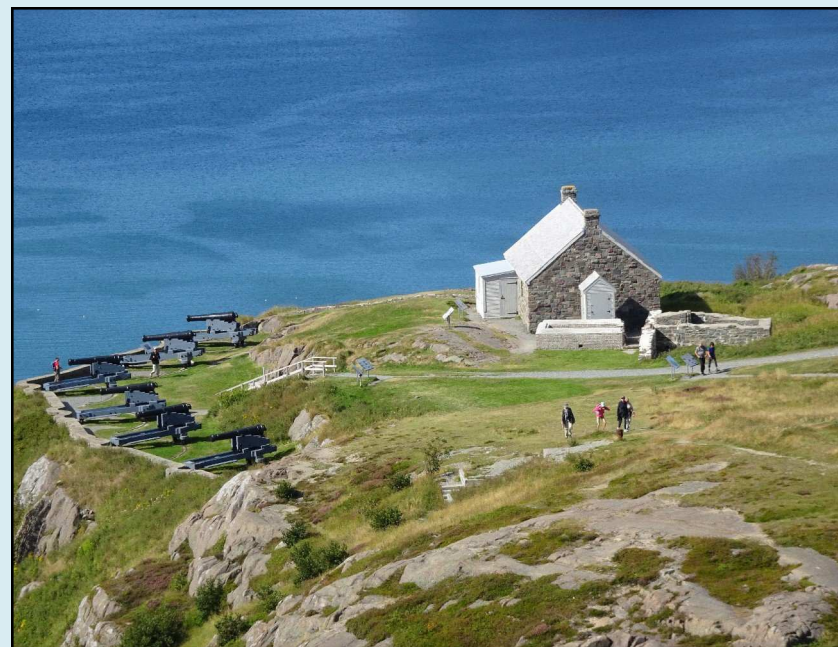
Signal Hill

This is billed as St. John's most popular landmark. Signal Hill recalls the town's historic past and communications triumph, as well as offering coastal hikes and sweeping views overlooking the Atlantic.

Signal Hill, overlooks the harbour of St John's, Nfld, and was for many years the centre of the town's defences. A signal cannon was placed here in the late 16th century, and stone fortifications were built in the late 18th century during the Napoleonic Wars. By that time a system of flags flown from the hill warned ships of weather and sea hazards. Cabot Tower was built 1897-1900 to commemorate the 400th anniversary of John Cabot's voyage of discovery in 1497.

Italian inventor Guglielmo Marconi chose this site to conduct an experiment to prove that electrical signals could be transmitted without wires, and on 12 Dec 1901 he received the world's first radio transmission, sent in Morse code from Cornwall, Eng.

Signal Hill was declared a national historic park in 1958, and an interpretive centre has been developed there.



11 September 2018 - Greetings From Rear Admiral Jennifer Bennett

Good evening all and greetings from Ottawa,

I was very pleased to be asked to provide greetings as you celebrate the 75th Anniversary of the inauguration of the UNTD program and the 50th Anniversary of the follow on Reserve Officer Programs in the Naval Reserve. I see by the guest list that there are representatives and guests from coast to coast representing a great number of NRDs and Universities and many familiar names so I am sure that it has been a great reunion as well as commemoration.

I liked the phrase in the program info that indicated that the “local organizing committee had developed an exciting, comprehensive programs of events that included a healthy dose of nostalgia, naval related activities, socializing and time for a yarn or two with old friends and colleagues.” That sums up some of the key reasons why the UNTD program and its successor programs were so successful and why there continues to be a unique association and network across the country and around the world for so many who participated in training programs over the past 75 years and why events like the one this week and the Mess Dinner this even ing continue to draw so many to gather nationally, locally or regionally.

In 2008, I was honoured to be one of the speakers at the UNTD 65th Anniversary dinner in HMCS STAR, representing my father, Commodore Buck Bennett and to have been made an “honourary UNTD member”. As many of you know, my family has had a long association with the RCN and through the service of my father, myself, my sister and brother, we have amassed over a century of service (135 years so far!) that all started with UNTD or other summer programs that were “not just a job, they were an adventure” as the recruiting ads used to say. Each of you will have a story as to how and why you joined and continued to remain connected so many years later, but all seem to have the common theme of being part of an exceptional group of people, having unique opportunities with an incredible range of personal and professional challenges combined with fun that resulted in strong and lasting friendships.

Even today’s recruiting ads and material have a similar message that speak to the same things that drew all of us into this organization. The occupations are broader and the Ship’s and equipment significantly updated, but the same aspects remain “endless career possibilities, full or part-time, an exciting path and adventure, being part of a team – and pay! Today’s advertising also encourages Canadians to “Sign up for training in one of our many sea trades and learn what it is to be a sailor. As part of crew aboard one of the fleet’s state-of-the-art frigates, support vessels, maritime coastal defence vessels or submarines, you will be part of centuries-old traditions that have made seafarers proud to call the navy home. Sail with your crew on operations and exercises that can take you down Canada’s coastline or across the world. Whether it’s as a non-commissioned member or officer, the Regular navy or Naval Reserve, opportunity abounds. Enjoy endless career possibilities, an exciting path and an adventure – that pays you! If you enjoy working as part of a team and using your mental and physical strengths in an exciting, fast-paced setting, then the navy is a course worth sailing. “

As you gather to renew friendships and look back at the time you spent with the RCN, I encourage you to also celebrate and connect to the legacy of proud service and tradition of excellence that is proudly kept alive by today’s RCN sailors and officers. Throughout our history, Canadian sailors have carved out a reputation as courageous, compassionate, innovative and capable while earning the respect of allies and foes alike. The men and women of the RCN have always been and continue to be the foundation of our service, the bedrock. They are amongst the most professional, highly educated and highly

trained sailors in the world and they continue to proudly serve Canada and Canadians knowing they can make a difference at home and abroad, on, above and below the sea, day and night. Canada continues to need a strong and well equipped Navy.

The RCN is “Canada’s First Responder”. In times of crisis or conflict, when Canada wants to demonstrate its leadership and commitment, the Government sends ships. A Canadian warship is the “Swiss Army Knife” of responses for the Government of Canada – a self-contained, flexible and cohesive platform with outstanding Ships Companies that have proven themselves time and time again.

The RCN is in the midst of the most comprehensive fleet modernization in its peacetime history. The new ships will ensure that the RCN can continue to monitor and defend Canadian waters, including the Arctic and make significant contributions to international naval operations. These are interesting and exciting times for your RCN and as we plan for the future fleet and the next generation of sailors and officers, we also look back at the foundation that was built by Canadians like you.

Vice Admiral Lloyd, Commander RCN has the philosophy of “People First, Mission Always” – a bit of a new message that builds upon “Ready Aye Ready” and the proud history of the RCN that you are a part of through your service and continued affiliation and support. I have always been impressed with the pride and enthusiasm that UNTD members have for naval service, the RCN and particularly the Naval Reserve. You are all a part of the story of why Canada needs a Navy and how every day, the men and women of the RCN are making a difference somewhere in the world.

I wish you all UNTD members a “Happy 75th Anniversary” and a “Happy 50th Anniversary” to members of the ROUTP, RESO and follow on officer programs. I hope you will join in helping us organize and celebrate Naval Reserve Centennial coming up in 2023.

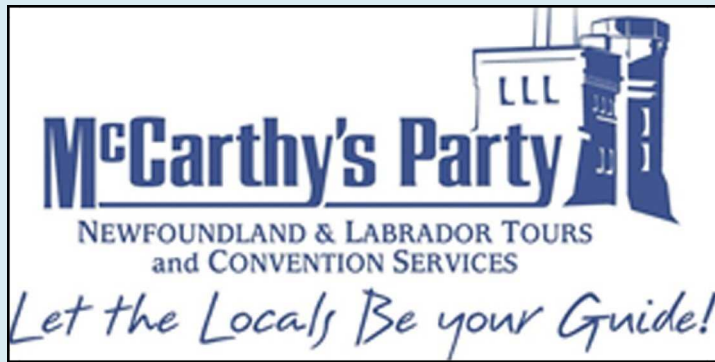
Yours Aye,

Rear-Admiral Jennifer Bennett, CMM, CD



McCarthy's Party Bus Tour





McCarthy's Party

Since 1982, McCarthy's Party has specialized in delivering tours of Newfoundland and Labrador. Committed to providing you with an authentic experience, we offer you total immersion - Newfoundland and Labrador style. Visiting people in their homes, chatting with fishermen, enjoying teas and lunches with community groups... whale watching, puffin and iceberg sighting, experiencing the culture... learning about the way of life, the language of the sea and the songs of the ocean

Our slogan "Let The Locals Be Your Guide" sums up one of the great qualities of our escorted tours. Our guides grew up in the province and are the best source for information on the culture, history, music and language that make this area so unique. They know off the beaten path locations where our groups see the spectacular scenery and wildlife of Newfoundland. Your local guide will provide you with an authentic Newfoundland experience that will be both educational and thoroughly enjoyable. Combine this with smaller group sizes, meals that feature local cuisine, two night stays in most hotels and sensibly paced days, and you have what has been deemed by many of our travelers as the best escorted tour of Newfoundland and Labrador available.

Our Guide

Andrew McCarthy

Andrew McCarthy is the oldest of the McCarthy boys and an original member of the McCarthy's Party cast. Andrew recently returned from Vancouver via Humber Valley where he lived for 20 years before returning to St. John's to resume work with the family business. Andrew is a passionate Newfoundlander who takes great joy from his guests and the opportunity to introduce them to all aspects of Newfoundland – from politics to history, botany to wildlife, arts, culture, interesting characters, food, and lots of fun. He is also an avid reader of anything related to Newfoundland. Andrew moonlights as a commercial fisherman in the offseason and is an avid outdoorsman who enjoys hunting, fishing, and life in Newfoundland's great outdoors.

<https://www.mccarthysparty.com/story.php?p=story>



Sheraton Hotel, St. John's



Andrew McCarthy



Day 1 - 13 September 2018

McCarthy's Notes

This morning we will travel to the Southern Shore of the Avalon Peninsula along the winding coastline of the beautiful Irish Loop. This area is dotted with small 'outport' communities for which Newfoundland is so famous. We will visit the Colony of Avalon Archaeology Site, where the remains of an early 17th century settlement is well preserved. We will walk on a 17th-century street, see a 17th-century herb garden, and look at the remains of everyday life in one of the earliest European colonies in North America. The colony was founded by George Calvert, later Lord Baltimore, in 1621. Most people have no idea that permanent European settlement in North America dates so far back, and that Newfoundland played such an important role. The Ferryland settlement was "forgotten", and its remains lay undisturbed for centuries. We'll then head back to St. John's for a welcome dinner where you'll meet your fellow travelers and learn about the trip ahead.

My Notes:

Our nice weather has gone and we are looking into fog. I don't think it is raining but could very easily. We start our bus tour this morning and need to be below by 0845.

We set off down the Irish Shore to an archaeological site and museum at the Avalon Plantation. This was a very early settlement organized by Lord Calvert in 1621 with mostly Irish settlers. There is current ongoing research but it certainly isn't Plymouth, MA. The accents of people are yet one more variation on the many Newfoundland dialects. It is very Irish and perhaps even more Irish than in Ireland itself. We also had an excellent lunch in a small restaurant. This was all preordered from the bus. It was then on to Brigus which is very scenic even on a grey day.

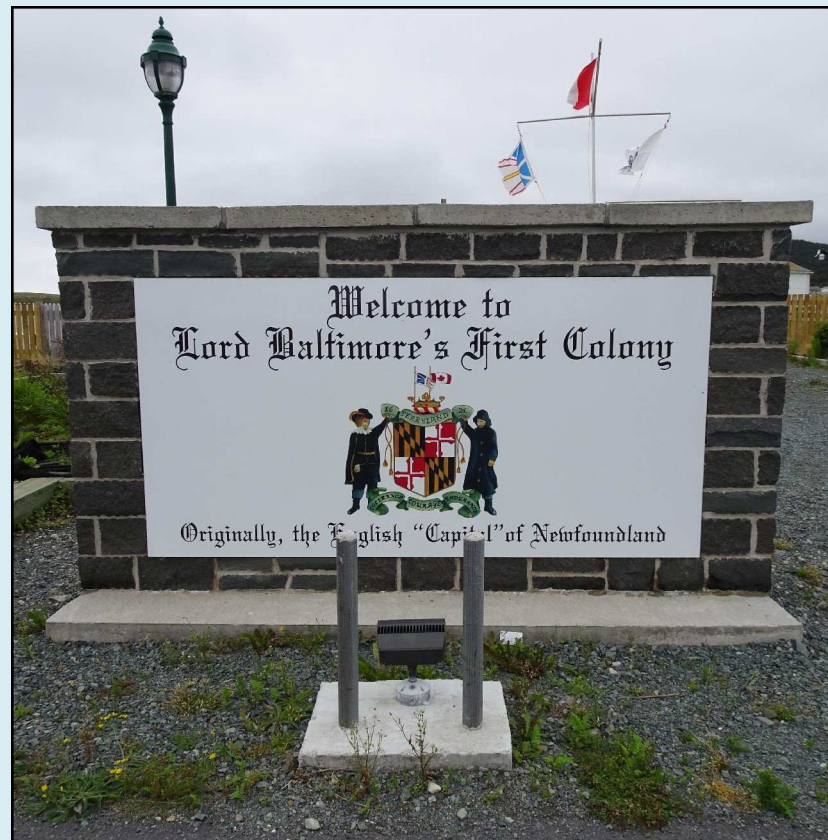
We were back in St John's by about 1630 and are checked into the Sheraton Hotel. Everything here is prepaid so no more cash outlay.

