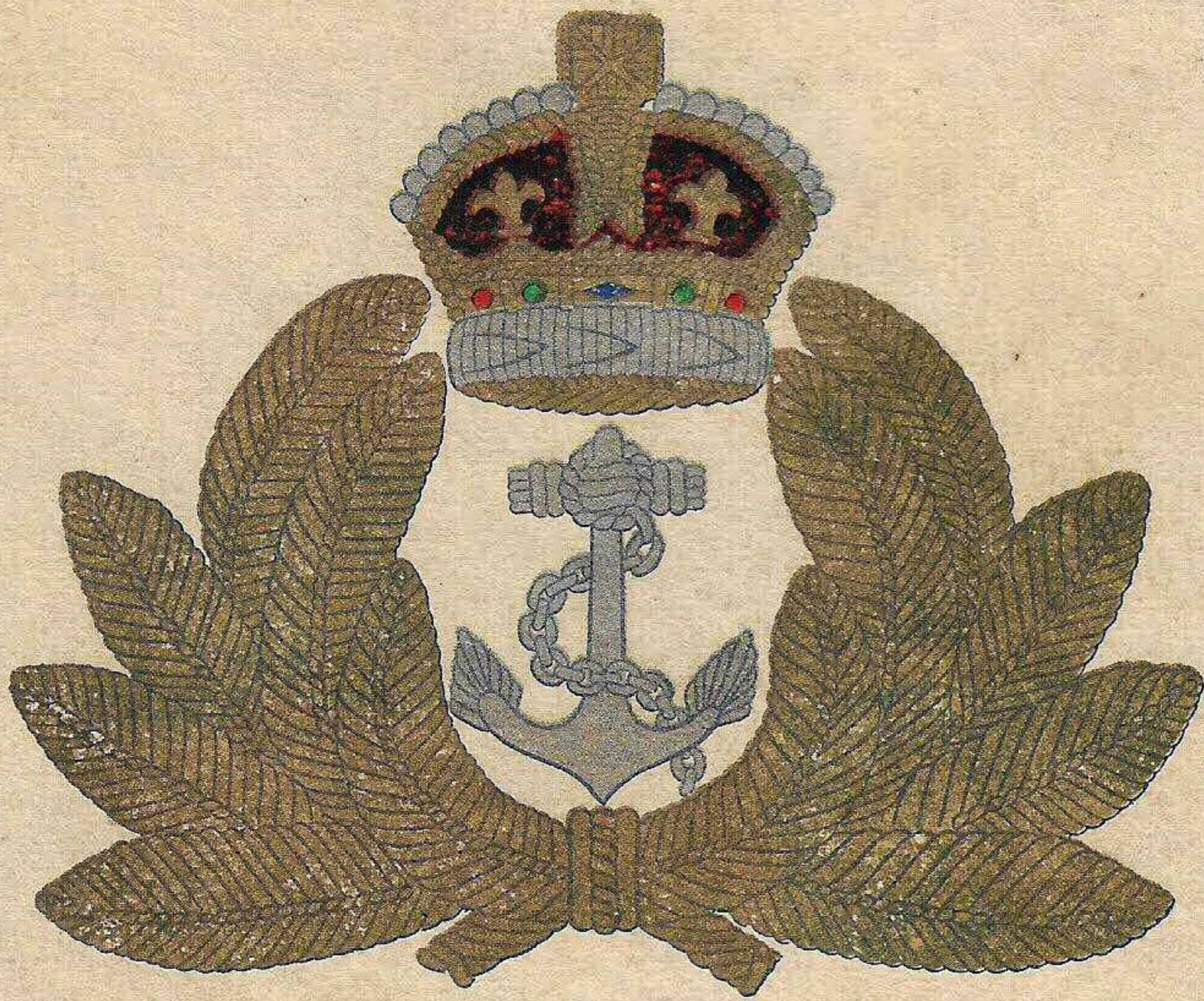


Esprit

(Second Edition)



H.M.C.S. VANCOUVER R. C. N.

LIEUT.-COMMANDER A. T. MORRELL, R.C.N.R.
Commanding Officer

LIEUT. G. G. MONCRIEFF, R.C.N.V.R.

LIEUT. H. H. HEISLER, R.C.N.V.R.

MATE R. W. PORTER, R.C.N.R.

SUB-LIEUT. K. A. WILLS, R.C.N.V.R.

SUB-LIEUT. A. H. LAWRIE, R.C.N.V.R.

WAR. ENG. I. C. MARTIN, R.C.N.

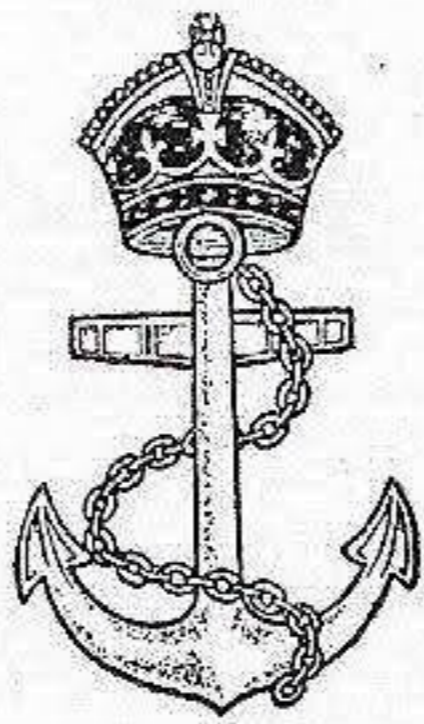
and

SHIP'S COMPANY



“Up Spirits”

(Second Edition)



INTRODUCING

OFFICERS

and

SHIP'S COMPANY

SERVING IN

H.M.C.S. VANCOUVER

Recommissioned September 16, 1943



FOREWORD

OUR FIRST EDITION of "Up Spirits" was, in the opinion of our ship's company, a big success in a small way, and I only hope that this second edition will uphold the high standard which has been set.

A great many changes have taken place in both our ship and ship's company since our last magazine. It is mainly, to record these changes that this second edition has come into being.

It makes us rather proud, that before going to press we have already received a number of requests from "outsiders" for copies of this new issue. We will do our best to see that they are not disappointed.

The imposing title of "Editor" is very misleading in this case as most of the compiling of the following pages has been accomplished by the smiling efforts of the Assistant Editor, Petty Officer W. J. Stevenson, and the Magazine Committee. My sincere thanks to them and to all who took part in the preparing of this second edition of "Up Spirits."

LIEUT. G. G. MONCRIEFF,
Editor.

In Remembrance



LIEUT.-COMMANDER P. F. M. de FREITAS, R.C.N.R.

Lieutenant-Commander de Freitas has given his life in the Service of his country, having been reported lost at sea while serving in the Canadian destroyer H.M.C.S. St. Croix.

Lieutenant-Commander de Freitas was appointed to the H.M.C.S. Vancouver in March, 1942, as the commanding officer and was with the ship in that capacity until June, 1943.

A good many of us who are listed on the following pages served under his command—some of us from the time the Vancouver was commissioned until Lieutenant-Commander de Freitas was appointed to the Atlantic Coast. Some for only a short period but without exception all who knew him held him in the greatest respect and admiration.

He was born in the British West Indies on the Island of Grenada, later moving to England where he received his education. Then followed twenty-five years at sea, during which time he was in command of numerous ships in the British Merchant Navy, sailing to all parts of the world. During the last war he served as an engineer with the Royal Navy in the Destroyer H.M.S. Vanquisher. From these many years at sea he drew his vast experience as a seaman.

The Royal Canadian Navy has suffered the loss of a fine officer.

Captain George Vancouver

R. N.



APTAIN GEORGE VANCOUVER, in the sloop of war H.M.S. Discovery, accompanied by the armed tender H.M.S. Chatham, was the first navigator to circumnavigate the great Island that now bears his name. He was sent out by the Admiralty in 1791 for the dual purpose of exploration on the Northwest Coast of America, and of taking over the lands at Nootka from which Captain John Meares' associates were dispossessed by the Spaniards in 1789, in conformity with the convention signed in Madrid between the two powers in 1791.

Vancouver entered the Strait of Juan de Fuca on April 29, 1792, and continued his work of exploration among the channels and inlets of the inland waterways until August 28, when he arrived at Nootka where he met Don Juan Francisco de Bodega y Quadra, the Spanish commandant and special commissioner.

These two officials could not agree upon the extent of the lands that were to be restored to Great Britain, and finally decided to refer the whole matter to their respective governments. They became fast friends, and at the suggestion of Quadra that Vancouver should name some portion of his discoveries in celebration of their friendship, he named the great island "Quadra's and Vancouver's Island." This was later shortened by dropping the name of the Spanish officer, and became "Vancouver's Island," being once more shortened, after the Colony of Vancouver's Island was merged with British Columbia, to its present name of "Vancouver."

Captain Vancouver was born at King's Lynn, Norfolk, June 22, 1757, the son of John Gasper Vancouver, a deputy collector of customs, a man of Dutch or Flemish origin.

George Vancouver entered the navy in 1771 with the rating of A.B., but was early placed on the quarterdeck as a junior officer. He was a midshipman with Captain James Cook on his third and last voyage, when he explored the coast of what is now British Columbia, spending a month at Nootka in 1778.

He was appointed a lieutenant October 19, 1780, and was appointed to the H.M.S. Martin, sloop, December 9, 1780, and a year later was transferred to H.M.S. Fame, one of the vessels under Admiral Rodney, and took part in Rodney's great victory over the French fleet on April 12, 1782.

Vancouver went to H.M.S. Europa in 1784. She was a two-decker of fifty guns under command of Captain Vashon, and sailed for the West Indies under the broad pennant of Commodore Alan Gardner (later Admiral Lord Gardner).

He was paid off from H.M.S. Europa in September, 1789, and was then at the suggestion of Gardner, appointed to go out as second in command of an exploring expedition on the Northwest Coast of America, under command of Captain Roberts.

The expedition was postponed when war between Great Britain and Spain threatened over the Nootka affair.

When the war clouds were dissipated, and the Admiralty decided to commission the expedition of discovery, Vancouver was given command of the expedition.

He returned to the British Islands from his voyage, arriving at Limerick on September 13, 1795.

Captain Vancouver died at the Star and Garter Inn, Richmond, May 10, 1798, and was buried in Petersham Churchyard.



