



FOREWORD

Among all the hundreds of names that have been borne by ships and establishments of the Royal Canadian Navy, none is so well and widely known as HMCS *Cornwallis*.

It was at *Cornwallis* that most of those who joined the Navy in the Second World War received their initial training; and when the war was over, it was there that many were processed for demobilization.

Shut down for a short period, *Cornwallis* was reopened in 1948. Since then the cap tally, HMCS *Cornwallis*, has been the first to be worn by almost every young man who has entered the Navy as a seaman.

Besides its main function—the kneading and moulding of raw material—*Cornwallis* houses schools giving specialized and advanced training; and in the summer months, courses are conducted for officers and men of the RCN Reserve and for Royal Canadian Sea Cadets.

All told, by modest estimate, more than 100,000 Canadians have passed through its gates.

Of the many impressions left on the visitor to *Cornwallis*, the two most distinct are that it is immaculate, and it is dedicated: dedicated to providing, in an environment of crisp cleanliness, training that will give the Navy good seamen and Canada good citizens.

HMCS *Cornwallis* owes its heritage to two men,
Admiral of the Fleet the Honourable Sir William Cornwallis (1744-1812) and his uncle,
the Honourable Edward Cornwallis (1713-1776).

The Honourable Edward Cornwallis was the founder of Halifax and Governor of Nova Scotia from 1749 to 1752. At the age of 12, with his twin brother (later Archbishop of Canterbury), he was appointed a Royal page. He served in the British Army, 1731-48, attaining the rank of Lieutenant-Colonel. He was appointed Governor and Captain General of Nova Scotia in May, 1749, and arrived in the colony with a company of 2,500 settlers for the new town of Halifax. He spent the last years of his life as Governor of Gibraltar. Today, throughout Nova Scotia many streets, hotels and institutions bear the name Cornwallis in honour of him.

Admiral Cornwallis had a distinguished career in the Royal Navy. He was present at the Siege of Louisburg in 1758 as a Midshipman and eventually retired from the Navy in 1806. He was nicknamed "Billy Blue" in recognition of his determined custom of always flying the "Blue Peter" while at anchor, signifying that his ships were ready to proceed to sea at a moment's notice. He climaxed a long, hardy career by taking command of the British Fleet which blockaded the French ports in the English Channel during the Trafalgar Campaign.

HMCS *Cornwallis* is the eighth ship or establishment bearing that name.

The first *Cornwallis* was a galley of eight guns and a crew of 40 men, purchased in 1777 for work in narrow waters during the American Revolution.

The second was an armed merchant vessel mounting 14 guns which was purchased in 1781.

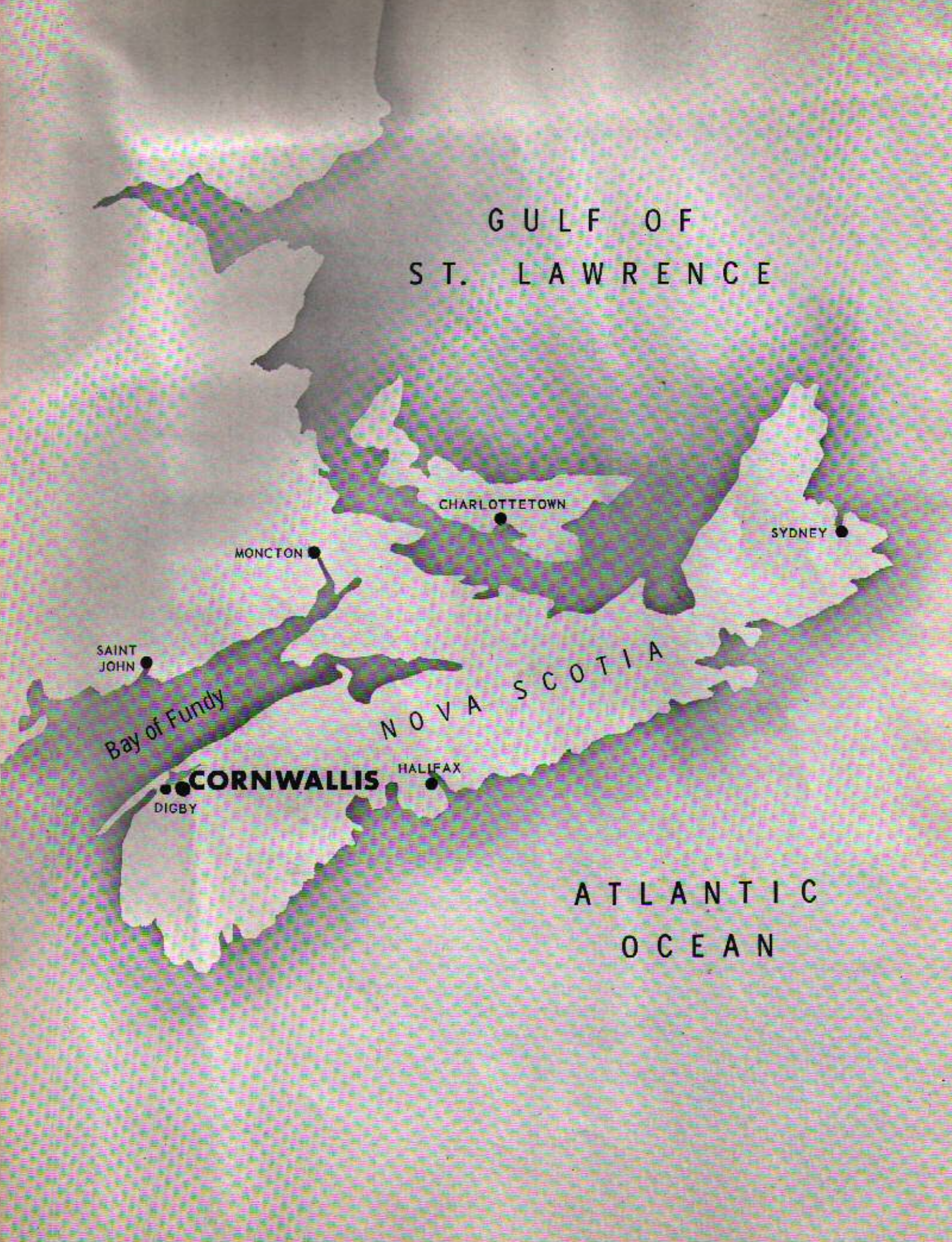
The third *Cornwallis* was a teak-built East Indiaman of 1,363 tons purchased in 1801 in Bombay as a 38-gun ship. Her armament was later increased to 50 guns and she carried 430 men. This vessel won Amboyna Battle Honours in 1810 for her part in the capture of the Dutch Molucca Islands and the Island of Mauritius.

The fourth *Cornwallis* was an armed packet, and the fifth was a 74-gun ship launched in Bombay in 1813. She displaced 1,809 tons and carried 590 men. She won the "China 1842" Battle Honour for her part in the First Chinese War. She also won Baltic Battle Honours in 1855 for service in the Crimean War. This particular ship had a long and interesting career. In 1854 she was converted to steam. Later she was paid off, but was recommissioned in the First World War as HMS *Wildfire*. Paid off again, she served until 1957 as a jetty in the naval dockyard at Sheerness, England.

The sixth *Cornwallis* was a 14-gun, twin-screw battleship launched at Blackwall in 1901. She was of 14,000 tons with a speed of 19 knots. She won the battle honour: "Dardanelles 1915." In January, 1917, she was torpedoed by an enemy submarine in the Mediterranean.

The seventh ship was a convoy sloop of 1,290 tons with three 4-inch guns and four 3-pounders. She served in the Royal Navy, with the name *Lychnis*, and in 1921 was sold to the Royal Indian Navy and was renamed *Cornwallis*. She served in the RIN until the end of the Second World War, mostly in training duties.

GULF OF
S T . L A W R E N C E



SAINT JOHN

MONCTON

CHARLOTTETOWN

SYDNEY

Bay of Fundy

NOVA SCOTIA

DIGBY
CORNWALLIS

HALIFAX

ATLANTIC
OCEAN

HMCS *Cornwallis* is the largest establishment of its kind in the Commonwealth. Indeed, it is a town in itself, with a post office, railway station, weekly newspaper, bank, hospital, theatre, library, gymnasium, artificial ice arena, curling rink, swimming pools and other facilities. The population during peak training months consists of about 3,000 uniformed personnel and some 400 civilian employees.

This unique naval community has one industry: Training. Mainly it is concerned with the training of "new entries"—young men, mostly in their 'teens, who have come into the Navy from all across Canada.

Cornwallis occupies a 615-acre site on the shores of Annapolis Basin in Nova Scotia's Annapolis Valley. It is 120 miles southwest of Halifax and about 50 miles distant, across the Bay of Fundy, from Saint John, N.B. Nearby are the towns of Digby and Annapolis Royal and other smaller, picturesque communities.