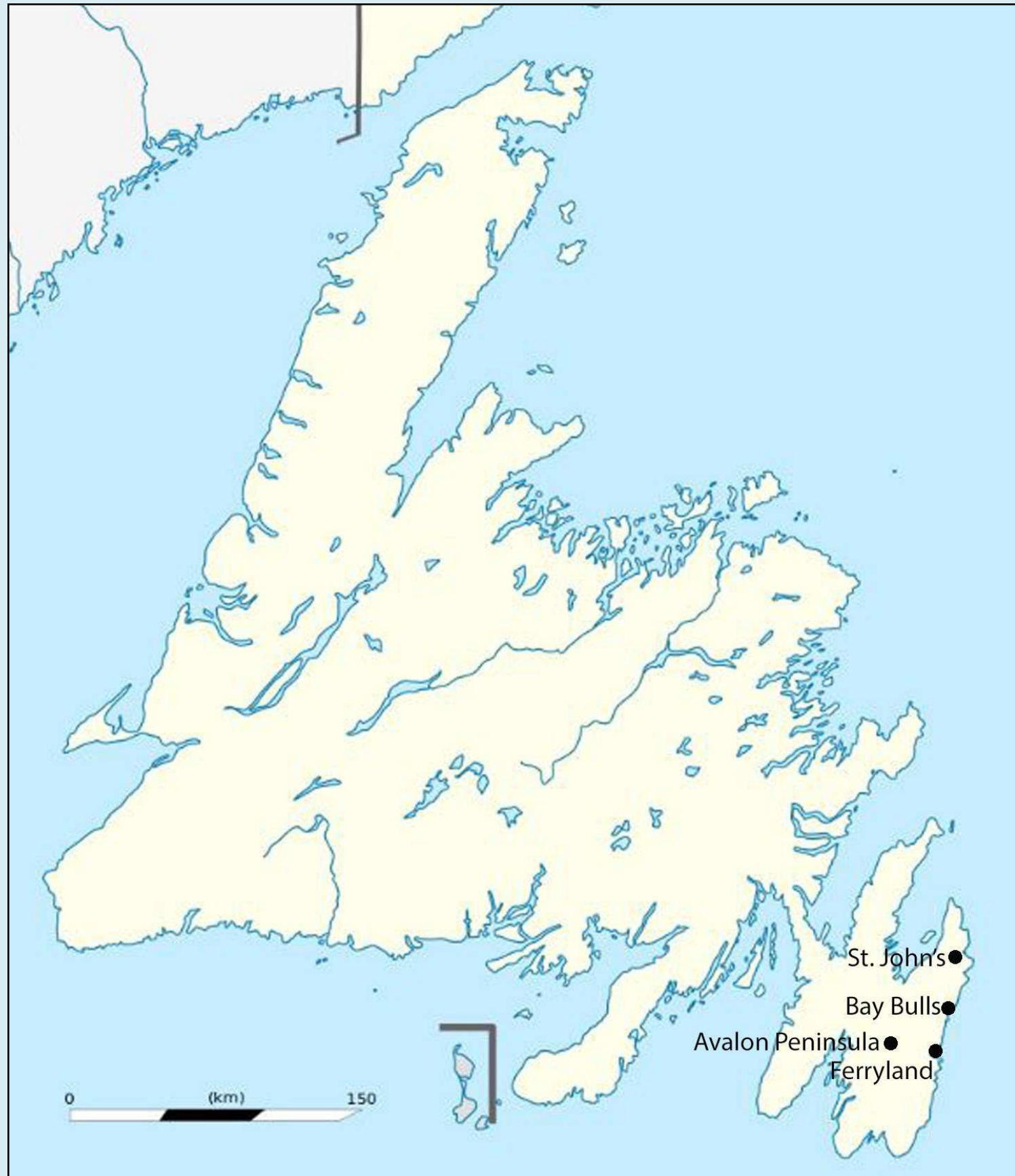
Historical

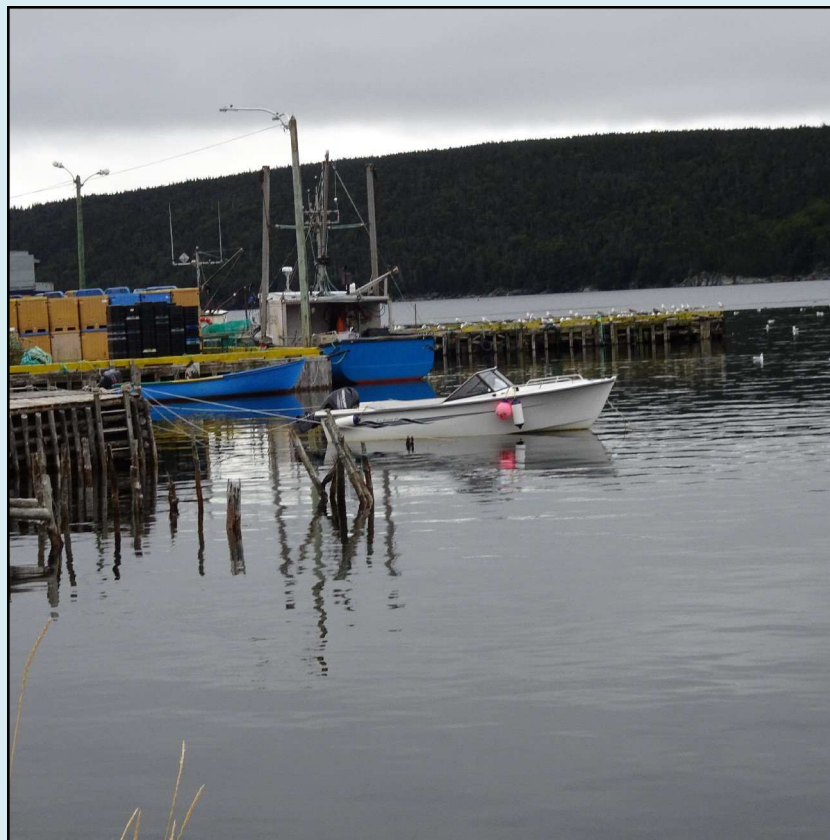
Established in 1621 by Sir George Calvert (the First Lord Baltimore), the Colony of Avalon is widely recognized as the best preserved early English colonial site in North America. Today, on-going work at the Colony is changing the way we understand that past.

Think early Newfoundlanders lived in hovels on a diet of fish, fish and more fish? Think all Catholics were persecuted and women were second class citizens? Think again! Imagine a place where substantial stone and timber-frame houses lined a "prettie" cobblestone street, where protestants AND catholics worshipped in peace, and a woman held most of the power!

<http://colonyofavalon.ca/>







Colony Avalon, NL



Colony Avalon, NL

Day 2 - 14 September 2018

McCarthy's Notes

Today we will go "around the Bay" along the picturesque coastline of Conception Bay, the home of pirates of centuries ago. We will stop along the way for picture taking and to visit some of the more interesting villages such as Holyrood and Brigus, one of the historic sailing ports of Conception Bay and home of the late, famous Captain Bob Bartlett who took Perry to the North Pole. We then visit Cupids, the first incorporated British Colonial town. We also stop in Port de Grave to learn first-hand about the thriving modern fishery that the people in this area take part in every year. This evening we'll head to Clarenville for the next two nights. Overnight at Clarenville Inn

My Notes

We left St John's at 0830 on the dot and made our way along Conception Bay to Avondale, Brigus and Cupids where there was a museum and a bite of lunch. I suppose we were there an hour and a half before getting back on Highway 1 for Clarenville. This involved driving the very narrow peninsula between Trinity Bay and Placentia Bay. The scenery is typical of country with no soil and solid rock almost everywhere. The primary tree is a small spruce which grows as far as the eye can see. We are repeatedly reminded that Newfoundlanders are a coastal people and there is little to be seen in the interior in most areas.

Tomorrow morning we have an early start leaving at 0800. Breakfast is at 0700. However, we return to this hotel for a second night so we do not have to pack our suitcases and have them ready for the bus.

Historical

Bob Bartlett

"It's all right while you're exploring. You get used to rotten meat, frozen fingers, lice, and dirt. The hard times come when you get back."
—Bob Bartlett (Log 13)

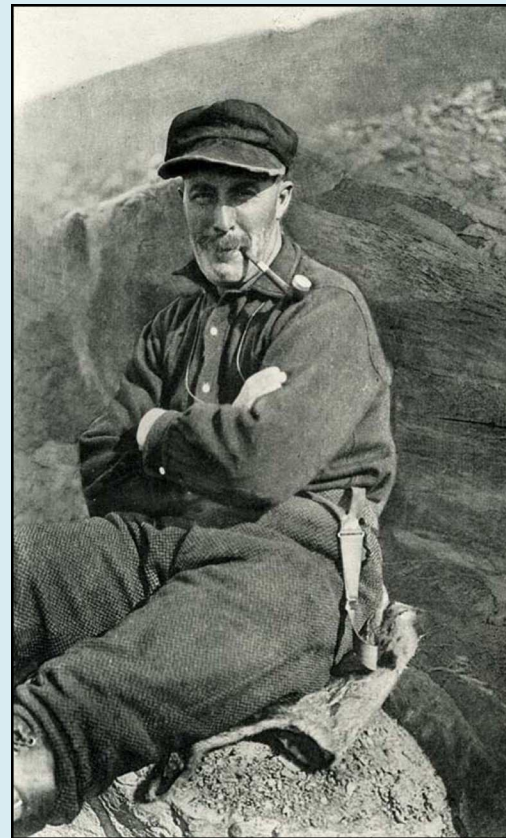
During the more than 50 years of his seafaring life, Captain Robert (Bob) Abram Bartlett skippered some of the most famous, dangerous, and controversial exploratory expeditions to the Arctic. He travelled further north than almost any other living person, was shipwrecked at least 12 times, survived for months in the inhospitable Arctic after sea ice crushed his ship, and journeyed hundreds of miles by dogsled to reach civilization. Despite these hardships, Bartlett returned to the Arctic whenever circumstance allowed and almost always came back with photographs, film reels, and scientific data that greatly contributed to the world's understanding of the north.

<https://www.heritage.nf.ca/articles/exploration/bob-bartlett.php>

Brigus and Cupids

In Brigus, you can take a leisurely hike around charming streets sloping up into green cliffs, before stopping for a slice of homemade blueberry cheesecake. The town is a picture postcard, reminiscent of the quaintness often found in European villages. Even the name "Brigus" is derived from "Brickhouse," an old English town, pronounced with a flavour only found in this part of North America.

Around here, history thrives. The town's well-kept old-style architecture, rustic stone walls, lush green gardens, and winding narrow lanes are reflective of its English, Irish, and Welsh heritage. Visit Hawthorne Cottage National



Historic Site, the former home of Captain Bob Bartlett, hailed as the greatest ice navigator of the 20th century.

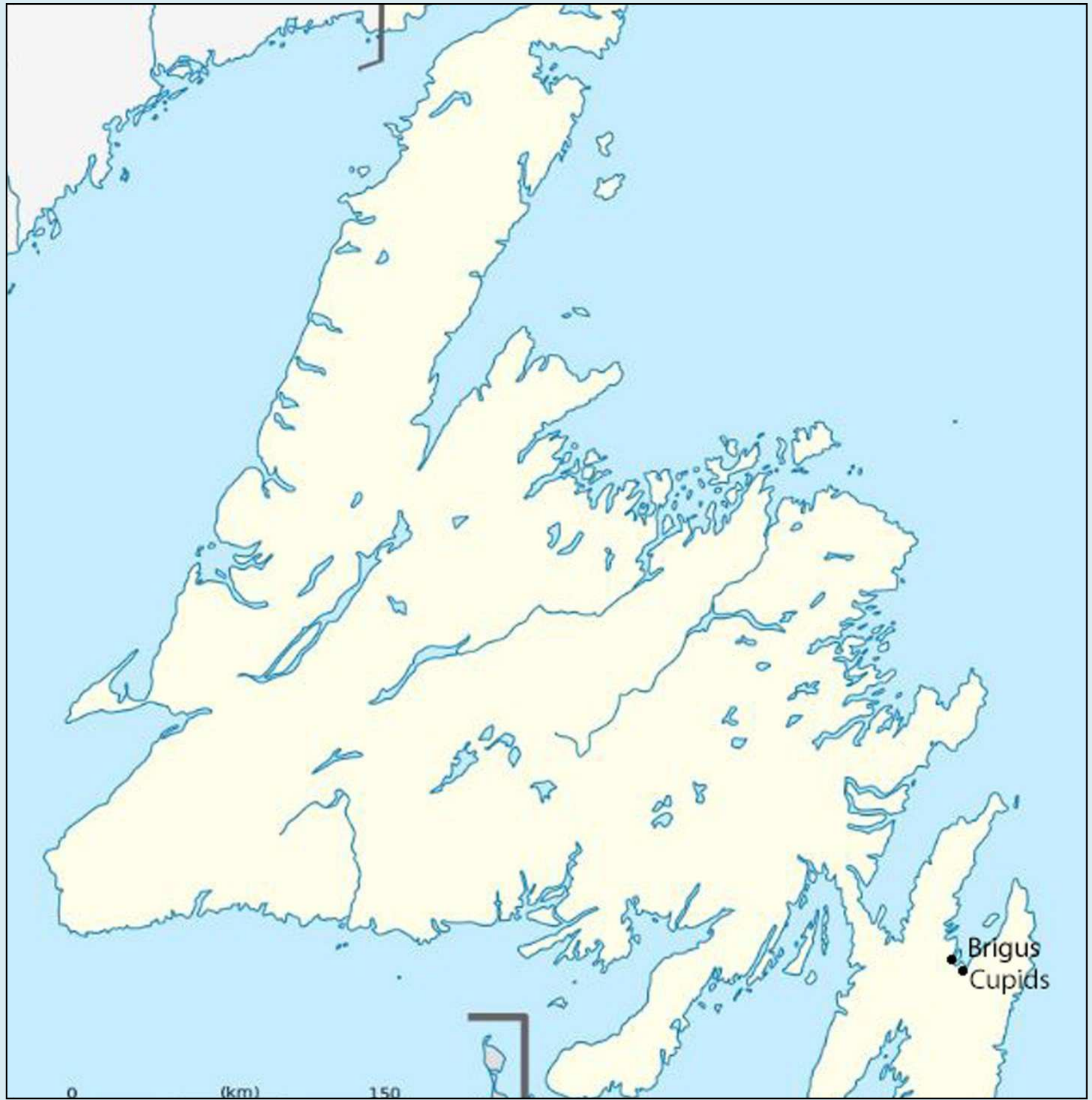
There's more to Brigus than scenery and history. Every summer, the community bustles with activity during the annual Blueberry Festival. Over 12,000 visitors from around the world come to enjoy three days of music, traditional food, dancing, fireworks, and of course blueberries. Sing and dance. Shop and relax. Fill your belly with the sweetest wildberry fixin's in the world.

People have been finding and falling in love with Cupids for centuries. It was the first English colony in Canada (and the second in North America). John Guy and his backers brought a boatload of settlers to the area in 1610, and established a plantation in what was then known as Cuper's Cove. The colonists cleared the land, fished, farmed, explored for minerals, and tried to establish fur trading with the Beothuk, the now extinct Indigenous people.

Around the year 1700, settlers abandoned the original plantation site, and the secret of its exact location was lost for more than 250 years. Today, visit the Cupids Cove Plantation Provincial Historic Site and watch archaeologists uncover its secrets piece by piece.

Some of the province's best stage actors perform both traditional and tongue-in-cheek interpretations of Shakespeare at a beautiful performance space. Perchance Theatre was modelled after Shakespeare's famous open-air Globe theatre in London.

<https://www.newfoundlandlabrador.com/top-destinations/brigus-and-cupids>





Brigus, NL



St. George's Heritage Church, Brigus NL




Brigus, NL



**COLONIES IN
NEWFOUNDLAND
AND NEW ENGLAND
FORGED EARLY CONNECTIONS**

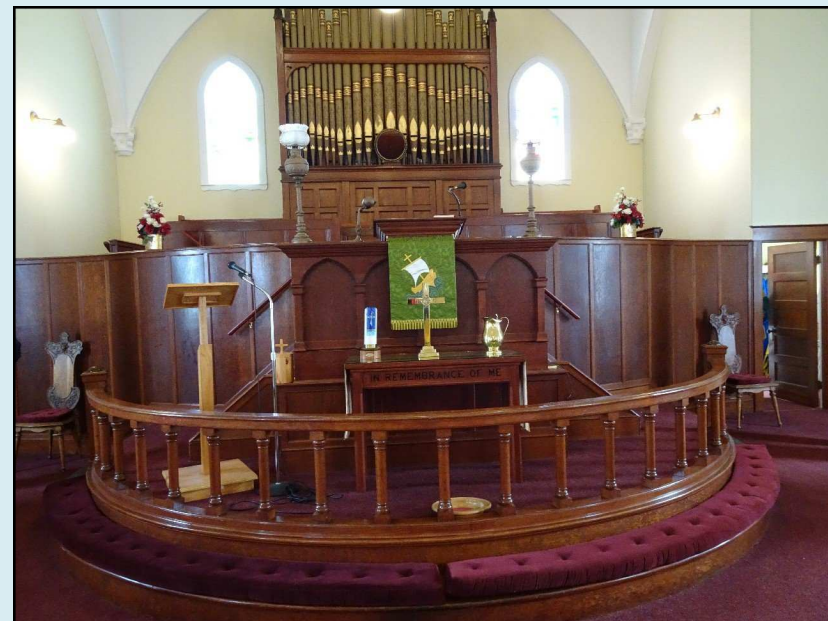
Thomas Dermer, a friend of John Mason, spent several years in Cupids. There he met Squanto, a Native American from Massachusetts, who had been taken to Spain and spent time in London before arriving in Cupids.



Trying to establish friendship with the Native People of Massachusetts, Dermer took Squanto back to New England in 1619. Dermer, fatally wounded in the attempt, wrote a letter advising English settlers to establish themselves at an abandoned Native village. The Pilgrims arrived in 1620 and followed Dermer's advice, settling in the village that Captain John Smith had named Plymouth six years before. In 1621 Squanto joined the Plymouth colony as an advisor, ambassador and translator.

When John Mason left Newfoundland and returned to England, he actively encouraged settling New England. Mason was appointed Vice-Admiral of New England but he died before he could visit there. His efforts led to the founding of settlements in both Maine and New Hampshire.

Bust of Squanto
Collection of the Regional Museum, Massachusetts
http://www.squanto.org
Photo: Harold Appel



Cupids, NL

Day 3 - 15 September 2018

McCarthy's Notes

This morning we travel to Bonavista, the landfall of John Cabot in 1497. Here we visit the Ryan Premises and have an opportunity to learn about inshore fishing techniques that have allowed this town to thrive for hundreds of years. Then it's out to Cape Bonavista for a chance to walk the cliffs and enjoy the spectacular coastal scenery. We'll visit the town of Elliston the self-proclaimed 'Root Cellar Capital' of the world. The town features the Home from the Sea facility that is built in honor of our sealing industry. This afternoon we visit the historic village of Trinity, the gem of the isle. We have time to walk around and explore the old town before we have dinner in a local restaurant. Overnight at Clarenville Inn

My Notes

This was a long day but not terribly busy. Our target communities were Bonavista, Elliston and Trinity both beautiful and picturesque towns that have retained their charm after hundreds of years of occupation. Our guide's wife runs a small restaurant in Bonavista.

