

Able Seaman Lloyd George Moore V-10541



- **Royal Canadian Naval Volunteer Reserve**
- **Born: Regina SK, 13 March 1922**
- **Enlisted: Regina Division RCNVR, 17 January 1941**
- **Civilian Occupation: Student, Scott Collegiate Institute and Eaton's Company Ltd. Part-time**
- **Death: Killed when HMCS *St. Croix* was torpedoed and sank on 20 September 1943**
- **Commemorated: Halifax Memorial, Panel 10; the Aboriginal Veterans Tribute Honour List and Moore Bay (Lat 54° 07'N Long 102°20'W) in Northern Saskatchewan is named in his memory**

Able Seaman Lloyd Moore. Source:
Regina Leader Post

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Lloyd George Moore (known as Lloyd), the youngest of eight children of Edith and James Moore, was born on 13 March 1922 in Regina, Saskatchewan. Edith and James were born in Manitoba – James in 1887 and Edith in 1888 and were married in Winnipeg. Their two eldest sons, Oliver and Chester, were also born in Manitoba. Oliver was born in 1905 and followed Chester whose year of birth could not be found in the reference material. Kenneth was born in 1910, Percy in 1912, Nora in 1914, Victor in 1917, and Phyllis in 1920.

The first record of the family was found in the 1916 Canadian Census. It recorded the family living on the Peepeekesis Indian Reserve 105 kilometres northeast of Regina. They identified as Cree and included Cree and English as their spoken languages. In 1895, the Brandon Residential School was opened near Brandon, Manitoba. It was one of a series of residential schools built across Canada to provide Indigenous children with a degree of literacy and a range of industrial skills. They were purposely built away from reserves in many instances so that the students would be isolated from their families to further assimilate them. Needless to say, the Brandon school had difficulty recruiting students. As a result, children were recruited from further afield. This expansion resulted in children from Saskatchewan reserves being forced to attend. Both Oliver and Chester were taken away to the school against their parents' wishes. Tuberculosis was present in the school, and both boys soon contracted it. Chester died at the school, while Oliver was sent to a sanatorium near Regina, where he died in 1922.

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The family left Peepeekesis for Regina in 1917 or 1918 so that none of their other children would be forced to attend the school.

The 1921 Census recorded that the family still considered themselves Cree and included Cree as one of their languages. According to the Regina Henderson's Directory, James worked for Indian Affairs in Regina as a clerk and translator until 1922, when he became a mechanic. In 1923, he found work with T. Eaton's, the department store. He remained with this employer in various positions for the remainder of his working life.

The 1926 and 1931 censuses recorded the family being of "Scotch" descent, and the Cree language was no longer mentioned. It is likely that James and Edith chose to become "enfranchised," which was a legal process under the provisions of the Indian Act by which they gave up their treaty rights or treaty status but were "enfranchised" to vote in provincial and federal elections. Voting in elections was something they otherwise could not do at the time as Treaty or Status Indians (the terms are synonymous). The surviving children also lost their treaty rights.

By the time Lloyd was born, James could afford to purchase a home. Consequently, the family lived in three modest houses in succession in the northwest section of Regina. This arrangement offered stability, allowing Lloyd and his sibling to attend the same school and maintain the same circle of friends. Lloyd was enrolled in nearby Connaught Public School from 1928 to 1936, then Scott Collegiate from 1936 until he graduated from Grade 12 in 1940. While at Scott and after graduation, Lloyd worked part-time at Eaton's.

Although little information is available regarding Lloyd's sisters, information regarding his three surviving brothers is plentiful. Kenneth was an exceptional athlete – particularly hockey – playing on and coaching teams that won both the Memorial and Allan Cups. He was also a member of the Gold Medal winning Canadian 1932 Olympic hockey team – the first Indigenous athlete to do so. Percy was equally talented and was scouted by National Hockey League teams. Tragically, he was killed in an industrial accident at the age of 21 in September 1932. Victor enlisted in the Canadian Army and served as a Lieutenant in the Royal Canadian Engineers in Italy. In October 1944, he was awarded the Military Cross for "*perseverance and courage while under fire.*"

Lloyd first approached the Regina Division (*HMCS Queen*) Royal Canadian Naval Volunteer Reserve (RCNVR) on 16 September 1940. After an initial interview, he was asked to return when a training billet would be available. Sworn in on 17 January 1941 as an Ordinary Seaman (Temporary), he was 18 years old, single, 5 feet 10 $\frac{3}{4}$ inches tall, and weighed 135 pounds with dark brown hair, brown eyes, and a dark complexion.