The region is rich in Canadian history. Champlain wintered here in 1605, made at nearby Port Royal (near Annapolis Royal) the first permanent French settlement on Canadian soil and established his "Order of Good Cheer". Maps drawn about 1609 show a small chapel where *Cornwallis* now stands. This is Acadia, the "Land of Evangeline."

First established record of development on the site is a Loyalist grant to Douwe Ditmars, from Queen's County, Long Island, New York, in 1783. His grandson, John Ditmars, developed the agricultural potential and from him the estate passed to Col. Hallett Ray, whose family lived in the area until late in the 1800's. Col. Ray for a time represented the area as a Member of Parliament.

The present Commander's house was built during the time of Colonel Ray, and was used by a Bishop Courtenay for many years. The Supply Officer's house also dates back to this period. The Captain's residence was built by Colonel Ray, who later sold the estate to Albert Morton. Mr. Morton lived there until the 1930's, when he sold the estate to E. P. Morse, a retired American, who had ambitious plans for its future. He built the present Wardroom and the West Gate, and planned agricultural development. However, he died before his plans materialized and he never lived in his new home. After his estate was settled, the property, at Deep Brook, was purchased by the Department of National Defence as the new site for a naval training establishment, *HMCS Cornwallis*, which was already in existence.

Cornwallis had been commissioned at Halifax on May 1, 1942, as a sub-command responsible for training. Then it consisted of numerous scattered schools, offices and quarters. With the Navy's responsibilities in the Halifax area rapidly expanding, it soon became apparent that training should be moved out of the congested city.

Two sites in Nova Scotia were considered. Less favoured at first, Deep Brook finally was chosen for reasons of speed and economy, being more convenient to the transportation arteries which would feed materials and men.

A ceiling cost was set at \$15,000,000. By the end of June, 1942, construction was under way.

The quiet countryside of Annapolis Valley, as in many other centres across wartime Canada, echoed to the sound of construction equipment, hammers and saws. Building continued during the winter. With the spring rains came the mud, well mixed by the bulldozers, shovels and trucks. By April, however, the first buildings were ready and the transfer of schools and personnel from Halifax started.

The official transfer date from Halifax was April 14, 1943. The actual transfer took place between April and July. Final cost of construction, excluding equipment, was about \$9,000,000.

Starting with a complement of 2,539, *Cornwallis* rapidly expanded until at its wartime peak, more than 11,000 officers, men and wrens were on strength.

With the end of the war, *Cornwallis* was made a Discharge Transit Centre to process thousands of naval personnel returning to civilian life.

The base was finally declared surplus and, on February 28, 1946, was paid off by the Navy and turned over to War Assets Corporation for disposal.

With the post-war re-appearance of the threat of force, it was realized the Navy again might have use for *Cornwallis*. In June, 1948, a "stop sale" order was issued, and in September the Navy reclaimed possession. Renovation got under way in December, 1948, and on May 1, 1949, *Cornwallis* was recommissioned.

The day after the commissioning, 148 recruits from across Canada arrived to make up the first classes to start what was then a five-month new entry course. At two-week intervals further drafts, each numbering 74 men, were to arrive until the end of September.

The Korean conflict brought a quickening of the training pace. New entries poured in, and where it had been planned to have 800 under training at any one time, by the spring of 1951 that figure had been doubled.

On October 2, 1951, training for wrens was started, with 25 young women arriving to become the first wrens to serve full-time in the post-war Navy. Now, approximately 100 regular force wrens a year pass through the eight-week new entry course. During the summer, the distaff side is augmented by the presence of many wrens of the RCN Reserve, taking time off from their civilian pursuits to train with the Navy for two or more weeks.

Also in October, 1951, what is now known as the Communication Division of the Fleet School was transferred to *Cornwallis* from Halifax. Here those entering the communications trade, both seamen and wrens, learn Morse code and elementary communication procedures, while advanced courses are conducted for officers and senior men returning from the fleet. At any one time there are 180 to 200 under instruction.

Another component is the Leadership Division, providing training for all RCN officers early in their careers and for selected men in the rank of petty officer second class. Its purpose, essentially, is to enhance the leadership qualities of those on whom the weight of responsibility is destined to fall.

Each year, also, from early May to mid-September, between 300 and 400 cadets from the University Naval Training Divisions go to *Cornwallis* for training in navigation, communications, supply, engineering and power, and other subjects. The UNTDs are university students who train one night a week during the academic year, then spend the summer with the Navy. On graduation, they become officers in the RCN Reserve.

Despite all of these activities, the main function of *Cornwallis* remains the training of new entry seamen.

At the rate of about 65 a week, young men who have been recruited across Canada arrive at *Cornwallis* for their first taste of the Navy. The first two weeks of their 15-week course are spent "settling in"—drawing and marking uniforms, getting to know their way about, learning to live with others. There are medical checks, dental checks, aptitude tests.

From the third week the new entry has a full program of classroom instruction, well interlaced with parade training, PT and sports. These help to teach discipline and teamwork; and, coupled with regular hours and wholesome meals, result in a marked improvement in physique.

Teamwork and esprit de corps are further fostered by inter-divisional competition, while individuals are encouraged to excel through the presentation of awards for outstanding performance.

In the course of his training the new entry is given a series of tests and interviews to determine his aptitude and inclination. On the basis of these, and taking into account the Navy's requirements, he is assigned a trade. On leaving *Cornwallis*, most men go to sea in ships of the fleet for practical experience and on-the-job training in their trades.

At *Cornwallis*, the sailor-to-be has had to do more, at a faster pace, than ever before in his life. On his departure, with head high and back straight, he takes with him a proud sense of accomplishment, and memories that will never desert him, regardless of where his future path may lead.





SHIP'S BADGE

BLAZON:

Argent, on a mount Vert, a Cornish Chough, wings elevated, Sable, beaked and legged Gules, holding a maple leaf Gules in its beak, and supporting with its dexter foot an anchor fouled and erect or its base resting on the mount.

SIGNIFICANCE:

This Naval Establishment which was originally located in Halifax derives its name from the founder of that City, Colonel, the Honourable Edward Cornwallis, the 1st Governor of Nova Scotia (1749-1752).

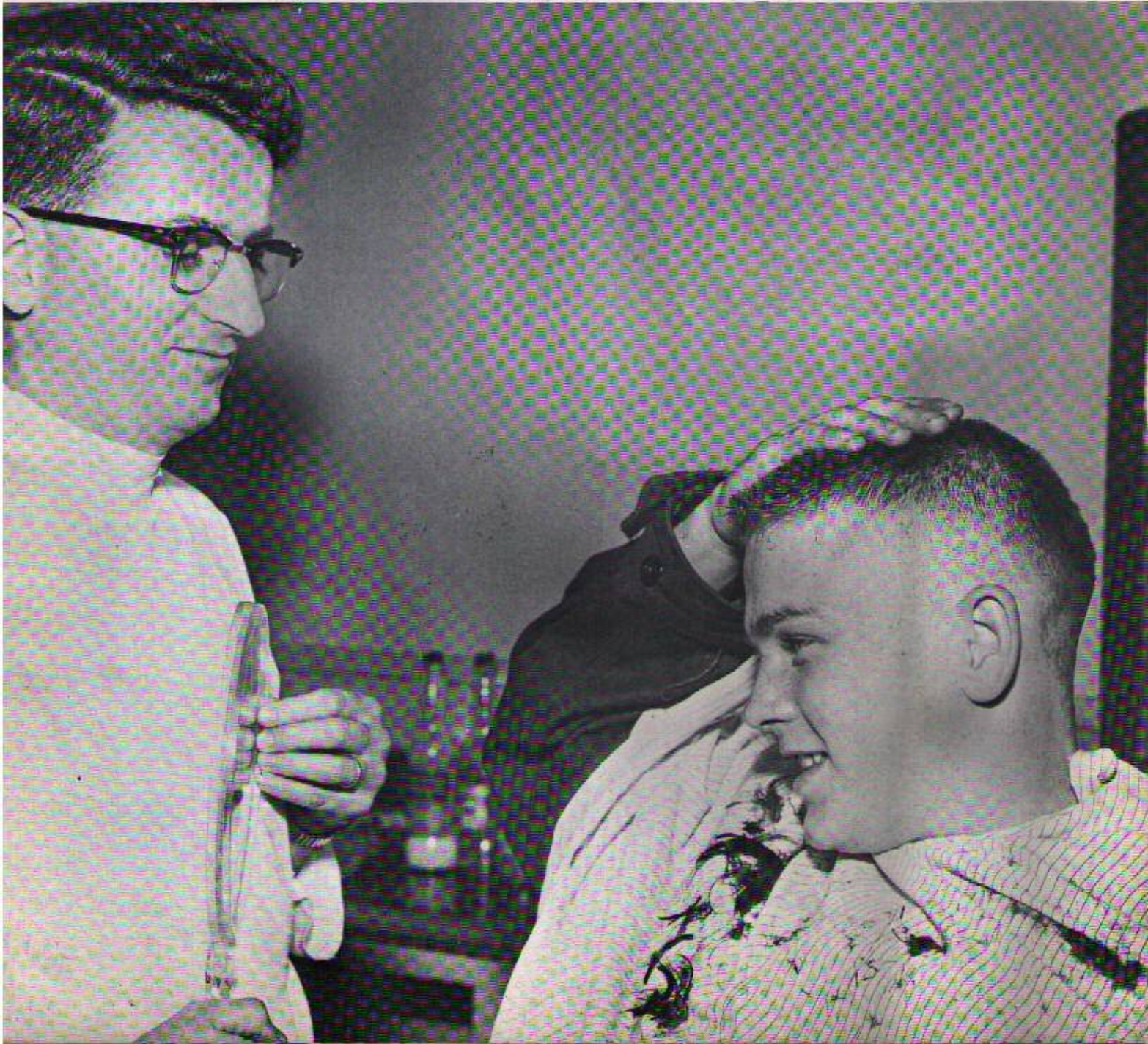
The Arms of Cornwallis contain, amongst other devices, a broad horizontal bar, called in heraldry, a "fesse". This fesse is white and it displays three Cornish Choughs, which are shown in their natural colours, black, with red beak and legs.