The Ryan Premises in Bonavista were of particular interest. These are preserved as an example of a large-scale merchant operation in a Newfoundland outpost. The site consists of the proprietor's house, a carriage shed, a retail shop, a retail store, a fish store and a salt store.

Lunch was in the town of Trinity at the Dock Marina Restaurant.

In the town of Elliston we were reminded of the seal fishery and the associated dangers and terrible tragedies associated with this occupation.

As usual we were fed far more than we needed to sustain life both for lunch and supper.

We were back at the hotel by 1930 but have a very early start again tomorrow.

Historical

When Italian explorer Giovanni Caboto (or John Cabot as he is locally known) first discovered North America in 1497, his first words were "O buono vista!" When translated into English, this phrase means "Oh happy sight!", which is certainly fitting for what would become the town of Bonavista, the historic site of Cabot's landing. (There may be some dispute over the actual location of John Cabot's first landfall.)

Small huddles of houses, new and old, sit alongside rocky shores, pebble beaches, and picturesque fishing boats. Dense forest becomes amazing shoreline, frequently visited by whales, seabirds, and icebergs.

Elliston

The Sealers Memorial Statue, created by acclaimed sculptor Morgan MacDonald, depicts Reuben Crewe and his son, Albert John Crewe, from Elliston who lost their lives in the 1914 SS *Newfoundland* Sealing Disaster. It represents all sealers who have risked and lost their lives in their efforts to support their families and communities. Also at this site is a memorial granite wall listing the names of all 364 men and boys who were on the S.S. *Newfoundland* and the S.S. *Southern Cross* during those fateful days in the spring of 1914. Those who perished, those who were injured and those who survived against desperate odds will forever be remembered.

The Home from The Sea Sealers Memorial and Interpretation Centre in



Elliston is changing attitudes toward the seal hunt, one visitor at a time, according to Executive Director, Marilyn Coles-Hayley. The museum is a tribute to the hundreds of men who lost their lives in two separate disasters in 1914. The crew of the SS *Newfoundland* froze to death during a March blizzard. The SS *Southern Cross* sank in that same storm. In all, 251 sealers died.

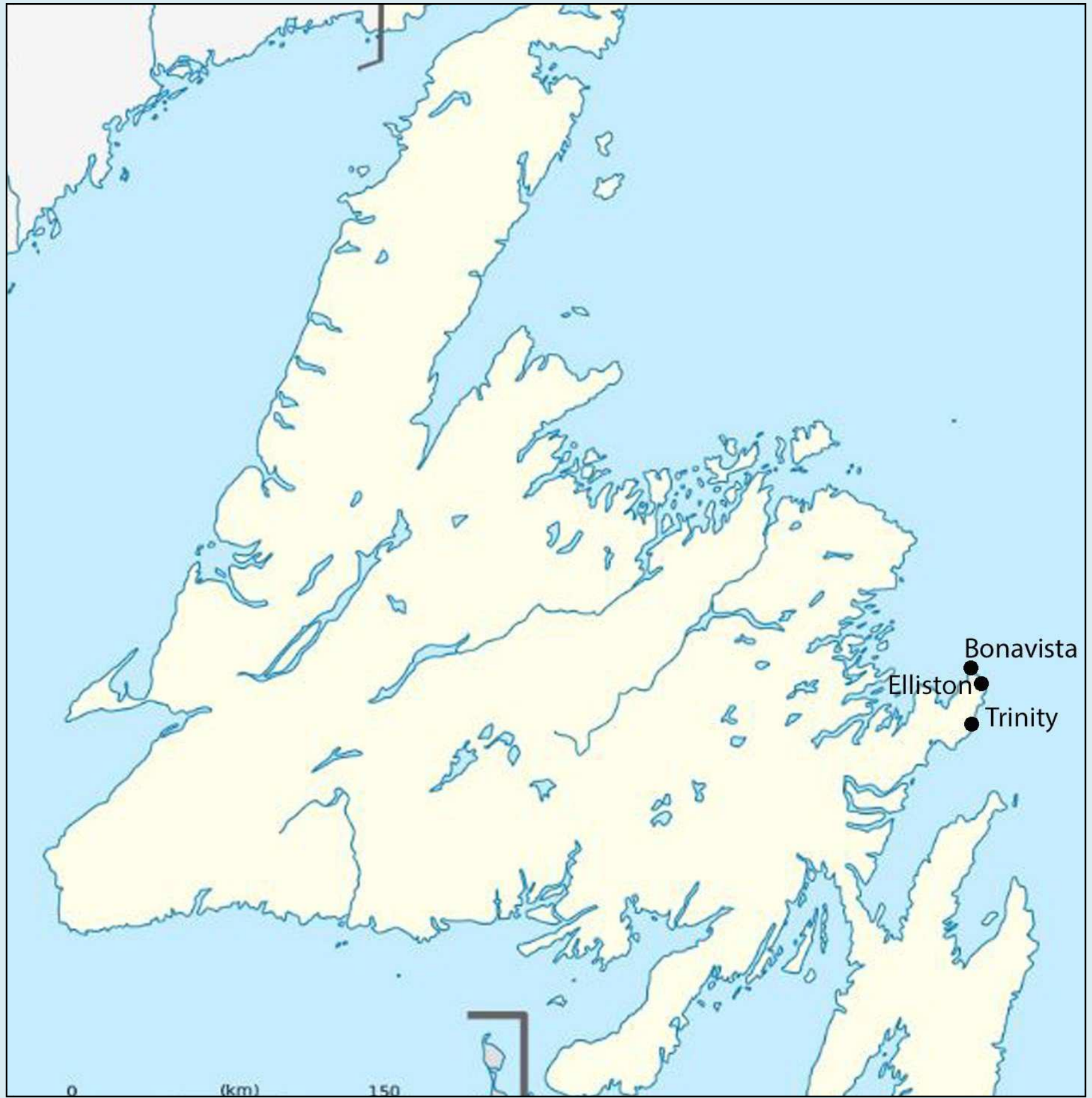
The museum has biographies, family stories, and outside there is a sculpture of a father and son, who perished in a frozen embrace on the ice.

Along with the many sealing artifacts which include tools that were used by sealers, the 'immersive area' of the museum features actual footage that was taken during the seal hunt. Coles-Hayley said that has a profound effect on visitors.

"You can see the sealers out on the moving ice floes, you can see the danger that was there and I think this of all that we have, this has the greatest impact to our visitors," Coles-Hayley said.

A gallery of oil paintings by George Noseworthy also lines the walls. Noseworthy went to the seal hunt to capture the sealers on the ice.

<https://www.cbc.ca/news/canada/newfoundland-labrador/elliston-museum-seal-hunt-nl-1.3246506>



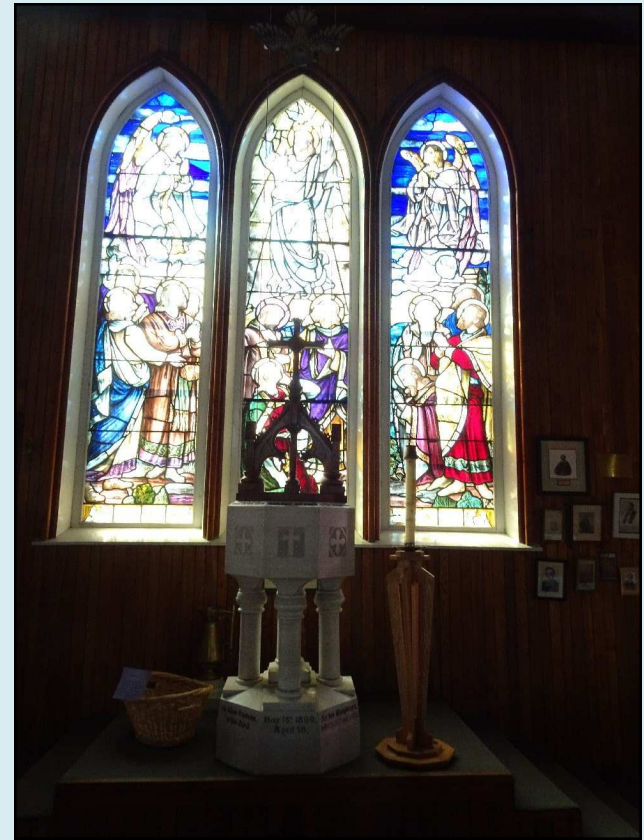


Artist Proof #1 is in the Queen's gallery, Buckingham Palace. It was commissioned by the Bonavista Heritage Society in 1997 to commemorate the 500th anniversary of John Cabot's discovery of Newfoundland in 1497. The Queen was presented with the artist proof on her visit to Newfoundland and Labrador to celebrate the anniversary. She officially opened the Ryan Premises as part of the celebration. <https://www.christopherpeet.com/products/the-ryan-premises-bonavista-newfoundland>. <https://www.christopherpeet.com/products/the-ryan-premises-bonavista-newfoundland>

Salt box Houses

The unique and striking architecture of Newfoundland has served to draw many tourists to the province. The Heritage Foundation of Newfoundland and Labrador has long recognized and been an advocate of architectural heritage as an important factor in the preservation of Newfoundland's cultural identity. The preservation of individual structures is crucial to the tourist industry, and the economic well being of communities. A distinguishing feature of the majority of houses in Newfoundland is their wooden construction. The reason for this goes back to the seventeenth century. When settlers first landed on our shores they could not ignore the abundance of lumber around them. The style at the time in Europe was to build with lumber so these New World settlers also built their houses of wood. Availability of wood was not the only reason why they chose lumber as the best material. Building a stone or brick house required a great deal of time and money, neither of which was available to most settlers.

Bonavista, Newfoundland's largest fishing community, was first settled in the late 1600s. While fishing was the principle occupation of the people of Bonavista for four centuries, fishermen also built houses, flakes, boats, and furniture. The fine buildings and unique architectural features of this town provide a great example of the skills and creativity of these craftsmen. Bonavista is unique in that it has a large range of styles and features, many of which are unique to the town. Finely detailed houses and notable institutional and commercial buildings all form a part of the town's landscape. The folk architecture of Bonavista is rich in interesting details which is in contrast to most Newfoundland towns, where construction methods were simpler. Quality craftsmanship and attention to detail is evident in the construction of most buildings in Bonavista. Salt box houses homes were built most frequently from 1865-1920. Some houses had one and a half storeys. These houses were also salt box (modified) and built most frequently between 1880-1935. they had two or more full storeys and were slightly larger than the earlier salt box.



Top: Ron Harrison holding down the pulpit in St Paul's Anglican Church, Trinity, NL

St. Paul's Anglican Church Trinity - NF

St. Paul's Anglican Church in Trinity is the third Anglican church in the community since 1730. It is built on the site of the first church, which was erected in 1730, and is adjacent to the second structure, which was constructed in 1820. The bell in the third church was donated by a local merchant Robert Slade in 1833 and was initially installed in the second Trinity church.

Plans for the third church were prepared by Stephen C. Earle of Worcester, Massachusetts. It is believed that St. Paul's was built by either Caleb Marshall or James Harvey of St. John's. The wooden church with its arched windows, chancel, side aisles and tower with a spire is an excellent example of Gothic Revival architecture in outport Newfoundland during the nineteenth century. The neo-Gothic structure has the same design as churches at Digby and Winsor, Nova Scotia. Construction began on March 20, 1892, and was completed on November 13, 1894, when Bishop Llewelyn Jones held the consecration service.

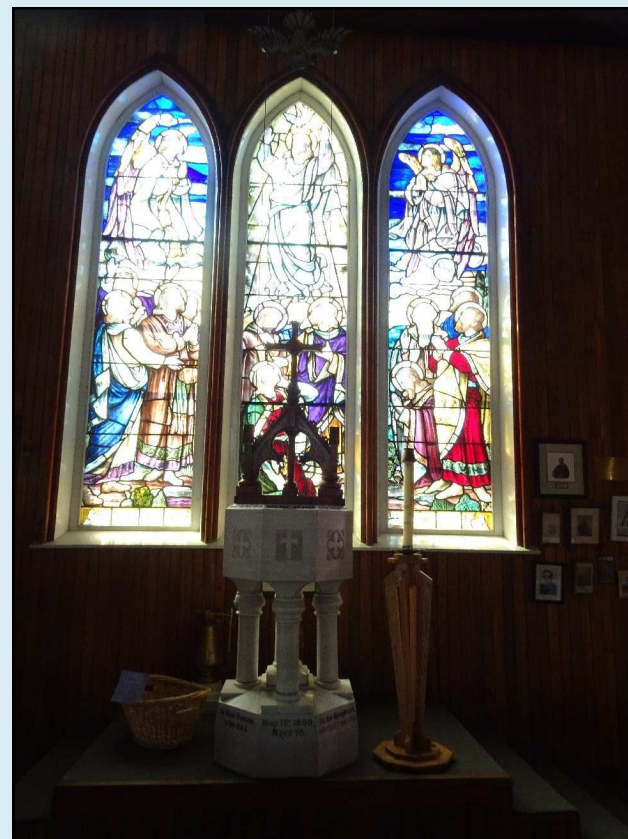
Notable Anglican ministers have served in Trinity since its inception in the mid-sixteenth century. The first regular rector, the Rev. Robert Killpatrick was sent as a missionary by the Society for the Propagation of the Gospel in 1729. The first Anglican bishop of Newfoundland appointed in 1839, the Rev. Aubrey Spencer, served in Trinity from 1820-1821. He was replaced by the Rev. William Bullock in 1822, who remained as the community's minister until 1841. During his stay he wrote the hymn, "We Love Thee Place", which was first sung in Trinity in 1827 and is currently listed as hymn number 466 in the Anglican Book of Common Praise.

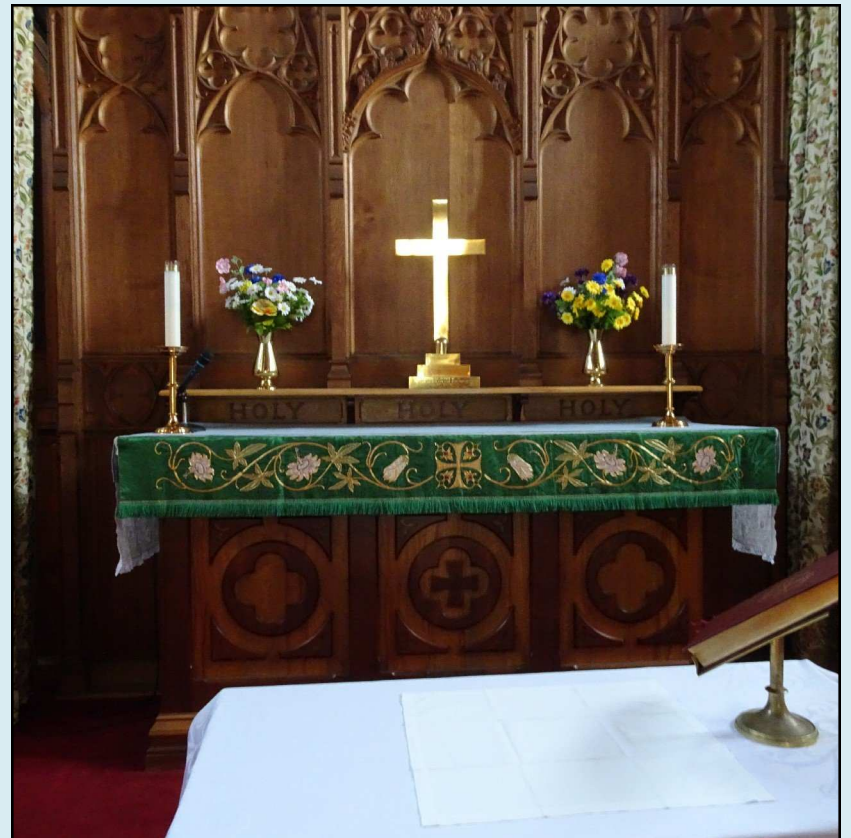
The interior of St. Paul's is impressive as it was never painted and the original wood work is still in full view. Over the years the congregation has attempted to conceal the modernization which had to be made to the original structure. The duct work for the oil furnace, which replaced the initial two wood stoves, is concealed. Similarly three ceiling fans and a public address system were installed in such a way as to make them hardly noticeable. The most noticeable change was the transformation from oil to electric lighting.

The altar was a gift to the church from six Anglican clergy who were born in the community. Behind the donated altar is a stained-glass window depicting the crucifixion of Christ illuminated by the rising sun. Another interesting feature is the baptismal font which is said to be a replica of the font at the famous Notre Dame Cathedral in Paris, France. Above the baptismal font, the setting sun illuminates a stained-glass window of Christ's transfiguration.

