



the Ensign

Volume 25, Number 4

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**news, views and seagoing tales from the
Naval Museum of Alberta Society**



OUR COVER

HMCS *Oriole* photographed on September 4th, 2016 during a race. Submitted by Cmdre (Ret'd) Laraine Orthlieb. *Oriole* is, of course, the longest serving ship in the RCN, having been launched in 1921 and commissioned in 1952.

Photograph by Linda Clarke

From the Editor

Scott Hausberg



In putting together this issue, I was confronted by something I have never encountered in the three years during which I have edited *The Ensign* and that was having too much content. For many issues I started assembly wondering how I would fill the issue, but for this one I am wondering how to fit everything in. What a nice problem to have, almost as good as having to pay income tax on a windfall.

I am excited about our upcoming **Navy Days** (more info on this event later in the issue). I have taken on the task, along with Greg McKenzie, of selling off surplus items from the Annex storeroom. Over the years, many people have donated items that don't fit with our Canadian Navy mandate and we are going to use **Navy Days** to offer these items to the public. We also have duplicates of many items and these also can go. With the help of Doug Ewing and Bob Orthlieb,

we have cleaned and repaired a few dozen model ships, all of which were first offered to other museums and now will be sold off to support NMAS. Add to that ship's crests, brass lanterns, ship's wheels, cap tallies and badges and there should be something at **Navy Days** that you will want. So be sure to attend.

President's report

Ken Sivertsen



This fall is going to be a busier time at the Naval Museum of Alberta. We are sponsoring **Navy Days** at the museum on **October 22 and 23**. Following that will be the annual **Remembrance Day** ceremony at The Military Museums. The **Annual General Meeting** of the Society will be held in the Education Room of The Military Museums on Saturday, November 26th at 1030 hrs.

For a number of years, active membership in the Museum Society as well as in the Calgary Naval Veterans Association has been falling as our older members pass away, move away or we lose members through other forms of attrition. Both these organizations provide valuable services to the Calgary community including the provision of watchkeepers for the museum, assistance to navy cadet corps (both Navy League and Sea Cadets), operation of casinos and bingo facilities under the jurisdiction of the Alberta Gaming and Liquor Commission, etc.

The Calgary area also boasts a number of successful Navy League and Sea Cadet Corps who are always looking for new members as younger individuals get older and move on to other endeavours such as advanced education, etc. These Corps can always use new people to bolster their programs.

We believe there are several thousand ex-naval persons in the Calgary area who either haven't kept in touch with the naval community as they are busy raising their own families after some form of naval service, or have just let the naval part of their life slip into history. **Navy Days** is an attempt by the entire naval community to reach out to these persons and show them that the naval community in Calgary is still alive and active.

The Naval Museum of Alberta is the largest naval museum in Canada and we would like the entire community to know

it, so we are inviting ex-sailors in the area and their families to come and have a look and perhaps become more active in the community they were once part of. There will be no charge to ex-sailors and their families for the event and we will have extra watchkeepers on hand to guide people around.

Navy Days at the museum is scheduled to occur on October 22 and 23 and will include the opening of some new exhibits, hopefully including the replica of the quarterdeck of Nelson's HMS *Victory*. Surplus items from our inventory will be available for purchase at the event. On Sunday, October 23, we hope to have a band concert by the National Band of the Naval Reserve.

Success of this initiative will hopefully result in an increased awareness of the Museum and increased membership in each of the organizations involved in the event. It is possible that the event will become an annual affair.

Project Manager's report

Brad Froggatt



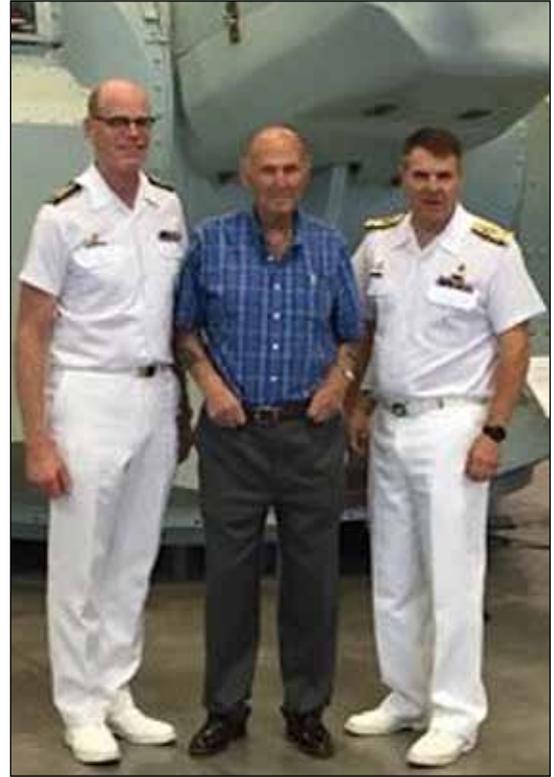
The Naval Museum continues to progress according to plans laid out in the previous year. The 2015-16 year was expected to be a year where administrative concerns were addressed and where the Project Manager in consultation with the NMA and NMAS boards, devised a long term exhibit and interpretive plan for the museum. The focus of this plan includes a five year plan to update the content, design and interpretive plan for the museum that would see the history of the Navy in Canada reach back to the traditions arising out of the Royal Navy and its impact in the formation of pre-confederation Canada, as well as reach forward to the roles of the RCN up to the more recent international responsibilities and tasks.

The plan is ambitious and funding has been requested from DHH for the first phase of the plan which, using a design created by *Exhibitio Planning and Design*, would see the upper mezzanine level include exhibits that interpret the history of the navy from Trafalgar to the start of the First World War, including the War of 1812 and its impact on the history of Canada and highlighting the Naval aspects of that conflict.

With the assistance of the NMAS, the development of the



The Commander of the RCN, VAdm Lloyd (right) and his Command Chief, CPO1 Riefesel visited the museum during the Stampede. They're shown here with Capt(N) Bill Wilson.