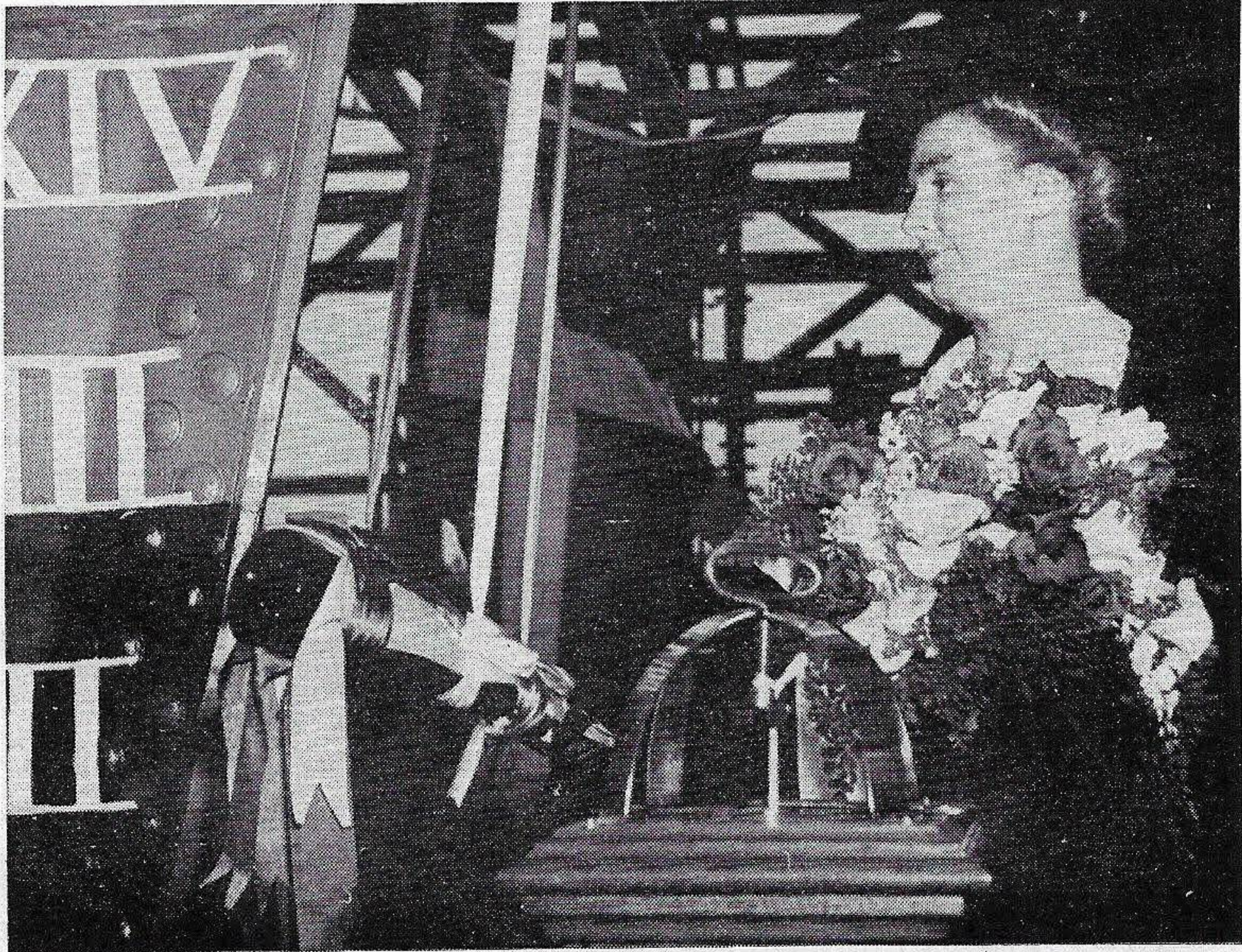
The Ship's Company

Through these pages you will find the names and brief description of the men of H.M.C.S. Vancouver. You will see that most of them are quite youthful, and that they have not been "going to sea" very long. From civilian life they have given their services to the Canadian Navy, and are fast becoming skilled in the hundred and one things that must be known to take a ship to sea.

At the helm, they have developed the nicety of judgment it requires to steady a tossing and rolling ship on a given course. It's an every-day occurrence for them to climb a rope ladder to a crow's-nest and search the horizon for dim and distant specks. They have learned the art in "heaving the lead" and they know the depth of water that "mark seven" indicates.

There are others who have taken courses to qualify in a special branch.

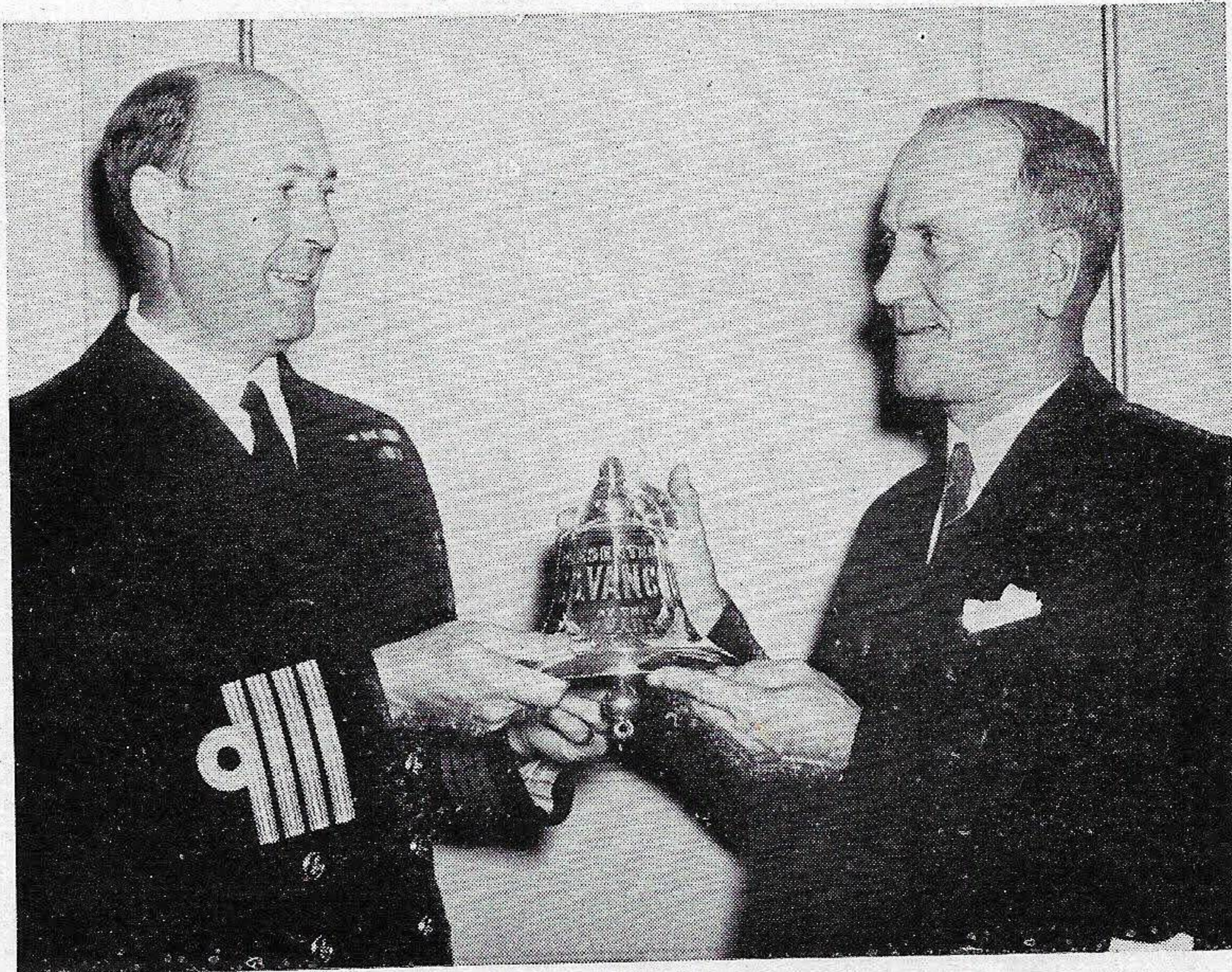
Some of these courses taking a few weeks, others months of long, hard study.



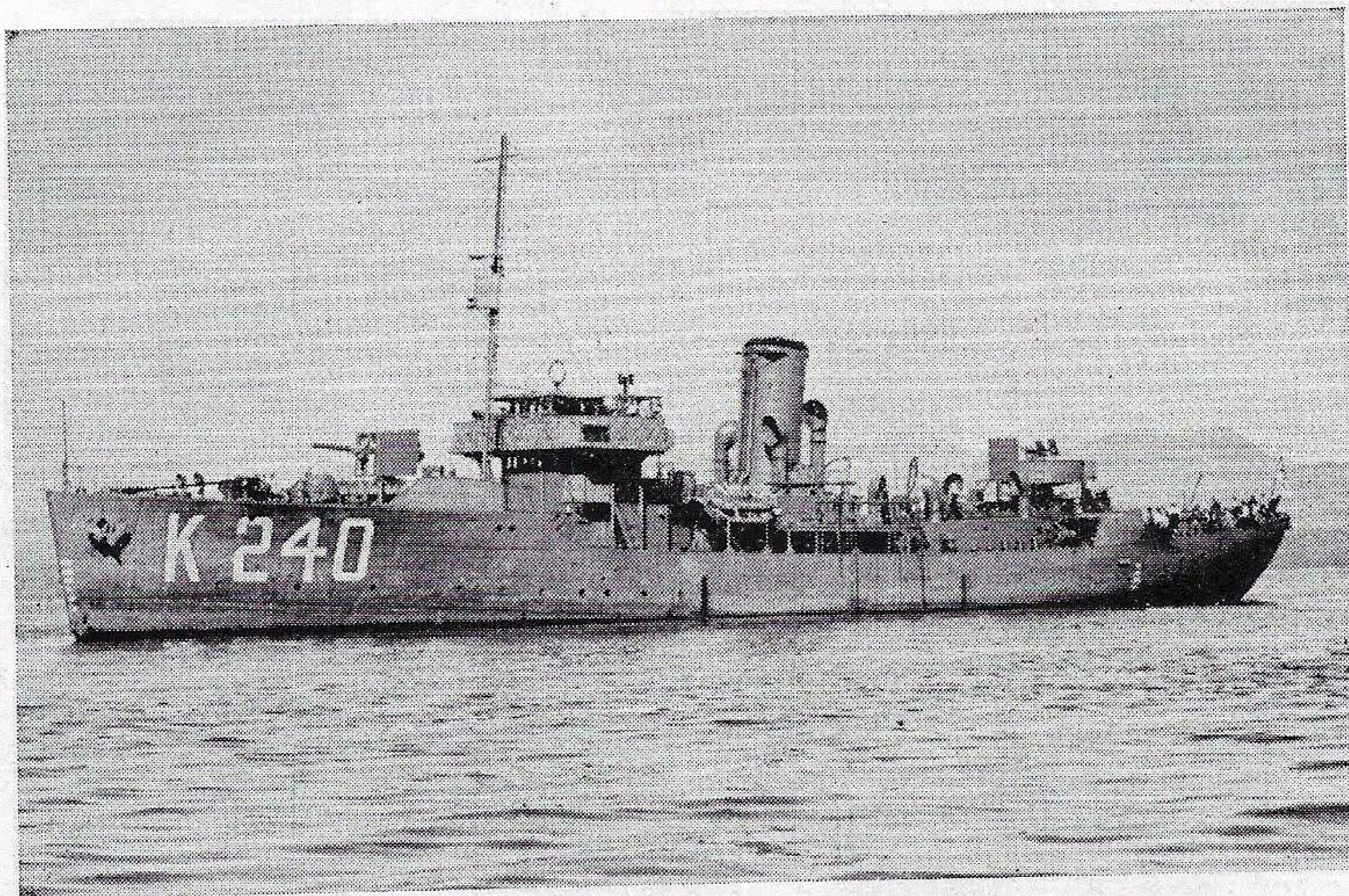
Mrs. Walter Ayton, Sponsor



Group Taken After the Launching, August 26, 1941



Mayor Cornett of the City of Vancouver Presenting Bell
to Engineer-Captain Curry



Commissioned for Service in the Royal Canadian Navy
March 20, 1942



LIEUTENANT-COMMANDER A. T. MORRELL, R.C.N.R.