On June 8, 1987, the Heritage Foundation of Newfoundland and Labrador designated St. Paul's Anglican Church a Registered Heritage Structure. The church was presented with a commemorative plaque by the Heritage Foundation of Newfoundland and Labrador in July 1998.

<https://www.heritage.nf.ca/articles/society/st-pauls-anglican-church.php>





Trinity, NL

Dock Marina Restaurant - Trinity NF



Larry Fournier and Peter Chipman



Back to Front: Larry Fournier, Bob McIlwaine, Mitzi White, David Vroom



Mitzi White and David Vroom



Mitzi and Bob White



Home From the Sea Sealers' Memorial - Elliston, NL

The 1914 Sealing Disaster

Although potentially lucrative, the Newfoundland and Labrador spring sealing industry was also more hazardous than any other local fishery at the turn of the 20th century. To find their catch, sealing ships had to steam each year into the dangerous ice floes off Newfoundland's north coast, where large frozen masses of floating seawater and sudden blizzards could jam ships in the ice and crush their hulls. Five steamers were lost between 1906 and 1914, reducing the country's sealing fleet to 20 vessels. In no other fishery did ships enter the floes.

Once on the ice, the men faced additional dangers. Carrying little food, no shelter, and dressed in clothing ill-suited for sudden squalls, the sealers might spend up to 12 consecutive hours on the ice. Because their ships could only maneuver a limited distance into the ice fields, the men often had to walk for miles before reaching any seals. If the unpredictable North Atlantic weather worsened, the men would have to turn back and fight their way through blinding snow and fierce winds, guided to safety by the sound of their ship's whistle.

Although quick to help, captains of other vessels often did not know when crews other than their own were in trouble because of the great distances separating ships. While the sealing fleet had encompassed upwards of 400 sailing ships in the early 1800s, the introduction of giant steamers with their large crews in the late 19th century had thinned the fleet considerably and forced vessels to be more widely spaced throughout the ice floes. Some ships carried wireless apparatus to aid in communication, but the costly equipment was not mandatory and often considered unnecessary by ship-owners.

Inevitably, the dangers inherent to the Newfoundland and Labrador seal fishery – augmented by human error or negligence – resulted in numerous deaths and accidents. The most horrific of these occurred in 1914, when 251 of the country's sealers died in two separate but simultaneous disasters involving the SS *Newfoundland* and SS *Southern Cross*. These tragedies were immediately seared into the public consciousness and ultimately prompted government officials to change the way they regulated the seal fishery.

Although the Newfoundland disaster resulted in fewer deaths than that of the Southern Cross, its shocking details sparked a more intense and emotional response from the public. For two days, 132 sealers were stranded on the ice in blizzard conditions and without adequate shelter. More than two-thirds of the men died and many of the survivors lost one or more limbs to frostbite.

However, when the SS *Newfoundland* left St. John's for the North Atlantic ice fields in March 1914, no one anticipated the hardships that lay ahead. Its captain, Westbury Kean, was accompanied on the hunt that year by his father Abram Kean, veteran sealer and captain of the SS *Stephano*. Although the two ships worked for competing firms, each captain had agreed to alert the other of any seals they spotted by raising their after derrick – a type of wooden crane found on marine vessels.

On March 30, the powerful steel steamer *Stephano* had navigated its way deep into the ice fields where it found a herd of seals. Abram Kean ordered his derrick raised, but the *Newfoundland* – a weaker and less maneuverable wooden steamer – was jammed in the ice between five and seven miles to the south and could not proceed. Frustrated by his inability to move and anxious to catch a share of the seal herd, Westbury Kean ordered his men off the ship the following morning. He instructed them to walk to the *Stephano*, believing the sealers would spend the night onboard his father's steamer after a day of hunting. Although the sky was cloudy, Kean did not anticipate bad weather as the morning was mild and the ship's barometer gave no indication of a brewing storm. The *Newfoundland*, however, was not carrying a thermometer and Kean could not tell if the temperature was falling or rising.

Nonetheless, 166 men jumped onto the ice and headed for the distant *Stephano* at 7 a.m. As the morning progressed, many of the sealers recognized signs of an approaching storm and talked uneasily about the weather. At about 10 o'clock, 34 men decided to turn back; the remaining 132 reached the *Stephano* by 11:30. Abram Kean invited the men on board and offered them a lunch of tea and hard bread. He mistakenly believed that the group had left the Newfoundland at 9 a.m. and had only been walking for two hours. While the men ate, Kean navigated the *Stephano* towards a group of seals two miles to the south. Although it was snowing quite hard, Kean ordered the men off his ship at 11:50, with instructions to kill 1,500 seals before returning to the *Newfoundland*. He did not invite them onto the *Stephano* for the night.

Tired from the morning's four-hour trek, unable to see the *Newfoundland*, and in a thickening storm, the 132 men were once again on the ice. The group's leader, George Tuff, did not object to Kean's orders and the *Stephano* steamed away to pick up its own crewmembers hunting in the north. By 12:45 the blowing snow forced the sealers to stop hunting and head for their own ship. Walking through knee-deep snowdrifts and across wheeling ice pans, the men continued until dark, when Tuff ordered them to build shelters from loose chunks of ice. This, however, proved ineffectual against the night's shifting winds, sudden ice storms, and plummeting temperatures. Many men died before morning; others could barely walk, their limbs frozen and numb.

The group spent the next day and night trying to reach the *Newfoundland*, but without luck. Some men, delirious, walked into the frigid waters and drowned; others were pulled back onto the ice by their companions, but often died within minutes. Westbury and Abram Kean, meanwhile, each believed the sealers were safely aboard the other man's ship. Communication between the two vessels was impossible because the *Newfoundland* was not carrying wireless equipment. The steamer's owner, A.J. Harvey and Company, had removed the ship's wireless because it had failed to result in larger catches during previous seasons. The firm was interested in the radio only as a means of improving the hunt's profitability and did not view it as a safety device.

<https://www.heritage.nf.ca/articles/politics/sealing-disaster-1914.php>



Day 4 - 16 September 2018

McCarthy's Notes

Today we make our way to Twillingate, our home for the next two nights. This is one of Newfoundland's oldest and most interesting fishing communities. We will stop at the Auk Island Winery for lunch and a sample of their wares made from local wild berries. We have time today to explore some off of the beaten path areas of the many islands that make up this unique region. This evening we will enjoy some local entertainment. Overnight at Anchor Inn.

My Notes

We have arrived at Twillingate after stops at Gander for the North American Aviation Museum and another at the Boyd Beothuk Interpretation Centre. Both these small museums were excellent. We had lunch at the Auk Island winery and after fish cakes tasted wines made in Newfoundland. These were not grape wines but made from local berries. I tasted two or three and found them palatable but not sufficiently to buy a bottle.

We are established in the Twillingate Anchor Inn for two nights. It is old but refurbished and quite nice. Before checking in we drove up to the light house for some spectacular views of cliffs and ocean. After finding our room for the night we took a short walk to a boat building museum and another local museum. Both were small but interesting.

Dinner was fine and we are off to bed to get some rest before a 0500 wake up call tomorrow morning and a drive to catch the Fogo Island ferry.

Historical

Gander

The North Atlantic Aviation Museum is located on the Trans Canada Highway, in the town of Gander, NL. The property is located immediately adjacent (and connected by walking trail) to the Tourist Information Center.

North Atlantic Aviation Museum opened its doors in 1996, and is dedicated to preserving and presenting stories and artifacts highlighting Gander's role in the development of Trans Atlantic Aviation.

In the spring of 2012, the museum completed extensive interior renovations, creating a modern and professional exhibit, with engaging multimedia displays and a brand new flight simulator.

The exhibit, covering the time period from 1935 to 2001, provides a rich narrative of Gander's short but fascinating history.

Gander had a role as an important strategic base during WWII. The town earned the nickname "Crossroads of the World." Gander also played an unexpected role, in the days following 9/11.

Boyd's Cove Beothuk Interpretation Centre

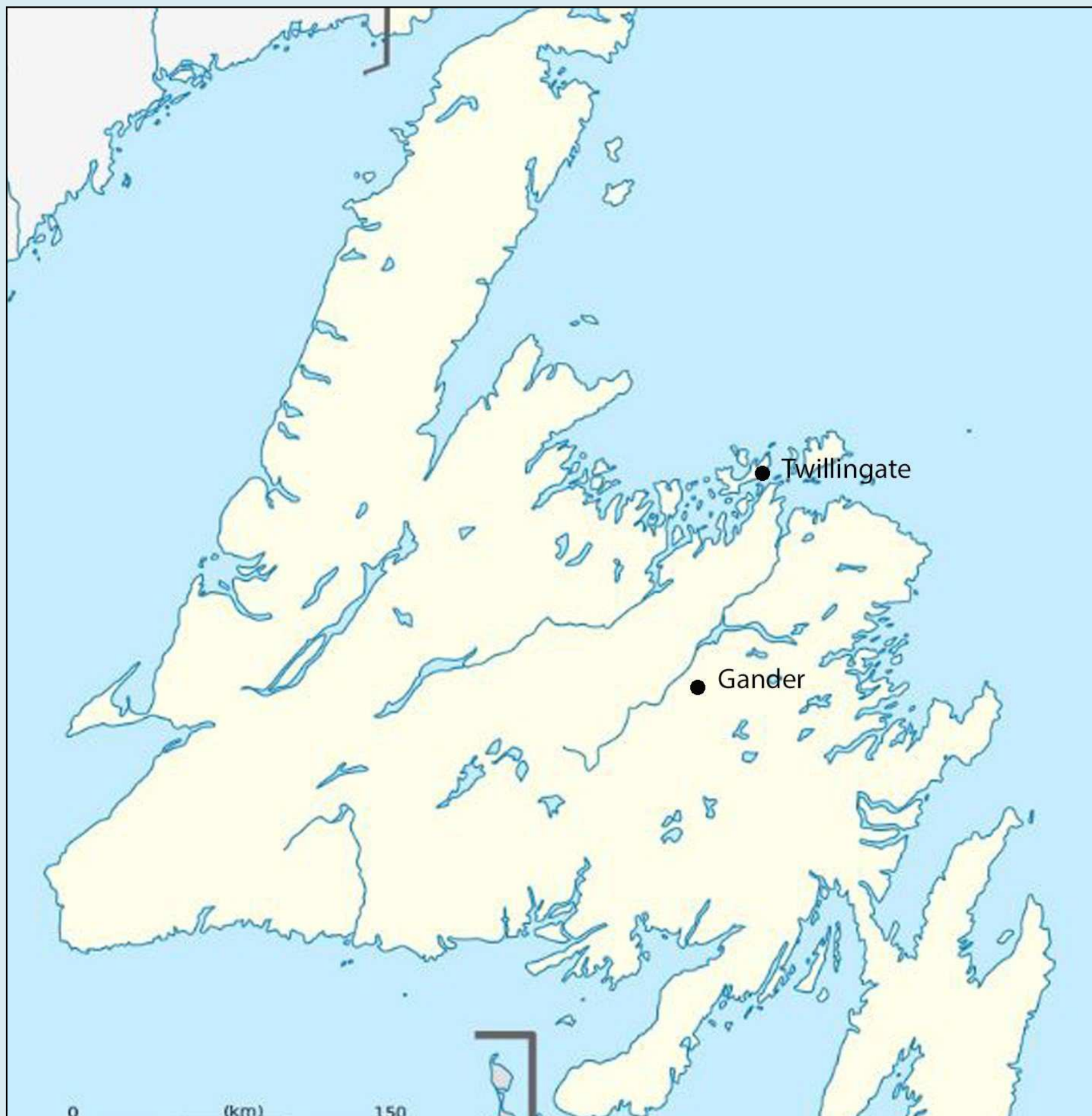
The Beothuk First Nation lived around Notre Dame Bay, off Newfoundland's northeast coast for generations. With the disappearance of land and resources due to the arrival of European settlers, the Beothuk population dwindled throughout the 18th and 19th centuries and eventually vanished. Today, the Beothuk Interpretation Centre in Boyd's Cove marks the site of significant archeological findings which 300 years ago composed a large Beothuk village. Discovered in 1981 through an archaeological survey, distinctive house pits remain, as well as a 1.5 km interpretive trail illustrating the Beothuk's use of the area and its resources. The Interpretation Centre also exhibits artifacts of this vanished people with their own unique language and culture, who thrived on the once-rich resources at the bottom of this bay, protected by a maze of islands that sheltered it from waves and winds. A bronze sculpture designed by renowned Newfoundland artist Gerald Squires entitled "The Spirit of the Beothuk" can also be found on the site, commemorating the tragedy of the Beothuks' disappearance.

Auk Island Winery

The Auk Island Winery is located in the beautiful historic community of Twillingate, Newfoundland, Canada. The Winery (now named after the extinct Great Auk) was originally founded in 1997 with the trade mark of the Notre Dame Winery. The winery has made its mark in the industry making unique wines made from Newfoundland berries and fruits and some specialty wines using Iceberg water. The majority of the berries used are wild and free of pesticides or fertilizers, making our wines as pure as they come. The berries are picked by hand by the locals and often hand delivered directly to the winery.

Twillingate

Twillingate is a town of 2,269 people located on the Twillingate Islands in Notre Dame Bay, located off the North Western shore of the island of Newfoundland. The town is about 100 kilometres north of Lewisporte and Gander.





North Atlantic Aviation Museum
Gander, NL

An Oasis of Kindness on 9/11: This town welcomed 6,700 strangers amid terror attacks, By Katharine Lackey, USA TODAY Sept. 11, 2017

Nearly 7,000 air passengers were suddenly rerouted to Gander, Newfoundland, moments after the terrorist attacks of Sept. 11. Here's how the small town stepped up in a big way. USA TODAY

GANDER, Newfoundland — They still don't know what all the fuss is about. Sixteen years ago, this small Canadian town on an island in the North Atlantic Ocean took in nearly 6,700 people — almost doubling its population — when the Sept. 11, 2001, terror attacks in New York and Washington forced 38 planes to land here.

Their simple hospitality to the unexpected house guests drew worldwide accolades and even inspired a Broadway musical.

“Everyone looks at us and says that’s an amazing thing that you did, and the bottom line is I don’t think it was an amazing thing, I think it was the right thing you do,” says Diane Davis, 53, a now-retired teacher who helped 750 people housed at the town's elementary school.

In a world today seemingly fraught with division, terrorism and hate, they’d do it all over again. Kindness is woven into the very fabric of their nature — they don’t know any other way to live.

“What we consider the most simple thing in life is to help people,” says Mayor Claude Elliott, who retires this month after serving as the town’s leader for 21 years. “You’re not supposed to look at people’s color, their religion, their sexual orientation — you look at them as people.”

To give you a glimpse of life here, start with this: Many Ganderites don’t lock the doors to their homes or cars. Everyone says hello to everyone. People know their neighbors. “My love” or “my dear” adorn every other sentence — except the Newfie accent makes the “my” sound like “me.”

Still, there’s a wariness here: Not for the town itself, nor its future, nor the anchor of civility it represents. Instead, there’s a concern for the rest of the world, especially the U.S., as it faces terrorism, rogue nations and violent protests in the streets.

“I’m scared at the way we’re going and what the world will look like in 10 years,” says Elliott, 67. “If we keep on going, we’re going to set our world back 100 years.”

When Garry Tuff, then acting manager of safety and security for emergency response services at Gander International Airport, saw the second plane hit the World Trade Center, he knew his town of 10,000 people would be impacted. The airport here marks the closest point between Europe and the U. S. and is a preferred emergency landing spot for medical and other emergencies. The 38 planes came “fast and furious” into the airport a short while later.

After figuring out how to park all the planes, some of which later started sinking into the pavement because of their weight and the warm temperatures, officials spent the next 24 hours unloading luggage and people. Passengers faced intense scrutiny as they passed through customs.

“Everybody was a suspect,” says Des Dillon, 75, then the manager of the Canadian Red Cross in Gander.

But everyone was a guest, too. Beyond the basics of food and water, some passengers on board needed medicine. Many left prescriptions in checked, inaccessible luggage. Pharmacists in town worked around the clock, calling dozens of countries to fill prescriptions.

Then, there were the smokers on board, unable to get a fix for hours. “We bought every bit of nicotine gum that was in town,” Tuff says.

To say this town of 10,000 people and its surrounding communities welcomed the passengers and crew from nearly 100 countries with open arms is an understatement. The town all but shut down for the “plane people,” inspiring the Tony-award winning Broadway musical *Come From Away*.