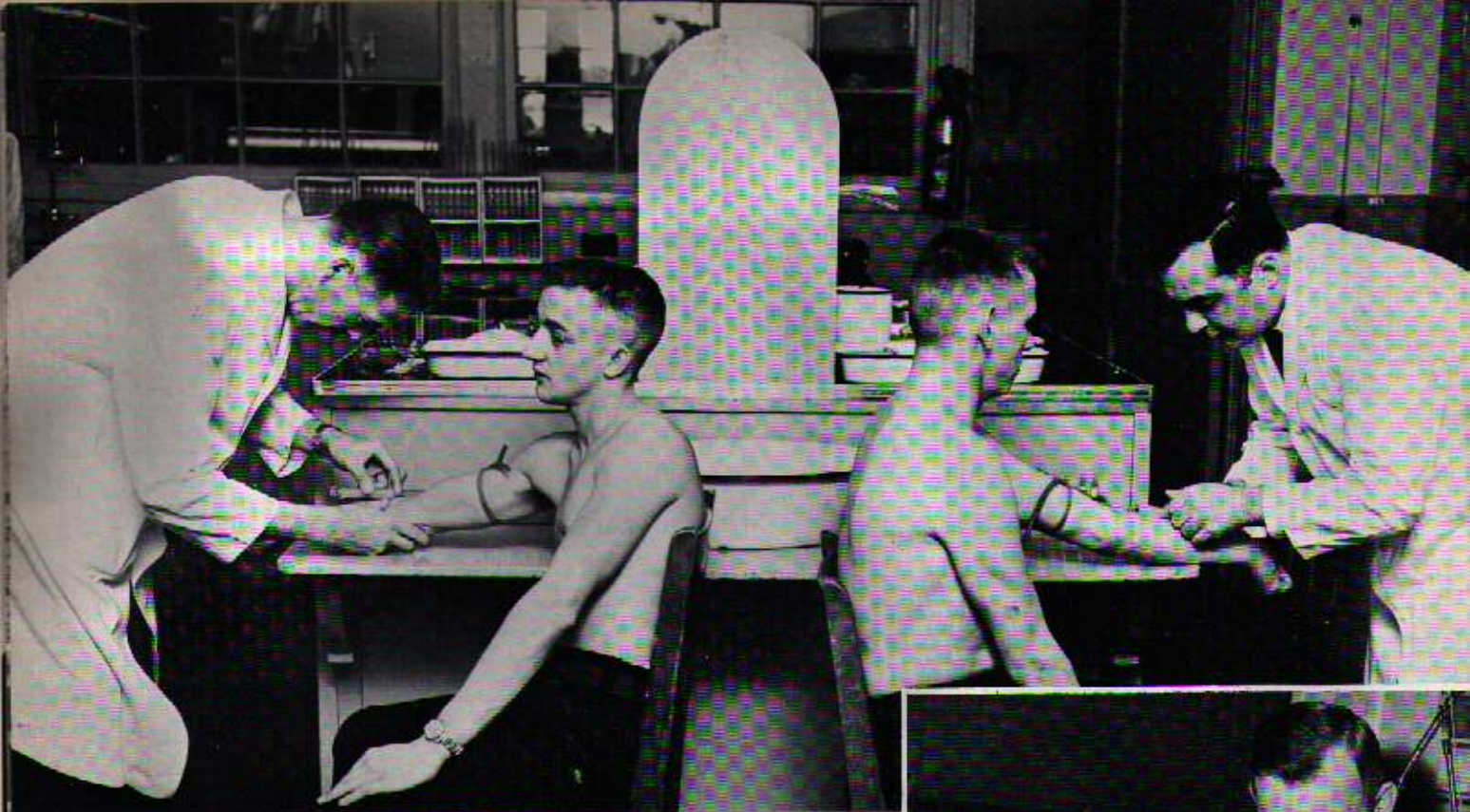
In the badge for HMCS *Cornwallis* the Chough is shown standing on a grassy mound, indicating that it is a Shore Establishment. The anchor tells us that this Chough has something to do with the Navy and things maritime; while the red maple leaf identifies it with Canada.

SHIP'S COLOURS:

White and Black.

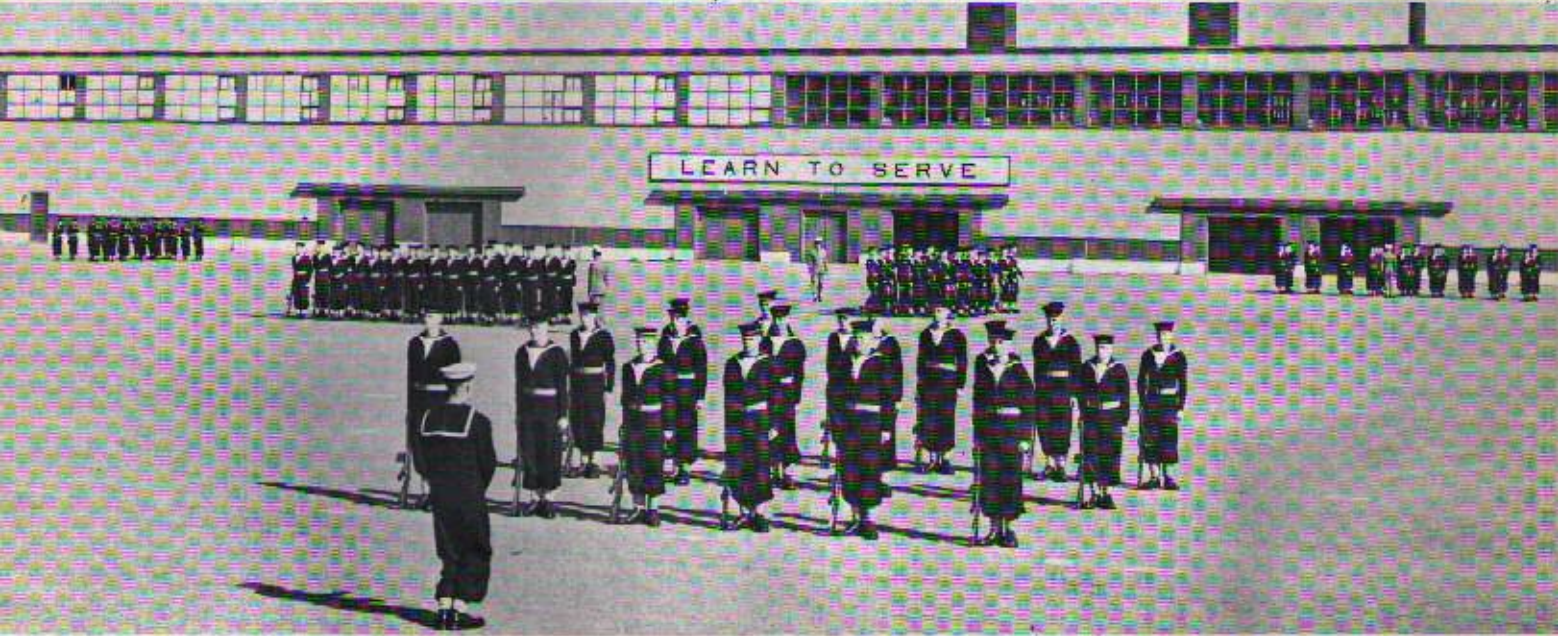
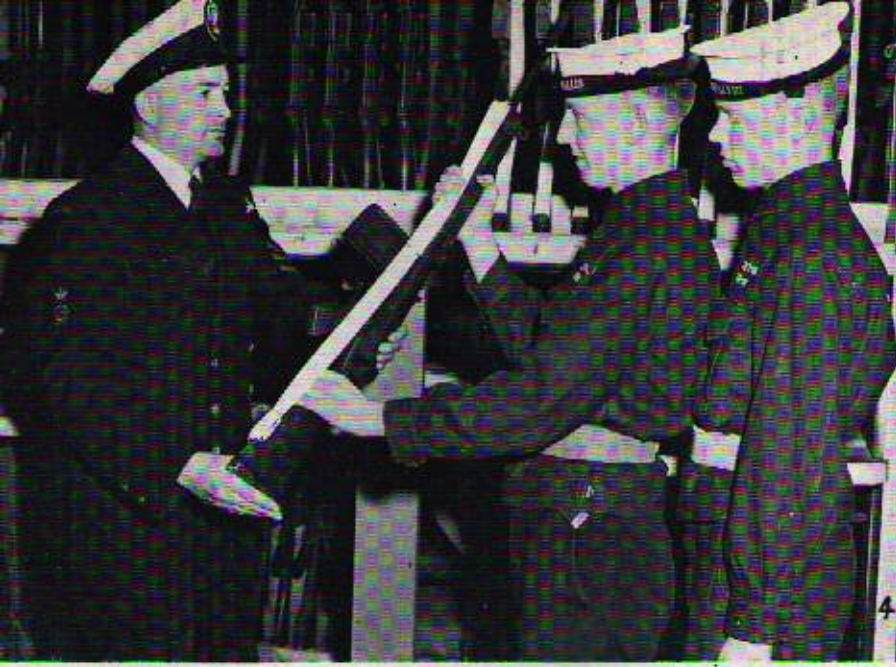


