

ROYAL CANADIAN SEA CADET CORPS

"VINDICTIVE"

1919-2006

THE STORY OF "VINDICTIVE"

PORT ARTHUR – THUNDER BAY



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Cadet and Officer 1945-1993



Foreword



Over the past few years, whenever ex-VINDICTIVE's get together and recall cadet days, someone usually comments as the event ends that, "You should put that in writing". I am going to attempt to put some of my memories together, with the help of many former shipmates, newspaper clippings and pictures that have been collected over the years.

As I have talked with ex-Cadets and others, I have tried to give credit to them by listing their name and other information. When I first stated to put things together, I thought of the history of the Corps, but in talking to my Cadet friends, I feel that what follows is the VINDICTIVE story.

When I started gathering eleven years ago, I did not realize the number of stories there were to be told. I have enclosed but a few of them.

To everyone who contributed; Thank You! To anyone who would like to add to this story in any way; please do, as there is so much to tell.

As this was a new venture for me, and being a little fearful of the computer, I ask for your understanding.

Today, I am closing this chapter of the VINDICTIVE story.
Vindicavi – I Have Made Good Ship's Motto HMS VINDICTIVE

VINDICTIVE still parades at HMCS GRIFFON, twice weekly with a complement of sixty-plus cadets.

May you all have fair winds and following seas.

Thanks to all who contributed in so many ways. Let's set sail.

Tal – December 1, 2009.



How and Where Did It All Begin

The history of the Sea Cadet organization in Canada is fairly well known and documented. This is not to say however that everyone and every publication agrees on all of the dates involved. But for the purpose of our VINDICTIVE story, the bare outline is that in 1902 the Navy League of Canada, whose main purpose was encouraging the development of the Canadian Navy, decided to found the Boy's Naval Brigade. In the beginning, it directed the brigades itself, with its own resources, techniques and funding until 1922, when the name of the program was changed to Navy League Sea Cadets (some sources say this was 1910). The Department of National Defence became co-partners with the Navy League in the operation of Sea Cadets in 1941 and a year later, in 1942, King George VI granted the "Royal" designation to the Sea Cadets and the organization became the name that it holds today – Royal Canadian Sea Cadets.

So let's start at the beginning and in the process put forward three questions that are in search of an answer. How old is VINDICTIVE; what prompted cadets to choose the name VINDICTIVE; and why is her badge, one of two out of all Sea Cadet Corps in Canada, diamond-shaped?

This is not the first time that someone has tried to look back along the historical record of a Cadet Corps. Too often, the writer is stymied or led down garden paths by the fact that record-keeping, especially in the very early years was sketchy at best. Volunteers in the sponsoring Navy League body, or the early officers in a Corps, may have kept records at their home packed away somewhere, perhaps in the basement in a cardboard box. And when people changed positions, moved away or died these records were lost or destroyed.

So any history of a Cadet Corps is most likely to be an anecdotal history. And this work is such an endeavour; an anecdotal history of a Sea Cadet Corps in Thunder Bay, Ontario, Canada that has been parading continually from the time of its formation from the existing Boys' Naval Brigade – Port Arthur in the early twentieth century.

The book, HMCS GRIFFON – A NAVY HISTORY, reports that boys at Fort William Collegiate Institute, under the instruction of Principal P.J. Pelkey, were parading in 1905 as the Fort William Boy's Brigade of the Navy League of Canada. And, the Thunder Bay Military Museum reports that in 1920, at Port Arthur Collegiate Institute, girls were parading as Port Arthur Wrenette Corps under instructress Violet Burrows.





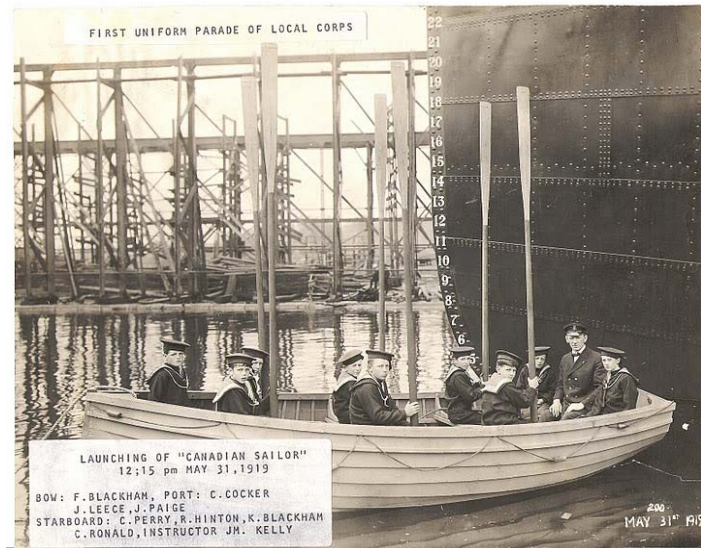
Given that the rivalry between Fort William and Port Arthur was intense, it would be hard to accept that VINDICTIVE just sprang to life in 1919 some 14 years after the establishment of a Boys Brigade in Fort William and only a year ahead of the Wrenettes at PACI. So this can remain a little mystery for someone else to solve – just how old is VINDICTIVE?



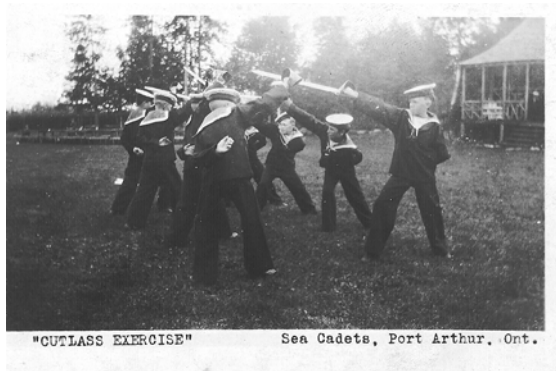
This could be the first picture of the Corps. One of the first drivers behind cadets in Port Arthur was James Whalen and he appears in this undated photo with the boys.

But back to our story; VINDICTIVE is reputed to be the second oldest Sea Cadet Corps in Canada and it may well be. The Corps does have a picture of the boys in uniform with their instructor at a defined date in history, the launching of the CANADIAN SAILOR on May 31, 1919. Note that everyone is smartly turned out in uniform and in a service-type boat. This can't have all just sprung from an egg, so uniforms, equipment and training must have pre-dated this picture. So VINDICTIVE is older than May of 1919 and older than the warrant issued to the Port Arthur Branch of the Navy League.

Reports are that in 1918, a group of men and women in Port Arthur organized to make it possible for young boys to take training that would promote citizenship, develop skills in seamanship and acquaint young boys with the Navy. The Port Arthur Branch of the Navy League of Canada was officially formed on December 11, 1919, but VINDICTIVE was officially recorded in the photo archives of the Port Arthur Shipbuilding Company some seven months earlier.



The uniform of the time was the sailor's blue uniform of the Royal Navy; parts of which were made by mothers and women of the auxiliary. Training consisted of drill, seamanship, boatwork and cutlass drill.



In 1920, the cadets and officers selected the name VINDICTIVE for their unit and were granted permission to name the corps after HMS VINDICTIVE, a British battle-cruiser which had played a key and honoured role in the Battle of Zeebrugge and Ostend in 1918.

Padre Jim Turner, LT(N) MID CD wrote to me in March of 1999.

St. George's Day is celebrated by the Royal Marines not only as the feast of England's patron saint and patron saint of soldiers; the 23rd of April is also the anniversary of the 1918 raid on Zeebrugge which is remembered ever since as one of the most valourous actions in history.

The German Navy was using the Belgian port as a base for its U-Boats to prey on the transatlantic convoys bringing supplies from America to Britain. So destructive were the U-Boats that there was fear they would cost the Allies the War and it was decided that they must be stopped at all costs.

The plan decided upon was hazardous in the extreme; scuttling battleships in the harbour entrance, thus bottling the submarines already in the Base and keeping out those returning from patrol for repairs and replenishment. But the operation could not be executed without first neutralizing the heavily defended breakwater which protected the entrance. The job was given to the 4th Battalion, Royal Marines Light Infantry.



This unit of three companies from the south coast ports of Plymouth, Portsmouth and Chatham started intensive training at Deal in Kent. They night-attacked a mock-up of a mole on the Zeebrugge breakwater while wearing gas masks and were fed false information in the event of capture and interrogation.

The warship HMS "VINDICTIVE" was especially adapted as a landing vessel for the Zeebrugge raid by equipping her with 14 gangways. Support weapons were fitted and manned by the Royal Marines Artillery which included mortars, flame-throwers and heavy machineguns. VINDICTIVE was to transport the assault troops through the port's minefield to storm the mole while three block-ships filled with concrete steamed into the harbour to scuttle themselves.