“We did not know how we would be affected, if these people were staying, if the people who were coming were good people or not so good people,” says Linda Sweetapple, 54, business manager and partner at Sweetapple Accounting Group. “We just knew that we had to make room for them and take care of them. They were here, and they needed our help.”

As the planes, still packed with passengers, sat for hours at the airport, the town bustled with activity. Volunteers readied makeshift shelters — every school, gym, community center, church and camp, any place that could fit a planeload of people. Gander’s 500 hotel rooms were reserved for pilots and flight crews.

Bus drivers in the middle of a nasty strike laid down picket signs. Donations of toiletries, clothes, toys, towels, toothbrushes, pillows, blankets and bedding piled up. For security reasons, passengers weren’t allowed to take checked bags.

Gander residents began cooking — a lot. Grocery store shelves went bare. The Walmart ran out of nearly everything — underwear was a particularly hot commodity — and the local hockey rink transformed into the world’s largest refrigerator.

“It was like casserole city,” says Reg Wright, 43, president and CEO of Gander International Airport.

Stuck on planes for up to 31 hours since taking off from Europe and in the age before smartphones and social media, many passengers didn’t know exactly what caused their diversion to this tiny Canadian province. Those who did still couldn’t fathom the terror attacks in the U.S. without seeing them. When passengers finally saw the destruction, Gander Police Constable Oz Fudge, 62, remembers the gasps.

“You hear this ‘huh’ when the plane hit the towers,” says Fudge, the town’s police constable. “That sound I hear all the time, of the shock that’s on their faces as they’re standing there looking at this TV and the look of loss on their faces.

“I’ll live with that for the rest of my life.”

The outpouring of kindness in the town only multiplied over the next five days. Gander residents took passengers sightseeing, moose hunting, berry picking and barbecuing. They entertained with music, stopped anyone walking down the street in case they wanted a ride and brought strangers into their homes for showers or even as guests for a few nights. They refused to accept money, though passengers later donated thousands to the town.

“They couldn’t comprehend what we were doing,” says Dave Blundon, 67, who took in one of the families. “The way they looked at you — they almost wanted to touch you to make sure you’re real.”

Robert Steuber, 55, stranded with his wife and elderly father-in-law after their Paris to St. Louis jet diverted, never felt like an outsider.

“That whole community is the poster child for how hospitality and just a sheer act of humanity should be because they had such a high level of open arms, and come in and welcome and here’s my house,” says Steuber, whose St. Louis family eventually ended up with the Blundons. “It just absolutely floored me.”

Israel, Austria, Spain, Poland, France, the Philippines, Iran, Italy, England, Germany, Thailand, Belgium, Ukraine, Africa, Hungary, Uganda, Senegal, Russia, United Arab Emirates and just about every state in the USA. The “come from aways,” as Newfoundlanders call anyone not from the island, were from all over the world, and despite the intense situation, no one in Gander batted an eye — prejudice against anyone is an entirely foreign concept here.

Today, the crosswalk in front of Gander’s town hall is painted as a rainbow, and churches raised thousands of Canadian dollars to welcome four Syrian refugee families into the community, with a fifth scheduled to arrive next year. Many here don’t understand the division and hate in other parts of the world. “One thing this world is lacking today is common sense, that’s going out the door. We have to set more of an example and show the world we can all live in harmony regardless of what we are,” Elliott, the mayor, says.

That lesson wove its way into and changed Kevin Tuerff’s life. Sixteen years after his Air France flight from Paris to New York diverted to Gander, Tuerff, 51, is a character in the musical, author of the book *Channel of Peace: Stranded in Gander on 9/11* and the force behind a *Pay It Forward 9/11* movement that urges everyone to perform acts of kindness each year. Gander is like a second home to him. “They are a shining beacon for how America once was kind to strangers, immigrants and refugees, and we need to get back that way,” he says.

Yet, over and over again, residents here say what happened in Gander isn’t unique, that anyone would lend a hand in a crisis, even pointing to residents in Texas and around the U.S. who helped during Hurricane Harvey.

“No matter where you go people are good. I truly believe that in my heart. There’s 1% arseholes everywhere and if this happened where you live, you would help,” says Karen Mills, 54, manager of the Comfort Inn in Gander. “But Newfoundlanders, we’re a different breed in a lot of ways.”



Boyd's Cove Beothuk Interpretation Centre



Boyd's Cove Beothuk Interpretation Centre



*Top left: Mitzi White with Ron and Sandy Harrison, Bottom left: Bob and Mitzi White, Top right, Bob McLwaine
Long Point Light House, Twillingate, NL*



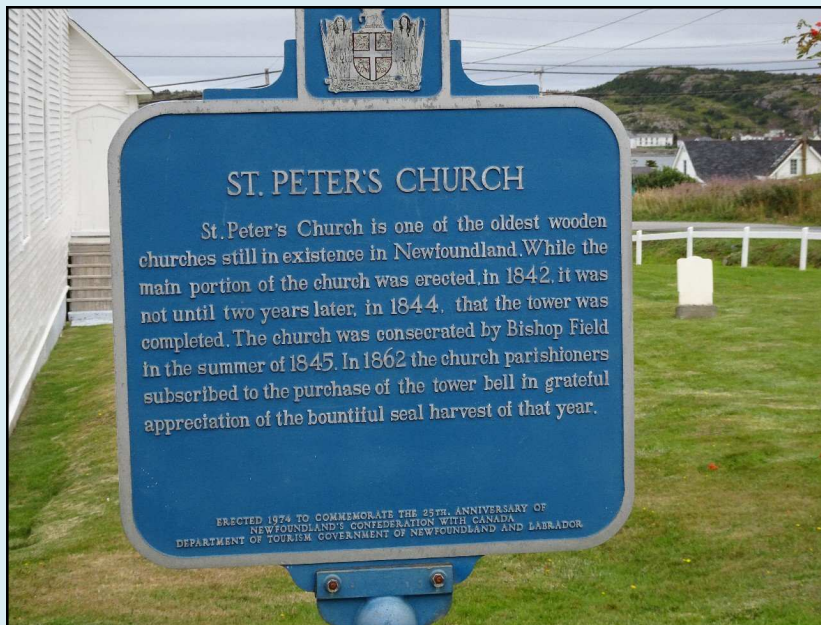
View from Long Point Lighthouse, Twillingate, NL



Bottom Left: Rose Marie and Larry Fournier
Long Point Lighthouse Twillingate - One of the most photographed landmarks on the northeast coast of Newfoundland. Built in 1876 and still active.



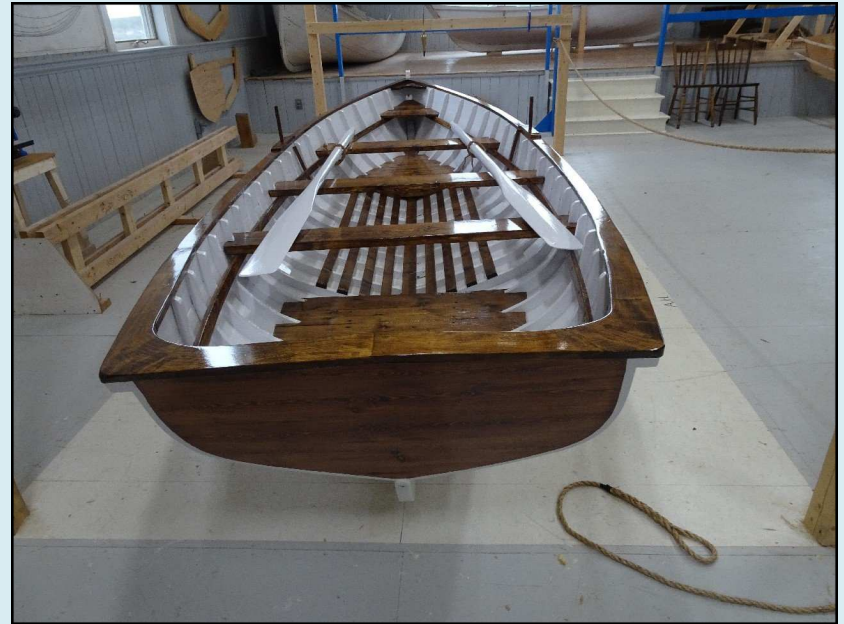
Twillingate, NL

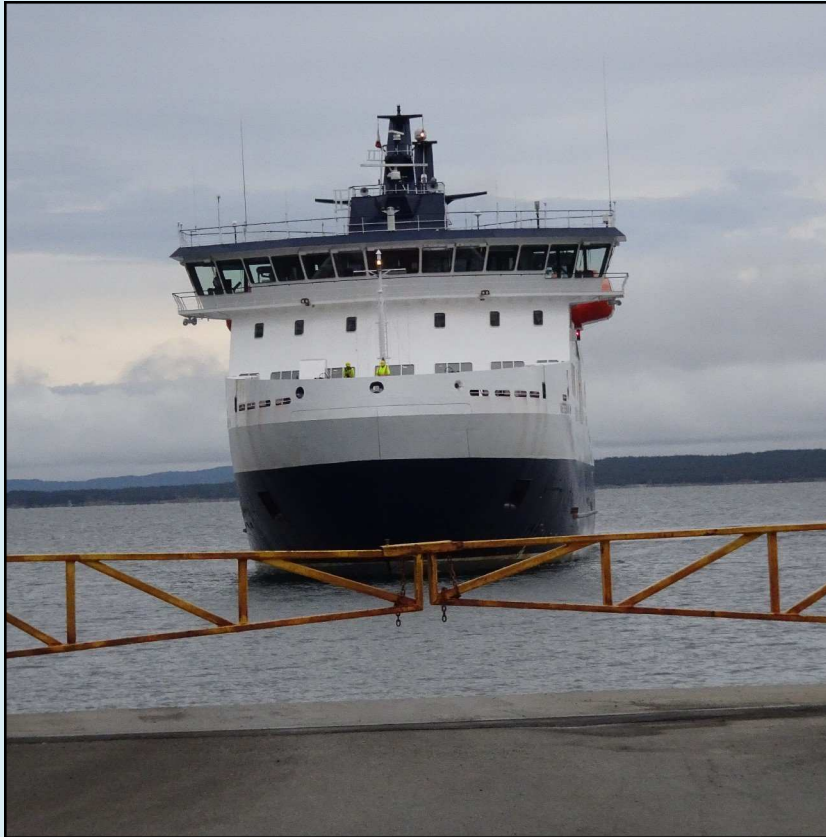


Twillingate, NL



The Wooden Boat Museum of Newfoundland





Day 5 - 17 to 18 September, Twillingate to Fogo Island

McCarthy's Notes

This morning we'll head to the Ferry Terminal at Farewell to catch the boat to Fogo Island. This picturesque island has been a hub of activity in recent years since the founding of the Shorefast Foundation by Canadian Entrepreneur Zita Cobb. While on the island we'll see the famed Fogo Island Inn, a modern architectural marvel, nestled amongst the old-world salt box houses the inn serves as a bridge between the old world and the new. We'll also visit the many communities that dot island and learn about the fishery and its evolution since the Cod Moratorium in 1992. The island is full of many sea birds and caribou so wildlife sightings are a strong possibility. In the late afternoon, we'll hop back on the ferry and head back to Twillingate for our evening meal.

My Notes

We were all day on Fogo Island and I am not sure it was worth the time. The island is barren and to make matters even less than attractive it was cold and wet. There was a lot of driving from place to place looking for the perfect gift shop.

Our lunch was a fish chowder and very dry toast. After lunch we went to the home of a NFLD UNTD (Wayne Ludlow UNTD *Cabot* 1958) for wine and cheese. This was a very nice gesture but too soon after lunch. Bob Jenkins and his wife were also there to greet us.

We are now back at the ferry with over an hour to wait. This was a

precautionary measure as there are only two ferries a day and missing one would not be a good plan. I think that our guide Andrew was more than a little anxious.

Historical

Fogo Island is the largest of the offshore islands of Newfoundland and Labrador, Canada. It lies off the northeast coast of Newfoundland, northwest of Musgrave Harbour across Hamilton Sound, just east of the Change Islands. The island is about 25 km long and 14 km wide. The total area is 237.71 km² (91.78 sq mi). The island had a population of 2,706 people in the 2006 census, 2,395 in the 2011 census, and 2,244 in the 2016 census.

Though migratory French fishermen visited Fogo Island from the early 16th century until 1718, the first permanent settlement of the island took place in the 18th century. Fogo Harbour and Tilting Harbour were the first settlements on the island. The English and Irish descendants of the first inhabitants retained traces of their Elizabethan English and Old Irish dialects which can be heard on the island today. The island has many ancient folk customs brought from England and Ireland that are now disappearing.

Fogo Island Inn is a great feat of contemporary architecture, all stilts, angles, and vertical lines that contrast with the rough slabs of ancient granite that surround it. But as much as it might stand out in its setting—far away from far away, as they like to say, on an island off the coast of Newfoundland—the Inn is integrally part of Fogo Island. Local architect Todd Saunders designed it as a modern take on traditional Atlantic Canadian outport architecture, and the moods of North Atlantic and ever-changing sky define every backdrop here. This is a lodge with a soul, filled with the handiwork of the local people: traditional outport furniture, handcrafted quilts, and woven rugs—once-disappearing arts now given new life and purpose.

A stay at Fogo Island Inn is a personal invitation to become part of a centuries-old culture, to fish for cod as the islander's ancestors did, to forage for wild berries, to watch boat builders or bakers at work, to sit back and listen to the lilt of local music. You are a guest of the whole island here, and whether you spend your days hiking amid raw and beautiful coastal scenery or sketching it with a local artist, the experience is enhanced by the vibrant culture the lodge was built to protect.

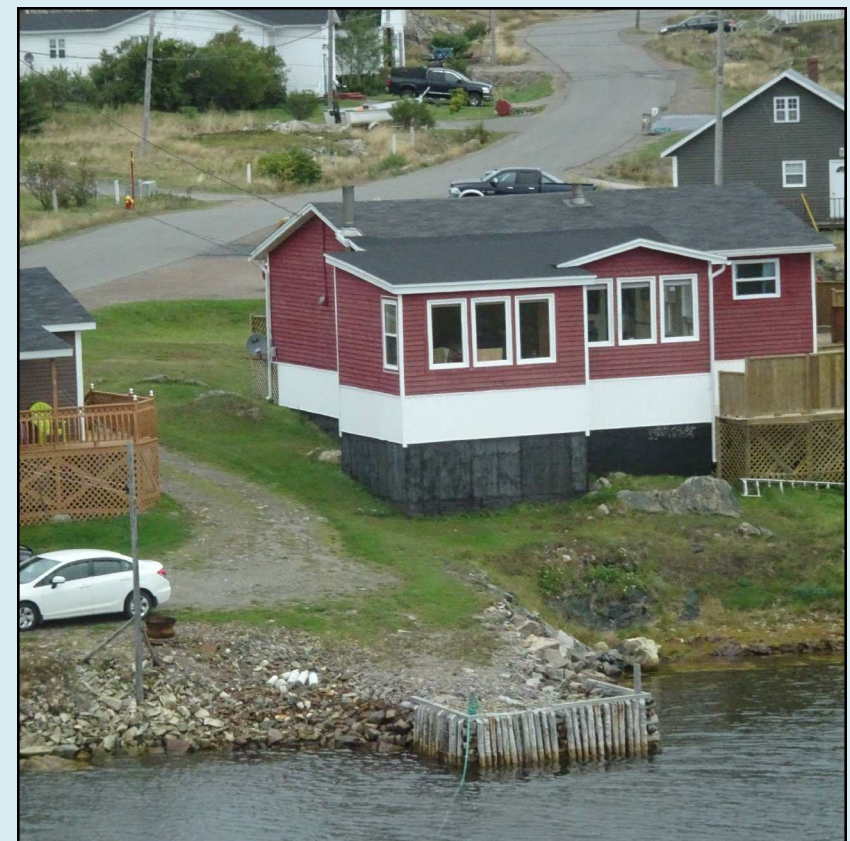
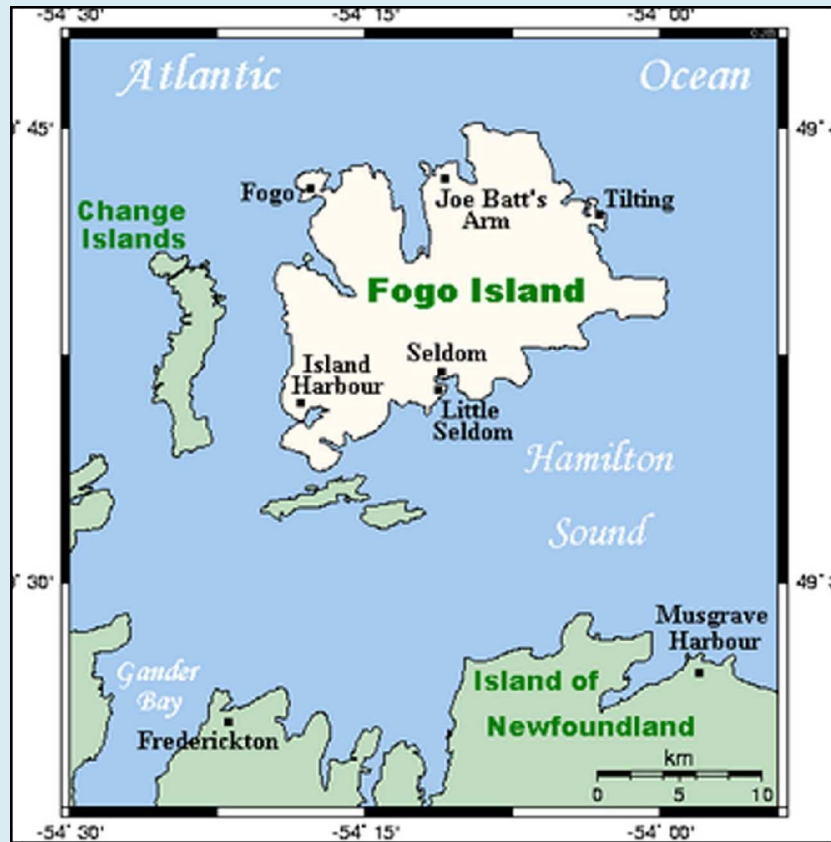
Fogo Island Inn was the brainchild of high-tech entrepreneur and native Newfoundlander Zita Cobb, the Inn was conceived as a way to save one of Canada's oldest rural cultures. Available jobs on the island had plummeted with the crash of the cod industry, and the population had dwindled to half its size in just a few decades.