Trafalgar Exhibit, a replica of HMS *Victory*'s poop deck is well underway incorporating the Nelson mannequin, a period gun from the era, and will reside at the entrance to the gallery describing how this event shaped naval history, our traditions and the development of naval technology from past to present. Other projects have included the updating and improving the text panels in the gallery, including creating a panel dedicated to George Pumple and reprinting panels that had been damaged or gone missing over the years. A revised pop-up panel has been incorporated into the Naval Air exhibit.

The collections management project has been completed, with the input of all of the artefacts on site at the museum into the collections management database. Our summer student, Katie Judson, did a remarkable job locating, photographing and entering the artifacts into the CFAMS database so that we now are caught up with the data entry. The position was obtained with funding from the Canada Summer Jobs program and by the generosity of the NMAS. Plans are still in the works to have the former archival and library storage area converted to artefact storage—pending funding. In the meantime, the space is being adjusted to accommodate collections.



The anchor (circa 1840).

With thanks to the NMAS for support, the interactive submarine exhibit is now in the development stage. This project will see a virtual reality based interactive submarine exhibit to replace the present one in the U-boat section of the gallery, which has not worked for some time.

The anchor (ca. 1840) that was previously housed in the Annex has been installed at the entrance to The Military Museums, giving the RCN greater visibility to those entering the complex. Thanks to the NMAS and in particular Mike Potter for contributing to the moving of the anchor to its new site.

At the Organization of Military Museums of Canada (OMMC) annual conference held in Calgary this past May, the Naval Museums from across Canada got a chance to meet together for an entire day for a strategic planning session. It was a good exercise chaired by the RCN Heritage Officer, Sean Sutton. Many topics were discussed and there has arisen from the meeting the potential for a joint travelling exhibit to be developed by Québec and shipped to all of the naval museums.

The videos in the Doc Seaman Theatre now include the Doc Seaman biography and the video with Bill Wilson talking about the D-Day landings as well as the original D-Day video. Valour Canada was kind enough to provide the videos so that we could expand the theme of the theatre.

I submitted two articles to the OMMC Newsletter in recent months.

The first dealt with the accession of the Bill Duce RNCVR First World War uniform, and more recently an article was printed describing the service of Bill Bint and Max Brown and their wartime services in HMCS *Haida* and HMCS *Athabaskan* respectively (see page 7).

This information was taken from their memoirs and journals, both of which have been deposited in the NMA Archival

collection in the U of Calgary archives. [The latter article is included in this edition of *The Ensign*. Ed.]

From the workshop



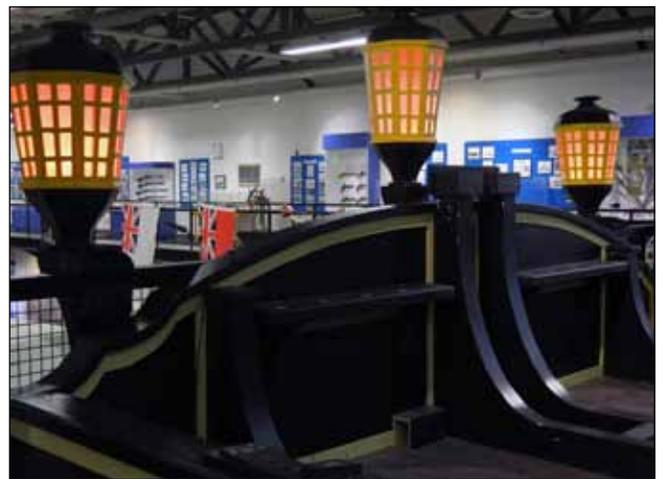
Mike Potter



The ship's wheel.

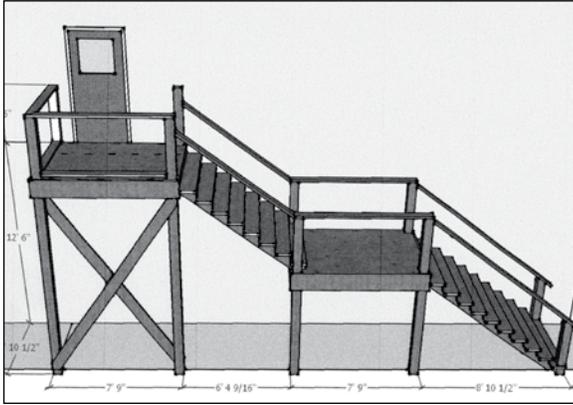
The deck of HMS *Victory* is almost finished and already on display in the museum. Belaying pins and the rope ladders still need to be added and I will do so as time permits. The ship's wheel has been completed and is on display for all and sundry to have

their picture taken standing at this display. In the future and if time permits, I would like to add a simulated mast along with a sail boom and the appropriate ropes and pulleys.

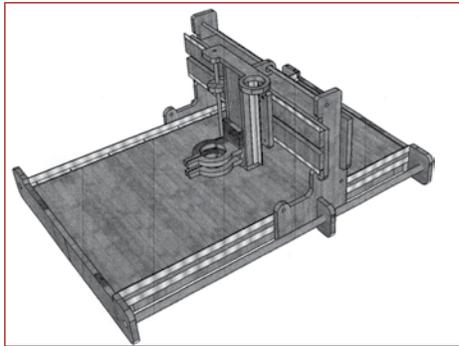


The quarterdeck of HMS *Victory*.

NMAS is currently seeking approval for the construction of a fire escape from the second floor offices at the Annex building. I have included a sketch of the proposed exit for your information.



Builder's rendering of the proposed fire escape from the Annex building second floor to the main floor.



A CNC tool.

I'm just awaiting the computer controller and stepper motors to complete the CNC machine I have been building over the years. This will allow me to create small and detailed parts for most of the future projects such as doors, hatches, ladders, cabinets, furniture, plumbing and mechanical equipment, along with scale parts for the boiler, evaporator, turbine engines and gear boxes, plus anything that may be required such as engraving, carving, etc. There are very few limits to this tool.

Still under construction by Miles Chester are the models of the current HMCS *Calgary* and HMCS *Edmonton*. I expect them to be unveiled by the end of the year.

Greg MacKenzie and his team have been busy removing furniture and all the junk from the Atco trailer. They are now preparing to disconnect it from the Annex building so that the trailer can be towed away.