HMS VINDICTIVE in 1902

Orders were issued that we should embark in that curious stranger that had just arrived, an obsolete cruiser with a strange Noah's Ark look about her, the Vindictive, and we were conveyed to her by the Liverpool ferry-boats Iris and Daffodil.

Our going aboard of her synchronized with the arrival of three detachments of Marines, and the living accommodation was taxed to its utmost.

The ship itself was an exceedingly unique specimen of warship, there being no comparison to her former days when she had been a pride to all who sailed in her. She had been stripped bare of everything bar the essential parts, her mainmast having gone and her foremast cut short above the fighting top.

Along her portside ran an immense wooden chafing band reinforced with huge hazelwood fenders and on the port quarter a part of the main-mast had been cemented to the deck to enable her to lay alongside any wall without swinging out, head on stern.

Covering her port battery ran a false deck lined with sandbags, and towering above this deck was an array of improvised gangways, sixteen in all, flanked by two huge metal huts housing the foremost and aftermost flame throwers.



At the break of the fo'c'sle and the quarter-deck were two grapnels fitted to wire pennants and leading respectively to the foremost and after-capstans. Here fore and after guns had been replaced by 7.5 howitzers and midships abaft the after funnel was an 11-inch howitzer, the port battery had been replaced with 2-pound pom-poms, with the exception of the foremost and after 6-inch gun, whilst two pom-poms adorned the fighting-top.

*There is no denying it she was ugly, as she lay there, a veritable floating fortress, a death-trap fitted with all the ingenious contrivances of war that human brain could think of, but we took unholy pride and a fiendish delight in her, and if it were possible for men to love a ship, we loved her.
(W. Wainwright, Seaman HMS VINDICTIVE, Aged 19)*

At midnight on April 22nd, Admiral Keyes made the signal, "*St. George For England*" to which VINDICTIVE responded, "*May we give the dragon's tail a damn good twist*". And so she and all involved in the attack did.

Despite concentrated enemy fire which decimated their numbers, the 4th Battalion stormed the mole while the blockships INTREPID, IPHIGENIA and THETIS steamed through, guided by a lighthouse that the Germans had neglected to extinguish, sinking a dredger on the way and then scuttling themselves as the crews escaped in their ships' boats.

The mission to bottle-up Zeebrugge had been successfully accomplished and the majority of those badly mauled Marines who lived through the action were safely evacuated. Upon reaching England,, the survivors, no longer sufficient in number to form a full strength battalion,, were honoured by being paraded before King George V. His Majesty disbanded the unit saying that no men were fit to replace those who had been lost. Throughout the Royal Marines, the battalion became known as the Immortal Fourth (no other Fourth has ever been formed), and the Marines set aside every St. George's Day as a day of honour. (Raymond M. Kelly "*This England Magazine – Spring 1999*")

Tal - Thanks Padre

But this wasn't the "end" of the VINDICTIVE. She limped home from Zeebrugge and was readied for another raid on the sister port of Ostend. The attack on Zeebrugge on April 23rd took place on the same day as a raid on Ostend, but the Ostend raid was not as successful as that at Zeebrugge. A decision was taken to have another go at Ostend and move quickly before the Germans could regroup.

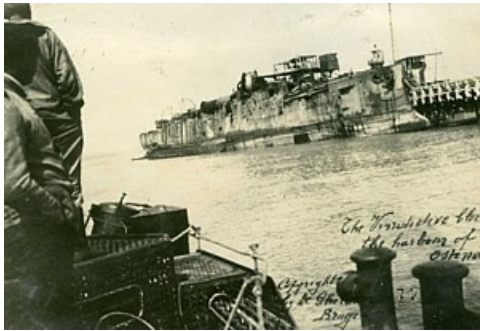
The VINDICTIVE was chosen for this one-way trip. Her battle at the Second Raid on Ostend on May 10, 1918, would be her last. Her bows were filled with concrete, she was fitted with scuttling charges and manned by an all-volunteer crew from the First Ostend Raid made up six officers and forty-eight seamen from HMS BRILLIANT under the command of Commander Alfred Godsall.



The **Vindictive**, always at that solemn gait of hers, found the flagship's light-buoy and bore up for where a coastal motor-boat was waiting by a calcium flare upon the old position of the Stroom Bank buoy.

The inevitable motor-boat dashed up, raced on into the opening under a heavy and momentarily growing fire, and planted a flare on the water between the piers. **Vindictive** steamed over it and on. She was in.

The guns found her at once. She was hit every few seconds after she entered, her scarred hull broken afresh in a score of places and her decks and upper works swept.



German photo of the wreck of the
VINDICTIVE at Ostend

The after-control was demolished by a shell which killed all its occupants. Upper and lower bridges and chart-room were swept by bullets. The **Vindictive** laid her battered nose to the eastern pier and prepared to swing her 320 feet of length across the channel. She was soon lying at an angle of about forty degrees to the pier, and seemed to be hard and fast, so that it was impossible to bring her further round.

The engineer, who was the last to leave the engine-room, blew the main charges by the switch installed aft. Those on board felt the old ship shrug as the explosive tore the bottom plates and the bulkheads from her; she sank about six feet and lay upon the bottom of the channel. Her work was done.

The **VINDICTIVE** remains to this day at Ostend where she was sunk on May 10, 1918. Her bow section was raised in 1920 and was installed ashore as a memorial.



The HMS **VINDICTIVE** Memorial at Ostend



And here is where our second mystery pops up. The Corps has an autographed picture of Captain Alfred Carpenter VC, RN who was, in 1918, a Commander and was the Commanding Officer of HMS VINDICTIVE at Zeebrugge and received the Victoria Cross for his part in the raid. After the raid, Captain Carpenter toured England and North America lecturing on his experiences. As "one of the heroes of Zeebrugge" he drew audiences of over two thousand at a time and his visits were headline news in every town. Did Captain Carpenter come to Canada and was he the one who paved the way for the Corps to take the name and badge of the VINDICTIVE? He died in 1955; a Vice Admiral; VINDICTIVE his last at-sea command; his medals are on

display at the Imperial War Museum in London.

And perhaps there was another noteworthy event that put the VINDICTIVE action at Zeebrugge and Ostend in front of the boys of the Port Arthur Boys' Naval Brigade. There was only one Victoria Cross awarded to a Canadian of naval connection in World War One. It went to a British Columbian who was serving as a Sub-Lieutenant of the Royal Navy Volunteer Reserve for his daring rescue of the last survivors from the VINDICTIVE at the Second Ostend raid.

Rowland Bourke, VC DSO

In early 1918 it was decided that a combined operation should be launched against the German submarine bases at the Belgian Channel ports of Zeebrugge and Ostend. This was to be done by the use of blockships and concurrent commando raids and Bourke, volunteering for this mission, was assigned the command of an 80 foot motor launch to take crew off the blockships when sunk in the harbour mouths. In the first engagement at Ostend, Bourke rescued 38 officers and men and received the DSO (Distinguished Service Order). But it was at the second engagement, again at Ostend, that, in the words of the Admiral commanding, Bourke was "*The bravest of all holders of the Victoria Cross*".



His citation for the Victoria Cross reads as follows:- *"Volunteered for rescue work in command of M.L. 276, and followed VINDICTIVE into Ostend, engaging the enemy's machine guns on both piers with Lewis guns. After M.L. 254 had backed out, Lieut. Bourke laid his vessel alongside VINDICTIVE to make further search. Finding no one, he withdrew, but hearing cries in the water, he again entered the harbour, and after a prolonged search, eventually found Lieutenant Sir John Alleyne, and two ratings, all badly wounded, and in the water, clinging to an upended skiff, and he rescued them. During all this time the motor launch was under very heavy fire at close range, being hit in fifty-five places, once by a 6 in. shell – two of her small crew being killed and others wounded. The vessel was seriously damaged and speed greatly reduced. Lieut. Bourke, however, managed to bring her out and carry on until he fell in with a Monitor, which took him in tow. This episode displayed daring and skill of a very high order, and Lieut. Bourke's bravery and perseverance undoubtedly saved the lives of Lieut. Alleyne and two of the VINDICTIVE's Crew."*

Bourke received his V.C. from King George V on Sept. 11, 1918 during an Investiture at Buckingham Palace. He was also promoted to Lt. Commander and was awarded the Chevalier of Legion of Honour by the French Government. With characteristic modesty, Bourke asked his family not to inform the press of his achievements. He died in 1958 and was buried with full military honors at Victoria. A shy man, he used to say that he won the V.C. because he couldn't see well enough to get out of the way.

HMCS MALAHAT, Victoria's Naval Reserve Division, honours B.C. hero Rowland Bourke at his gravesite in Royal Oak Burial Park in Victoria, B.C. with a graveside ceremony each Remembrance Day.