Commanding Officer

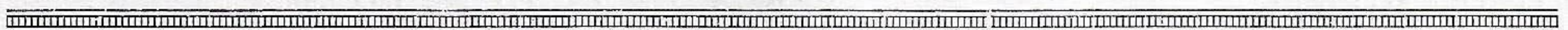


LIEUTENANT-COMMANDER A. T. MORRELL, followed in the footsteps of his forebears, who have served as Officers in the Royal Navy for five generations, felt the "Call of the Sea" in 1918 when he started his career as a midshipman-apprentice with the Anchor Line.

Since then he has gained his vast experience serving in many different ships in all parts of the world. Prior to joining the Canadian Pacific Trans-Pacific Service in 1930, he served as an Officer aboard cable ships. In 1933 Lieutenant-Commander Morrell joined the Royal Canadian Naval Reserve and in that year served in two Canadian destroyers—H.M.C.S. Skeena and H.M.C.S. Fraser.

In September, 1939, he was called up by the Royal Canadian Navy and was given command of H.M.C.S. Nootka taking her around from Victoria to Halifax in March, 1940. Later, he was given command of the first Bangor-class minesweeper, H.M.C.S. Nipigon and was engaged in escort duty in the North Atlantic until March, 1942. Then followed a period in which, after returning to the West Coast, including looking after the Japanese fishing fleet at New Westminster, B.C., and then appointed to the staff of the Commanding Officer Pacific Coast. In June, 1943, he assumed command of H.M.C.S. Vancouver.

Lieutenant-Commander Morrell is greatly respected by his crew and we feel sure that he will find us willing and ready, no matter what task his ship is asked to perform.





OFFICERS

Back Row—Left to Right

SUB-LIEUTENANT K. A. WILLS, R.C.N.V.R.

Sub-Lieutenant Wills is the Anti-Submarine Control Officer on board the ship. He was born and raised in Victoria, B.C., and in peacetime was employed at the C. J. McDowell Company of that city. Entered the Navy April 27th, 1942.

WARRANT ENGINEER I. C. MARTIN, R.C.N.

Warrant Engineer Martin is the ship's Engineer Officer. He was born at Northfield, B.C., but calls Powell River, B.C., his home town. He was a machinist in civilian life until joining the Navy June 3rd, 1940.

SUB-LIEUTENANT A. H. LAWRIE, R.C.N.V.R.

Sub-Lieutenant Lawrie was born in Waterloo, Ontario. He was living in Toronto and attending the University of Toronto, prior to June 16th, 1941, when he joined up. Sub-Lieutenant Lawrie is the Signal Officer on board and is entrusted with the care of all confidential books.

MATE R. W. PORTER, R.C.N.R.

Mate Porter is our Navigating Officer and gained his "know how" from his previous service at sea with the Merchant Navy. He first joined the Canadian National Steamships as an Apprentice Officer and in 1937 joined the Canadian Pacific Trans-Pacific Service with whom he was serving as an Officer until April 10th, 1942, when he joined the Navy.

Front Row—Left to Right

LIEUTENANT G. G. MONCRIEFF, R.C.N.V.R.

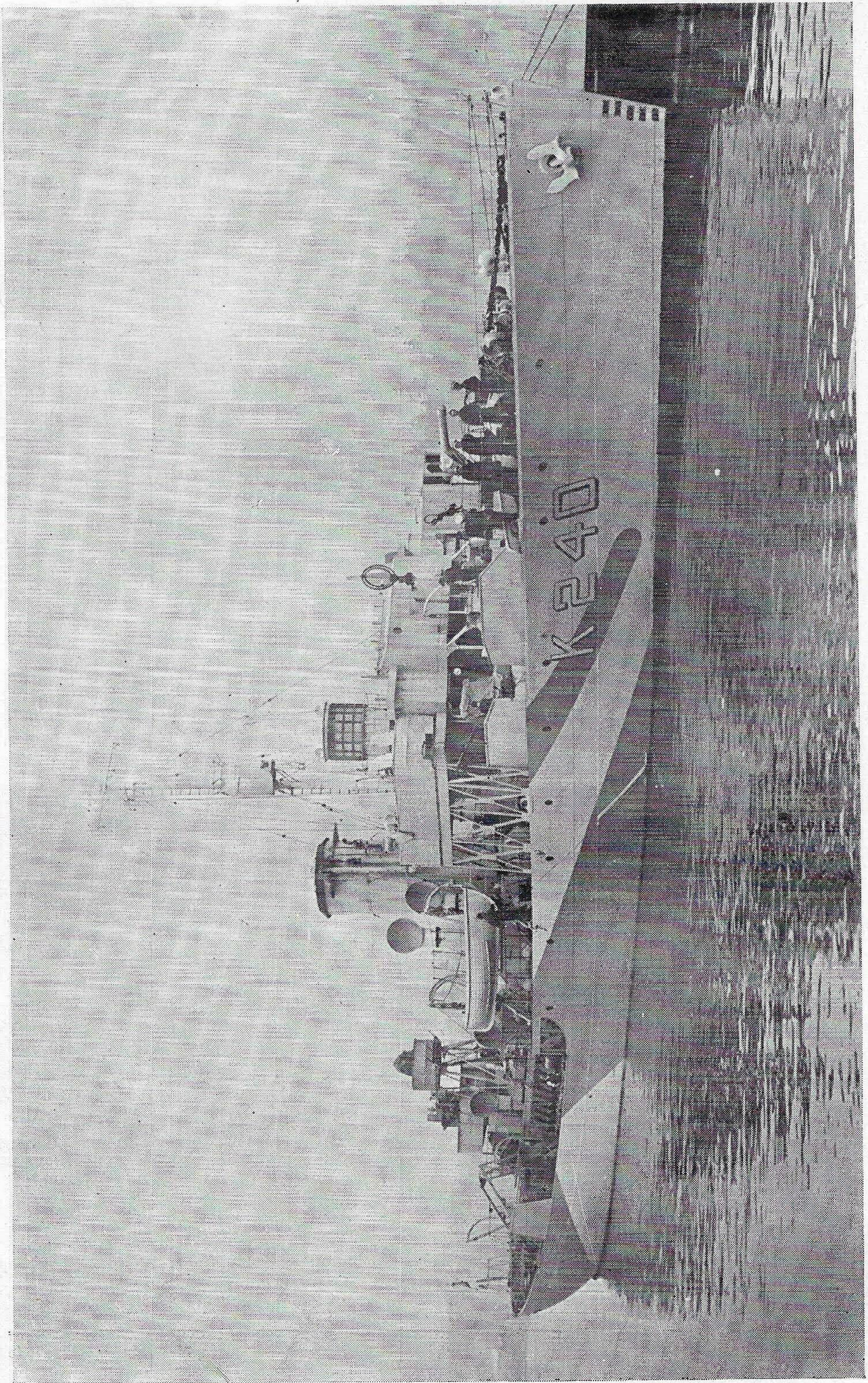
Lieutenant Moncrieff, the "First Lieutenant" on board the ship. Winnipeg is his home town and he was a manufacturer in civilian life. Joined the Navy in May, 1941.

LIEUTENANT-COMMANDER A. T. MORRELL, R.C.N.R.

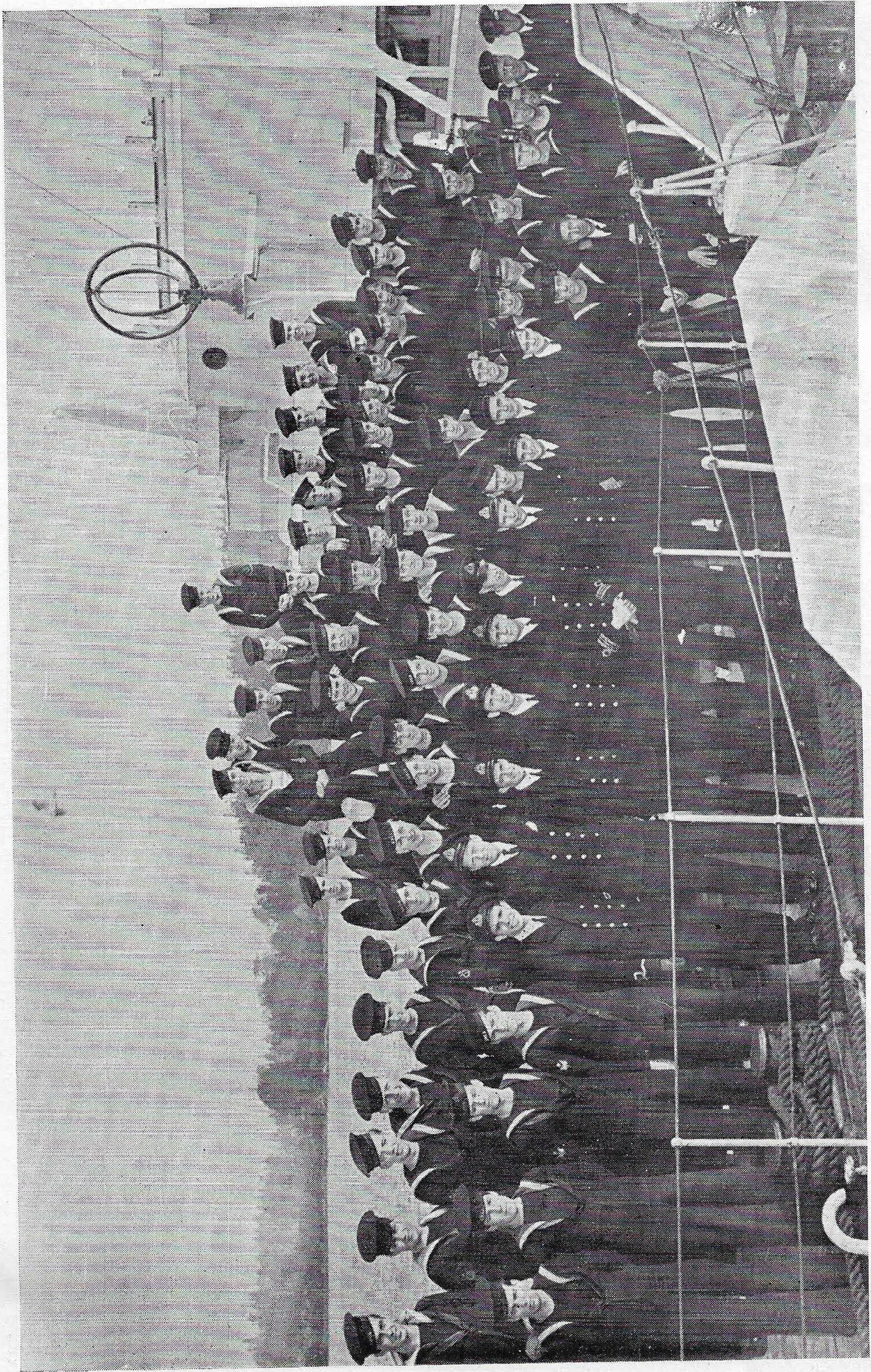
Lieutenant-Commander Morrell is the Commanding Officer. (See page 8.)

LIEUTENANT H. H. HEISLER, R.C.N.V.R.