The workshop is still looking for volunteers to help with various projects as they become identified. In the meantime, anyone wishing to participate in building the HMCS *Terra Nova* display would be most welcome. If you just want to join us for camaraderie or just to help clean up and put tools away, you're all most certainly welcome! Just call me at 403-981-0275.



ABOVE: Mike Potter in his environment; and, RIGHT: Mike Gervais, a former HMCS *Tecumseh* officer and new volunteer who is working on cleaning up the attached ATCO trailer to the main NMAS building. A difficult project! It will then be removed as it is no longer required space.



NAVY DAYS

22 and 23 October 2016

The Naval Museum of Alberta Gallery

The Military Museums

4520 Crowchild Trail SW

Saturday and Sunday 22nd and 23rd October 2016

Come and reconnect with shipmates!
Show your family what you did!
Hear the good old band again!
Splice the Mainbrace!

Saturday from 1000 to 1600

- Guided tours of the Museum
- New exhibits including scale models of Cold War ships
- Sale of model ships and naval memorabilia

Sunday from 1000 to 1500

- Guided tours of the Museum
- Concert by the National Band of the Naval Reserve
- Sale of model ships and naval memorabilia
 - "Splice the Mainbrace"
- Complimentary light refreshments

*Also open to the general public both days.
Free admission to veterans and their families*

Sponsored by the Naval Museum of Alberta Society with the participation of and assistance from:
Ship's Company HMCS *Tecumseh*
The Navy League of Canada's Calgary Branches and their Sea Cadet and Navy League Cadet Corps
Naval Association of Canada
Calgary Naval Veterans' Association



In Memoriam

By Bill Wilson

Terrence R. (Terry) Thompson

January 6, 1932 ~ July 9, 2016



The following is an extract from Evan J. Strong Funeral Services obituary: Terry Thompson passed away peacefully at the Foothills Hospital in Calgary on July 9th at the age of 84. A native of Castor, Alberta, Terry joined the RCAF in 1951 where he served primarily as a pilot. Following retirement in 1981 at the rank of Lieutenant Colonel, he was appointed as Owners Representative for the Westin Hotel construction project in Ottawa. Successfully completing this task, he performed a series of consulting projects with the federal government, including Logistic Support Coordinator with the CBC for the Papal visit to Canada in 1984. Later in 1984, he was appointed as Producer of Ceremonies for EXPO 86 in Vancouver, BC, followed by his appointment to media management with the Calgary 1988 Winter Olympic Games. In 1989-90, he performed a similar task for the 1990 Goodwill Games held in Seattle, Washington. In the fall of 1990, he was appointed as Executive Director of Rendezvous '92, an organization established by the BC government to facilitate the celebration of the 50th anniversary of the construction of the Alaska Highway.

Following these busy years, he selected more sedate semi-retirement where he dabbled part-time in real estate and volunteered with the Naval Museum of Alberta. His greatest joy was his large and extended family and the country that he served and loved.

Terry's life is recorded in the memories of his family and treasured friends, as well as his published works such as his book *Warriors and the Battle Within* and his frequent

submissions to local and national newspapers. His unfinished and unnamed history of the military in Alberta was recently completed and is currently being edited.

I worked closely with Terry during the 88 Winter Games while he was involved with "media relations." As the Museum moved toward expansion in the mid-1990's, Terry agreed to join the Board to fill the role of Director, Public Affairs and remained active in that role until the second expansion in 2008 was completed. Since that date he had been an Honorary Member of the Board where his advice and council was invaluable.

Frank Saies-Jones

August 22nd, 1925 ~ September 17th, 2016



At the age of 15, Frank joined the Royal Navy as the RCN discontinued recruiting boys in the spring of 1941. Trained as an Asdic Operator, he served almost five years at sea in a destroyer and several submarines during and following WWII.

On his return to Canada and the civilian world, he subsequently volunteered to serve in the Royal Canadian Rifles for the Korean War but several months later while training in the United States, it was determined that early damage to one of his ears as a result of an explosion while in North Africa during the war, led to his medical discharge.

While living in Toronto, Frank enlisted in the Royal Scottish Regiment and was serving as a Sergeant when he was transferred to Calgary by his civilian employer. Shortly after that he became a member of the Calgary Highlanders and served in that regiment for several years until his sanity returned and

he joined Calgary's naval community.

His love of the Navy stayed with him all his life, serving as the Commanding Officer of RCSCC *Undaunted*, as a Founding Member of the Tecumseh Historical Society, subsequently the founding President of the Naval Museum of Alberta, as an active member of the Naval Officers Association of Canada, Calgary Branch, and also the Calgary Naval Veterans Association.

On retirement from the business world, Frank became a

full time General Manager of the Museum, a position he occupied for several years and one can see his many contributions in every corner of the museum today.

Frank's deep respect for the customs and traditions of the senior service and all that the Navy stands for was recognized and applauded by the entire naval community of this city. To say he will be missed would be a gross understatement.

A service is planned for October 15th in High River. Details can be found at snodgrassfuneralhomes.com

Athabaskan and *Haida* in 1944 From the perspective of two crew members

By Brad Froggatt

More than 70 years after the action that saw the sinking of HMCS *Athabaskan* on 29 April 1944 and the abortive rescue of her survivors by HMCS *Haida*, coincidence and history still combine to bring these crews and the events they lived through together. In May of 2016, I was visited at the Naval Museum of Alberta by two separate families on the same day. The first visitor was the daughter of Max Brown who served in HMCS *Haida* during the war from her commissioning and included an account of the action that resulted in the sinking of HMCS *Athabaskan*. The other visitor was the grandson of Benjamin William (Bill) Bint who served in *Athabaskan* from her commissioning until the battle that sunk her. Both of these men had either written accounts of their time on their ships; in the case of Bill Bint in the form of a memoir, and in the case of Max Brown a detailed diary of his time in *Haida*. Both accounts tell a riveting tale of naval life during the war and the engagement that sunk the *Athabaskan*—from their own perspectives.

What made Max Brown's story exceptional was the detailed journal he kept during his time in HMCS *Haida*—a practice that was not encouraged at the time for security reasons. Fortunately, he recorded incredible details including weather, actions, defaulters and various "escapades" while on leave. Of particular note are the events recorded on 28 April 1944 including the engagement that saw the sinking of *Athabaskan*, or "Ashcan" as Max recorded it.