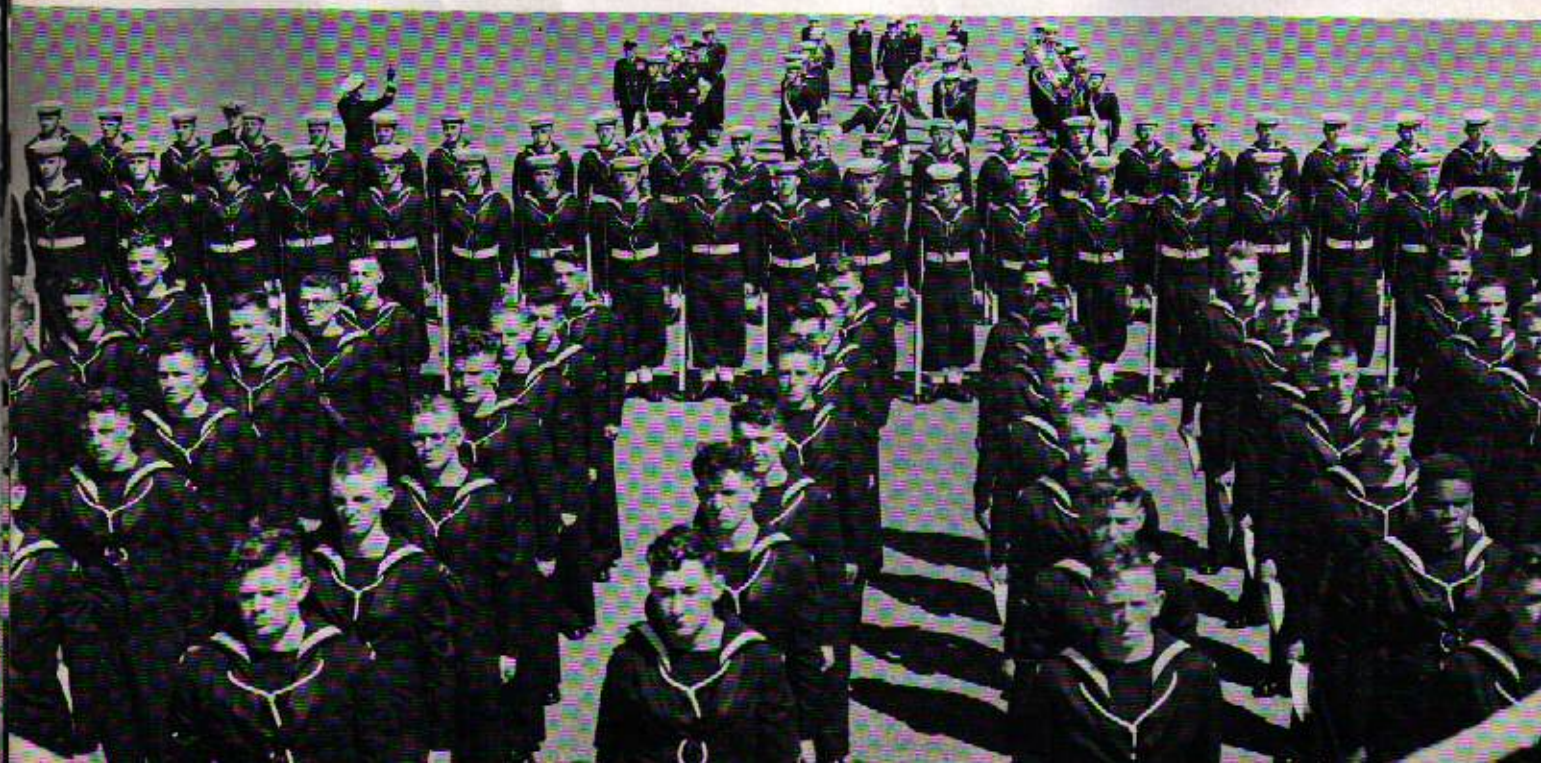
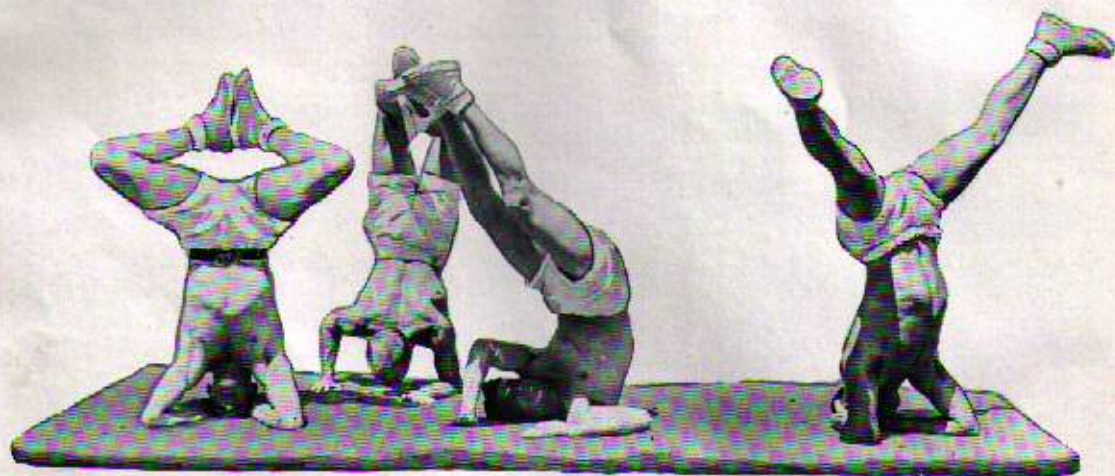