Lieutenant Heisler is the ship's Gunnery Officer. Graduated from the University of Alberta in 1940 with a B.Sc. in chemical engineering and was employed in civilian life as a Petroleum Engineer. Joined the Service April 27th, 1942.



H.M.C.S. VANCOUVER
Recommissioned for Service September 16, 1943.



"HERE'S THE WHOLE GANG."

What Is Their Worth?



Who are these boys in Navy Blue?
This rough, unruly, noisy crew
Who sing and shout so late at night,
Who get so drunk they're like a blight.

Who are these men, the scum of the earth?
What do they do—what is their worth?
They walk the streets in fours or fives,
Haunting pubs and rowdy dives.

I'll tell you about these Boys of Blue,
Where they come from and what they do;
I'll tell you their story, then you shall judge
If you have a right their fun to grudge.

Our country home seems so secure
The Army, Air Force there for sure
But these boys sail the ocean deep
For days on end and seldom sleep.

These men knew this and donning Blue
Their thoughts were of Canada and you
For they knew that the Navy was no back door,
They knew of the hazards 'twixt shore and shore.

And so they sail on the ocean waves
Knowing full well it may be their graves.
A ceaseless watch they always keep,
Haunting marauders which lurk in the deep.

And then there comes that time of day
When all looks dismal, cold and grey,
Which heralds the approaching night—
When eyes start straining and nerves grow tight.

And so these boys live for two weeks or three
On that slim steel island way out at sea
With never a comfort, just cold and damp,
Each face bewhiskered, each man a tramp.

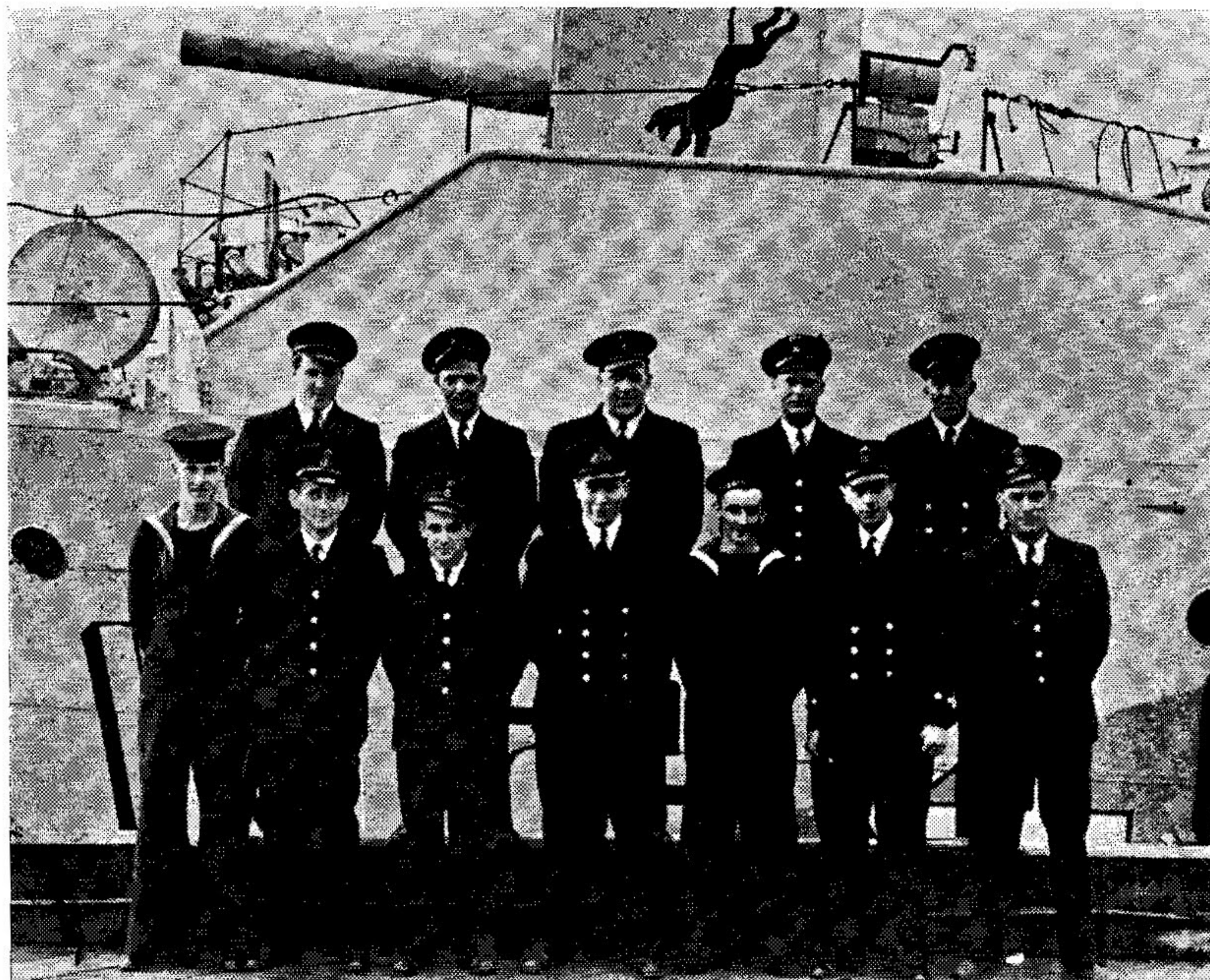
Often as well the fresh food runs short
Whilst the search goes on days from port.
At such times as these they have to make out
On hard biscuits and cocoa—or do without.

Now some of you folks will maybe see
That these boys are hardly like you and me
Why when in port they must just let go
What e'er their impulse—it's not just show.

So when you see them worse for drink,
Before you scorn them—just stop and think!
These boys may have returned from Hell,
But if you ask them—few will tell.

So people of Canada who will be free,
As long as our Navy rules the sea
THANK GOD—these boys are noisy but true
And when the war came chose the Navy Blue!

—Printed with the permission of The Royal
Canadian Navy Paper "Gangway."



Chief Petty Officers and Petty Officers



Back Row—Left to Right

GORDON OLIVE, E.A.

Born at Edmonton, Alberta, in 1923. Joined the R.C.N.V.R. Division at Edmonton in 1942. He is the lad who wants steam converted into electricity.

ARTHUR LEONARD, E.R.A. 4/c, R.C.N.V.R.

Born at Lachine, Quebec, in 1917. Entered the Service at Montreal in 1942. "Always seen but seldom heard."

DENNY WALKER, R/S.P.O.

A native son of Victoria. Born November 10th, 1913. This lucky chap joined the R.C.N. in 1934. "Denny" a former Olympic Swimming Champion still believes in that same old life-belt.

HARRY de PENCIER, E.R.A. 4/c.

Born in 1913 at Winnipeg, Manitoba. Joined the Service in 1942 with the R.C.N.V.R. division at Winnipeg. Politics or engines—he is always ready to discuss.

JOSEPH ANDERSON, C.P.O., R.C.N.R.

Born 1912 at North Vancouver, B.C. Joe is our coxswain and coming from the Merchant Service does a real job of it. Joined the Navy in 1934 at Victoria, B.C. Without observing too closely, but recently has made "SOMEONE" a real handy man. "Congratulations, Joe."

Front Row—Left to Right

WILLIAM CAFE, S.P.O., R.C.N.V.R.

Born at Regina, Saskatchewan, in 1922. Joining the Service in the same city in 1941. "Our Fair-Haired Boy"—We wonder!!!

STANLEY PARKES, S.P.O., R.C.N.R.

Hails from Thornaby-on-Tees, England. He's sure not like the other sex for he claims it was back in 1905. Joined the Service in 1939 at Victoria, B.C. Knows his ships from Corvette to Battleship.

JOHN WILLIAMS, E.R.A. 4/c, R.C.N.V.R.

Here is a Toronto lad who first saw the light of day in 1921. Joined the Service in 1942. Very little that we can put into print about this lad but we can say that he is our star watchkeeper and the best fresh-water maker in the Navy.

IAN CAMERON MARTIN, Warrant Engineer. (See Officers.)**ARTHUR CONWAY, S.P.O., R.C.N.R.**

A native son of Victoria, born 1916. Joined the Service in 1942 having served with the Canadian Pacific S.S. prior to his enlisting. Always on the job when wanted, yet how about that safety valve "Pop-Off?"

LLOYD GEORGE HOFFMAN, C.H./E.R.A., R.C.N.V.R.

Born in Waterloo, Ontario, in 1915. Joined the "Happy Service" in 1941 in Hamilton, Ontario. Has a full-time job keeping the engine-room boys happy and the engines humming. "How about swapping, George, and how much to boot?"

MAURICE JOHNSON, E.R.A. 4/c, R.C.N.V.R.

Comes from London, England. Born in that great metropolis in 1904. Joined the Navy in London, Ontario, in 1942. He is our "Sunshine Man" who thinks that Canada and Australia are the "Tops."



"K-240"



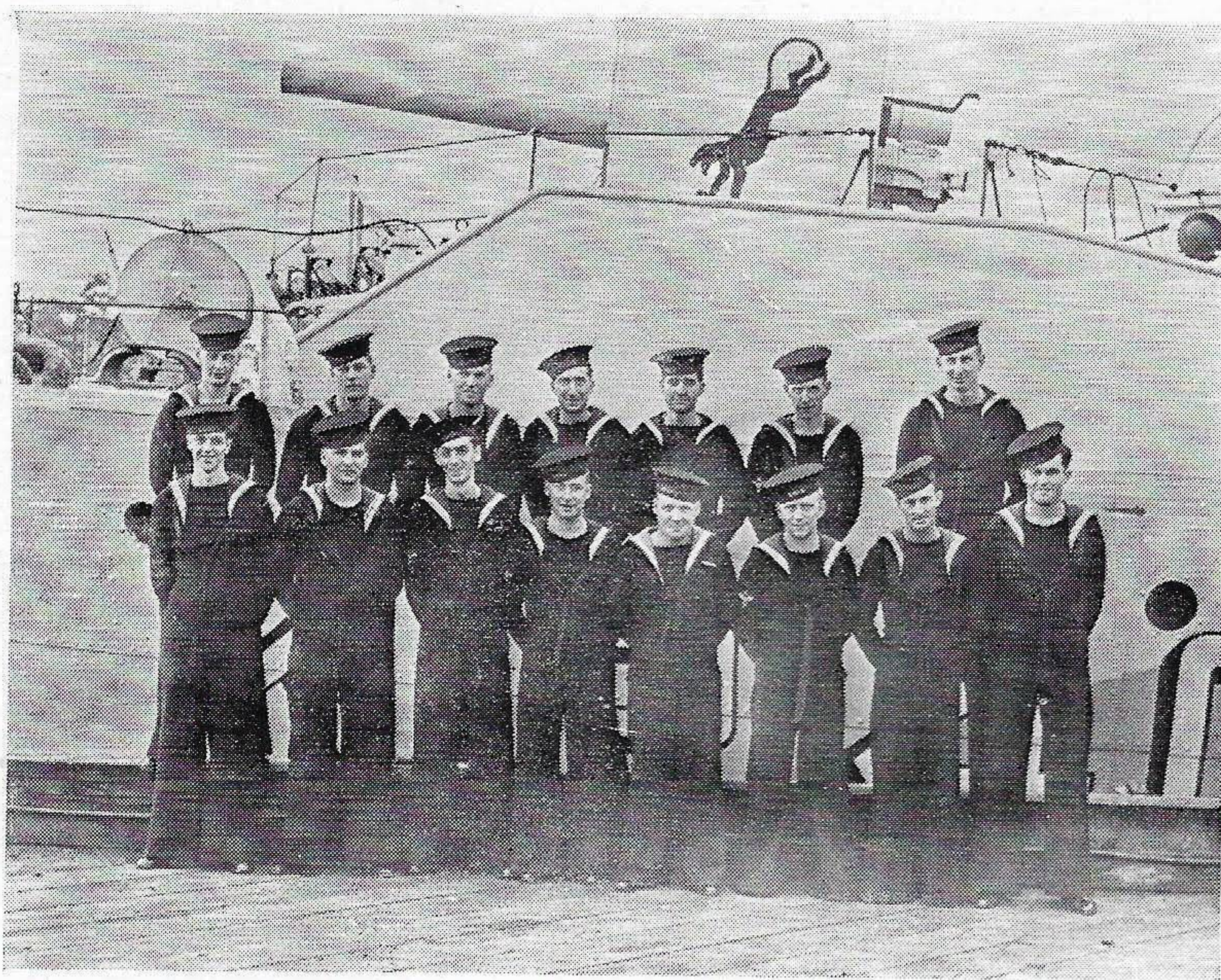
(Tune—"Bless 'Em All")

There's a Corvette just leaving for Sea,
 Away for a lengthy patrol
 Nobody knows just where we are bound,
 Pitching and tossing and rolling around,
 And her pendants are K-240,
 The smartest of ships on the go.
 For when she's in motion, she's the pride of the ocean,
 Three cheers for the K-240.