There are no signs leading to the Fogo Island Inn. That's how hard it is to miss the place. Designed by architect Todd Saunders, who grew up in nearby Gander, the building takes its inspiration from the fishing shacks that dot the shoreline, sagging on old wooden stilts, but it was also made with the dimensions of a cruising vessel. Three hundred feet long by 30 feet wide. Like a ship that's just sailed into harbor.

<https://www.bloomberg.com/features/2016-fogo-island-inn/>



Fogo Island Inn
<https://www.bloomberg.com/features/2016-fogo-island-inn/>



Fogo Island, NL



Fogo Island, NL

Day 6 - 18 September 2018 To Marystown

McCarthy's Notes

Today we travel to the Eastport Peninsula and stop at Happy Adventure for lunch. Then its on to Terra Nova National Park as we make our way towards the Burin Peninsula, aptly nicknamed 'the boot' for its shape. Our drive will offer amazing coastal vistas and an enormous stretch of glacial barrens and erratics. Along the way, we'll learn about the resettlement that took place in Newfoundland in the 1950s & 60s, we'll also see the various fishing communities that dot the peninsula. This evening we'll enjoy traditional Newfoundland food at a local restaurant and tonight, we'll stay in scenic Marystown. Overnight at Marystown Hotel.

My Notes

Our first stop was Gander Airport which was once a major stop for all transatlantic aircraft to fuel. It was very quiet today. We are having lunch at Happy Adventure and are overnight in Marystown. Before heading out to lunch we paused in Salvage for a couple of photos in the rain.

1230

Lunch was at a place called Happy Adventure and there was far too much to eat. The fish and chips was to die for, literally, so I did not eat it all. I also gave dessert a pass and felt virtuous but only briefly.

It was a very long day on the bus but it has rained all day so we might just as well have been on the bus. We have now been rotated to the rear of the bus which is more comfortable. Our start tomorrow is 0830 with a 0730 breakfast and no luggage out. This makes for an easier morning. Marystown does not appear at first blush to be a go ahead place but I could be mistaken.

Historical

Marystown is a town in the province of Newfoundland and Labrador with a population of about 5,506 as of 2011. It is situated 306 km from the province's capital, St. John's and it is on the Burin Peninsula. Until the early 1990s, its economy was largely based on shipbuilding, and it is due in part to this that the town experienced a population increase of 295% in just over a decade. The town was also dependent on the fish plant for employment.

Though the shipyard still holds a presence in the town, residents have had to look elsewhere for economic subsistence in the last decade or so. The closure of the fish plants in Newfoundland has also had its hand in the decline in economic subsistence. Mortier Bay also served a strategic role during the war, and was the site selected to evacuate the Royal Family and regroup the British Navy in the event of German invasion of Britain.

The information presented from a 2001 census from Statistics Canada indicates that 68% of the population is Roman Catholic.

<https://en.wikipedia.org/wiki/Marystown>

The Burin Peninsula is a peninsula located on the south coast of the island of Newfoundland in the province of Newfoundland and Labrador.

The Burin Peninsula extends to the southwest from the main island of Newfoundland, separating Fortune Bay to the west from Placentia Bay to the east. It measures approximately 130 km (81 mi) in length and between 15 to 30 kilometres (9.3–18.6 mi) in width. It is connected by a 30 km (19 mi) wide



isthmus between Terrenceville and Monkstown.

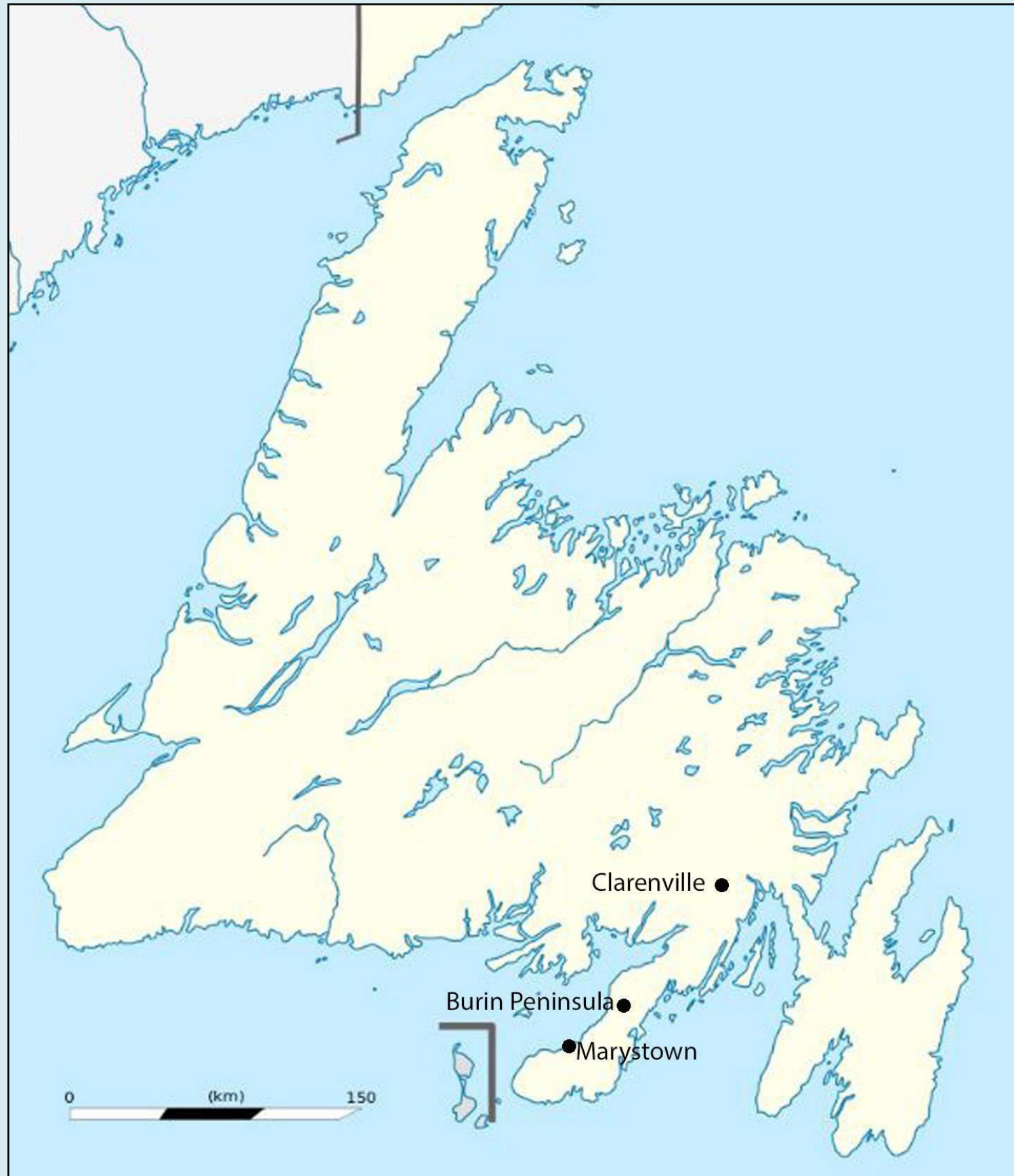
It was originally named the Burin Peninsula by fishermen from the Basque region during the 16th century.

For centuries there were plentiful cod, other fish and crustaceans, which supplied a thriving fishing industry. The eventual collapse of the Atlantic northwest cod fishery led to local mass unemployment during the second half of the 1990s.

Route 210 traverses the length of the Burin Peninsula, running along the northwest side of the peninsula between Marystown and Fortune. Route 220 runs from Fortune to Marystown on the southern side. A short connecting road Route 222 runs between these two roads west of Marystown. Routes 211, 212, 213, and 221 are numbered local roads.

The Burin Peninsula's economy is tied to the ocean, consequently most of its settlements are located on the coast; some are outports and have no road connection.

https://en.wikipedia.org/wiki/Burin_Peninsula





The Inn at Happy Adventure



Terra Nova National Park

Day 7 - 19 September 2018

McCarthy's Notes

This morning we'll start our loop, traveling along the coast of Fortune Bay to the communities of Grand Bank and Fortune. Settled by the French in the 1650s, 'Grand Banc' is heavily linked to the fishery. This is a seaman's paradise and we will make plenty of time to talk and observe the many people and ships engaged in the fishery. Then it's just a quick jaunt to Fortune. The name Fortune is believed to have originated from the Portuguese word 'fortuna' meaning harbor of good fortune. With any luck we may even find fossilized remains that date from 540 million years ago.

My Notes

We did short drives today pausing at museums the first of which was the Provincial Seamans Museum in Grand Bank. This was first class. It was then to a Geological Museum in the town of Fortune. Lunch was at a Miners Museum in St. Lawrence. This museum also dealt with the loss of the USS *Truxtun* and *Pollux* in 1942. The lady who made the presentation knew her material and was a good speaker. The Mayor turned up to help serve us lunch so we were obviously very welcome in this small community

On the way back to Marystown we stopped at a couple of monuments. One was to the loss of the schooner *Mina Swim* where I took photos and the other at Port au Bras where there was a monument to the tidal wave tragedy of 1929. I have a shot of Bob McIlwaine and I at this spot.

Dinner is not until 1830. Wakeup tomorrow is at 0630 with bags out in the hall by 0700. We leave for St. John's at 0800. The afternoon is free and we have talked about going back to the Geo Centre on Signal Hill.

Historical

Fortune Bay (French: baie Fortune) is a fairly large natural bay located in the Gulf of St. Lawrence on the south coast of Newfoundland, Canada. The Bay is bounded by Point Crewe (46°57'08"N 55°59'19"W) on the Burin Peninsula and Pass Island (47°28'56"N 56°11'52"W) at the entrance to Hermitage Bay to the northwest for a distance of 56 kilometers. The bay extends in a northeast direction for 105 kilometers ending at Terrenceville.

Within Fortune Bay there are also a number of inner bays and coves including, Connaigre Bay, Great Bay de l'Eau, Belle Bay and Long Harbour. There are a number of islands located in the bay, of which the largest is Brunette Island. Some of the other islands include Sagona Island, Great Island, St. John's Island, Chapel Island and Petticoat Island.

It is believed that the name Fortune Bay is derived from the Portuguese word fortuna meaning place of good fortune. It is also one of the oldest surviving names in Newfoundland when it appeared on Majollo's map from 1527.

Grand Bank, Newfoundland and Labrador, or 'Grand Banc' as the first French settlers pronounced it, is a small rural town with a population of 2,580. It is located on the southern tip or "toe" of the Burin Peninsula (also known as "the boot"), 360 km from the province's capital of St. John's.

Grand Banc was inhabited by French fisherman as early as 1640 and started as a fishing settlement with about seven families. It was given the name "Grand Banc" because of the high bank that extends from Admiral's Cove to the water's edge on the west side of the harbour.

The Town of Grand Bank can attribute much of its past and present growth and prosperity to its proximity to the fishing grounds and its ice-free harbour.

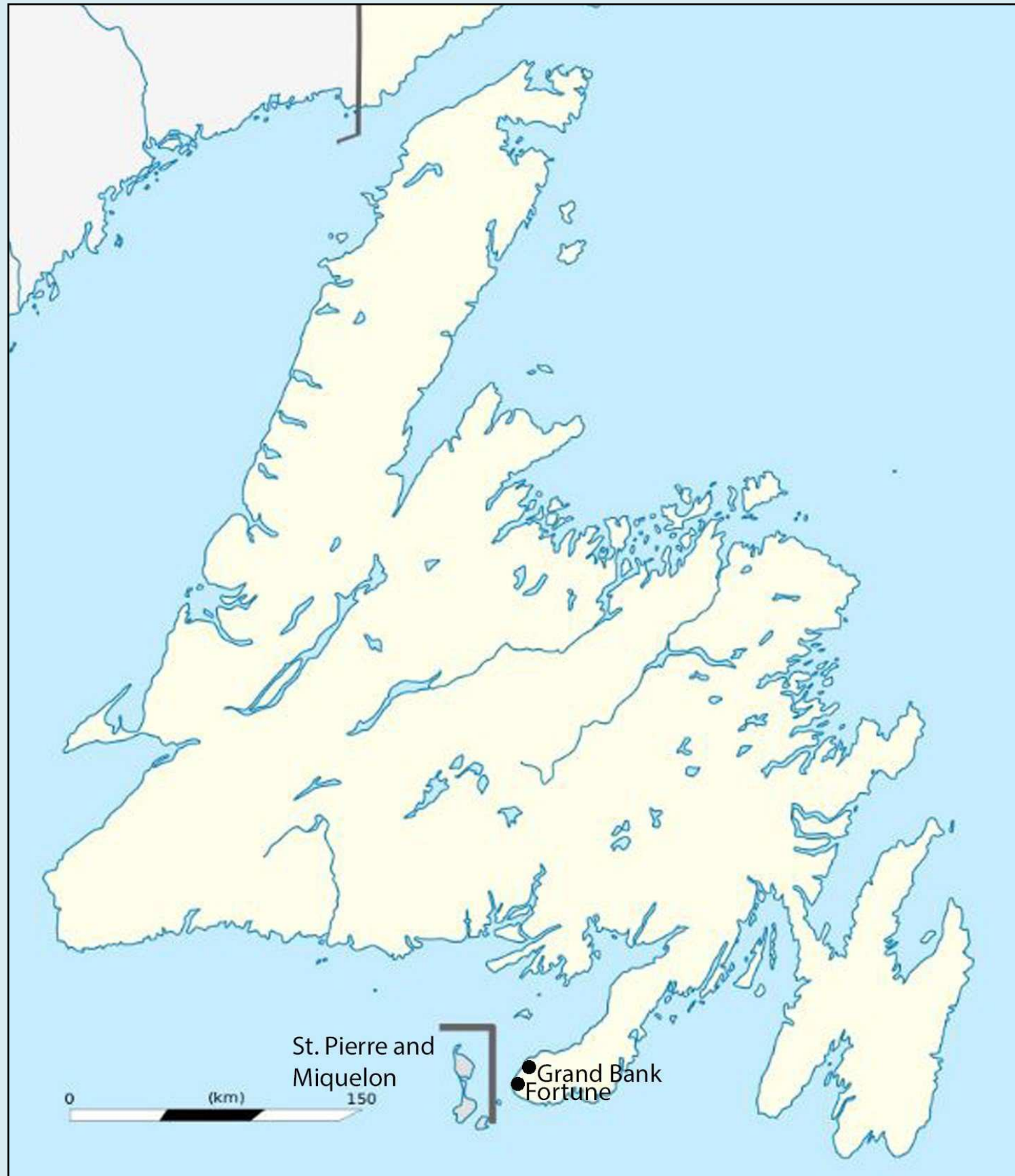


Original settlers thrived on trade with the French and a vigorous inshore fishing industry. Grand Bank became the nucleus of the bank fishing industry for Newfoundland and a service centre for Fortune Bay. With the decline of the salt fish industry, the town's emphasis quickly shifted to fresh fish production. Enterprising businessmen and town planners prepared the way for a fresh fish plant (present day Grand Bank Seafoods Inc.) and a fleet of trawlers.