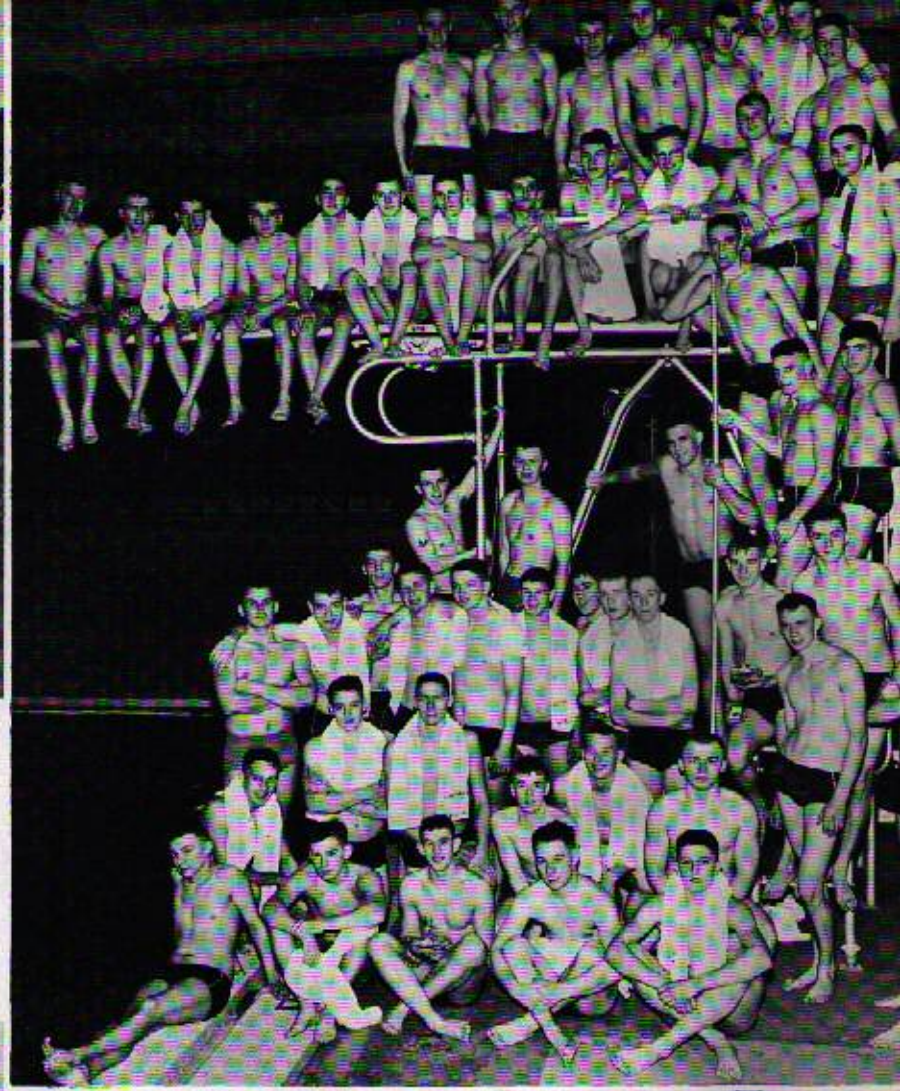


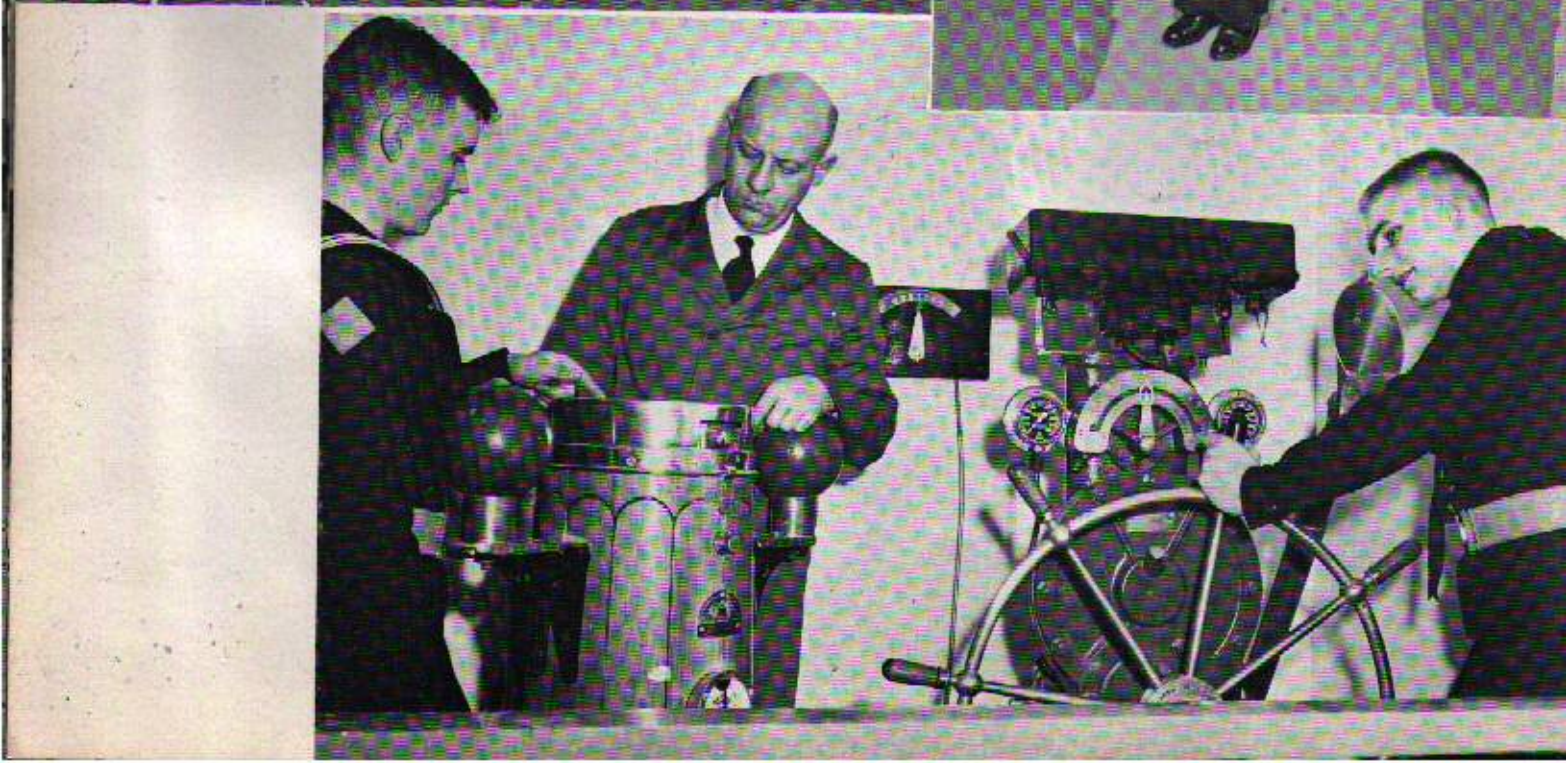