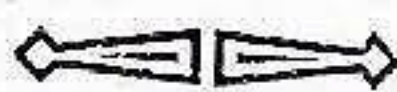
Chorus

Bless 'em all, bless 'em all,
 These ships that are always on call.
 Bless all the men and the officers too,
 They all go together to make up the crew,
 And they're ready to fight at all times,
 For the cause that is both yours and mine,
 And the day is soon coming,
 When the Japs will go running,
 From the crew of the K-240.

—R. Collins and J. Harris.



STOKERS



THESE LADS are possibly better known to the rest of the crew as the "Black Gang." This highly important branch of the Service is divided into four divisions, namely, the Regulating Stoker Petty Officer, Stoker Petty Officers, Leading Stokers, and Stokers 1st and 2nd Class.

The Regulating Stoker P.O.'s (on destroyers and above) will be a Chief Stoker. He is in charge of regulating the stokers and the S.P.O.'s in sea watches, harbour watches and daily work. On his shoulders also fall the duties of re-fueling and re-watering ship in harbour, as well as taking soundings of fuel and water at sea.

The S.P.O.'s have charge of boilers while steaming. Theirs is an extremely important work, with considerable responsibility to it. Not the least important is the water tending, which is to keep the correct level of water in the boiler. Disastrous consequences would be the penalty for unobservance of this important duty.

The Leading Stokers are the grease monkeys or the oilers of the engine-room. Theirs is also an important work and carries considerable responsibility. Working under the supervision of the Engine-Room Artificer on duty, they oil all machinery connected with the engine-room tiller flats, and shaft tunnel. They must know how to "feel bearings" revolving at high speed, to know when a moving part is "running heat" or getting dangerously warm. It is not a job for the timid.

Lastly the Stokers. On their shoulders rest the duties of keeping the engine-room and boiler in a ship-shape condition. Much of the hardest work is undertaken by them.

Back Row—Left to Right

STAN HENDRICKSON, Stoker 1/c V-41248.

Joined the R.C.N. in the Seaman Branch in 1940 at Edmonton, Alberta, later re-mustered and joined the R.C.N.V.R.'s. Stan was born in Wetaskiwin, Alberta, in 1922. The "Blonde Bomber" of the Stoker's Mess.

HOWARD R. COOK, Stoker 1/c V-33815.

This lad hails from McDowell, Sask., born there on December 8th, 1923. Joined the V.R.'s at Saskatoon in April, 1942. A lad who figured that a permanent life-belt around the waist would come in handy at all times.

DON L. DUNCAN, Stoker 1/c V-39291.

Don was born on April 14th, 1923, at Kindersley, Saskatchewan. Joined the Service as a V.R. in May, 1942. What the eyes don't see the fool trips over and Don doesn't miss much. (Especially Southern Gals.)

ERIC KIRK, Stoker 1/c V-36100.

Here's a lucky lad that was born in 1909 in Sidney, Australia. Joined the Service at Vancouver, B.C., in August, 1941. Known as "Pop" to the boys, not much information otherwise. It can be plainly seen that once given a task, he does a real job of it.

JOHN S. McLEAN, Stoker 1/c V-44683.

First saw the light of day on September 24th, 1918, in Toronto, Ontario. Joined the R.C.N.V.R. Division at Saskatoon in August, 1942. Here's one of those strong, silent men that we can't get much information on, but give us a little more time.

ARTHUR FROUD, Stoker 1/c V-37716.

Born at Vancouver, B.C., in July, 1912, and joined the V.R.'s at Vancouver. Art is that indispensable lad who is always brewing up some delicious concoction for the boys in the stokeholds.

LEONARD "DOC" WATSON, Stoker 1/c V-40486.

Born at London, England, in 1914. Joined the R.C.N.V.R. Division at Windsor, Ontario, in June, 1942. "Doc" is the storekeeper and is just like a mother to the boys. (Always giving something out.)

Front Row—Left to Right**EDWARD CAVANAUGH, Leading Stoker V-14853.**

Born in September, 1921, at Liverpool, England. Joined the R.C.N.V.R. Division at Vancouver in August, 1941. Ed is called pretty near everything, and also makes the fellows ill by singing on watch.

WALTER ARTHURS, Stoker 1/c V-35337.

This lad hails from Sifton, Manitoba, being born in February, 1924. Must be another "Clarke Gable" the way he stands on the corner and lets the gals fight over him. Better let us in on your secret of success, Wally!

FRED STAY, Stoker 1/c V-33760.

Born in October, 1919, at Fort William. Joined the lucky V.R.'s in March, 1942. Not much on Fred but strictly a good fellow (when asleep, according to his messmates).

JESSE HOLTORF, Stoker 1/c V-37716.

This lad was born at Young, Saskatchewan, in May, 1918. Joined the Service at Saskatoon in April, 1942. "Two-Gun Jesse" can really borrow money in a hurry if there is shore leave.

WILLIAM J. CHAMBERS, Leading Stoker K-61689.

Joined the clan "Chambers" in Belfast, Ireland in—(It seems that birth records in this case have gone down in some marine disaster of the last decade). Joined the Royal Navy in 1915 at Belfast. Recalled to R.N. in September, 1939, and now serving in the R.C.N. Bill sure gets his whistle dry before up spirits is piped and is soon to be rated a "Diplomatic P.O. (Temp)."

KARL CHRISTENSEN, Stoker 1/c V-37578.

First saw the light of day in Denmark in December, 1909. Joined the Service in May at Vancouver in 1942. He is usually known as "Leffer Go Chris" and his favorite song is "Pistol Packin' Momma."

GEORGE CARTWRIGHT, Leading Stoker V-13963.

George hails from Salmon Arm, B.C., being born there in 1912, but joined the Navy in Calgary in July, 1940. George usually answers to "horizontal."

ALFRED MOSHER, Stoker 2/c V-45217.

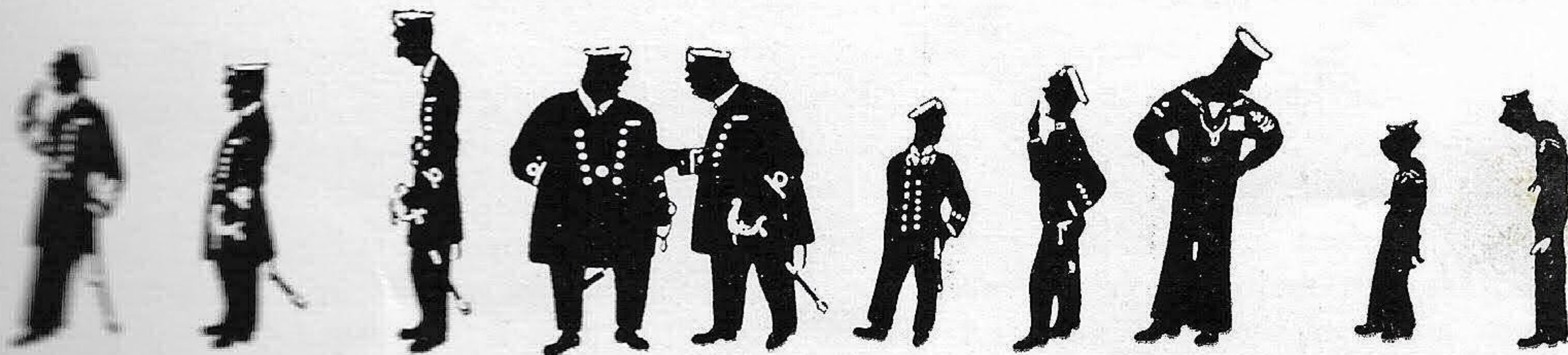
Here is another B.C. lad who hails from Chase, born there in August, 1924. Joined the Navy in August, 1942, at Vancouver. He is the youngest stoker on board so we'll give him more time to learn to keep his hands off hot steam pipes.

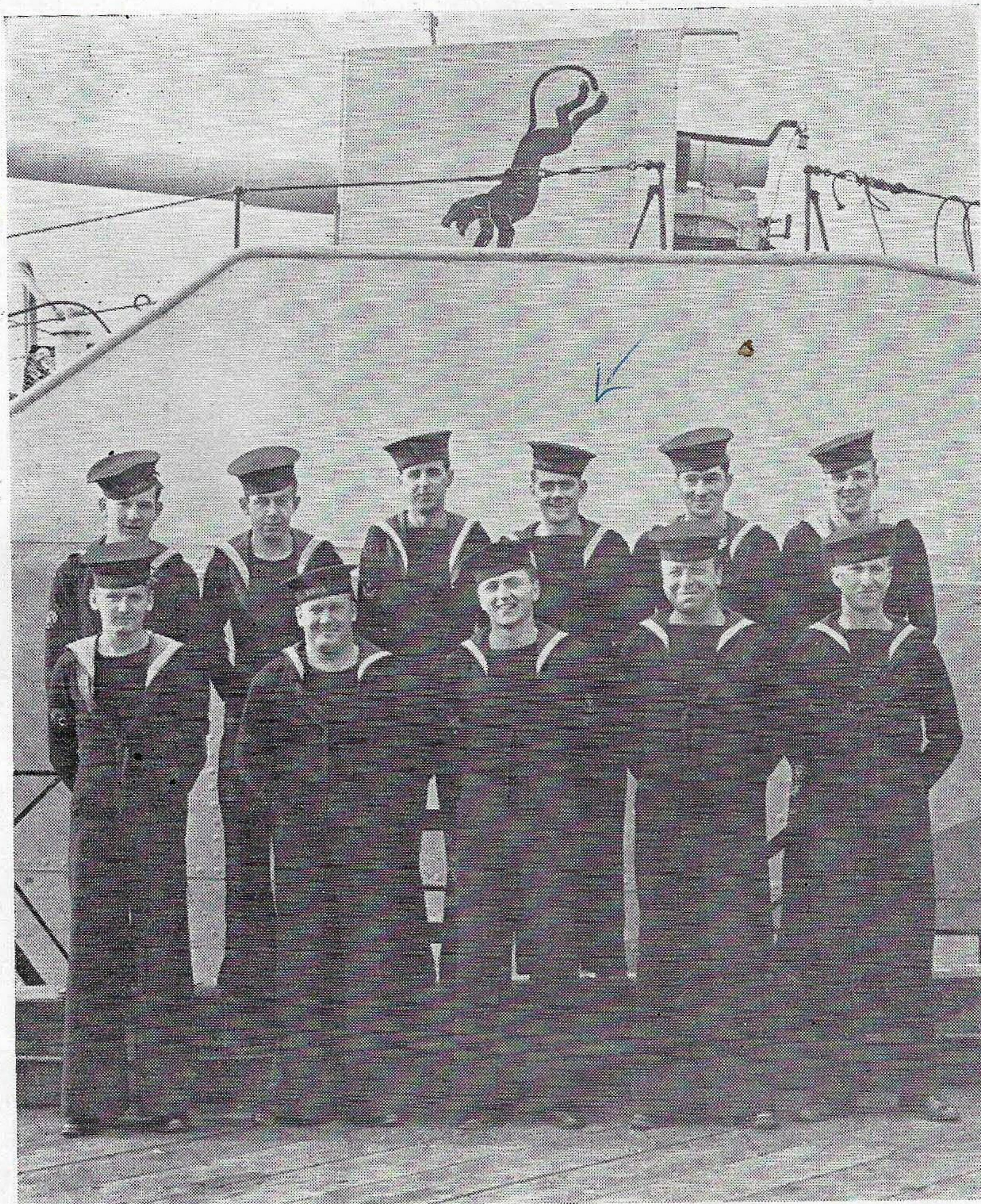
MISSING FROM PICTURE**WAYNE HERDER, Leading Stoker V-36067.**