So did VINDICTIVE come to mind to the boys as a result of the First Raid at Zeebrugge with Captain Carpenter, or her Second Raid on Ostend and the heroics of the Canadian – Rowland Burke?





Strong patriotic feelings about the VINDICTIVE resulted in a light cruiser, HMS CAVENDISH, under construction in 1918, being renamed HMS VINDICTIVE to perpetuate the name. She was the last-built of the Hawkins-class cruisers but was completed and commissioned as an experimental aircraft carrier. She served in this role until 1924 when she was converted back to a cruiser. In 1936, HMS VINDICTIVE became a cadet training ship (how apt). In 1939 she became a fleet repair ship, then a destroyer depot ship until being paid off in 1945 and scrapped in 1946. She was the last VINDICTIVE.



VINDICTIVE in her aircraft carrier role



and in 1936 as a Cadet Training Cruiser

So why go into the details of the Zeebrugge VINDICTIVE and the cruiser/aircraft carrier/cruiser VINDICTIVE? To pose our third mystery question – the Corps' badge! Naval heraldry supplies some information.

Ship's Badges had been in existence since the 1840's and were usually used to mark the ship's boats but they weren't of standard size, shape nor consistent with the rules of heraldry. In 1918, a Ship's Badge Committee was struck to standardize badges and the decision was made to have certain shapes of badges dedicated to certain types of ships: circular badges were for battleships; pentagons denoted cruisers; "U"-shaped badges for destroyers; and diamond-shapes for auxiliary vessels including aircraft carriers. This system continued until 1940 when all badges were standardized in a circular design and after WWII the pentagon-shape was reserved for Fleet Auxiliary vessels and the diamond-shape for shore establishments.



HMS SIRIUS' Pre-WWI card. Note the "crest" which does not contain the elements that are now standard in Ship's Badges.

The Zeebrugge VINDICTIVE was a cruiser and she would had a pentagon-shaped badge had she been in service when the Ship's Badge Committee was formed. The "new" VINDICTIVE, the aircraft carrier, should have had, under the 1918 rules, a diamond-shaped badge. But as we found out earlier, the Ship's Badge Committee didn't start coming to grips with ships' badges until 1918 and the VINDICTIVE of Zeebrugge fame was already gone and the aircraft carrier VINDICTIVE was now on the scene.



For many years, cigarette companies used to include collecting cards in their packages and these cards were issued in hundreds of different series on topics from flowers, to trains, to planes, to ships, famous people and yes, ships' badges. In 1925 the Wills Tobacco Company issued the Ships' Badges series and there is the VINDICTIVE's badge in the pentagon cruiser shape. Is this a mistake?



The VINDICTIVE in 1925 was an aircraft carrier and should have been sporting a lozenge (diamond) shape. Perhaps, Wills was using the old VINDICTIVE's badge? But the "clouds" from which the forearm bearing the scimitar appear, are clouds of smoke representing the smoke screen from which the VINDICTIVE famously appeared at Zeebrugge and Ostend. The "old" VINDICTIVE was sunk on May 10, 1918 so her existing badge, whatever that was, would not have been changed to add the smoke screen with her being stricken from the list of commissioned ships. And the write-up on the reverse of the card definitely refers to the "new" VINDICTIVE, so why does she have a pentagon-shape cruiser badge in the Wills' series?

There were 50 cards in the Wills Ships' Badges collection and a scroll through them shows a number in the diamond-shape. Most of these diamond-shaped badges are for sloops and auxiliary vessels but two are for aircraft carriers – HMS ARGUS and HMS FURIOUS. The difference between these ships and VINDICTIVE was that they were built as aircraft carriers (although from merchant ship hulls) where the VINDICTIVE was built as a cruiser. And as history would later show, VINDICTIVE would be converted back to a cruiser from her experimental role as an aircraft carrier. So maybe this is why all of the existing depictions of the VINDICTIVE's crest are in the pentagon shape and not the diamond.



We have been unable to find any copy of the HMS VINDICTIVE badge in the diamond-shape but it is this badge that the Royal Canadian Sea Cadet Corps VINDICTIVE carries to this day. Was this the understanding that the Corps had with the, as yet unidentified, approving authority back in 1920 when they named the Corps VINDICTIVE – that she would wear a diamond-shaped badge to separate her from her real-time name holder which was still in commission?



The Navy League of Canada has permitted only seven cadet corps to have a corps badge in a shape other than circular. RCSCC VINDICTIVE is one of the seven and may continue to use her distinctive shape as long as the Corps remains in existence; but if the Corps was disbanded and subsequently re-formed, she would have to redesign her badge in a circular shape.



The 1920's

In the early years, cadets attended summer training at Loon Lake, Amethyst and Sunnyside beaches; all east of Port Arthur.



In 1921, VINDICTIVE won the Port Arthur Navy League Challenge Cup For Pulling Boats of the Boys' Naval Brigade on Lake Superior. The competitors included corps from Fort William and Sault Ste. Marie.

The Chief Instructors from 1923 to 1937 were George Balcome and James Frost, during whose tenure the boys excelled in marksmanship.

The first trophy instituted in the Corps for annual competition was presented in 1922 by Douglas Urry for All-round Efficiency and has been presented every year since.

| "VINDICTIVE" Section, BOYS' NAVAL BRIGADE PORT ARTHUR. Shooting for Cadet Services Strathcona Battalion | | | | | | | |
|--|------------|----------|--------------------------------|--------------------------------|-------|-----------|--|
| 1922 This button is held weekly by Boy making best Target, in gun at end of season to Boy who has won it ofttest. | | | | | | | |
| Date | Name | Rating | Nature of Firing | Target | Score | Available | |
| Jan. 3 | Thos. Ward | L.S. Boy | Deliberate | Miniature | 24 | 25 | |
| Jan. 20 | C. Perry | L.S. Boy | Rapid (4500) | " | 22 | 25 | |
| Jan. 27 | R. Smalley | Boy O.S. | C.R.L. Match | C.R.L. M.H. | 89 | 100 | |
| Feb. 3 | Thos. Ward | L.S. Boy | Kneeling | Miniature | 21 | 25 | |
| Feb. 17 | Thos. Ward | " | Snip shooting | No 3 Head figure exposed at 25 | 20 | 25 | |
| Feb. 24 | Thos. Ward | " | C.R.L. Match | C.R.L. M.H. | 87 | 100 | |
| Mar. 3 | A. Alley | R.O. Boy | Snip shooting | No 6 Head figure exposed | 25 | 25 | |
| Mar. 10 | A. Alley | " | Rapid (4500) | Miniature | 23 | 25 | |
| Mar. 14 | A. Royds | Boy | Deliberate | Miniature | 24 | 25 | |
| Mar. 17 | C. Perry | L.S. Boy | C.R.L. Match | " | 24 | 25 | |
| Mar. 21 | C. Perry | " | C.R.L. Match | C.R.L. M.H. | 90 | 100 | |
| Mar. 28 | A. Alley | R.O. Boy | Snip shooting | No 3 Head figure exposed at 25 | 25 | 25 | |
| Apr. 7 | A. Alley | " | Snip shooting | No 6 Head figure exposed | 25 | 25 | |
| Apr. 14 | C. Perry | L.S. Boy | C.R.L. Match | C.R.L. M.H. | 96 | 100 | |
| May 2 | K. Garland | Boy O.S. | Deliberate | No 21 Body 500/25 yds | 25 | 25 | |
| May 12 | K. Garland | " | 5 rounds Deliberate, R.O. Body | " | 73 | 75 | |
| May 16 | R. Smalley | " | 3 " Deliberate | " | 75 | 75 | |
| May 19 | K. Garland | " | 10 " Rapid (4500) | " | 85 | 100 | |
| May 19, A. Alley, C. Perry, T. Ward, shoot off tie. * denotes if not shot off | | | | | | | |
| Alley, 68, Perry 61, Ward 58, out of 70 possible | | | | | | | |
| First won for season by R.O. Boy Alfred Alley. | | | | | | | |
| Range, in Canadian Rifle League and Imperial Challenge shoot, 100 yds. 20 yds. All other shooting 25 yds. J. H. S. T. S. Instructor G. | | | | | | | |



C. Perry – who won the Urry Cup in 1923 and was the cutter crew coxswain

In 1923, an inspection and presentation was carried out at the Port Arthur Armouries. The Inspecting Officer, Major General F.L. Lessard CB – Chairman of the Provincial Sea Cadet Committee, presented the Lake Superior Challenge Cup For 10-Man Cutter Pulling to VINDICTIVE. The crew of the winning cutter were: Cyril Perry, Mark Grace, R. Smalley, A. Sims, J. Kenny, J. Sherlock, J. Balcombe, E. Ewing, A. Bennett, A. Mayer and G. Ewing.