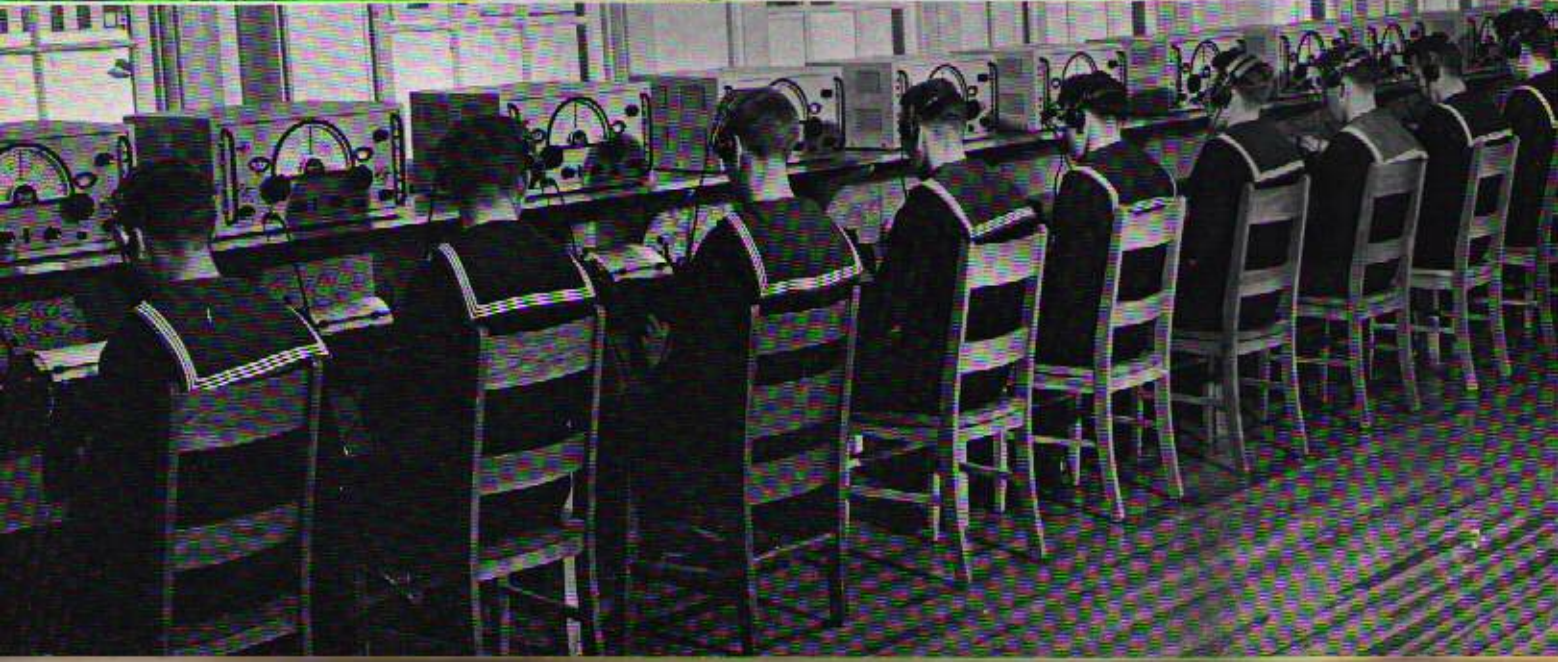
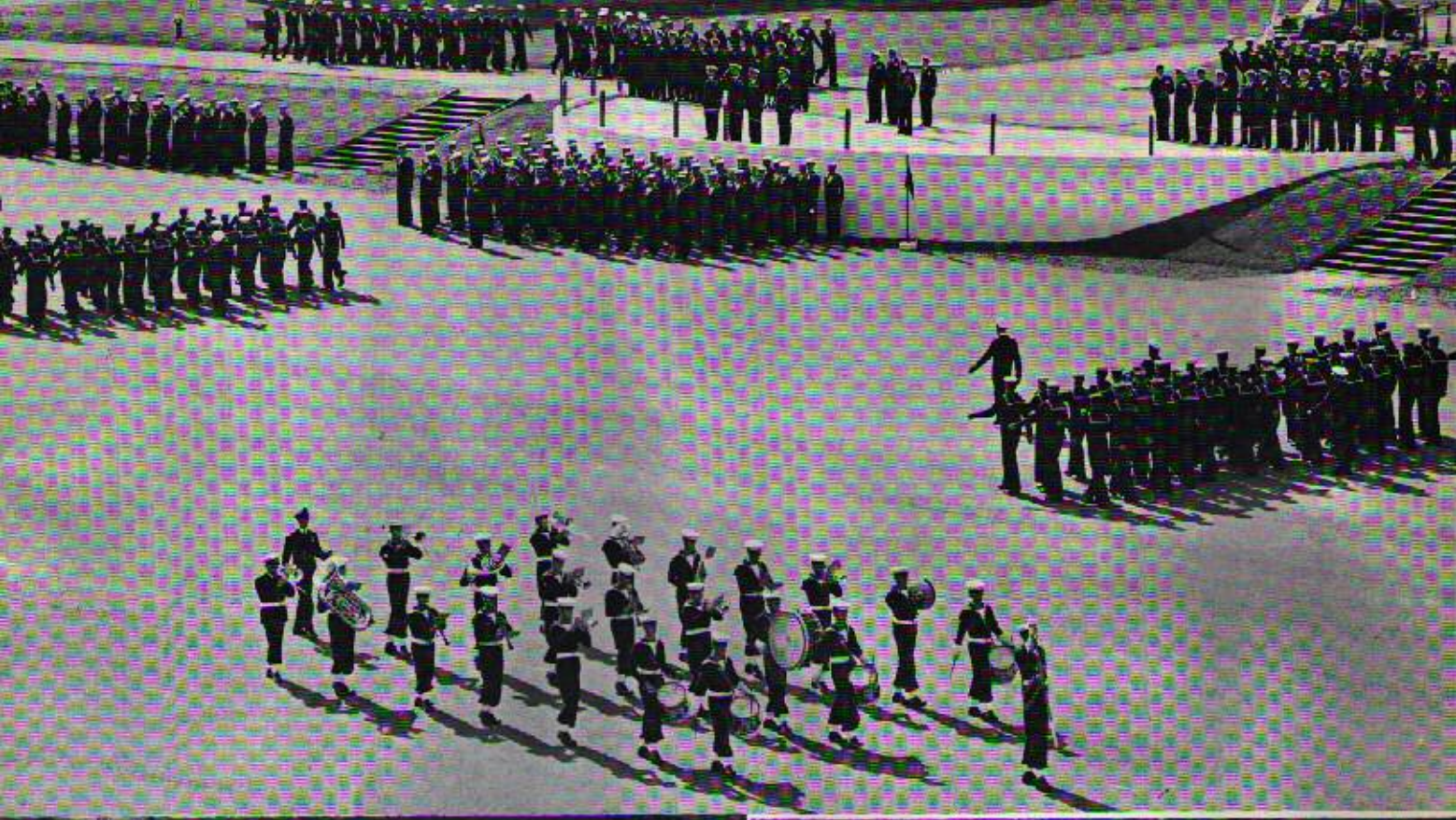