Born in 1922 at Barmers Ferry, Idaho, U.S.A. Joined the Service at Vancouver in August, 1941. Wayne starts shooting when someone mentions the word "sheep" to him.

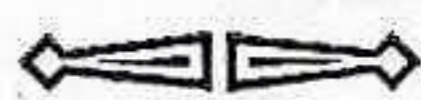
HAROLD CAMPBELL, Stoker 1/c V-31056.

Born in 1918 at Strathclair, Manitoba. Joined the R.C.N.V.R. Division at Vancouver in March, 1942. "Deacon" as he is called is figuring on becoming a "Diplomatic Petty Officer" in the near future.





The Eyes and Ears of the Service



On board every ship in His Majesty's Canadian Navy is the Communications Branch, whose duties are to handle all messages to and from the ship. This branch is divided into two parts—Visual Signalling and Wireless Telegraphy.

The eyes of the service, the V/S branch, commonly called "Bunting Tossers," is the older of the two. The department does its signalling by means of Flags, Semaphore, and Lamps. Sound signalling by means of Whistle and Foghorn also are included under this title.

Wireless or radio, the ears of the service, is the modern method of signalling and is used mainly over distances that are too great for successful V/S operation, such as from shore to ship and ship to shore. Although the latter is very rarely used in war time owing to the possibility of the "ENEMY" plotting the ship's position

from the signal emitted. The personnel of this department are called "Sparkers" or "Brass-Pounders."

An addition of the current war to the Communications Branch are the Coders, who are responsible for the coding and decoding of all messages received either by V/S or W/T.

Back Row—Left to Right

W. J. McGRATH, Coder, R.C.N.V.R.

"Mac" claims Cranbrook, B.C., as his birthplace and has put 18 months of his 19 years into the R.C.N.V.R., having enlisted in Vancouver in 1942. Favourite town is Vancouver—says it's the scenery. (We wonder).

E. G. DAVIES, Coder, R.C.N.V.R.

Born in May, 1913, at Winnipeg. Joined the R.C.N.V.R. Division at Vancouver in May, 1942.

W. J. SMITH, Coder, R.C.N.V.R.

Born at Prince Rupert in 1916. Volunteered for Service September, 1939. Is a former sparker, but preferred to do his "sparking" ashore so he turned over to the coders branch.

G. J. STEWART, Telegraphist, R.C.N.V.R.

"Paddy" as he is known at home, was born in Calgary in April, 1918. Joined the Service at Vancouver in 1938. This lad is the "Gene Autrey" of the ship and is never far from his guitar.

W. D. BRUCE, Telegraphist, R.C.N.

Bruce first saw the light of day in 1922 at Edam, Sask. He chose the R.C.N. at Esquimalt in May, 1941, (Lucky Lad). Dave is one man who carries his own telephone directory, any color you prefer, blonde, brunette or redhead.

J. D. CAMPBELL, Telegraphist, R.C.N.

Born at Calgary in 1923. Volunteered at Esquimalt, March, 1941. What we want to know, is it for 7 or 21, John? This is the lad who is always asleep on your locker.

Front Row—Left to Right

A. T. NIEMELA, Signalman, R.C.N.V.R.

Another B.C. lad who hails from Port Moody. Born in March, 1922, and joined the Service at Vancouver. Commonly known to his messmates as "Jones." He is in a dead heat with Grazier for sleeping honours.

J. C. HARRINGTON, Leading Signalman, R.C.N.V.R.

The blessed event happened at Regina in June, 1918. Joined the Navy at Regina in 1940. His former occupation is unknown but since having his finger in our canteen, we figure "Jesse James" has nothing on him.

W. J. KOELLMEL, Leading Telegraphist, R.C.N.V.R.

Born at Regina in July, 1921, and joined the Service there in 1941. Before enlisting in the R.C.N.V.R. he says he is the most skilled "Plow Jockey" in Saskatchewan. We think he still needs that plow.

H. W. JEAN, Telegraphist, R.C.N.V.R.

Jean was born at Windsor in July, 1910. Graduated from the R.C.A.F. into the Navy in November, 1942. He is really jealous of the cocoanut because he claims that it has more hair than he has, he's right, too!

W. R. GRAZIER, Signalman, R.C.N.

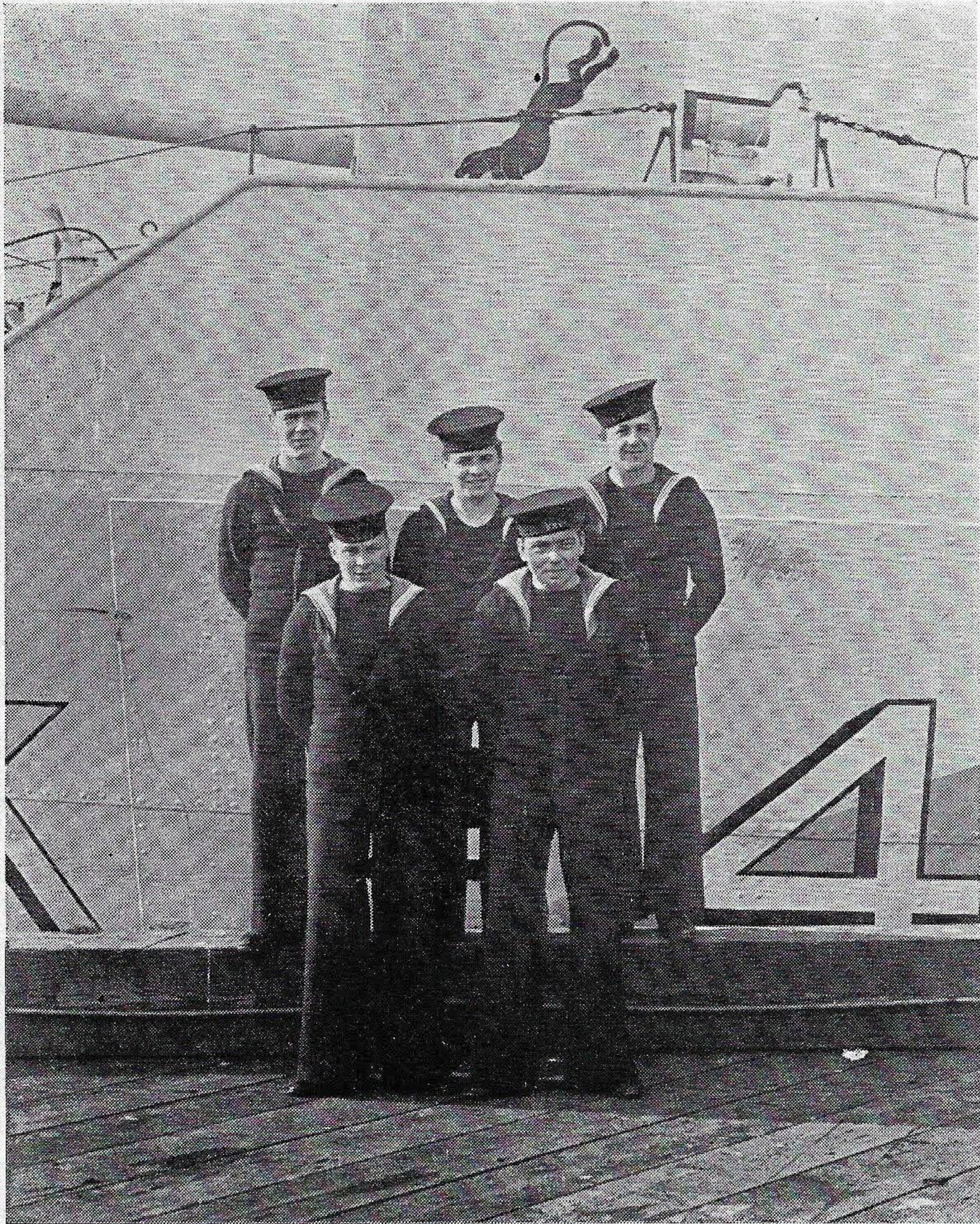
Born August, 1923, at Moose Jaw. Signed up for 7 years at Regina in July, 1941. The strong silent type but gives his position away by loud snoring.

J. McEVOY, Signalman, R.C.N.V.R.—(Absent from picture).

Born in Toronto, 1917. He also chose that city for signing up R.C.N.V.R., 1940. Johnnie is the Fred Astaire of the messdecks and has taken a new step into matrimony.

R. P. LAING, Signalman, R.C.N.V.R.—(Absent from picture).

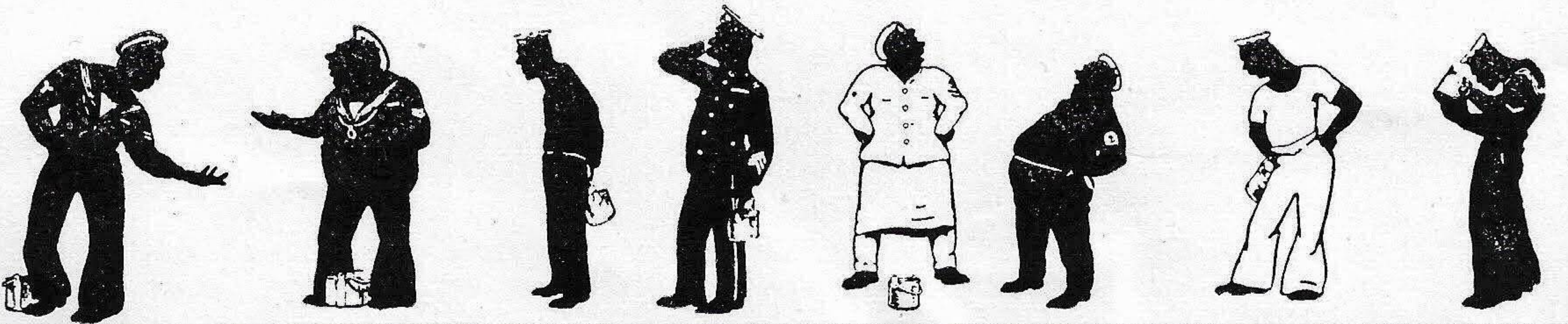
Born at Victoria in 1919. Before volunteering his services at Ottawa, he was employed counting greenbacks at the General Pay Office of that city.