"Meanwhile, the 'Ashcan' was manoeuvring off to our right

and had fired about 6 salvos when she was hit in the gearing room and slowed down, flames pouring from her side illuminating her and presenting a fair target.

E-boats were present and a half-moment later there was a blinding flash and she was split asunder in a mass of flames and flying debris, a torpedo from an E-boat having found its mark in a fuel tank.

We were stunned for a second and then the captain cursed, closed in on their assailant and poured on a barrage of hell setting her ablaze from stem to stern and she went careening in on the rock bound beach—a definite casualty though a lot of her crew would land safely.

We now turned to our stricken comrades whose ship was now submerged, having gone down by the stern. We could hear the cries and curses of the men and could see dozens of their head-lights on their life jackets blinking in the darkness as numerous tiny fireflies, and we pulled in amongst them cutting loose all our Carley floats and lowering our boats while our spare men scrambled down to aid the floundering men."

Bill Bint was sworn in to the Navy on 26 August 1940 in Saskatoon. After training in Saskatoon and Esquimalt, he then made his way to Halifax and after being posted to the minesweeper *Wasaga* and the Flower-class corvette HMCS *Moncton*, he was told upon returning from leave one day that they were looking for people for a Tribal-class destroyer being built in the UK, which, he states, "suited me fine."



A photograph taken by Bill Blint from the deck of HMCS *Athabaskan*.

Bill tells his story of the sinking of the *Athabaskan* as follows (excerpts):

"On April 26 we headed for the French coast with the *Black Prince*, a Royal Navy cruiser, the *Haida* and *Huron* plus the *Ashanti*, an RN destroyer. Three German destroyers had been reported leaving St. Malo and that was our target. When we contacted them, the *Black Prince* fired star shell and illuminated them and the action quickly got underway..."

"...we got a signal that German destroyers were on the loose and pretty soon we encountered them and the chase began. We were banging away at them and they at us and things seemed to be going OK when they fired torpedoes back at us. These were designed to have a zig-zag course back at a pursuing enemy. I guess they worked because we suddenly had our stern blown off and were of course, dead in the water."

When I got [to my abandon ship station] I looked back at the port quarter and I could see a serious fire burning, probably a fuel tank. I checked the quick release on the Carley float and suddenly the after part of our ship blew up and I was blown off the flag deck to the foc'sle, a drop of about 10 feet and landed on my back. My clothes were on fire and I heard Captain Stubbs calling 'abandon ship' which I did and the cold water felt good on my burns.

Our ship began to go down by the stern and as the bow

came up there was a terrible clatter as everything that was loose fell down. She went down quickly but suddenly stopped as she hit bottom and the bow leveled off momentarily and then was gone.

I saw a Carley float nearby with people aboard and empty space so I went over to it and got in. The only people I recognized on the float were Hurwitz and Hayward, our navigating officer. About this time the *Haida* came back and dropped nets over the side for survivors to climb up; I thought about swimming over but I was pretty groggy and it was a fair distance away. The *Haida* finally left and it became pretty quiet, then Hendrickson came by and he looked pretty bad, his head was down and the waves were hitting him in the face so I got back in the water and told him to take my seat. I never mentioned this incident to anyone until I met Hendrickson's daughter at a reunion in Halifax and she thanked me for saving her dad's life."

Bill's story continues after the *Haida* was ordered away and he was picked up by a German air-sea rescue boat. From there he was taken to Orleans, France, where he was treated for burns, eventually sent to Malag Nord camp and later, Milag camp. On 1 April 1945, he was marched to Lubeck where eventually they were freed by the 23rd Hussars. Bill was then sent to Luneberg where he witnessed the landing of the big four-engine Focke-Wulf 200 with German Admiral Hans-Georg von Friedeburg on board to sign the surrender at the close of the war.

The details included in these records are far more than can be related in one article, but the coming together of these two families—on the same day—so far removed from the Second World War was an unexpected coincidence. That they both had a written account of their experiences is even more fortunate, and these accounts have given us yet another glimpse of the experiences of these men and the many who fought in the Atlantic during the Second World War, and furthers the Naval Museum of Alberta's ability to tell the history of the RCN.

The original documents will be held within the Naval Museum of Alberta Collections at the University of Calgary Library and Archives. Excerpts were reprinted with the permission of the families.

"Lest we forget..."

The Naval Crown

Part Three of a Discussion of its Origins and its Development as an heraldic Symbol and Insigne in Great Britain and Canada

By Robert Scott Hanwell, BA, MBA, LRHSC

NMAS Director Scott Hanwell is the author of a naval history article on the origins of the naval crown. This article was originally published in *Alta Studia Heraldica* 4 (2011) and is reprinted with permission. As the article is quite long, it will be presented over several issues of 'The Ensign.' In it Scott examines the history of the use of different forms of the naval crown, first in Greek and Roman antiquity and then since their revival by the Dutch in 1653 in the Netherlands, Denmark, the British Empire and Commonwealth, and finally, Canada. He demonstrates that before its assignment as a charge in an English grant of arms in 1658, it represented victory at sea, but that since then in British and Commonwealth contexts it has represented some sort of association with the navy, especially in the badges of ships and naval formations and institutions, and in the arms of naval bases, institutions and officers. This issue features the third and final part of Scott's paper.

4. Early Heraldic Use of the Naval Crown, 1658-1794

With the examination of the coins and medals of the NMM collection complete, we will now turn our attention to the history of the use of the naval crown in formally heraldic contexts.

In these it first appeared as a charge, as a charge on an ordinary or sub-ordinary, as an honourable augmentation, as a crest coronet, as a coronet used in conjunction with supporters and in its use in civic armories. I shall also discuss its use in some more unique historical applications as well.

Papworth provides us with several early examples of the naval crown as a charge. The grant to London of 10 May 1658 is blazoned Az. *A naval crown within an orle of twelve anchors or.*¹ This is a particularly interesting grant, not only because it was the first in British heraldry to include a naval crown as a charge, but because it was given in the final months before Cromwell's death. The following evidence, referenced to Guillim's *Heraldry* (edition of 1724), indicates that the grant was provided from King Charles II's court in Brussels as a

reward to London for deserting the Commonwealth with twelve ships.