In 1924, Cadet John Irving Smith won Best Shot In The Brigade and was presented with the Dominion of Canada Rifle Association Medal.

In 1925, the Dominion of Canada Rifle Association Bronze Awards and in 1926, the Silver Awards were won by members of the Corps. The Empire Shoot King's Bronze Medals were presented to Cyril Perry and Reg Smalley.

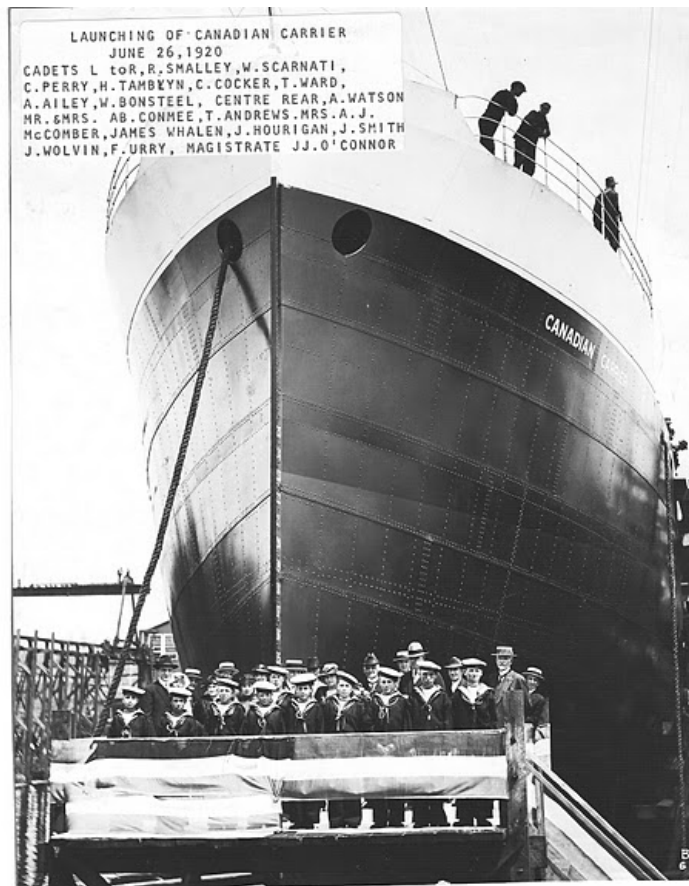


In August of 1927, the Corps was inspected by HRH The Prince of Wales and the Governor General.



In 1927, Admiral W.C. Storey CBE, senior ranking naval officer in Canada conducted the inspection of the Corps accompanied by Captain J.W. Chandler, Cadet Officer for Military District #10. Officers and Instructors at the time were: Lieutenant Walter Russell – CO; Lieutenant John Manning – Paymaster; George Balcome – Chief Instructor; and James Frost – Instructor. The company commanders were: CPO Russell Swingler; PO R. Walgate; J. Hill; E. Cantwell; and R. Shapcott. Colours were presented to the Commanding Officer by Lieutenant Colonel Pearkes, VC, on behalf of the Winnipeg Chapter of the IODE for the highest proficiency in shooting in the #10 Military District.

In 1927, the Empire Shoot King's Silver Award for the youngest boy in the British Empire to shoot 99 out of a possible 100 was presented to Russell Swingler of VINDICTIVE. Fred Tinsley and Wilfred Carlson received the King's Bronze Medals.





Ivan Sherlock joined VINDICTIVE in 1923 and I talked with him in January of 1998 when he recalled the following.

Ivan joined the Corps in 1923 at the Port Arthur Armouries, at which time the Corps had about 25 to 35 cadets. Instruction was carried out in the lower hallway and classrooms of the Armoury as well as the main parade area. Classes included: knots (the display board had 50 knots to learn); boatwork; semaphore; cutlass drill; rifle drill; and marksmanship.

The records show that the Corps had a number of excellent marksmen, chief among them Robert and Richard Walgate as well as Ivan Sherlock.



The Corps had a boathouse on the waterfront near Richardson's Elevator and it was from there that the rowing team trained. The boat was provided by the Ladies Auxiliary of the Corps.

During this time, uniforms were passed from cadet to cadet with Moms and members of the Auxiliary busy repairing and replacing.

Summer camps were held at Amethyst Harbour with cadets and gear traveling by truck or by boat and then hauling everything by hand to the camp site. Everything was under canvas with tents issued from #10 Militia Unit.

The Admiral's and General's Inspection were held each year with the Corps using army drill for one and navy drill for the other. Ivan, as a member of the Militia, learned machinegun drill and in turn taught it to the Sea Cadets.



Bert Tebbenham joined the Corps in 1926 and I received his recollections in March of 1999.

During 1927, a naval picture came to the Colonial Theatre. Cadets and officers marched to the show and prior to the movie a naval song and the sailor's hornpipe was performed by myself and my brother Bill, Sid Gorrie and Ralph Browning accompanied by my mother, Mrs. E. Tebbenham.

We were members of the Bugle Band. Our instructors were Percy Roy assisted by John Hayes. The drum instructor was Bill Burr.

We traveled to summer camp at Sunnyside Beach in a pleasure craft called the POM-POM which was owned by Commander Russell. On the lighter side, a few of us would walk up to the store on the highway. We bought bottles of milk – which were warm. During the night, a few of us got a little under the weather. We had a cadet, George Clark, whose skin was a little dark due to his nationality. During the night, he asked someone to light a match to see if he was pale – that caused a little stir.

Instructor J. Frost gathered a crew for a weekend at the camp. We sailed there in a whaler which the Corps got from one of the grain carriers. On the way down, Mr. Frost told the boys that, "just in case we lack wind on the way back, I've brought along a box of beans".



We did our cutter training from our boathouse which was situated next to Richardson's Elevator, with training starting about 7:00AM.

We traveled to the Sault via Duluth, that was before the highway was put through, for a cutter race. We rowed against a very strong wind and current and water splashed over the side and wet the seats so that by the time the race was finished there were a few wet butts with a few blisters. We defeated the Soo in that race.

For the trip to Toronto, we boarded the grain carrier GEORGIAN at one of the elevators at 6:00PM. One of the Ship's Mates woke us at 4:00AM as we wanted to see the ship going through the Soo Locks. We left the ship at Goderich and traveled the rest of the trip to Toronto by bus.



For the trip home we boarded the RALPH BUDD. She had a barge in tow called the GLEN BOGGIE, a cigar-shaped craft. Somewhere on Lake Erie, the BUDD cracked her crankshaft. An S.O.S. was sent out and we were picked up by the CHICAGO TRIBUNE and towed to Lorraine, Ohio. We were in drydock for four days during which we were kept busy peeling spuds, scrubbing and cleaning etc.

Those are some of the events that I can remember.

Annual Inspections

| | |
|------|--|
| 1921 | F. Blackham, Commanding Officer VINDICTIVE Corps awarded the Port Arthur Navy League Challenge Cup For Pulling Boats of the Boys' Naval Brigade on Lake Superior – presented by: J. Antonisen; S. Coulter; F. Urry; E. Blaquier; and, W. Oliver |
| 1922 | Lieutenant Douglas Urry, Commmanding Officer VINDICTIVE Douglas Urry Cup for All-Round Efficiency presented to the Corps |
| 1923 | Major General F.L. Lessar, CB, Provincial Chairman of the Sea Cadet Committee Lake Superior Challenge Cup presented to the Corps LCOL J.A. Little Shield for General Proficiency presented to the Corps |
| 1924 | George Balcome, Commanding Officer VINDICTIVE Best Shot In Brigade – Dominion of Canada Rifle Association Medal presented to Cadet John Irving. |
| 1925 | George Balcome, Commanding Officer VINDICTIVE |
| 1926 | George Balcome, Commanding Officer VINDICTIVE |
| 1927 | Admiral W.C. Storey, CBE, Senior ranking naval officer Colours presented by LCOL G.R. Pearkes, VC on behalf of the Winnipeg Chapter of the IODE for the highest proficiency in shooting in #10 Military District The Section Commanders Efficiency Cup presented to the Corps for annual competition by the Port Arthur Post, Canadian Legion BESI |
| 1928 | George Balcome, Commanding Officer VINDICTIVE |
| 1929 | George Balcome, Commanding Officer VINDICTIVE |



The 1930's



In 1931, the Corps sent a rowing team to compete for the Canadian National Exhibition Rowing Cup. The crew travelled down to Goderich aboard the SS RALPH BUD, working their way by carrying out crew duties aboard the ship. Not only did they win the competition at Toronto but they also used the opportunity to compete again and win the Lake Superior Challenge Cup while in the Sault. The members of the crew were: Pat Hope; Bill King; Ed Cantwell; John Tiboni; George Halstead; John Rickard; Ted Gallant; Peter Tomanogy; Ivan Sherlock; Gene Mosindy; George Clarke; and Mike Vak. Their instructors were George Balcome and Jim Frost.