Torpedo Ratings



On board a corvette, the "Torpedo Ratings" look after all the depth charges and service the ship's electrical equipment. These lads are kept very busy at all times and "mother" those depth charges like they were babies. It's well indeed that they do, because we depend an awful lot on them and must have them ready to fire at all times.



Back Row—Left to Right

MORRIS J. SPARROW, Able Seaman, Seaman Torpedoman.

Born in Winnipeg in 1920. Joined the R.C.N.V.R. Division in March, 1942. Formerly employed by the Canadian Wheat Board. "Moe" should have joined the Tank Corps—but we won't say which tank.

ERWIN H. SAND, Able Seaman, Seaman Torpedoman.

Born in Saskatoon in March, 1920. Joined the R.C.N.V.R. Division at Edmonton in June, 1941. Sandy was a first-class waiter for the "Rite-Spot" during civilian life. The one and only who loves them all. By the way, Sandy, where is your watch?

VALENTINE ACKERMAN, Able Seaman, Seaman Torpedoman.

Born at Regina in 1921. Joined the R.C.N.V.R. Division in September, 1941. Formerly of Street & Smith, better known as the "Nightmare Kid." The man with the power of command in his sleep, he also is a lovely singer.

Front Row—Left to Right

ALBERT A. SIEVERS, Leading Seaman, Leading Torpedo Operator.

Blossomed in Edmonton in 1920. Joined the R.C.N.V.R. Division in May, 1941. Formerly of the Canadian National Express. A quiet chap is Al, but he sure knows his way around.

WILLIAM J. STEVENSON, Petty Officer, Leading Torpedo Operator.

Born in Vancouver in 1913. Joined the R.C.N.V.R. Division in November, 1939. Formerly with the Engineering Department of the City of Vancouver. Square off your hat and hands out of your pockets. "Who said that?" Is also the other James brother of the canteen. Biggest moan—No Profit.

**TEMPORA MUTANTUR**

(Whatever that Means)



When I was a bright young watchkeeper
 Some twenty years ago
 The middle watch in harbour
 Always seemed a little slow.
 So as I paced the lonely deck
 Communing with the night
 My thoughts would turn to you, my love,
 For you were my delight.

In twenty years of married life
 I've risen to that height
 Where I no longer have to keep
 The Middle Watch at night.
 But you, my love, a leading Wren,
 Are bound, as I am free.
 I wonder in the Middle Watch,
 Do you ever think of me?

—Reprinted from Punch.



SEAMEN



Here are the lads whose duties keep them on deck and groom the ship with paint, look after the mooring lines when we are entering or leaving harbour, serve as lookouts day and night, and all general work on board. They are out in all kinds of weather but take their duties in their stride.

Back Row—Left to Right

HOWARD G. ANDERSON, Able Seaman, R.D.F. II.

Born in New Hamburg, Ontario. Joined the R.C.N.V.R. Division in November, 1942. Formerly of Scarfe Company, Brantford, Ontario. Howard is strictly a teetotaler—the mystery is how this ever came about on the “VANCOUVER.”

PAUL W. WINTHERS, Able Seaman, R.D.F. II.

Born in New Jersey in 1924. Joined the R.C.N.V.R. Division in Saskatoon in February, 1942. Formerly employed by S.O.S. Tire Service. The Glamour Boy of the ship. How about laying off and giving the rest of the boys a chance?

MURRAY C. NOBLE, Able Seaman.

Born in Swift Current, Saskatchewan, 1924. Joined the R.C.N.V.R. Division in June, 1942. Was formerly employed by McDonald Aircraft. Murray is known as the mess deck dodger and he sure does dodge (work).

ROBERT E. PHILIP, Able Seaman.

Born in Vancouver, B.C., in 1921. Joined the R.C.N.V.R. Division in November, 1941. “Red” is a dapper sort of a lad—for instance—remember Millbank, “Red?” During civilian life he was with E. A. Riddell & Co.

ANTHONY P. KOELLMEL, Able Seaman.

Saw the light in Regina in 1917. Joined the R.C.N.V.R. Division in July 1941. Formerly of the Regina Brewery. Better known as Kelly whose bark is worse than his bite. Claims he is doing Michael Angelo's work for \$1.85 a day.

NORMAN R. HUME, Leading Seaman

Born in Winnipeg in 1916. Joining the R.C.N.V.R. Division in December, 1940. Formerly with Roberts & Whyte Drugs. Did not seem to want to use the mess for the first six days of the first patrol. "Why?" What will we do now that he's rented his wardroom to the canteen?

ALLEN BENWOOD, Ord. Seaman.

Born in Edson, Alberta in 1924. Joined the R.C.N.V.R. Division in May, 1943. Formerly of Imperial Oil Agencies. A new rating aboard ship, we don't know much about Al but the buzz is he's quite a ladies' man.

JOHN D. WALKER, Able Seaman.

Born in Winnipeg in 1915 and has a year's service with the R.C.N.V.R. Formerly of Canada Bread he is known aboard ship as "Smiling Jack." Gets a big bang out of shaking the boys in the morning. Let's have that bearing again, Jackie.

Centre Row—Left to Right

STANLEY H. MILES, Able Seaman, R.D.F. I.

Born in England in 1916, Stan joined the R.C.N.V.R. Division in Toronto in 1941. Formerly of Flexible Shaft Co., better known as "Doc." He is the only passenger aboard the ship. The \$64.00 question is, "Who stole the cushions from Doc's cabin?"

EDWARD M. O'BRIEN, Able Seaman, R.D.F. II.

Brought into the world in 1923 at Peterborough, Ontario. Joined the R.C.N. at Esquimalt, in 1941. Known as "Obie" and is the shadow aboard ship—seldom seen.

HOWARD C. BOOTH, Able Seaman.

Saw the light of day in Winnipeg in 1915. Joined the R.C.N.V.R. Division in August, 1942. Formerly employed by the Canadian National Express. Wrong Way Corrigan has nothing on this lad. Remember starboard 20 Howard and incidentally—did you ever finish cleaning the windows?

GEORGE A. MENZIES, Able Seaman.

Hails from Kirkcaldy, Scotland, being born there in 1910. Has been in the Navy 19 months and is known as the old sea dog aboard ship. George is our sailmaker and the Daddy of the seamen. Formerly of the Canada Bread Company.

TREVOR C. WILLIAMS, Able Seaman.

Born in Vancouver in 1921. Joined the R.C.N.V.R. Division in November, 1941. Formerly employed by Canadian Pacific Railways. Trevor is known as the "jive kid" and one-man show. We are expecting big things from him in the near future.

DOUGLAS S. SIMPSON, Able Seaman.

Born in Winnipeg in 1920. Joined the R.C.N.V.R. Division there in October, 1941. Main duties in civilian life was shipper at the McDonald-Dure Lumber Co. He is nicknamed "lofty" and there is some talk of the lamb that has turned "wolf."

JOHN T. GAULT, Able Seaman.

Born at St. Boniface in 1915. Joined the R.C.N.V.R. Division in August, 1942. Johnnie was formerly a representative of Sherwin-Williams. We wonder who the blonde quartermaster is that has such a temper. (Guns Crew, close up).

Front Row—Left to Right

PETER JACOBSEN, Ord. Seaman, S.D.

Known as "Blondie" was born in Port Arthur in November, 1923. Joined the R.C.N.V.R. there in November, 1942, formerly of the Port Arthur Shipbuilding Co. He is another one of those lads who is looking forward to those new pills

RALPH HARTEN, Ord. Seaman, S.D.

Better known as "Junior" was born in Sault St. Marie, Ontario, in July, 1924. Joined the Service at Port Arthur in 1942. Formerly a seaman on the Great Lakes.

RUSSELL KITE, Able Seaman, S.D.

This lad was born in London, Ontario, in 1921. Joined the R.C.N.V.R. Division in 1940. Formerly an employee of the Shell Oil Co.

ALVIN O'HARA, Able Seaman, S.D.

Called Michael by friends and enemies alike. This son of the sea was born in March, 1924, and joined the Service in March, 1942. He tells us that he worked for the C.N.R. in his spare time.

WALTER TATARYN, Able Seaman, S.D.

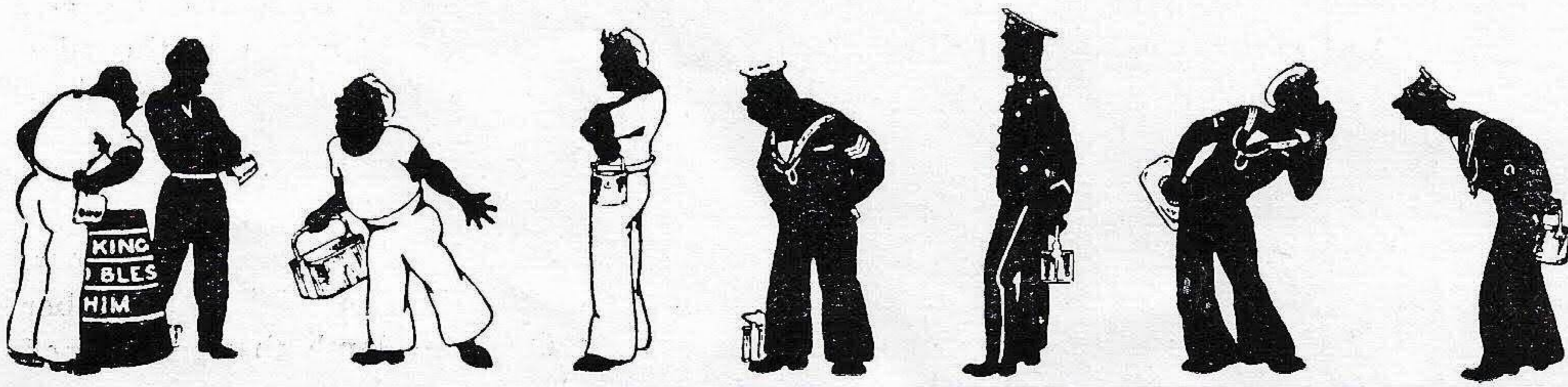
This lad was born in January, 1924, at Winnipeg, Manitoba. Joined the happy Service as a V.R. in March, 1942. Called "Blackie" by his messmates and really has acquired a boarding-house reach since joining the ship.

WILLIAM GUNN, Able Seaman, S.D.

Born at Ochre River, Manitoba, in January, 1921. Joined the R.C.N.V.R. at Winnipeg in April, 1942. He is really fond of his hammock—but who isn't? Is a former employee of the Ontario-Minnesota Pulp & Paper Co., at Kenora, Ontario.