About a month after being sworn in, Lloyd commenced initial training at the Division completing the course on 8 April. Before starting the course, he attended further appointments and saw to administrative details while continuing to work at Eaton's. During this period of the war, the Navy counted on the seventeen naval reserve divisions, which operated across Canada, to recruit and initially train men. The training, however, was not standardized, and divisions were short of training equipment, accommodations, and instructors. So, on 9 April 1941, he was on a train bound for Esquimalt, British Columbia and *HMCS Naden*. *Naden* and *HMCS Stadacona* in Halifax, Nova Scotia, were the two principal training establishments where recruits like Lloyd were being largely retrained because of the inadequacies of the training system. There, he took New Entry training, the syllabus of which included naval discipline, squad drill, small arms familiarization, seamanship, damage control... the sort of things that equipped the graduates to be safe and useful members of the ship's company of a warship.

Upon successful completion of the New Entry training on 30 May 1941, Lloyd was employed at *Naden* until drafted to the Flower Class corvette HMCS *Quesnel* (K-133) on 22 August. Named for the town of Quesnel, British Columbia, she was built by Victoria Machinery Depot Co., Ltd, in



Victoria and commissioned on 23 May 1941 at Esquimalt. Based in Esquimalt, she performed various duties such as Anti-Submarine Warfare training, towing gunnery targets and providing sea training to junior officers from the Royal Canadian Naval College HMCS *Royal Roads* as it was called at the time. Shortly after the attack on Pearl Harbor in December 1941, she

participated in the round-up of Japanese fishing vessels off the west coast of Vancouver Island. On 19 December, Lloyd was promoted to Able Seaman.

Lloyd was drafted back to *Naden* in January 1942 and, by mid-February, was on his way to Halifax and HMCS *Stadacona*, where he was loaded onto a Gunnery course. Training in the Navy during the War fell into two parallel streams – substantive, which provided leadership training, and non-substantive, which provided technical expertise. The Seaman Branch of which Lloyd was a member included the substantive ratings of Ordinary, Able, and Leading Seaman, Petty Officer, and Chief Petty Officer. In addition, the branch was further subdivided into specialized non-substantive ratings. Gunnery to which Lloyd was assigned was one of these specialties, which, in turn, was divided into five sub-specialties – DEMS (Defensively Equipped Merchant Ships), which provided gun crews for merchant ships; Antiaircraft which included all close-range weapons; and Main Armament, which contained three distinct ratings with three classes in each: Control Rating (CR), principally concerned with determining the range of a target; Quarters Rating (QR), responsible for the stowage and supply of ammunition and breech operation; and Layer Rating (LR), responsible for the movements of the gun as it was brought to bear on a target. These three ratings, in turn, were divided into 1st, 2nd, and 3rd Class, with 1st Class being the most skilled. Lloyd qualified as a Layer Rating 3rd Class on 26 March 1942.

On 8 April 1942, Lloyd was drafted to HMCS *St. Croix* (I-81).

HMCS *St. Croix* was a Clemson class destroyer built by Bethlehem Shipbuilding Corporation in Quincy, Massachusetts and commissioned into the United States Navy (USN) as USS *McCook* (DD-252) on 30 April 1919. After a short period of service, she was laid up in Philadelphia in 1922. Re-commissioned into the USN in December 1939, she was selected as one of 50 ships to be transferred to the Royal Navy under the *Destroyers for Bases Agreement* between the United Kingdom and the United States. Subsequently, she was transferred to the Royal Canadian Navy and re-commissioned in Halifax on 24 September 1940 as HMCS *St. Croix* – named after the river that marks the border between New Brunswick and Maine.