*Larry Sparks joined VINDICTIVE in 1933.
I talked to him in January of 1998.*

I joined the Corps while it was parading at Port Arthur Armoury.

I can remember uniforms being passed from cadet to cadet with changes being made to make them fit as required by the parents. No one got new parts.

George Balcome and Jim Frost were two of the officers.



The Corps used a building that was next to the Richardson Elevator to work on the two boats the Corps had for sailing and pulling.

Summer training was on a local level.

Cadets were rewarded with pop for attending special parades, November 11th, etc.



1932

Alex Kraft
Cadet 1936-1943

I was in VINDICTIVE Sea Cadets from 1936 to 1943. Looking back at those seven years, it was one of the most enjoyable periods of my life, meeting new kids who are still my friends sixty-years later.

I spent my time learning some rudimentary skills: knot tying; semaphore signals; cutlass drill; rifle drill; compass; and playing a side drum in the bugle band. I looked forward to each week to attend the two nights we paraded. My neighbourhood gang was still standing around the corner-store when I would periodically turn up – it looked like they hadn't moved.



The Saturday before November 11th, saw us cadets selling poppies on the streets of Port Arthur, and then on the 11th, we would parade to the Cenotaph for ceremonies there and at St. Paul's Church. Later we would march to the Legion for hot dogs and pop. I played a side drum and as November 11th is usually a cold day, I would wear my mother's pigskin gloves. Some lads wore gum rubbers and some wore moccasins. We were poor but a happy group of lads during the Great Depression.

My summers were always busy with cadets, going away to camp or rowing down at the waterfront. There were two 10-man cutters, one sail boat and an old iron lifeboat (a gift from Richardson Elevator off their self-unloader SS EASTRICH).

We would practice rowing most evenings, and in the morning too if they thought we had a chance to go to the Regatta at the National Exhibition in Toronto. I remember doing a lot of rowing and running up-and-down the road with a heavy oar over our heads, only to be told in August that because of financial constraints (where did we hear that before?) they could not send us to Toronto.

Sailing – The old lifeboat was named the "Iron Duke" after some great Royal Navy ship. It was used for sailing to camp at Sunnyside Beach, 18 miles down the way. We could carry aboard: 14 to 15 cadets; our instructor George Balcome; 3 wall tents; cast iron pots; grills; pans; our foodstuff for the two week stay; and our own blankets for bedding. On our arrival we would cut balsam bows for mattresses. There were no sleeping bags used in those days. Prior to sailing each cadet was given a list of dry food and canned goods to bring and to have fifty cents for fresh bread which could be purchased from the campers' store.

On one occasion, we had a large collie dog aboard who got sea-sick – Yuk. It usually took a full day sail to reach Sunnyside or Amethyst but on one occasion it took two days as we tacked back and forth against strong east winds. It was dark and raining by the time we got to land and we got under canvas as best we could, using our oars to hold up the tent for shelter. We did not know our landfall until the next morning – Wild Goose! Supper was cheese and crackers with lake water. We were a tired and hungry bunch of lads but were soon fast asleep. We carried no life jackets and the "iron Duke" had no flotation tanks. It could have been a long cold swim back to Port Arthur with a heavy oak oar for support.

George Balcome, our leader, served in the Royal Navy at the turn of the century. He would tell us stories of his time in China during the Boxer Rebellion. He had a great baritone voice and would sing us old sea chantys every night around the camp fire.



These camps were not organized as such. Very casual, we took turns cooking and some of the lads were very bad cooks. We would sail over to Caribou Island to explore from one end to the other and climb the cliffs. We would pick wild raspberries that grew on the cliffs which would go into a six-inch deep pie. Our oven was a cast iron pot and lid over which we would build a fire and cook the pie for two or three hours – ever good! Still today, I enjoy two items from that menu we used sixty years ago – salmon cakes and corned beef hash.

Once, when we had just arrived at Sunnyside, myself and another cadet were dragging poles back to our camp that we had cut for the tents when we heard cries for help. It was coming from some children by the lake. One of them had fallen into a deep dredge hole and was drowning. I said to the other cadet, "Can you swim?" He said yes but didn't want to get his clothes wet. I said that I could not swim – only dog-paddle, and I sent him to get the other cadets while I plunged into the water. Somehow I managed to bring the little boy ashore by the time the other cadets arrived. The event was reported in the News Chronicle and Mr. Balcome tried to get me a life-saving medal but was unsuccessful.

In 1937, we went to an organized camp at Port Stanley with many hundreds of cadets from all over Ontario. It was run by the Army from their London, Ontario base. We slept in bell tents and ate so-so food. Lake Erie was a lake where you had to take special care as there was danger of an undertow in rough weather. Two nights to go down and the same coming home. Just think, we had two days of cheese sandwiches and nothing else.

When I joined Cadets, they had two rooms at the Armoury. In 1939, upon the outbreak of the War, the Navy, needing more space, took one of the two VINDICTIVE rooms at the Armoury.

Tom Luck
Cadet 1933-1937

I joined the Corps in 1933 and parades were being held in the Port Arthur Armoury. As one of the officers also lived in Fort William, I was fortunate in being able to get a ride over on parade nights, returning the four miles home by street car – and quite often I walked, twelve years old and walking home after parades.

The Corps paraded between 75 and 100 cadets and two of the instructors were John Tiboni and Ed Carnwell. There were classes in field training, drill signals and whaler sailing. The Corps paraded on November 11th's and in 1936, participated in the Semi-Centennial Anniversary of the



City. Whaler races were held as part of the celebrations; I was Coxswain and remember that Burt Tebbenham and --- Brown were part of the crew.

After leaving VINDICTIVE in 1937, I was approached in 1939 to assist at RCSCC ADMIRAL CRADOCK, the Cadet Corps in Fort William that had been formed three or four years earlier, and I worked with them at the rank of Chief Petty Officer. At that time, they paraded in the Murphy Block under Captain Dyer, the Harbour Master.

Tal – As we talked, Tom told me of the time he spent on lake vessels in the harbour and through a ship's captain, who was a good friend of his dad's, was able to sail with the ship as it went from elevator to elevator, being involved with the pilotage and steering as each opportunity presented itself.

In thanking Tom for his insight into cadet activities in the early years, I must mention, for everyone's information, that Tom Luck was the first VINDICTIVE cadet to reach the rank of Commander and the position of Commanding Officer of HMCS GRIFFON. On behalf of the cadets, I take this opportunity to thank Cdr Luck for his assistance to the cadets and the Corps during his time in command.

Annual Inspections

| | |
|------|--|
| 1930 | George Balcome, Commanding Officer VINDICTIVE |
| 1931 | George Balcome, Commanding Officer VINDICTIVE The Canadian National Exhibition's Jellicoe Cup for winning the Ten Oared Cutter Race awarded to VINDICTIVE |
| 1932 | George Balcome, Commanding Officer VINDICTIVE |
| 1933 | Dyer H. Walton, Commanding Officer VINDICTIVE |
| 1934 | Dyer H. Walton, Commanding Officer VINDICTIVE |
| 1935 | Dyer H. Walton, Commanding Officer VINDICTIVE |
| 1936 | Dyer H. Walton, Commanding Officer VINDICTIVE |
| 1937 | Dyer H. Walton, Commanding Officer VINDICTIVE |



The 1940's

There were big changes at VINDICTIVE in 1941-42. Frank Purdy enlisted interested men to fill depleted officer ranks and Lieutenant Harry Tuckwell assumed the position of Commanding Officer which he held until 1945. It was during this time, in an 18-month period, the Corps grew from 50 to 200 cadets.



In the early 1940's, VINDICTIVE had a twenty-piece drum and bugle band under the direction of Lieutenant John Hayes.



The Corps moved from the Armoury to a temporary location and then to "move in" with HMCS GRIFFON in 1941. GRIFFON and VINDICTIVE have been together ever since.

In March 1945, there were 175 cadets on parade for an inspection by Commodore E.R. Brock CBE, RCNVR who was Chairman of the Inter-Service Cadet Committee in Toronto. The inspecting party included: Commander F.M. Jeffrey OBE, RCNVR Toronto; LCdr W. Johnston, HMCS GRIFFON; Captain Fred Wingate, Military District #10; and Lieutenant Harry Tuckwell, Commanding Officer VINDICTIVE.