RONALD BURTON, Able Seaman, H.S.D.

Born at Portage la Prairie, Manitoba, in October, 1918. In civilian life he was employed by the C.N.R. at Portage la Prairie. This lad joined the Navy at Winnipeg on December 20th, 1940.





Gunnery Ratings



On the shoulders of these lads rest the responsibility of the care and maintenance of our guns, and they also man them when the ship is in action. They are somewhat similiar to the torpedo ratings in the respect to their mothering the guns, and well they may, as we depend on them to knock the enemy out of the air and blast them on the water. Our boys are all crack shots and may they always hit hard, fast, and sure, so "Good Hunting" lads.

Back Row—Left to Right

GUS W. COMARS, Able Seaman, A.A. III.

Born in Guelph, Ontario, in 1923. Joined the R.C.N.V.R. Division in August, 1942. Known as "Silent Gus." Not much on this lad as yet but they say he is plenty fast at jerking sodas.

EARL D. MARTIN, Able Seaman, L.R. III.

Born in Vancouver in July, 1921, and joined the R.C.N.V.R. Division in May, 1942. Formerly of Cemco Electric Co. A fearless lad who actually admits he hails from B.C. It's a change from Winnipeg, anyhow, Earl.

HENRY ENGEN, Able Seaman, A.A. III.

Dauphin, Manitoba, was blessed with this rating in 1920. Joined the R.C.N.V.R. Division at Winnipeg in June, 1941. Formerly an employee of Bliss & Cohn Furs. Better known as "Schmaltz" or "Doggie-Face" with the wabbitt ears and what a wabbitt.

WILFRED A. WHITFIELD, Able Seaman, A.A. III.

Born in Medicine Hat, Alberta, in January, 1923. Joined R.C.N. in January, 1941. A farmer before he joined up. Wilf is known as the "Horizontal Kid" aboard ship. The same Wilf is plenty sharp on the gun.

Front Row—Left to Right

PETER E. BULMER, Able Seaman, L.R. III.

Born in Outlook, Saskatchewan, in 1924. Joined the R.C.N. in July, 1941, as a Boy Seaman. Rip Van Winkle has nothing on this lad. Fresh from school Pete joined the R.C.N.

CHARLES W. JEFFERIES, Leading Seaman, Q.R. II.

Wailed his first in Toronto in 1913. Joined the R.C.N.V.R. Division in 1940. Was formerly a seaman on the Great Lakes. Chuck, better known as Curly, is the Buffer of our ship, with the old familiar cry in the morning. "What do you say boys, eh, eh, -ch?"

EMMANUEL H. McLEAN, Ord. Seaman, Q.R. III.

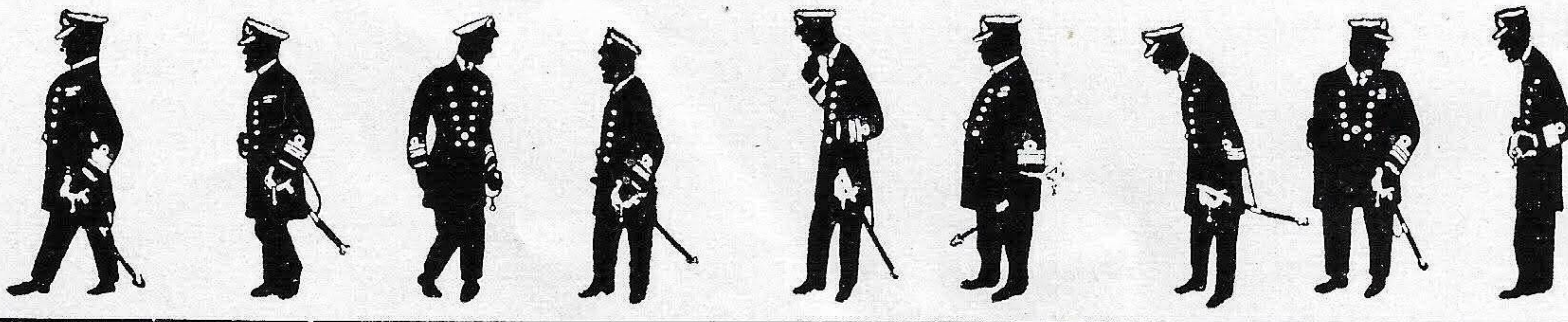
A Scotch lad from Dalmeny, Scotland, and joined the Navy nine months ago. Mac is the youngest seaman on the ship and a good lad. Did you ever find the Deviation Points, Mac?

MISSING FROM PICTURE**JOSEPH RENE CARISSE, Able Seaman, Q.O.**

Rene was born in Ottawa in 1923. Joined the R.C.N. Division there as a boy seaman in November, 1940. Before joining up he was employed by the Canadian National Railway Telegraphs. "McDougal's Boy." Just the same he does a fine job of keeping our guns in a ship-shape condition.

ARTHUR McKENZIE, Able Seaman, A.A. III.

Born in Transcona in 1913. Joined the R.C.N.V.R. Division in November, 1942. Formerly of Canada Bread. Cheer up Mac, those new sea-sick pills are on their way.





Miscellaneous



In this section we have brought together the Stewards, Cooks, Sick-Bay Attendant and the Supply Assistant.

The Stewards are the chaps who wait on the officers and look after their welfare on board ship.

The Cooks are the chaps who keep our stomachs full and the pipe "cooks to the galley" always brings out the crew.

The Sick-Bay Attendant looks after the crew's sickness and hands out that awful tasting medicine.

The Supply Assistant looks after the ship's stores, such as food stuffs—fresh and staple—clothing and all special gear.

Back Row—Left to Right

THOMAS S. IRVING, Steward.

Born in 1922 at Toronto, Ontario. Joined the R.C.N.V.R. at H.M.C.S. Discovery in August, 1942. Formerly worked for Restmore Mfg. Company at Vancouver, B.C. One of those tall silent chaps.

ROBERT BELLMAN, Supply Assistant.

Bob was with us a short time while S.A. Woods was on leave. (Lucky fellow, that Woods.) He did his job well and was liked by the crew.

THOMAS A. BURGESS, Leading Cook (S.)

Born in 1919 at Cardston, Alberta, and joined the R.C.N.V.R. at Naden I, Esquimalt, B.C. Tom believes the Navy will win the war on good food and that man surely does know how to cook it.

WILLIAM LAMONT, Leading Sick-Bay Attendant.

Born in 1921 at Vancouver, B.C. Joined the R.C.N.V.R. at H.M.C.S. Discovery in July, 1942. Our Doc, a printer by trade, was interested in First Aid before joining the Navy. How about those new sea-sick pills, Bill?

Front Row—Left to Right

EDGAR C. LUXTON, Steward.

Born in 1913 at Victoria, B.C. "Lucky" joined the R.C.N.R. at H.M.C.S. Naden in July, 1942. A good steward and a good sailor. Was formerly with the C.P.R. B.C. Coast Steamships.

VERNON McKINLEY, Cook (S.)

Born 1922 at Guysborough, N.S. "Shorty" joined V.R. at H.M.C.S. Stadacona, February, 1943. This "Bluenose" loves the sea, and was a fisherman before signing the dotted line.

SAMUEL CROOT, Cook (S.)

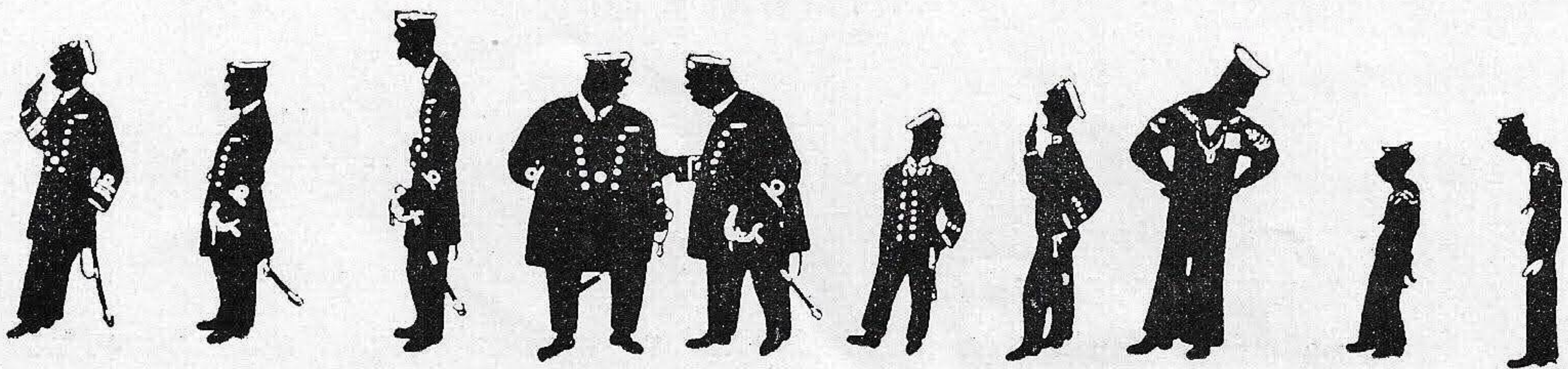
Born 1914 at Seattle, Washington. "Sammy" joined V.R. at H.M.C.S. York, July, 1942. A former baker at T. Eaton Co., Toronto, and has the professional touch with cakes and pastries.

RUSSELL T. WOODS, Supply Assistant.

Born 1913 at Toronto, Ontario. "Russ" joined the R.C.N.V.R. (with eyes wide open) at H.M.C.S. York. He was a salesman before joining up (travelling —?) but now his present headache is making rations balance the appetites.

MISSING FROM PICTURE**FRANK ALLEN, Leading Steward.**

Born at Port Arthur in 1922. Joined the Service at Port Arthur in March, 1941. "Al's ambition is to design advertising. (Sorry boys, the next line was censored.)



Our Thanks



Our thanks to Leading Photographer G. R. Lunny for the swell job he did of the pictures—we think they are about the best we have seen.



Also our thanks to our friends, the H.M.C.S. Vancouver Corveteers of Vancouver. It is hard to express our appreciation for the many gifts that they have sent us. We always look forward to those parcels from the Corveteers.



A new bunch of books have just arrived aboard from the Naval Library. Coder Davies picked them out and did a good job of it.



The radio in our Wardroom has whiled away many long hours. We are ever grateful to the Terminal City Club, of Vancouver, for this magnificent gift.



The boys and girls of Grade 5 of Pauline Johnson School, West Vancouver, have been very good to us. We have enjoyed receiving your letters and wonderful gifts and many thanks to Miss Banks.



The silver bell still holds the place of honour in our wardroom. presented to the Ship by the City of Vancouver. Someday before long, we hope that this bell will ring out the time when peace has been restored to the world.



The Victoria Printing & Publishing Company have again been a great help in the compiling of this magazine. Please accept our thanks.



Just in closing, the names of the magazine crew, who hope that they have put out a magazine worthy of the "Vancouver."

Editor.....	Lieut. G. G. Moncrieff
Assistant Editor.....	P.O. W. J. Stevenson
Secretary-Treasurer.....	Leading Seaman N. R. Hume
Circulation.....	Coder E. G. Davies
Business Committee: Lieut. H. H. Heisler, Able Seaman R. Burton, E.R.A. L. G. Hoffman, Leading Cook T. A. Burgess, Leading Stoker E. Cavanaugh.	

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