Thus began her eventful career. On 30 November 1940, she sailed from Halifax for the United Kingdom and encountered a hurricane en route. Heavily damaged, the ship returned to Halifax for repairs, which took until mid-March 1941. She was then assigned to convoy escort duty, primarily in the North Atlantic.



HMCS St. Croix. Source: RCN Photo

Lloyd joined the ship while she was in refit in Saint John, New Brunswick and sailed into harm's way on 14 May 1942 on his first convoy, HX.189, from Halifax to Newfoundland. Fourteen more convoys would follow into mid-August 1943. Nine would be on what was known as the "Newfie-Derry" run from Newfoundland to Northern Ireland, and two would constitute a round trip from the Clyde to the west of Scotland to the Mediterranean and return. While escorting convoy ON.113 *St. Croix* sank U-Boat *U-90* on 24 July 1942, and on 4 March 1943, while accompanying convoy KMS.10 from the Clyde to Algeria, she assisted HMCS *Shediac* in destroying *U-87* west of the Azores.

On 19 September 1943, *St. Croix* was a member of Mid-Ocean Escort Group C-9, comprised of her sister ship, HMCS *St. Francis*, corvettes HMC Ships *Chambly*, *Morden*, and *Sackville*, and the Royal Navy frigate, HMS *Itchen*. They were proceeding to the Bay of Biscay to conduct an offensive against U-boats transiting from five bases on the west coast of France to the Atlantic when the Escort Group was diverted to assist two convoys under attack by what turned out to be a force of 21 U-boats in an area about 400 to 500 nautical miles southwest of Iceland.



River Class Frigate Similar to HMS *Itchen*.
Source: Uboat.net

Upon reaching convoy ON.202 on 20 September, *St. Croix* was struck on the stern at 2151 by two acoustic torpedoes fired by *U-305*. Gravely damaged but still afloat, her ship's company began to abandon ship. Then, 53 minutes later, at 2244, she was struck by a third torpedo fired by *U-305* and sank within 6 minutes, leaving 81 officers and men clinging to two Carley floats and a swamped whaler.

HMS *Itchen* and HMS *Polyanthus*, a Royal Navy Flower Class corvette assigned to the

convoy, made an attempt to conduct a rescue but broke it off after *Itchen* narrowly avoided a torpedo fired at her also by *U-305* at 2253. Instead of continuing with the rescue, *Itchen* went on the offensive to hunt down her attacker in compliance with naval doctrine. At 0022 on 21 September, *Polyanthus* was sunk by *U-952*. After dawn, *Itchen* rescued the sole survivor from

Polyanthus and the 81 survivors from *St. Croix*. With her own ship's company of 230 officers and men, *Itchen* now had a total of 312 onboard when she was torpedoed and sunk by *U-666* at 0200 on 23 September 1943. Only three survived and were rescued by the Polish merchant ship *SS Wisla*. They were Stoker William Allan Fisher, RCNVR, from *St. Croix*, and two members of *Itchen's* ship's company.

While it is possible that Lloyd survived the sinking of *St. Croix* on 20 September and later died in the sinking of *Itchen* two days later, it was officially assumed that he died on 20 September 1943.

Like the other 146 members of *St. Croix's* ship's company, Lloyd has no known grave. He is commemorated on the Halifax Memorial, Panel 10, and on Page 195 of the Second World War Book of Remembrance at the Centre Block of the Houses of Parliament, Ottawa, and the Aboriginal Veterans Tribute Honour List. As well, Moore Bay (Lat 54° 07'N Long 102°20'W) in Northern Saskatchewan is named in his memory.

For his service, Able Seaman Lloyd George Moore was awarded the 1939-45 Star, the Atlantic Star, the Africa Star, the Canadian Volunteer Service Medal and Clasp, and the War Medal. His mother, Mrs. Edith Moore, was awarded the Memorial Cross in memory of Lloyd, her fourth son to die tragically while a fifth stood in harm's way.

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*All stories are edited by the project crew and sometimes altered to conform to the Citizen Sailors Virtual Cenotaph format, length and content parameters.



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