In November 1945, the new Commanding Officer of GRIFFON, LCdr D.R. Gardner carried out an inspection. Upon this occasion the Sea Cadet Committee consisted of: LCOL Harry Ruttan, Chairman; L.S.R. Hallam, Treasurer; Chuck Adderley, Secretary; and Gordon McDougall.



In 1946, VINDICTIVE had a Change of Command and LT Clarence Cocker, one of the Corps original cadets, assumed command.



Former cadet Clarence Cocker, then an officer, at Camp Ruttan in 1947

Summer camps in 1945-46 were held at Eva Lake in what is now Quetico Provincial Park. In 1947-48-49 the camp was moved to Camp Ruttan at Kenora, where over 100 cadets from the Lakehead and Brandon received summer training with an emphasis on sailing.

Lieutenant Lyle Nickle served as Commanding Officer of VINDICTIVE from 1949 to 1950.

Alex Kraft **Cadet 1936-1943**

The RCNVR moved from the Armouries to Cook Street in the Spring of 1940. In the winter of 1940, the Corps moved to the Ontario Forestry Branch Building on Algoma Street, behind the Baptist Church. I think we stayed at the Algoma address for another year or so until the Navy made room for us at Cook Street.

There was no camping during the summers of 1940-41 as by this time George Balcome had found steady work.

In 1942, we went to Beausoleil Island on Georgian Bay (Queen Elizabeth Sea Cadet Camp) for an organized camp run in several different sessions for Sea Cadets in Ontario. We went together with ADMIRAL CRADOCK corps from Fort William on the CPR.



Cover from the recently released book on the history of the Georgian Bay Sea Cadet Camps



In 1943, we were together again and were the first to go to the new cadet camp at Eva Lake. To get there was a fourteen-hour train trip on the way-freight. Fort William and Port Arthur were always competing in games and rowing. Food was good and we had Navy types from HMCS GRIFFON running the show. There was no smoking in the cabins; only down at the water's edge. One night, I had finished my smoke and came back to our cabin which, while quiet, had a strong smell of shoe polish in the air. As a CPO, I ordered everyone to take off their clothes. As usual the smallest and weakest had been "black balled". So the punishment was push-ups to do before bedtime. Everyone seemed to enjoy the fun – even the victim.

The Eva Lake property was sold to the Royal Canadian Navy Sea Cadets for training purposes and some dozen buildings were added to the property, including a dining room which seats 60 persons, kitchens, a 7-room house to be known as the sickbay and sleeping cabins to accommodate some 150 people. The original cabins of John Colburg and Dr. Thompson became officer' quarters. Numerous docks and lighthouses for navigational purposes were installed on the islands and the shores of Eva Lake, which still remain in various stages of deterioration. (Atikokan Archives)

After this camp we returned to Port Arthur and my years as a Sea Cadet were over as I joined the Navy to go to war. I have good memories of being a VINDICTIVE.

Tal Morgan Cadet and Officer 1945-1996

As a boy of thirteen, who had moved to Port Arthur earlier in the year, and with a number of my new school friends, I went down to HMCS GRIFFON to join the Sea Cadets. Padre Cann was the enrollment officer and at that time you had to be thirteen and five feet in height. The Padre backed me up to the tape, quietly placed a large seamanship manual and said "stand on that" reporting in voice for all close to hear, "this one's OK". (He was a good friend of my Dad who ran the Sailors' Institute.) And so it was that on November 16, 1945, I joined Royal Canadian Sea Cadet Corps VINDICTIVE.

Just as Alex Kraft mentioned earlier, I too made friends at Cadets that have remained friends even until today, and I'll take this opportunity to name a few: Gordon Mosher; Ray York; Bill Squires; Jim McKeown; and Tony and John Zgrych to name a few.

A few things I remember from those early days would have to include the fear that all New Entries had of the Petty Officers and the Chief of the Corps. Not only did they have a lot of badges on their arms, but they were big guys too (big to me anyway). Bob Newton, Tom Neal, Gordon Cameron, Bill Watt, Ray Herckman, Tom Inglis and Ray Battersby are a few I remember.



The Commanding Officer when I joined was Harry Tuckwell, and other early officers included: Clarence Cocker; Murdo MacKenzie; Lyle Nickle; Norm Antrobuse; Jack Rayner; John Styffe; Chuck Hodgeson; Ted Lake; Padre Cann; and John Hayes. These were men, most with service time, who were well-known in the community and who you respected in or out of uniform.



Training was carried out on Tuesdays and Friday nights at GRIFFON, and range practice at the Armoury on Saturday mornings under the watchful eye of LT J. Hayes.



VINDICTIVE was always of a size that could muster a guard and a band from its enrolment of about one hundred and twenty cadets in the later 40's.

GRIFFON having moved onto its present location in 1945 provided quarters for the Corps and due to the

assistance from her Commanding Officers, Staff Officers, ship's company (both Regular and Reserve) and civilian staff throughout all of these years helped VINDICTIVE to continue to be one of the top corps in Canada. The cadet Ship's Office was located off the gangway at the Algoma Street end of the drill deck along with the CO's cabin, RPO's Office, Officers' Wardroom and Clothing Stores. During the training year, classes were carried out on the main deck, in classrooms located at both ends of the main deck, in classrooms in building two (one on each level) and,, weather permitting, on the lower parade square.



There have been a number of changes to the structure of GRIFFON over the years. When I joined in 1945, the Bridge was at the east end of the drill deck. It was a two-storey structure with binnacle, ship's wheel and masts and yards. The area below was used to store sports equipment, a boxing ring, fencing gear, hockey, basketball and volleyball equipment. The ship had a hardwood drill deck. In time the bridge structure was removed and two twin four-inch gun mounts, an oerlikon gun and a bofors gun were installed. One of the twin fours was electrically controlled. Large double doors were located on the north side of the drill deck opposite the gangway and for many years a Fairey Swordfish aeroplane was located on the deck (I think that the only things that remain of her are the wheels which were used on a trailer).



LT T. Gustafson with cadets on the 4-inch mount

(Note: The move by HMCS GRIFFON to 125 North Algoma and her lodging of VINDICTIVE within, a relationship of more than sixty years now, closes a loop. One of the earliest supporters of VINDICTIVE in the days of the Boys' Naval Brigade was James Whalen. He appears in the picture of the Corps in 1920. The central building of GRIFFON is the house that is the location of the CO's Cabin, the Ship's Office, The Officers Wardroom, and the Wrens' Mess. This house was James Whalen's family home.)

Corps officers were assisted during my early years by naval personnel stationed at GRIFFON, many who just loved putting fear into young lads. Doubling around the deck or holding a rifle at arms' length was the punishment for not paying attention in class.



Everyone looked forward to getting their uniform issued. Fred Hopkins and Sammy Green were two Stores Officers I remember. Boots had to be purchased, the cadets half being \$3.12 with the Navy League paying the other half. The naval uniform included the blue cap for winter with the white cap for summer, a heavy scratchy blue sweater for winter and two flannel vests (gunshirts) that never looked white, for summer. This was topped off with a heavy greatcoat and a smelly oilskin.



We were all very proud to wear that uniform with the seven seas pressed into our bell-bottoms, and were looking forward to the time when, as senior cadets, we could tie our cap tally with the butterfly bow. Church parades and annual inspections gave us all a chance to show what cadets were all about.

Once the winter training was over and the annual inspection had been held, cadets continued to meet at the boathouse until time for camp. The cadet boathouse was on the waterfront beside GRIFFON's at Perry's Boatyard (a former VINDICTIVE). Our fleet was two sea cadet pulling cutters and three Peterborough dinghies. GRIFFON had two whalers which we could use. Pulling races and sailing classes were held on Tuesday and Friday nights with officers available on Saturdays if there was a good wind.

As cadets, the boathouse was our favourite place during the summer. The GRIFFON boathouse had a large sliding garage door which caused very little problem when we needed lifejackets or rope. Every time we used the equipment, we had to be sure that we left nothing on the ground as the acid in the soil would rot line and sails by the next week. Money was in short supply and I can remember taking the Peterborough Dinghy up to Joe Tocheri's father's workshop and replacing planking, most of the decking and using the washing machines in the apartment block across from GRIFFON to wash the sails.

Arthur Simmons was the Communications Officer in the Corps and I think he was ex-Royal Navy and very English. He owned a grocery store on Cumberland Street and after sailing we would go to the store, he would open it for us and we would buy pop and bars and all sit on the floor in the aisles while he told us stories.



LT John Hayes did double duty as the Band Officer and the Range Officer. For the range, he took us down to the Armoury every Saturday morning. With there being no lock-up for the rifles for us at the Armoury, we carried the rifles down and back every time.