"London of Alington in Devonshire, Esq. ... these arms were granted by Sir Edward Walker, Knt. Garter king at arms, by patent, dated at Brussels 1658 to Captain Robert Lendon (see Fig. 7, pg. 10), on occasion of his being the means of inducing twelve ships of the Parliament's navy (represented by twelve anchors) to return to their duty and again embrace the service of their Sovereign, against his revolted subjects."²

Another particularly early grant to Sherland, co. Devon in 1668, includes the naval crown as a charge on a canton: *Argent A fess wavy between three lions rampant Azure a canton gules charged with a naval coronet or.*³ Sherland's citation in Burke's *General Armory* reads: "Sherland, granted by St. George, Ulster, 1668 to James Sherland of Co. Down [sic] who

¹ John W, PAPWORTH, *An Alphabetical Dictionary of Coats of Arms Belonging to Families in Great Britain and Ireland; Forming an Extensive Ordinary of British Armories* (London 1874), p.592.

² Phillip DE LA MOTTE, *The principal, historical, and allusive arms, borne by families of the United Kingdom of Great Britain and Ireland, with their respective authorities* (London 1803) p.329.

³ PAPWORTH, p.781.

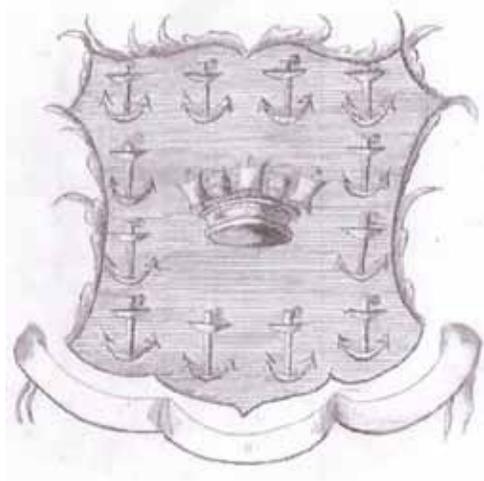


Figure 7, The Lendon grant as illustrated in *De la Motte's Principal, Historical and Allusive Arms*.⁴

served Charles II as captain of a ship of war.”⁵ The second grant with a naval crown in ten years at this stage of history may suggest a personal preference for the naval crown by either Charles II or his heralds. Its placement on a canton also suggests an honourable augmentation.

In terms of honourable augmentations, the arms of William Carnegie, seventh Earl of Northesk, include: *in chief the word Trafalgar and upon the breast of the Carnegie eagle a naval crown*.⁶ Carnegie had a long and varied career in the Royal Navy and achieved the rank of full Admiral. He was third in seniority at Trafalgar after Nelson and Collingwood and is buried beside these men in St. Paul's Cathedral.⁷

The arms of Sir Graham Eden Hamond (the eldest son of Sir Andrew Snape Hamond, Lieutenant-Governor of Nova Scotia and a Commissioner of the Navy at Halifax) include supporters of dexter, an eagle, sa., regardant, wings, close, gorged with a naval cornet, and lined.⁸ Hamond entered the books of the Royal Navy at the age of five as his father's servant and made Post-Captain at the age of nineteen. He served at sea

during the Napoleonic Wars and eventually became Admiral of the Fleet. Despite his long years at sea, he survived to age 83.⁹

Boss of Ryton Grove, Durham, was a Captain in the Royal Navy. His arms include a crest *out of a naval cornet ppr. An arm issuing, holding a billet*.¹⁰

The arms of Sir Harry Neale-Burrard, contain two crests, one an honourable augmentation granted in 1815; *Out of a naval crown or, a cubit arm, erect, encircled by a branch of oak ppr. The hand grasping a trident, in bend sinister, point downwards, gold*.¹¹ Neale-Burrard was a naval officer and Member of Parliament for Lympington from 1790 to 1802. He was both an Admiral and Lord of the Admiralty. Vancouver's Burrard Inlet was named in his honour by Captain George Vancouver.¹²

In the corpus of English civic armory, the naval crown also finds use in many examples including the arms of the Portsmouth City Council which feature a sea unicorn gorged with a naval crown.¹³

Before we leave these historical examples of the use of the naval crown we will conclude with a particularly unique use of the crown by the British Army. In the later stages of the eighteenth century, the Royal Navy suffered a shortage of marines to fulfil their normal shipborne tasks. As a result, a number of line "regiments of foot" were taken aboard navy ships to carry out the normal duties of the marine contingent. As a result of their prowess in battle during these tours, several regiments received a naval crown as a battle honour for display on their regimental colours. Examples include (1) the 41st (Welsh) Regiment of Foot, which received a naval crown superscribed "12th April 1782" for their services at the *Battle of the Saints*;¹⁴ (2) the 29th Regiment of Foot (Worcester Reg-

⁴ *ibid.*, DE LA MOTTE.

⁵ SIR BERNARD BURKE, *The General Armory of England, Scotland, Ireland and Wales* (London 1884), p.922.

⁶ Charles BOUTELL, *Heraldry, Historical and Popular* (London 1864), p.436.

⁷ Wikipedia reference available online: William Carnegie, 7th Earl of Northesk. http://en.wikipedia.org/wiki/william_Carnegie,7th_Earl_of_Northesk Accessed 22 October 2009.

⁸ Sir Bernard BURKE, *A Selection of Arms Authorized by the Laws of Heraldry* (London 1860), p.50.

⁹ Wikipedia reference available online: Sir Graham Hamond, 2nd Baronet. http://en.wikipedia.org/wiki/Graham_Eden_Hamond Accessed 22 October 2009.

¹⁰ Thomas ROBSON, *The British Herald*, (Sunderland, 1830) Page numbers are not provided in this book but the references are arranged alphabetically, in this case under Boss. An illustration of the Boss arms is also provided in Plate 43, Figure 3.

¹¹ *Ibid.* As above, see NEALE-BURRARD, SIR HARRY.

¹² Wikipedia reference available online: 'Sir Harry Neale-Burrard, 2nd Baronet.' http://en.wikipedia.org/wiki/Sir_Harry_Burrard_Neale,_2nd_Baronet Accessed 22 October 2009.