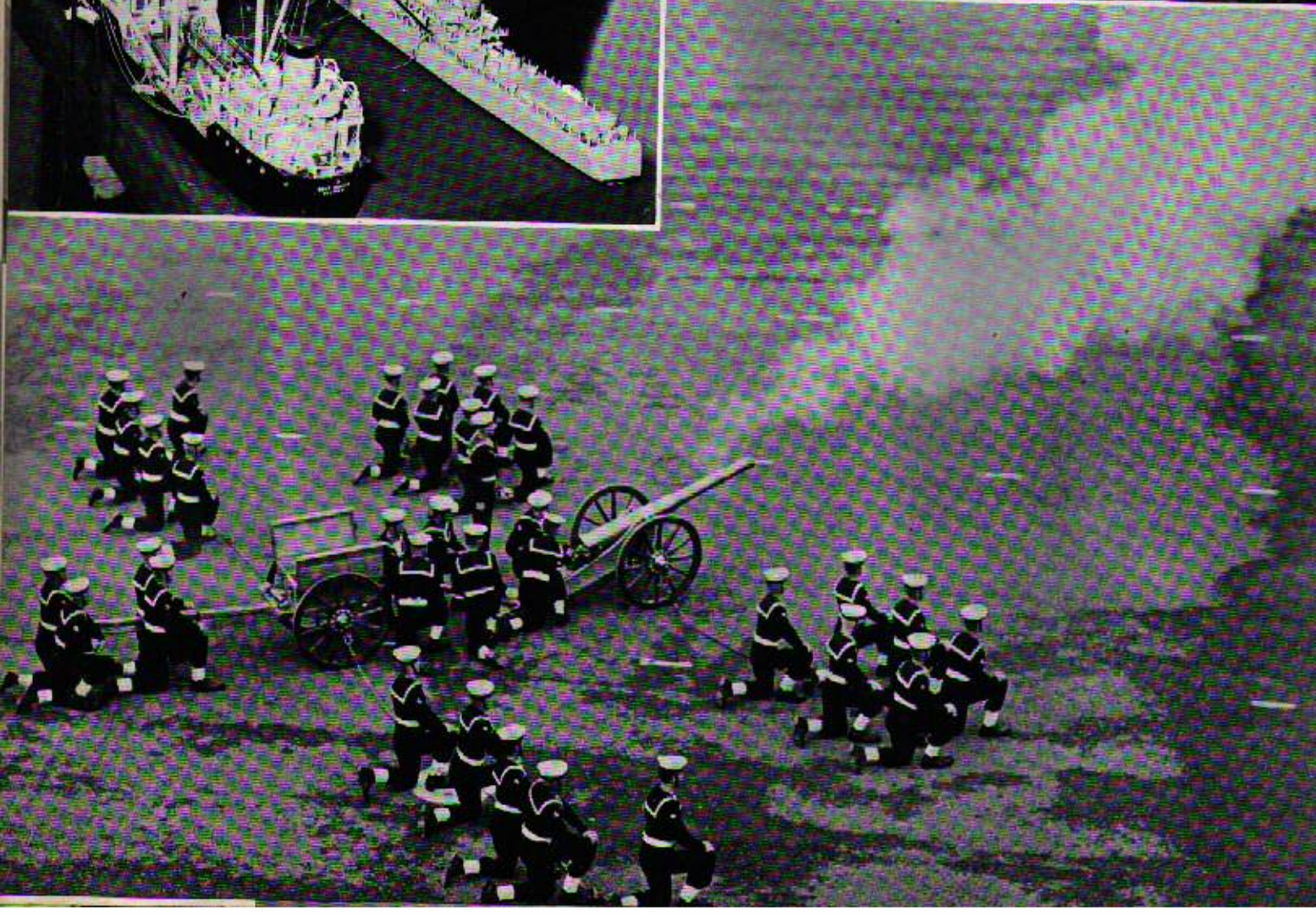






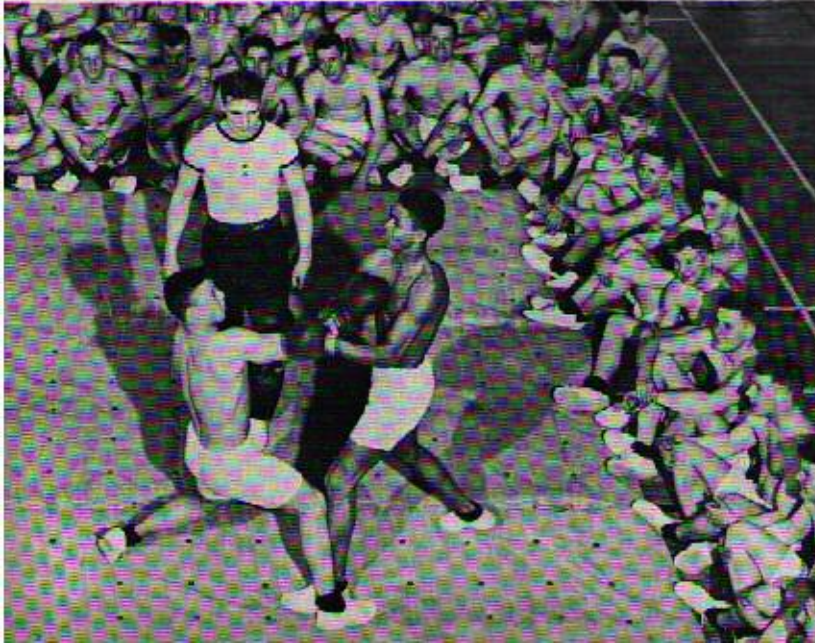
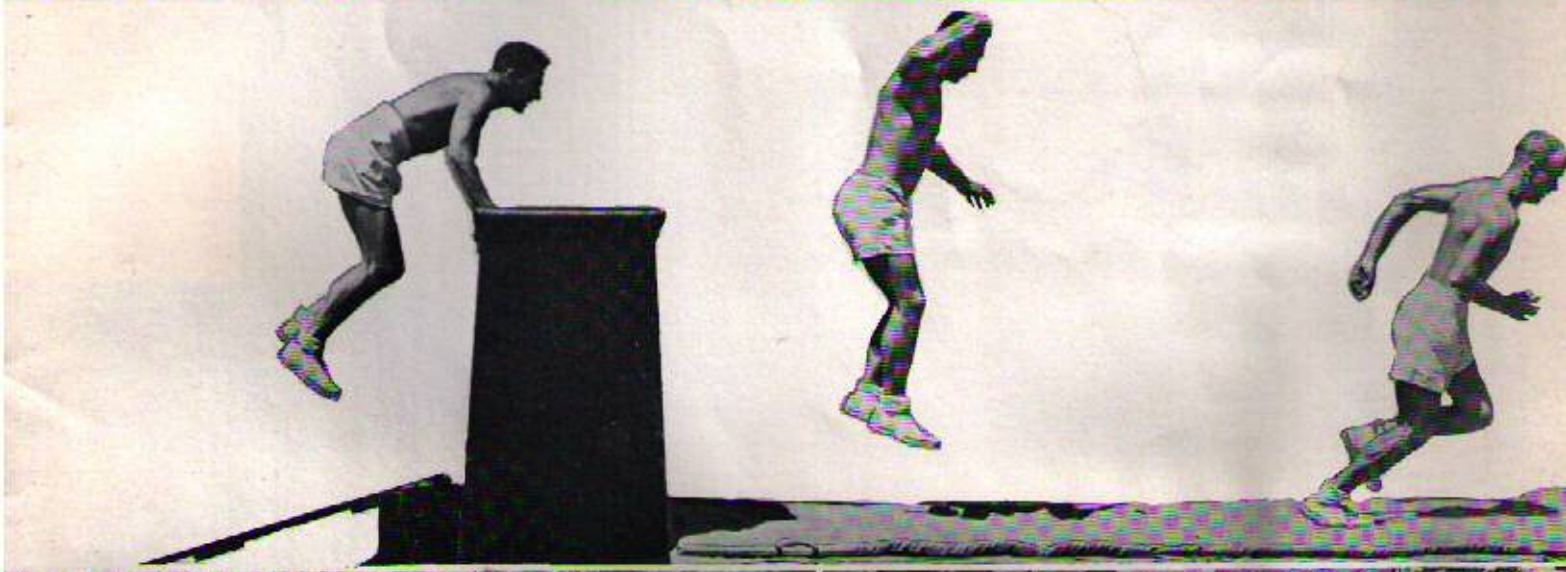