Fortune (2016 population: 1,401) is located in the province of Newfoundland and Labrador. It is situated on the western side of the Burin Peninsula on the island of Newfoundland and was incorporated as a town in 1945. The town is located near the southeastern boundary of Fortune Bay. The name of the town is believed to have originated from the Portuguese word "fortuna" meaning "harbour of good fortune."

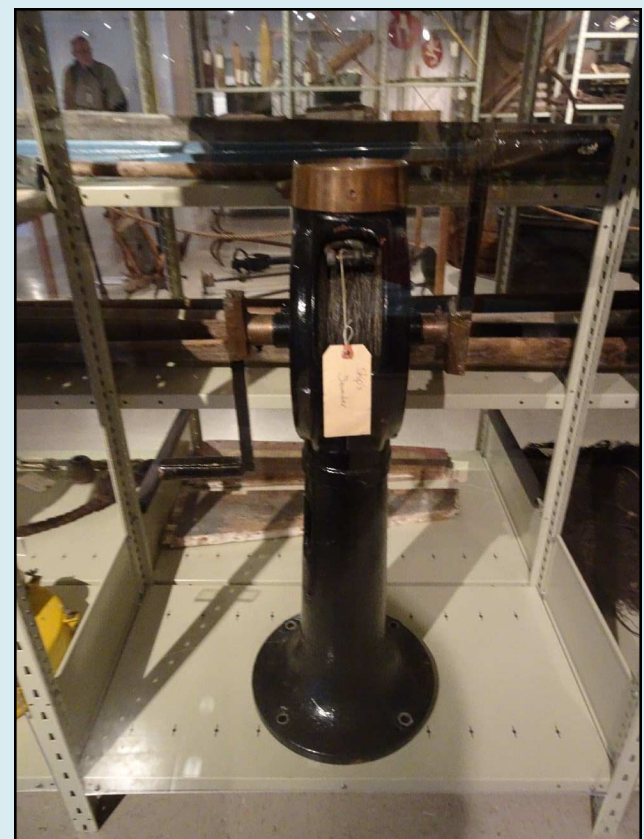
The main industry in Fortune is the ocean fishery which employs 400 residents. The majority of species landed include cod, flounder, and haddock. Fortune is also the nearest Canadian port for travelling to the French islands of St. Pierre and Miquelon. During the spring and summer months, a ferry connects the two islands with Fortune.

https://en.wikipedia.org/wiki/Fortune,_Newfoundland_and_Labrador





Provincial Seaman's Museum



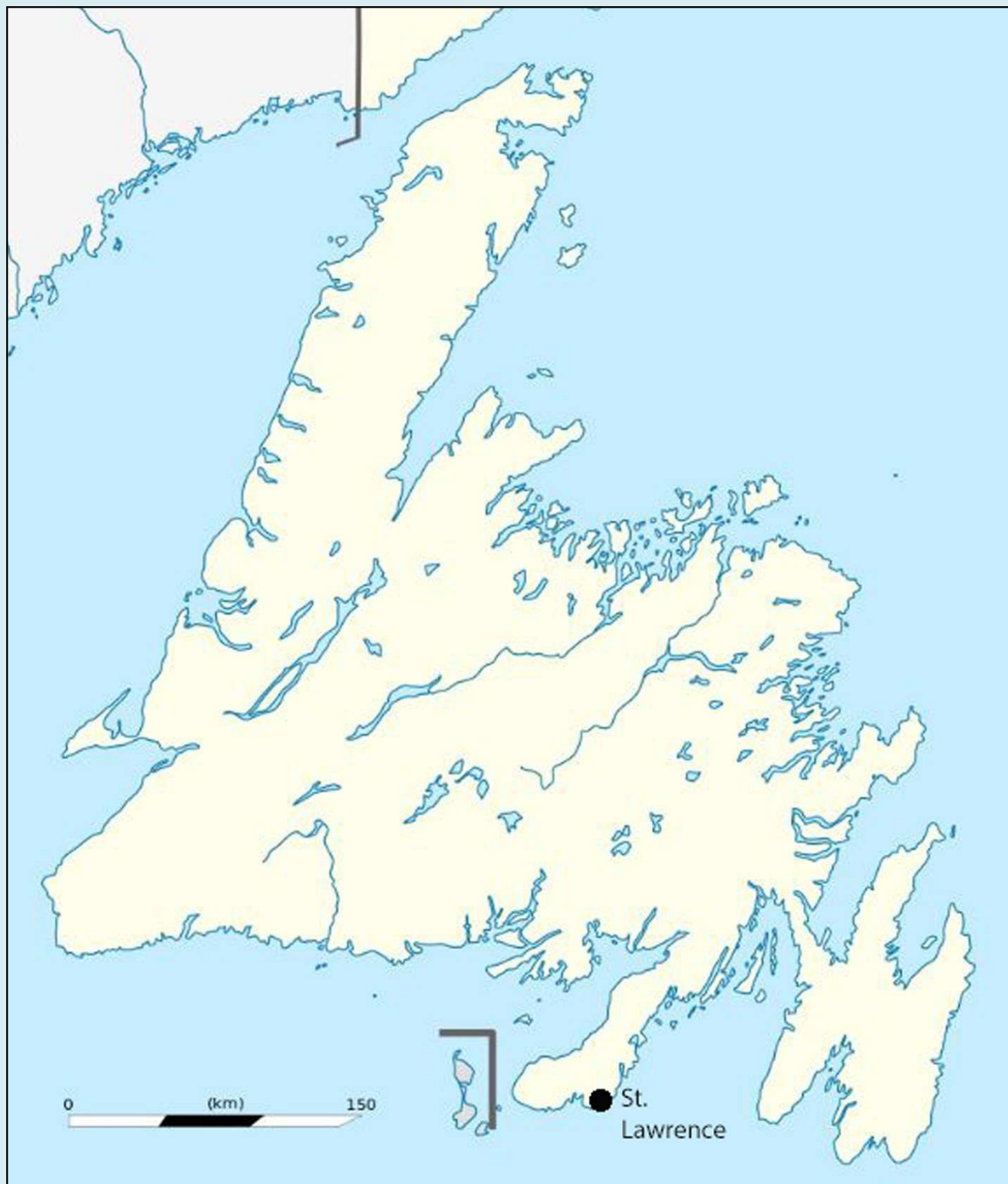
Provincial Seaman's Museum



Fortune, NL



Our bus driver demonstrating a Newfoundland "ugly stick." The ugly stick is a traditional Newfoundland musical instrument fashioned out of household and tool shed items, typically a mop handle with bottle caps, tin cans, small bells and other noise makers. The instrument is played with a drum stick and has a distinctive sound.





At this museum we learned about the heroic story of the St. Lawrence miners, who saved 186 sailors from shipwrecked American WWII ships: the USS *Truxtun*, the USS *Pollux*, and the USS *Wilkes*. During our guided tour, it was explained to us how miners lived, worked, and died tragically due to poor working conditions. Unemployment in this community was a serious problem.

In 1931, an American entrepreneur named Walter Seibert offered the people some hope when he visited the town to inspect the fluorspar deposits he had purchased from St. John's businessman in 1929. Fluorspar is a non-metallic ore which, depending on the proportion of its components, is used in the manufacture of such things as aluminum, glass, and the refrigerant freon. At the time of its discovery, the St. Lawrence deposit was described as the largest in North America. In 1933, the men of the area, eager for the promise of steady, paying work, began the arduous task of extracting and shipping the ore for Seibert's company, the St. Lawrence Corporation of Newfoundland (often called simply "the Corporation").

Many in the area have attested to the back-breaking work and other sacrifices, including unpaid labour, endured to get the mines running. The first mines were little more than large trenches, and the workers were constantly exposed to the harsh weather. There was little or no powered equipment and no facilities for the workers. By the late 1930s, shafts had been sunk and most of the work moved underground. Over the ensuing decades, the St. Lawrence mines grew into one of the largest operations of its kind in North America.

It was later learned that exposure to the dust from the mine resulted in chronic lung conditions from which many miners died.

St Lawrence Miners' Memorial Museum

Lunch in St Lawrence NL. Top left: Ron and Sandy Harrison. Top right Larry and Rose Marie Fournier/ Bottom: Lunch.

The Loss of the USS Truxtun and the USS Pollux

On February 18, 1942, the American naval vessels USS *Truxtun*, USS *Pollux*, and USS *Wilkes* were due to arrive at a large military base at Argentia, Newfoundland. Only the *Wilkes* made it. The other two ships went aground on the jagged rocks off Newfoundland's south coast in a ferocious winter storm. Giant waves pounded the vessels and eventually broke them to pieces. The *Truxtun* was trapped in Chambers Cove and the *Pollux* about one and a half miles west at Lawn Point. The *Truxtun* was carrying 156 men and the *Pollux* 233.

For hours, these men fought to survive in the driving sleet, howling wind, and bitter cold of the North Atlantic. With their ships breaking up beneath them, they first had to cross the raging ice-cold seas that separated them from land. Then they had to travel over miles of snowy wilderness to reach the nearest inhabited buildings. A great number of men spent all night outdoors, huddled wet and cold in caves or under clumps of trees. Many drowned or froze to death. Of the 389 officers and enlisted men on board the two vessels, 203 died.

But 186 lived. They survived because of their own determination, resourcefulness, and courage – and also because of the tremendous heroism displayed by the residents of St. Lawrence and Lawn who travelled to the wreck sites through blowing snow and spent hours hauling men out of the ocean, pulling them over icy cliffs, bringing them to a nearby mine, and then into their own homes. The rescuers and their families bathed the numb and semi-conscious survivors in warm water, gave them what little clothing and food they had, and nursed them back to health.

Although one of the worst disasters in United States naval history, the story of the *Pollux* and *Truxtun* is not just about death and anguish. It is about human courage, generosity, transcendence, and bonding. The local townspeople risked their own lives to save strangers in imminent danger and in the process forged intimate relationships that would not only span the decades, but would also dramatically change the lives of some survivors.

A striking example is Lanier Phillips, a black sailor aboard the *Truxtun* who was the victim of severe racism while growing up in Georgia during the 1920s and 30s, and also while enlisted in the US Navy. To this day, Phillips credits the kindness and respect he received from the white people of St. Lawrence with changing his life and giving him a newfound sense of self-worth. He says it motivated him to fight racial discrimination in the United States and to become the first black sonar technician in the US Navy. Today, Phillips is widely recognized as a civil rights role model. Although many lives were lost as a result of the two shipwrecks, 186 were saved, and at least one was changed for the better, with profound and far-reaching results.

The court of inquiry gave heavy praise to the Newfoundlanders in its report, stating that: “The civilian personnel of the area near the disaster gave unstintingly of their time, labour, homes, food, and personal effects. They are considered primarily responsible for the saving of practically all the survivors of the USS *Pollux* and, through their care of all the survivors of the USS *Pollux* and the USS *Truxtun*, they minimized further loss through exposure.”

As a sign of its profound thankfulness, the United States Government presented to the people of St. Lawrence and Lawn a fully-equipped state-of-the-art hospital, which it built in the town of St. Lawrence and opened on June 6, 1954.

<https://www.mun.ca/mha/polluxtruxtun/index.php>





Mina Swim Memorial

The fishing schooner *Mina Swim* left Burin on the afternoon of Feb. 7, 1917, with a crew of 21 on board. It was bound for fishing grounds on the southwest coast of Newfoundland. It was never seen or heard from again. "Back in 1917, the community wouldn't have been that big, then you have 21 of your men taken away in one tragedy," said Howard Lundrigan, who lost a cousin in the sinking. Eighteen widows and 57 children were left without husbands and fathers. "It was almost like a whole community was devastated with the loss of these men," he told CBC Radio's *The Broadcast*.

Despite the magnitude of the tragedy, it was rarely spoken of when Howard Lundrigan was a boy. A *Daily News* article dated March 21, 1917 reports no sign of the *Mina Swim*. Because it disappeared without a trace, the *Mina Swim* left behind few of the details we expect from shipwreck stories. There was no rescue attempt, no bodies recovered, no tale of where and how the schooner went down. "There was really not much of a story," said Lundrigan, adding that relatives of the crew members tended to stay quiet about it. "When they were asked, they would just say, 'Oh, they were lost on the boat.'"

In 2011, residents formed a committee to revive and preserve the memory of the *Mina Swim*. "A lot of people on the committee were descendants (of crew members) and so we decided to put up a memorial." The Memorial Monument was unveiled in 2013, overlooking Burin Bay Arm. It bears the names of all 21 crew members. "Burin names like Lundrigans, Brushetts, Planks, Mitchells — there are still people here with those last names," Lundrigan said. With the memorial in place, and the marking of the 100th anniversary, Howard Lundrigan hopes an important piece of local history is now secure for future generations.

<https://www.cbc.ca/news/canada/newfoundland-labrador/mina-swim-centennial-burin-1.3970175>



South Eastern Burin Peninsula



The Tsunami of 1929

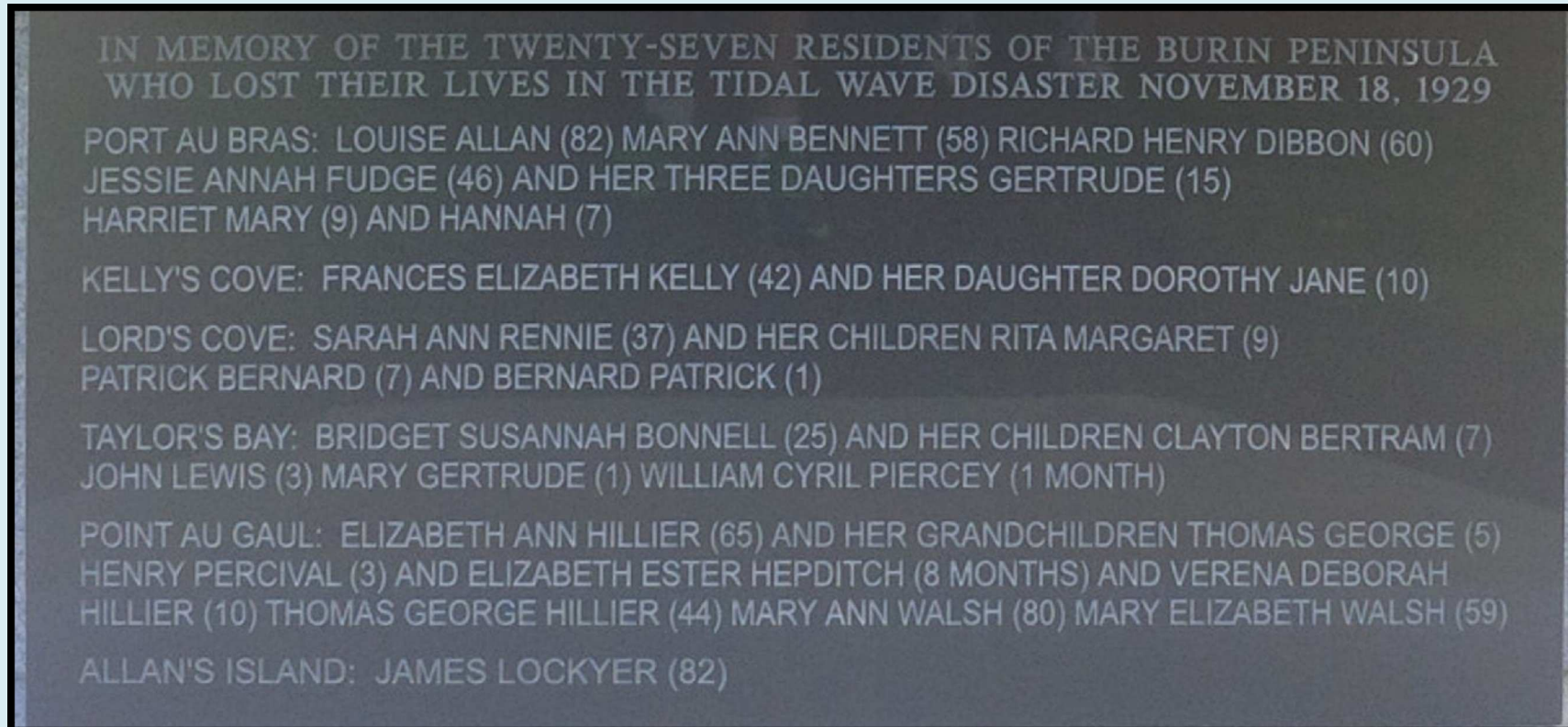
On 18 November 1929 a tsunami struck Newfoundland's Burin Peninsula and caused considerable loss of life and property. Giant waves hit the coast at 40 km/hr, flooding dozens of communities and washing entire homes out to sea. The disaster killed 28 people and left hundreds more homeless or destitute. It was the most destructive earthquake-related event in Newfoundland and Labrador's history and occurred at the beginning of a worldwide depression.