¹³ Wikipedia reference available online: Portsmouth. <http://en.wikipedia.org/wiki/Portsmouth> Accessed 5 April 2009.

¹⁴ A photograph of the regimental arms can be accessed at <http://www.gtj.ork.uk/en/large/item/gtj69421/> Accessed 5 April 2009.

ment),¹⁵ and (3) the Queen's Royal Surrey Regiment, both of which received a naval crown superscribed "1st June 1794" for their service at the Battle of Ushant.¹⁶

4. The Use of the Naval Crown in Canada Today

The naval crown finds widespread use in Canada today, particularly with respect to naval affairs. Perhaps the most widespread use of the naval crown is its use as an ensign for ship's badges of the Royal Canadian Navy. In this respect Canada follows the custom of the Royal Navy and most of the Commonwealth navies in using the same general form of naval ship's badges. To the general pattern established for the Royal Navy, Canada adds three maple leaves in base, just as Australia adds aboriginal weapons in base and New Zealand adds silver ferns in base. India has also carried this tradition forward, although in the case of India, a unique naval badge has been designed to reflect the common ship designs of ancient India.

Formal ships' badges were first introduced in the Royal Navy in 1919, and took the place of unofficial badges that had been, up to this time, left up to the discretion of the ship's commanding officer. Major Charles Ffoulkes, a former Master of the Tower Armouries and later Director of the Imperial War Museum was approached by the Commanding Officer of the new destroyer, HMS *Tower* to design a badge for the ship. As a result of his success in this regard, Ffoulkes was appointed Admiralty Advisor on Heraldry and The Ships' Names and Mottoes Committee was established. Ffoulkes established the criteria for future names and badges and, on the basis of his recommendation it was agreed that the naval crown should ensign all Royal Navy ships' badges.¹⁷

Canada's adoption of ship's badges occurred somewhat later, in 1946, but like the Royal Navy experience, there was a perceived need to replace the informal and often randy car-

toon gun-shield art of the Royal Canadian Navy's Second World War fleet with official badges of a more heraldic character.¹⁸ Today, the Directorate of History and Heritage maintains Canadian Forces publication A-AD-200-000/AG-000 which includes, in chapter six, the policies concerning badges and mottoes for all Canadian Forces organizations. Annex A to this chapter, "Badge Frames," includes twenty-one possible badge frames for use in the Canadian Forces, all of which are ensigned by a Royal Crown with two exceptions: the badge frames for naval formations and ships are ensigned with a naval crown.¹⁹ As this suggests, all of these types of frames are insigial in character, representing a distinct type of ship or naval formation. Three of these are represented below in Figure 8.

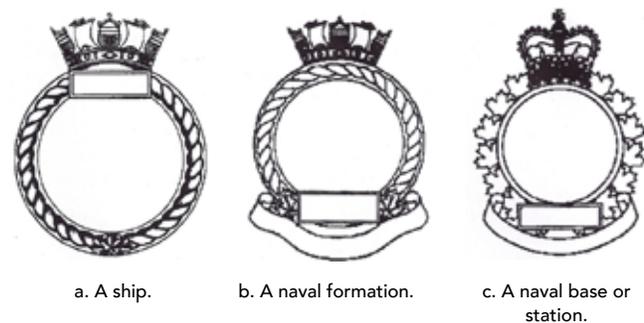


Figure 8. Three types of Badge-Frame representing Naval Units of different types, including the two ensigned by a naval rather than a Royal Crown.

In addition to its use on ships' badges, the naval crown is used in a uniquely Canadian way in Her Majesty's Ships on the Canadian Naval Ensign. To understand this usage better, it is necessary to provide some historical context to the current situation. Historically, Royal Navy ships flew the White Ensign from the stern along with the Royal Union Flag from the Jack Staff at the bow. The Royal Union Flag was only flown when Royal Navy ships were either in harbour or at anchor between the hours of 8:00 AM (Colours) and sunset. While at sea, only the White Ensign was flown.²⁰ Canadian naval vessels followed this tradition from the inception of the Royal Canadian

¹⁵ Reference available on line: <http://www.worcestershireregiment.com/wr.php?main=inc/colours>. Accessed on line 5 April 2009.

¹⁶ Reference available on line: <http://www.queensroyalsurreys.org.uk/distinctions/distinctions.html>. The Surreys no longer display the naval crown on their colours but are entitled to do so. Accessed 5 April 2009.

¹⁷ Peter C. SMITH, *Royal Navy Ships' Badges* (St. Ives 1974), p.10, and Reference available on line: <http://www.royalnavy.mod.uk/training-and-people/the-rn-today/ship-s-badges-and-flags/ship-s-badges/>. Accessed 5 April 2009.

¹⁸ Lt. Cdr. Alan B. BEDDOE, "Symbols and Ships." *The Crownsnest: The Royal Canadian Navy's magazine*. Vol. 13, No. 10 (August 1961), pp 5-9.

¹⁹ National Defence publication A-AD-200-000/AG-000; pp. 6-1 to 6A-4.

²⁰ This is not strictly correct. The complete rules for flying the Naval Jack are (1) When at anchor, moored or alongside from 8:00 AM to sunset; (2) When underway on dress ship occasions; (3) Both day and night when underway when wearing or escorting another warship or merchant vessel wearing the Queen's personal flag or Royal Standard, a foreign Royal or Imperial Standard, the flag of a head of state or the personal flag of the Governor General of Canada, and (4) at all ship launchings.