As Corps Chief, I remember turning about to report the Ship's Company to LT Lyle Nickle, who always looked so great in uniform – clean shaven and spotless uniform. It was quite obvious that he had not shaved for five or six days; I could not say a word. Lyle took over, stood the Ship's Company at ease, we all had our laugh, then he turned the parade back to me so that I could report the Ship's Company ready for Colours and Prayers. Padre Cann took prayers each parade and was also active at summer camp.



Camp in 1946 was at Eva Lake in Quetico. The CN train left on Saturday morning with as many cadets as could get into the cars provided. By the time we got to the camp, 90 miles away. it was dark. It seemed as though the engineer had to stop and talk with every farmer along the way, and milk the odd cow as well.

When we arrived at camp, after running down a bush road in the dark, and crossing the lake in pulling cutters being towed by a diesel cutter, the officer-in-charge assigned us to cabins and told us to pick-up our bags, which were in another cutter, in the morning. The next morning found our kit bags still in the cutter with the cutter sitting on the bottom and all of the bags underwater. Most of the cadets, just like myself, had not been away from home before and this was not a good start. We lined up to see the Padre, Padre Cann, who informed us that he was too busy to see us that day but we could come back on Wednesday and he would take care of everything. I'm glad to say that Wednesday never came and we all got involved in camp activities.

I remember walking up to the galley for kye after we arrived and was surprised to see the hind-quarters of a bear sticking out of the garbage cans. We asked the staff and they assured us that the remains were left over from the last camp and that they would kill some at the beginning of the week so that our bear would be fresh.



The days were filled with a variety of training classes and everyone took their turn at duty watch. With outhouses, the "honey wagon" run was one duty you tried to stay away from. It was at Eva that I got my first taste of splicing and whipping with PO Bird, RCN, my instructor. As I look back now, he had the patience of Job and to this day whenever I instructed a class in ropework, I try to follow his example.

I recall one evening after supper that the cry went out that there were bears at the dump and we all took off at the run to check it out with little concern for safety. Two cubs were up a big tree and no-one knew where the mother was so the staff decided to cut the tree down with a big net ready to catch the cubs. In time the tree was cut down, the net was on the wrong side and the cubs walked off into the bush to the cheers of all of the cadets.





Annual Inspections

| | |
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| 1940 | Dyer H. Walton, Commanding Officer VINDICTIVE |
| 1941 | Dyer H. Walton, Commanding Officer VINDICTIVE |
| 1942 | LCdr Harry Tuckwell, Commanding Officer VINDICTIVE |
| 1943 | LCdr Harry Tuckwell, Commanding Officer VINDICTIVE |
| 1944 | August 14 th – Commissioning of HMCS GRIFFON at 125 N. Algoma. RCSCC VINDICTIVE paraded with GRIFFON Ship's Company |
| 1945 | Cdr. W. Johnson, Commanding Officer HMCS GRIFFON Two hundred cadets on parade Padre Cann presents the Corps with the Padre Cann Trophy for Marksmanship |
| 1946 | LCdr D.R. Gardner, Commmanding Officer HMCS GRIFFON Two hundred cadets on parade |
| 1947 | Cdr C.W. King, Commanding Officer HMCS GRIFFON |
| 1948 | Cdr C.W. King, Commanding Officer HMCS GRIFFON |
| 1949 | Cdr C.W. King, Commanding Officer HMCS GRIFFON |





The 1950's

The 1950's saw the Corps continue to maintain its high standard of efficiency. LCdr Murdo MacKenzie was in command from 1950-54, LT Cliff Stamp in 1955 and LT Tal Morgan took command in 1956.

It was during the 50's that summer training for cadets moved from the provincial camps such as Queen Elizabeth, Princess Alice and Camp Ruttan to two, six and eight-week training periods at HMCS CORNWALLIS and HMCS ACADIA on the East Coast.

In 1957, two VINDICTIVE's, PO Mike Krzysztofczyk and John Andrusyk were selected for a cruise to Australia aboard the cruiser, HMCS ONTARIO.



Mike Krzysztofczyk and John Andrusyk

Ken Millar

Cadet and Officer 1956-1965

I enrolled as a New Entry in 1956. My younger brother, Rodney Millar, was a member of the Navy League Cadets and I was most likely envious of his uniform. The Commanding Officer was Clifford Stamp. I was assigned to Benbow Division and if I remember correctly, Tal Morgan was the Divisional Officer.



In 1957 I was promoted to Able Cadet and by that time I was a member of the Guard. During the summer, I attended camp at HMCS ACADIA in Nova Scotia. Also in the summer, I participated in rowing at home.



In 1958, I passed the exam for Leading Cadet and again attended camp at ACADIA and spent the remainder of the summer rowing at home. During the winter, I was a member of the shooting team and the Guard. I achieved marksman status. While at ACADIA, I passed the exam for PO2.

In 1959, I was promoted to PO1 and became a CPO. I attended a summer course in anti-submarine technology at HMCS STADACONA in Halifax. I recall this summer as we were housed at the Army barracks in Windsor Park and marched back-and-forth to STADACONA each day. We were issued with cutlery at the Army Base that we had to keep for our personal use for the full summer. Our gear was kept in our kit bags for the full six weeks. We were given plenty of leave and I walked all over Halifax and could remember much of the city when I returned later in life. I was paid the sum of \$100 for successfully completing the course.

(Note – During the 50's and into the 60's, Sea Cadets had a number of courses and trades open to them that are no longer available to modern-day cadets. These courses, of either six or eight weeks duration, covered such trades as Anti-Submarine (such as Ken reports), Naval Aviation, Radar Plotter, Communicator, etc. and were held at Fleet Schools where the cadets were instructed by regular force personnel to regular force standards – usually at the trade group one level. Successful completion of the course resulted in a \$100 trades training bonus being paid. Completing the course also allowed an ex-cadet accelerated promotion in the regular or reserve force upon enrollment with them.)



Tal Morgan Cadet and Officer 1945-1996

In the late 50's, PO Jack Morphet of GRIFFON installed a radar unit in the small classroom at the east end of the drill deck.

I remember when the communications centre was being set up and marvel when I remember how Commander Ormsby (later Captain) climbed up the ladders and crawled through the ceiling rafters to string wires. He had an artificial leg.



In talking with ex-cadets, they recall the names of boys and girls that they paraded with and also remind me of the names of officers that had slipped from my memory – the trips to the coast, the local summer camps, weekend schemes, the Friday-night Band and Guard practices and the floor hockey games.



In the telling of this story, I have listed the names of officers of the Corps, each one who added to the caliber of cadets that made VINDICTIVE the great Corps that it still is today. In the early days, officers got their uniforms handed-down from ex-service people and used their connections with people in the community

to make and obtain training aids. In the early fifties, officers received fifteen days of pay for the year that was paid in one annual payment. When we started to receive pay, we also had to buy our own uniforms and my first cheque as a Midshipman covered the cost of my first uniform.

Joe Tocheri and I came in as Midshipmen together in 1951 under the watchful eyes of Murdo (MacKenzie) and Clarence (Crocker). We both went to school with a number of the cadets and had to learn that association with school chums at cadets was a no-no.

Joe and I used to take cadets to summer camps for two weeks. Joe was a school teacher and with summers off used to spend his entire summer at the camp as a member of staff.

One year, Joe was movements officer in charge of a twenty-five-railcar-long collection of cadets going from Montreal to Sydney (HMCS ACADIA). We had just left the Montreal Station when Joe found out that the railway had not staffed each car with a porter – which was a requirement. I think we were about seven or eight short for the twenty-five cars. Much to everyone's surprise, Joe reached up and pulled the emergency cord and the train stopped immediately. When the conductor showed up to ask why the cord had been pulled, Joe told him we would sit there until the full train crew was aboard. About an hour later, taxis pulled up next to the train and the rest of the crew came on board. I think Joe got a cheer from the cadets.



Inspected at the Off Caps.

SLT Dawson is the DO at the Inspecting Officer's right shoulder

help and I feel that I was fortunate to have made friends of them both in and out of cadets.

Marcel Gauthier ran the hardware lumber yard on Dawson Road and had space where we stripped our drums and sanded and painted them all -- no charge for space, sandpaper or paint.

In the earlier years, the Corps officer complement allowed for both a Protestant and an RC Chaplain. For many years, the minister at St. George's Anglican Church on McIntyre Street was the Protestant Chaplain -- Reverend Steven Cann, Reverend James Turner and most recently Reverend Jim Turner filled the billet as well as other duties in the Corps. Besides taking the Ship's Company in Prayers, the Padres met each cadets as the enrollment officer so that the cadet got to meet them and know where they could go if any need arose.