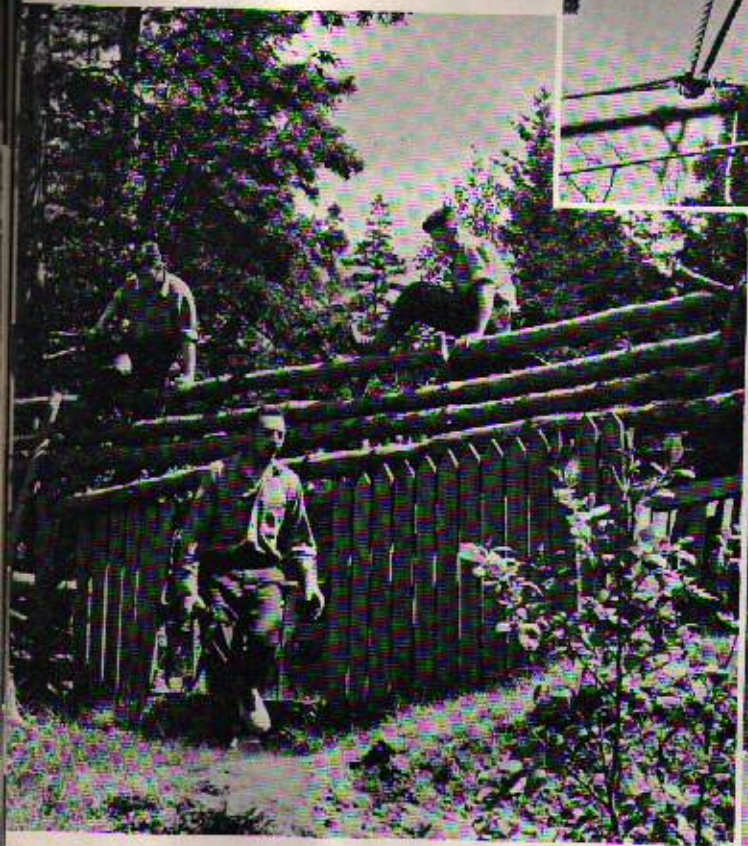


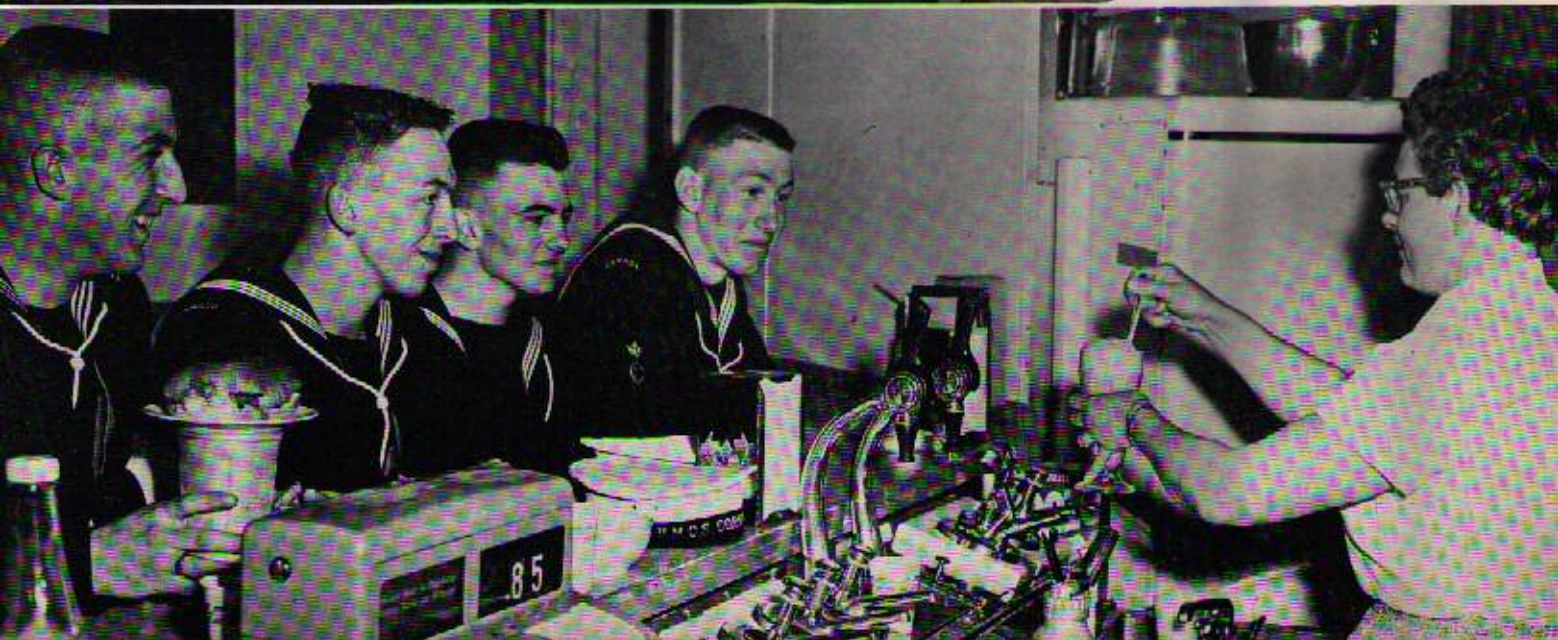
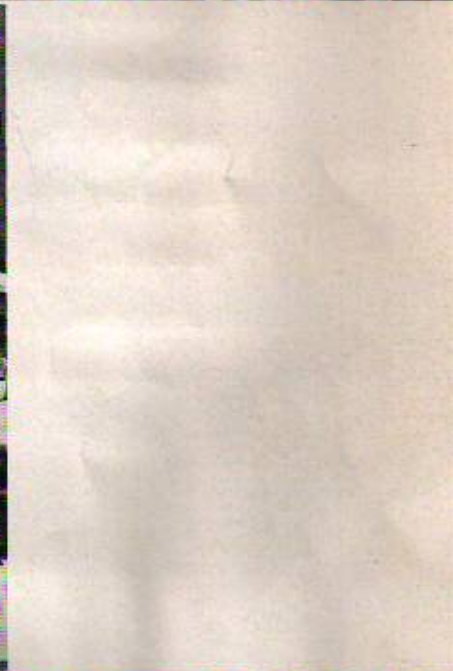
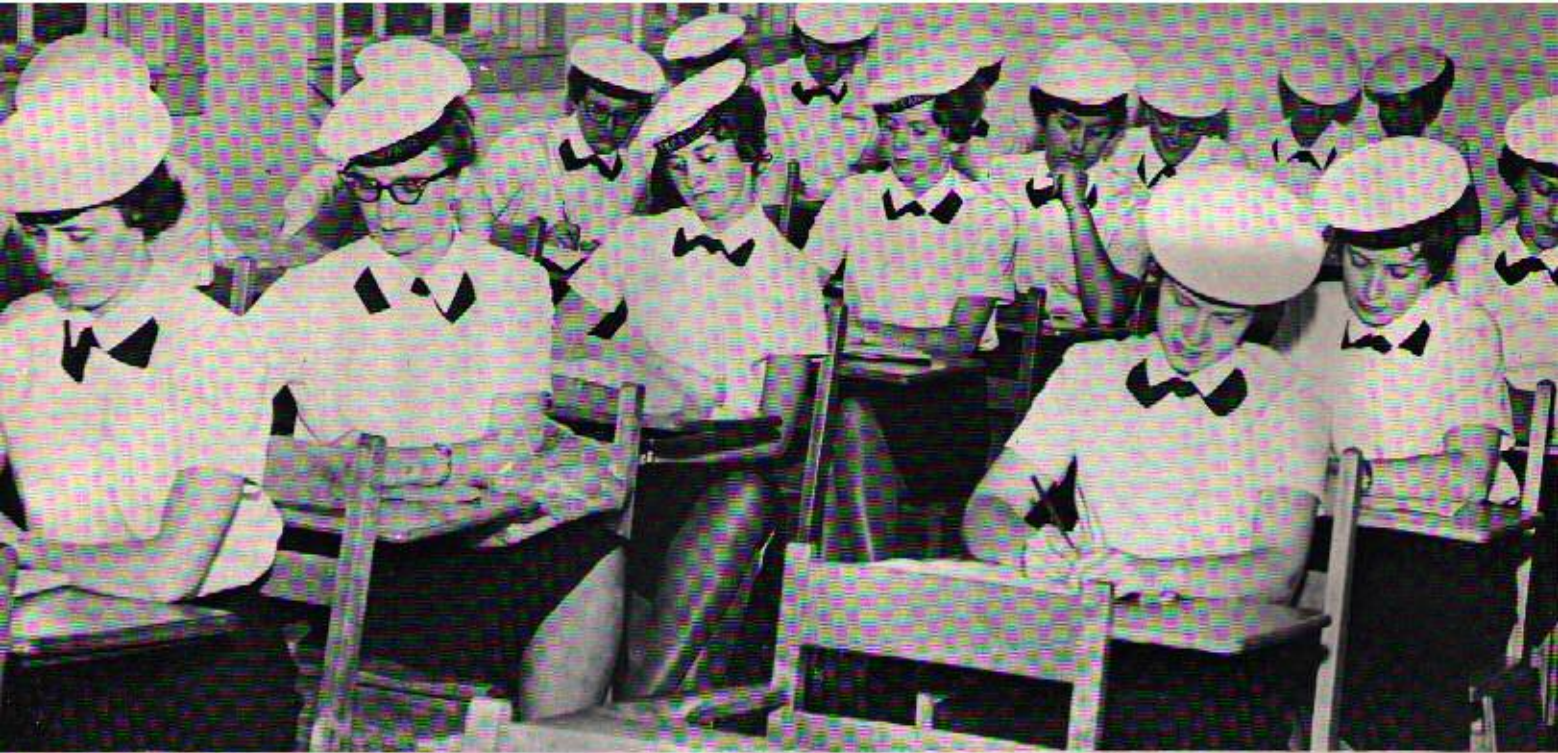




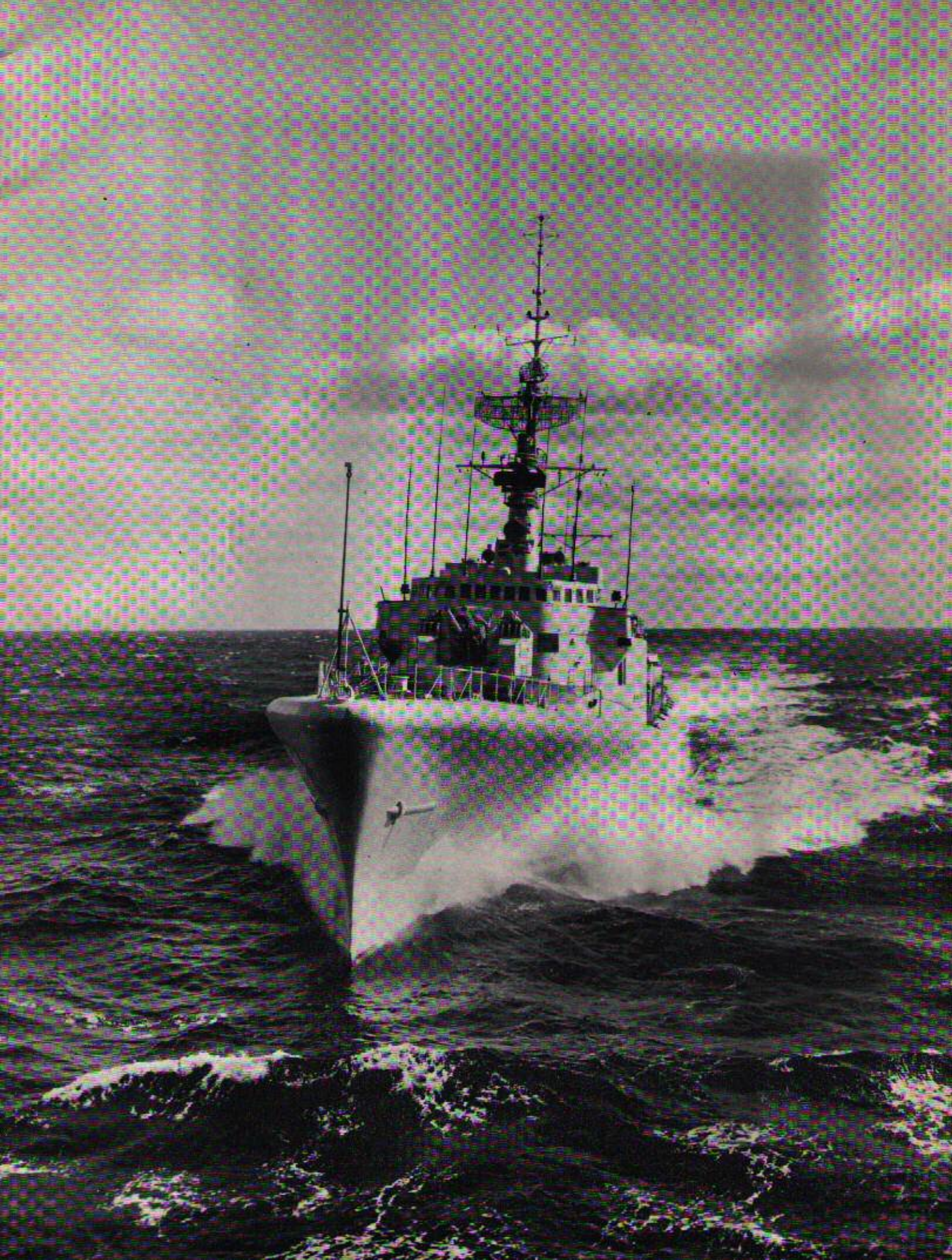












"LEARN TO SERVE"