Navy in 1911, although the Royal Union Flag was quickly replaced by the Canadian Blue Ensign (as a distinctive Canadian Flag) at the bow.²¹

With the creation of the National Flag of Canada in 1965, the decision was taken to fly our national flag from the stern of Canadian Naval Vessels, in keeping with the maritime tradition of most nations outside of the Commonwealth. This left the question of which flag to fly from the jack staff of HMC Ships. To fill this requirement, a uniquely Canadian Naval Jack was designed with the National Flag of Canada in canton, and the fouled anchor and eagle on the fly ensigned by the naval crown. The fouled anchor with the eagle was the official emblem of Canada's navy (called the 'Maritime Command' before the recent restoration of its old designation 'Royal Canadian Navy') but the addition of the naval crown has been unique and was not found in the official Maritime Command badge. This same emblem, including the naval crown, was also incorporated into the Queen's Colour of Maritime Command (now once again the Royal Canadian Navy). In keeping with the decision to reinstitute a number of traditional naval practices, "on May 5, 2013, the Government of Canada "restored a standard Commonwealth naval practice by authorizing RCN vessels to fly a distinctive Canadian Naval Ensign and fly the National Flag as the Naval Jack. Essentially, the flag previously known as the Canadian Naval Jack became the Canadian Naval Ensign, whereas the National Flag became the Canadian Naval Jack."²²

Given the prominence of the naval crown in Canadian naval affairs, it is interesting to note that it has never found a place in naval rank insignia. Historically, a Petty Officer's rank insigne was two crossed anchors with a royal crown superimposed, and the cap badges of all ranks of both the Royal Navy and Royal Canadian Navy were ensigned by a royal crown rather than the naval crown.

Following the unification of the Canadian Armed Forces in 1968 (by which the Navy was transformed into Maritime Command), a unified rank structure and a common green uniform were imposed. Nevertheless, a comparable use of royal crowns, based on that traditional in the army was maintained. Since then, a Petty Officer First Class, has worn an image of

²¹ Canadian Order-in-Council P.C. 2843, 16 Dec. 1911, as published in the Canadian Gazette 30 Dec. 1911.

²² Reference available on line: <http://www.navy-marine.forces.gc.ca/en/navy-life/rcn-ensign/rcn-ensign-backgrounder.page> Accessed online 2 December 2014.

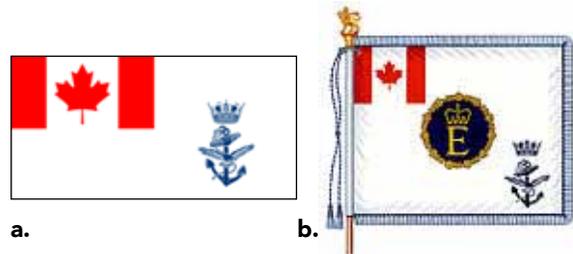


Figure 9, a. The Royal Canadian Naval Ensign and, b. Queen's Colour



Figure 10, The Naval Coronet in the badges of (a) the Regular Naval Officers Corps and (b) HMCS Venture, the Naval Officer Training Centre.

In contrast, the naval crown has also been adopted as a particular recognition symbol for the naval officers corps. The blazer badge of a regular naval officer in Canada (Fig. 10a) is a silver maple leaf charged with a red naval crown, while reserve force officers use the same pattern but with a blue naval crown. This distinguishing mark of the officer corps is seen in the ship's badge of HMCS *Venture*, the Naval Officer Training Centre (Fig. 10b), which is blazoned *Barry wavy argent and azure on which a pile of the first fimbriated or, charged with a maple leaf gules bearing a naval crown or, sails argent*.²³

The naval crown also finds a place in the modern arms of many Canadian individuals with naval associations. The arms of Captain Thomas Pullen FRHSC (Hon)²⁴ (Fig. 11a) are an obvious example of the use of a naval crown as a charge: *Azure on a Bend Argent between in chief a Maple Leaf and in base a Naval Crown as a charge: Azure on a Bend Argent between in chief a Maple Leaf and in base a Naval Crown Or three Escallop charged with a Mullet of the Second for Difference*. The Arms of Peter Gardner²⁵ (Fig. 11b) is an example of arms

²³ J. Graeme ARBUCKLE, *Badges of the Canadian Navy*. (Halifax 1987) p.196.

²⁴ The Pullen Arms are in fact English Arms granted to a prominent Canadian Naval Officer—the same individual who initiated the process of adopting ship's badges for HMC Ships. See: BEDDOE, *Canadian Heraldry*, p.5 for details.

²⁵ Reference available on line: http://www.heraldry.ca/top_rollx.htm GARDNER, PETER A. Accessed 5 April 2009.



a.



b.



a.



b.



c.



d.

Figure 11, The use of a Naval Crown in the Arms of Canadian Naval Officers: (a) Pullen, (b) Gardner (c) Greaves (d) Davis



c.

Figure 12, Naval Crowns used by some Canadian corporate entities: (a) Esquimalt (b) Halifax (c) United Services Institute of Nanaimo.

by the Canadian Heraldic Authority: *Per fess wavy Azure and Argent in chief two naval crowns Or sails Argent and in base a lion passant guard Gules armed and langued Azure all within an orle of ten mullets counterchanged.*

Other Canadians have used the naval crown in their crests, for example: Lt. Kevin Greaves FRHSC (Fig. 11c): A seahorse rampant Azure, gorged with a naval crown Or, sails Argent and holding between its forelegs, a rod of Aesculapius Or.²⁶ Another interesting Canadian variation on the naval crown is found in the arms granted to Cmdr. Mathwin Davis (Fig. 11d), which includes a naval crown Azure sails Argent each charged with a maple leaf Gules.²⁷

²⁶ Reference available on line: http://www.heraldry.ca/top_rollx.htm GREAVES, K. W. Accessed 5 April 2009.

²⁷ Canadian Order-in-Council P.C. 2843, 16 Dec. 1911, as published in the 2014.

Canadian corporate entities of various sorts with some significant ties to the Navy have also chosen to include a naval crown in their arms or insignia. Thus we find naval crowns in the arms of the Town of Esquimalt (Fig. 12a)²⁸ and on the mace of the City of Halifax²⁹ (Fig 12b), the home ports respectively of Canada's West and East Coast fleets. One particularly interesting use of crowns, including the naval crown, is found in the arms of the United Services Institute of Nanaimo,

²⁶ Reference available on line: http://www.heraldry.ca/top_rollx.htm GREAVES, K. W. Accessed 5 April 2009.

²⁷ Canadian Order-in-Council P.C. 2843, 16 Dec. 1911, as published in the 2014.

²⁸ Reference available on line: http://esquimalt.ca/business_Development/community_profile/township/Symbols Accessed 5 April 2009.

²⁹ Reference available on line: http://www.halifax.ca/community/HalifaxCity-Hall/coat_of_arms_and_mace.html Accessed 5 April 2009.