Despite the magnitude of the earthquake which precipitated the tsunami, no one in Newfoundland and Labrador anticipated the approaching danger. Large-scale seismic events are rare in eastern North America and virtually non-existent in Newfoundland and Labrador; in 1929, the country did not even possess a seismograph or tide gauge which could warn of the tsunami. Moreover, a recent storm had severed the single telegraph line linking the Burin Peninsula with the rest of the island; it was not until almost three days after the tsunami struck that the Squires government learned of the disaster and was able to send help.

At about 7:30 p.m., residents along the Burin Peninsula noticed a rapid drop in sea level as the lowest point of the tsunami's first wave, known as a trough, reached the coast. As the water receded, it exposed portions of the ocean floor that were normally submerged and caused boats docked at various harbours to tumble over onto their sides. Minutes later, three successive waves hit the shore and water levels rose dramatically. In most places, the sea level swelled three to seven metres above normal, but in some of the peninsula's long narrow bays, such as at Port au Bras, St. Lawrence, and Taylor's Bay, the water rose by between 13 and 27 metres.

Worse than the damage to property, however, was the loss of human life. The tsunami killed 28 people in southern Newfoundland, which is more than any other documented earthquake-related event in Canadian history. Twenty-five victims drowned during the disaster (six bodies were washed out to sea and never found) and another three later died from shock or other tsunami-related conditions. The deaths were confined to six communities: Allan's Island, Kelly's Cove, Point au Gaul, Lord's Cove, Taylor's Bay, and Port au Bras. Fortunately, the tsunami struck on a calm evening when most people were still awake and could quickly react to the rising water; many managed to evacuate their homes and flee to higher ground.

Bob McIlwaine and Bob White at the monument erected in memory of the lives lost in several communities.



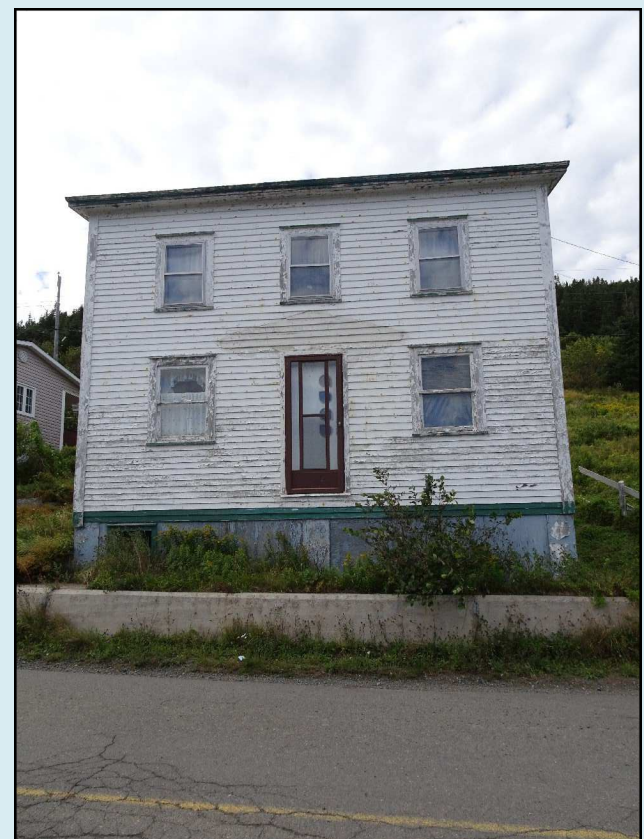
Aftermath

It took only 30 minutes for the tsunami's three main waves to hit the Burin Peninsula and about two hours for water levels to return to normal. After that, thousands of confused and devastated survivors began to search for the dead or injured and to salvage what they could from rubble lining the coast. Search parties used any remaining boats to rescue survivors washed out to sea or trapped in buildings floating on the water. Hundreds of people lost their homes during the tsunami and had to sleep with relatives or neighbours. At Taylor's Bay, for example, only five of the community's 17 houses remained to accommodate survivors.

Making matters worse, the Burin Peninsula had no way of communicating with the rest of the island because a weekend storm had damaged its main telegraph wire. The tsunami had also destroyed all land lines linking the peninsula's coastal communities, making communication there impossible as well. A boat was docked at Burin which had a wireless radio onboard, but no crewmember or townspeople knew how to operate it. Cut off from the outside world, survivors shared all available food, shelter, and medical supplies while waiting for help to arrive.

Early on the morning of November 21, the SS Portia made a scheduled stop at Burin harbour. Fortunately, the Portia had a wireless radio on board as well as an operator who immediately sent a wireless message to St. John's describing the situation. The ship's captain, Westbury Kean, later wrote to the Evening Telegram of his shock at seeing the damage: "Imagine our wonder and surprise on turning the point of the channel to be met by a large store drifting slowly along the shore seaward; then a short distance another store or a dwelling house until 9 buildings were counted, strewn along the shore before the harbour was reached. On reaching the harbour even a worse spectacle greeted the eyes."

<https://www.heritage.nf.ca/articles/politics/tsunami-1929.php>



South Eastern Burin Peninsula



*Final Dinner at the Sheraton Hotel
The Harrisons, Whites and McIlwaines*



This photo shows most of the bus tour group. Missing were Larry and Rose Marie Fournier who had an early flight to catch.

The names of those who joined the tour are listed on the following page.



Ed Mortimer (UNTD Tecumseh 1952) and John Butt (UNTD Discovery 1952)

(Ed and John were the most senior UNTDs present at the reunion)

**UNTD Bus Tour
13 September 2018**

Bittner, Barry
Bittner, Nancy
Victoria, BC

Bowman, Dennis
Bowman, Melva
Elmira, ON

Butt, John
Vancouver, BC

Calder, Glenn
Calder, Jan
Ottawa, ON

Cape, Russ
Cape, Genny
Victoria, BC

Chipman, Peter
Chipman, Patricia
Delta, BC

Fournier, Larry
Fournier, Rose Marie
West Vancouver, BC

Gerhart, Charles
Gerhart, Myrna
Edmonton, AB

Harrison, Ron
Harrison, Sandra
Vancouver, BC

MacRae, Duncan
MacRae, Marie
Kamloops, BC

McIlwaine, Robert
McIlwaine, Mary
Vancouver, BC

Mortimer, Ed
North Vancouver, BC

Osburn, John
Huot, Nancy
Vancouver, BC

Ridgway, Harold
Ridgway, Gail
Cache Creek, BC

Robinson, Sandy
Robinson, Judy
Toronto, ON

Rowland, Douglas
McKiernan, Helen
Ottawa, ON

Scott, John
Scott, Karen
Waterloo, ON

Todd, David
Todd, Vi
Calgary, AB

Vroom, David
Palo Alto, CA

White, Mitzi
White, Robert
North Vancouver, BC

Andrw McCarthy
Tour Guide

Appendix

Small Province, Big heart: Why I stay in Newfoundland and Labrador
by Mark Critch

Special to The Globe and Mail Published
October 5, 2018



Small Province, Big heart: Why I stay in Newfoundland and Labrador by Mark Critch

In Newfoundland and Labrador, we have a saying: “The arse is out of her.” That means that things have gone so wrong that it would be almost impossible to undo the damage. That’s why people say, “You should hire that carpenter. He could put the arse back in a cat.” Arse repair is a delicate matter. Early in September, a 4.2-magnitude earthquake was recorded off the coast of Newfoundland. Scientists were puzzled by the cause – it was the first quake of that size in almost 30 years – but I knew what it was right away. That was no earthquake. That was the arse falling out of her.

This was an aftershock from the great oil boom. Back then, government budgeted on oil (crude oil, because in Newfoundland even our oil is folksy) staying at US\$105 a barrel. The price fell like a George Street reveller on a patch of black ice and our economy went from booming to a fizzle. It now sits there like an unexploded firework that everybody is too afraid to go near. The Muskrat Falls hydroelectric project was originally approved at a price of \$6.2-billion; the estimated cost of the project has ballooned to \$12.7-billion. I mean “ballooned” in the “stop blowing air into that balloon or it’s going to pop” sense.

Our province was settled for the fishery and, because of that, our outport communities were designed to be accessible by boat, not roads. And so, we spend more per capita on government programs and services than any other jurisdiction. Which would be fine if 27 per cent of Newfoundlanders and Labradorians didn’t pay almost 80 per cent of the taxes. Our debt is almost \$15-billion and that is split between five different credit cards. (Our Premier, Dwight Ball, won’t dare answer the phone if it’s a blocked number – it might be Mastercard calling.) The second biggest expenditure in our budget next to health care is the debt-servicing charge, an estimated \$1.4-billion in 2018-19. Even our debt is on life support. We have the highest unemployment rate in Canada and our children (all seven of them) are the most obese in the country.

The arse is indeed out of her and was last seen floating somewhere near Greenland. But this is not the first time that Newfoundlanders have found themselves adrift at sea. The cod moratorium of the 1990s sent us packing off to Alberta for work. But now, the financial troubles in that province have sent us back home again. There is talk these days of Alberta separation. Perhaps the unemployed Newfoundlanders and Labradorians in Alberta can join forces with the unemployed Newfoundlanders and Labradorians in Newfoundland and Labrador and form our own nation of Newfoundland and Labrador and Alberta? Why not? Sometimes it seems as if there are almost more Newfoundlanders in Alberta than there are in Newfoundland – and, quite possibly, more Newfoundlanders than Albertans. They want an ocean-connecting pipeline and we have an ocean. All we would need to do is convince Quebec to let us have the pipeline on their – oh, right. So much for that idea.

So, you may wonder, if things are so bad, what’s the point of staying? On dark days, even I have been known to sit in a pub and wonder why. But, sometimes you just can’t see the value of something until you see the glint of its worth in someone else’s eye. I have friend who is about to get her Canadian citizenship. Mimi is Ethiopian. She was raised in Zimbabwe and moved to St. John’s when she was 25 years old. She came to our province for school and stayed to work in the growing tech-sector. She is a typical Ethiopian-Zimbabwean-Newfoundland and Labradorean. She sings in a choir, sells Ethiopian food at the farmers market in her spare time and loves a good jig. She could have settled anywhere in the world but she chose to stay here. And she’s not the only one.

Recently, I was in a small rural community for their summer festival. I started chatting with a couple that looked they had just been cast in one of our famous tourism ads. You know the ones – beautiful, sunny coastline, red-headed

children and laundry, flapping in the breeze for miles. Don’t believe them. If you try to hang a pair of underwear on a clothesline on Cape Spear, they would end up wrapped around the face of an Irishman in County Cork.

This couple lived and breathed Newfoundland and Labrador. They had Newfoundland hats and shirts. They walked with a Newfoundland dog the size of our debt. He had a Newfoundland tartan handkerchief tied around his neck. I asked them what part of the province they were from. They answered, “Ontario.

We came here three years ago and fell in love with the people,” they told me. They had been here a week when they decided to buy a house and move. They described themselves as “wannabe Newfoundlanders.” Our greatest resource has never been the collapsed cod fishery or the once-lucrative oil; it has always been the people. It is with music, food, humour and culture that we cast the widest net. I can think of no other place that had a hit Broadway musical written about it simply because the people who lived there were kind.

Later that day, roaming the town, I hit my head on the door frame as I entered a traditional saltbox house. The ceilings are low because the people who built them in the 1860s were short. It’s a good thing they were short, too. Any taller and they might have been blown back to Ireland like the laundry. As I walked through the house, I marvelled at the wood used to make it. Where did it come from? There isn’t much in the way of trees on the coast of Newfoundland. Evergreen trees called tuckamores bend low and cling to the cliffs to escape the wind. They twist and turn until they grow sideways from the rock. The tuckamore is not a tall tree, but it is stubborn. Newfoundlanders have a lot in common with the tuckamore. For generations, we have survived the hardships that come with clinging to a rock in the Atlantic and in doing so, we have come to realize that the things that make living here so very special are worth fighting for.

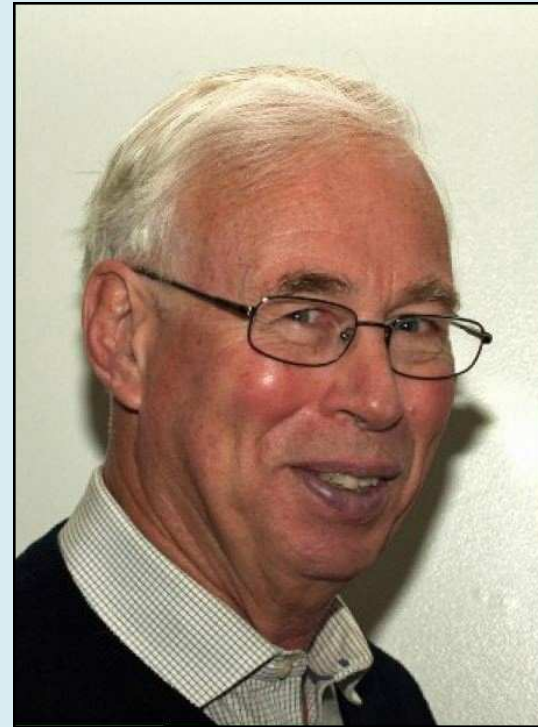
My great-grandfather was a fisherman. He drowned and his body was never recovered. His son, fearing a similar fate on the sea, went off to build skyscrapers in New York. He returned to St. John’s, where he died from tuberculosis when my father was 5. My father supported his mother through a depression and a world war, eventually landing a job as a reporter. His son is very grateful for the hardships suffered by all those who came before him.

I ducked as I left the house, bowing to its maker, and stared at the tuckamores bending in the wind. Of course, not all will make it. Many of the younger trees with weaker roots will be blown away in the winter gales that rip across our shoreline. Those with the deepest roots are unmovable. They’ll survive the gale and their branches will protect the ground around them, providing ample soil for new seeds to take root. Not all of them will make it, either. But enough will, twisting and turning until they, too, learn to stand their ground. They will carve out their own spot, changing the landscape ever slightly, too damn crooked and stubborn to know better, until the good weather comes again.

I’ll be here, too.

In Memoriam
Brooke S Campbell CD





In Memoriam - Brooke I Campbell CD
1 October 1941 - 2 September 2018

In Memory of Brooke Campbell CD (U-855) who did so much to make events like this happen. His contributions to the Newfoundland Reunion, as well as to many other UNTD events were recognized by all who attended.

Brooke joined the UNTD at HMCS *Discovery* in 1959. During his first summer he was in Huron Division for his training ashore serving in HMCS *Stadacona* and HMCS *Cornwallis*. His sea time in 1960 was in HMCS *La Hullose*. In his second summer Brooke was in Restigouche Division serving in HMCS *Cornwallis* and at sea in HMCS *New Waterford*.

Following his two summers of basic training in his third year Brooke was appointed to HMCS *Hochelega* for the Supply and Administration course. He was commissioned in 1962. In subsequent summers Brooke served as an instructor in HMCS *Hochelaga*.

Brooke continued his service during the winter serving briefly in HMCS *Donnacona* in Montreal and as the Supply Officer in HMCS *Discovery*. He was awarded the Canadian Forces Decoration for 12 years of service in 1972.

In 1976 Brooke was the captain of the HMCS *Discovery* Regatta Team which won the Cock of the Walk Trophy in competition with all Naval Reserve Divisions across Canada. He was deservedly proud of this accomplishment.

After retirement from the RCNR in 1976 Brooke became an active member of the Naval Officers' Association of BC. His many contributions to this organization included the chairmanship of the Naval Endowment Fund for a period of ten years. For his exemplary contributions to increasing the size of this fund Brooke was awarded in 2015 the Gold Medallion by the Naval Association of Canada.

He was subsequently awarded the Queen's Diamond Jubilee Medal in 2012.

Brooke's most outstanding quality was his ability to plan, and bring people together to support a common cause or event. No where was this more in evidence than the 75th Anniversary UNTD reunion.

He will be sorely missed by his UNTD colleagues, and by his many friends in NOABC and the Naval Association of Canada. He was "a man for all seasons" in every sense of the words.