³⁰ Reference available on line: <http://www.gg.ca/heraldry/project.asp?lang=e&ProjectID=e&ProjectID=570> Accessed 5 April 2009.

BC (Fig.12c). This organization's arms include a naval crown to represent the navy, an astral crown for the air force, and a

mural crown for the army.³⁰

6. Conclusion

As was stated at the outset of this paper, the naval crown typically receives a cursory treatment in most heraldic texts. I have attempted to demonstrate that the naval crown has a fascinating and far-reaching history which began with the ancient Greeks and Romans and continues to this day. The crown appears to have fallen out of use during the period between the fall of the Roman Empire and the

seventeenth century and we may never know the exact circumstances that brought about its re-emergence. However, we can at least understand the circumstances that created the environment for its re-emergence, and with this in mind, appreciate its growing use, both in English emblematics, and in those of Canada today.

NMAS Crests



Through the efforts of Bill Buchanan, the Society has obtained an order of cloth colour crests. These were ordered primarily to adorn the sweaters of our Volunteer Watchkeepers. If you are not a watchkeeper but would like to get your own NMAS crest and sweater, you should contact Bill and he will gladly add you to the watchkeeper rotation.

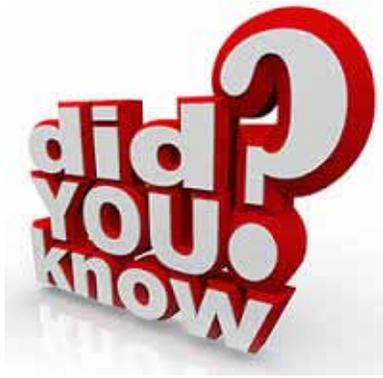
If watchkeeping is not your thing but you are still desiring one of these beautiful crests, there are a limited number for sale (without the sweater). They cost only \$12.00 for NMAS members or \$17.00 for non-members. Please contact Ken Sivertsen kensivertsen@nucleus.com if you would like to purchase one.

Dave Joins Up

By Greg McKenzie

Dave Eng grew up in the Winnipeg area. His father and grandfather had immigrated to Canada from China. At that time only men were allowed into Canada, so women were left behind. Dave's father was only eight years old, yet was already betrothed through an arranged marriage, as was common at the time.

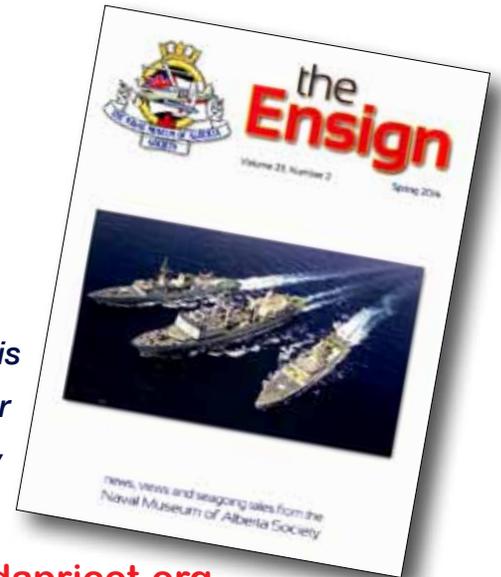
His grandfather, and later his father, were proprietors of restaurants on the prairies. Dave remembers as a boy working in the family restaurant, a watering hole in the hotel across from the CNR Transcona rail yard. His mother was of Ukrainian ancestry but Dave was usually taken to be Chinese in surname, looks and treatment. He completed his apprenticeship as an electrician while going to school in Winnipeg. He was a sea cadet for two years, then joined the Militia and spent four years as a Queen's Own Cameron Highlander. He remembers sandbagging the Red River during the 1950 flood and noticed that the regular soldiers and sailors had it pretty good. He left the Highlanders and Winnipeg to work in northern Manitoba as an electrician in minus 50 degree temperatures. He remembers having to warm the vehicle oil pans by lying on the ground underneath and heating them with a blow torch. That winter was enough to know that he needed other employment. In 1964, he returned to Winnipeg and tried to join up, as the Navy was advertising for



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skilled tradesmen, including electricians.

The recruiters were interested but told him that they couldn't offer him electrician and proposed he join as a cook or steward. Dave chalked it up to another example of racism, as there were very few visible minorities in the forces then. Dave said "no thanks." However, a few weeks later the recruiters were in touch to say they had an electrician's billet for him after all. He jumped at the chance and spent thirty-six years in the Navy. He was given a choice of the East or West coast and opted for the East Coast where he spent his entire career.

Postings included time in HMC Ships *Thunder, Ottawa (twice), Margaree, Assiniboine, Huron, Provider, Athabaskan* and *Cormorant*. He was also ashore many times to FMG Atlantic, RTU Atlantic, Fleet School Atlantic MARCOM HQ, NDHQ, CCUNTAC (in Cambodia) and the First Canadian Submarine Squadron. He worked on the TRUMP modernization program, developed technical training for the new Kingston Class ships, quality control billet in Marystown, Nfld., needless to say a full and rewarding life in the Navy. As his daughter reminds him 42 years in a uniform. CPO2 Dave Eng retired from the RCN in 2001.

Dave left the Navy as a PTSD survivor after very traumatic experiences on the Mekong River in Cambodia. PTSD and physical injuries sustained their plague on him to this day. He finds it helpful to be volunteering at the Naval Museum of Alberta and spending time among shipmates at the Corvette Club.



Your presence is respectfully requested at the Annual General Meeting of the Naval Museum of Alberta Society to be held in the Education Room of The Military Museums on Saturday, November 26th at 1030. All members and prospective members are encouraged to attend.



We always have a 'pressing' need for volunteers to serve as Naval Museum Watchkeepers!

If you would like to enlist in our fine body of Watchkeepers, please contact Bill Buchanan at 403-274-7535 or by email to cutknife@telus.net and we will promise not to send the Press Gang to your door!

2016 Membership Drive

The Naval Museum of Alberta Society is actively seeking new members! Every new member adds to our ability to provide credible support to our museum. Please do your part to help us grow!

Content is always wanted for *The Ensign*

If you have any material you think would be appropriate, please send it to Editor, Scott Hausberg scott.hausberg@outlook.com

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