SLT Gauthier setting a jackstay transfer



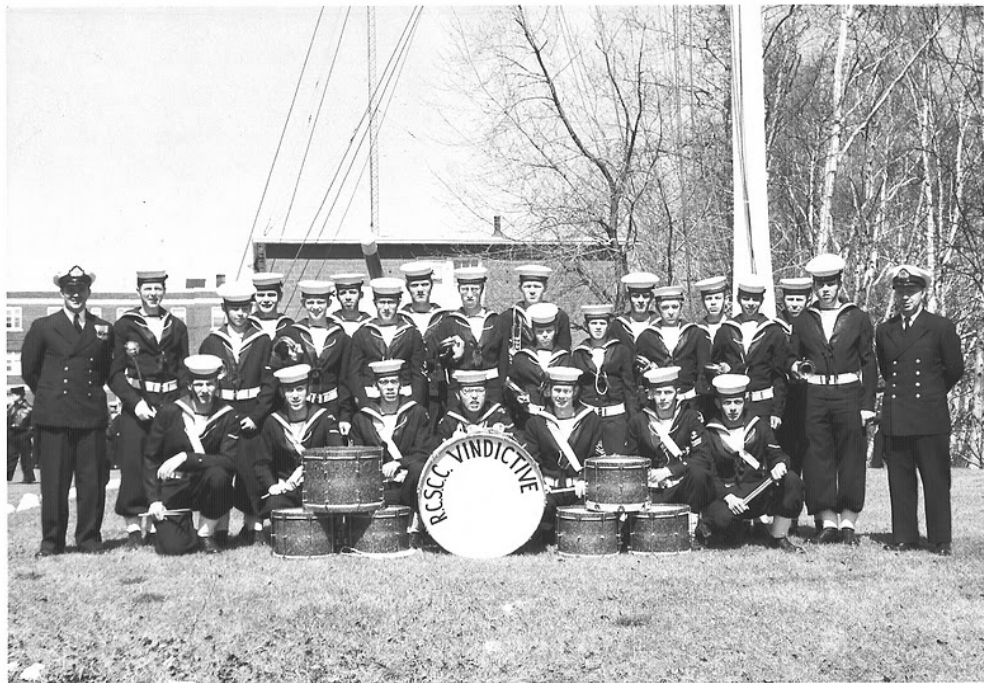
Leonard Rissanen
Cadet 1949-1954

As a member of VINDICTIVE for five years, Leonard worked his way up the ranks to Acting Chief Petty Officer. During his years, he attended summer training at Camp Ruttan – Kenora, Camp Latona – Vancouver, Camp Ewing – Montreal and HMCS CORNWALLIS.

As one of six cadets selected from Ontario, Len spent time aboard HMCS MICMAC on a cruise to Bermuda.

In 1954, Len enlisted in the RCNR as a Communicator.

Today, Len is active as Commander of the Royal Canadian Legion, Branch #5, Colour Party and is also a member of the Colour Party with the Thunder Bay Naval Association.





Annual Inspections

| | |
|------|---|
| 1950 | CAPT E.O. Ormsby, Commanding Officer HMCS GRIFFON |
| 1951 | CAPT E.O. Ormsby, Commanding Officer HMCS GRIFFON |
| 1952 | CAPT E.O. Ormsby, Commanding Officer HMCS GRIFFON |
| 1953 | CAPT E.O. Ormsby, Commanding Officer HMCS GRIFFON |
| 1954 | CAPT E.O. Ormsby, Commanding Officer HMCS GRIFFON |
| 1955 | CAPT E.O. Ormsby, Commanding Officer HMCS GRIFFON |
| 1956 | Cdr T.C. Luck, Commanding Officer HMCS GRIFFON |
| 1957 | Cdr T.C. Luck, Commanding Officer HMCS GRIFFON |
| 1958 | Cdr T.C. Luck, Commanding Officer HMCS GRIFFON |
| 1959 | Cdr T.C. Luck, Commanding Officer HMCS GRIFFON |



The 1960's

It was in the early 60's that the Polish Combatants' Branch 219 of the Royal Canadian Legion took over sponsorship of the Corps band. And a timely intervention it was too as this is when the Corps started replacing bugles with valve cornets and glockenspiels.

Lieutenant Tom Gustafson assumed command from 1962 to 1966 and it was during this time that a number of trophies were presented for annual competition within the Corps. In 1964, the RCSCC VINDICTIVE Cadet Of The Year Trophy was presented by Frank Skinner MacDonald. And also in 1964, the Larry Liikala Memorial Shield was presented in Larry's memory by his family for Guardsman Of The Year. The Paxton Memorial Trophy for Best Trumpeter, in memory of Hugh Paxton, was presented in 1965. In 1966, the Rogers family presented a trophy to be presented to the top drummer each year in memory of Percy Rogers by his son Reginald W. Rogers. And, the James Kerrison Memorial Trophy for All Round Seamanship was added to the trophy cabinet.

During the 60's, as cadets traveled to camps and courses at Point Edward Naval Base in Sydney, Nova Scotia (HMCS ACADIA), HMCS CORNWALLIS in Digby, Nova Scotia and HMCS QUADRA in Comox, British Columbia, officers of the Corps carried out duties as movement officers to get the cadets to the camps and then during the two weeks assisted the camp staff as required. In this way the officers kept up-to-date on changes in training and also kept in touch with officers from the many cadet corps represented at these camps.

LT Tal Morgan assumed command of the Corps from 1967 to 1971.





Tal Morgan
Cadet and Officer 1945-1996

In the early 60's, when Commander Botley was Commanding Officer of GRIFFON, the Department of National Defence decided that buildings at reserve units that were not being fully utilized were to be closed wherever possible. At this time, building two at GRIFFON was being used as a Shipwright's Shop, storage and the CPO's Mess and was not fully used. Cdr Botley asked VINDICTIVE to move over to building two as soon as possible which we did that same weekend and ever since that time VINDICTIVE and THUNDER cadets have made full use of the building.

In 1966, I traveled with Jim Crist of the Ontario Division of the Navy League and our Port Arthur Branch President, Clarence Crocker to meet with interested parents in Red Rock who wanted to start a Sea Cadet Corps. They had obtained signatures from 85 potential cadets. Toronto said that this was not enough to start a new corps so VINDICTIVE offered to form a tender division parading in Red Rock. Alf Rydholm of Red Rock joined our officer slate and started training cadets in Red Rock. Tom Gustafson and I traveled there on a regular basis and the cadets were bussed to Port Arthur whenever the Area Officer visited and for the Annual Inspection. In later years, Tony (Bloody Hell) Peel took over the division in Red Rock and later formed RCSCC ONONDAGA in Nipigon. Tony spent a number of years working with VINDICTIVE officers at summer camps and on weekend schemes.

Tom Gustafson
Officer 1959-1969

I started as an officer with Sea Cadets at ADMIRAL CRADOCK with Jack Bryant, Len Martin and Jack Mitchell. The most memorable event was the mass reserve and cadet parade in an attempt to save the old Fort William Armouries.

I came to VINDICTIVE where parade and gunnery work was my bag and I enjoyed it. Remember how we shocked the crowd on November 11th at the Fort William Gardens and downtown amongst the buildings when we fired blanks. It was never in the cadet drill book but it encouraged cadets into the Guard.



Public parades were always good for esprit de corps for both cadets and officers alike. Examples were: The Opening of The Seaway Terminal; Remembrance Days; Canada Centennial Trips in NW Ontario; etc. The integration of GRIFFON with our Band and Guard were good outings and inspired many cadets to join the Reserve or permanent forces – I think of Ray Zuliani as an example.

Annual inspections were always the high point of the training year and we varied our programs each year. The most outstanding was the year that we depicted the historical action of our namesake VINDICTIVE with Rev. Jim Turner. Then there were the "Old Time" band members who paraded for the crowd and did the traditional Razz-ma-Tazz.

I think though that one of the most constructive developments was what VINDICTIVE and the Navy League Committees did for the NW Ontario Area was the implementation of the Sea Cadet Corps at Red Rock and Terrace Bay.

My era was the two-week camps at ACADIA (nine times), once at CORNWALLIS and all summer at NADEN. Transportation to camp was always eventful. I remember heading out by train and after a layover departing with 600 cadets with just Joe Tocheri and I – but not before having a Kit Inspection on the station platform. Service Air was a slight improvement when you got past the box lunches and the droning noise that went on for hours.



VINDICTIVE cadets at ACADIA

There was a time we were airlifted from Nova Scotia to Toronto where we were to change over to the CPR. Our transit bus was nearly struck by a freight train at the crossing in suburban York.



Working at the Boathouse at camp was always busy but enjoyable, especially when we had a good wind and sailed the cutter. We were never able to beat crews from the Royal Yacht Club at their Regatta. Payday and civvy shopping was always a highlight when we used to purchase lingerie as a peace token for our ladies (except Ish The Bish).

I particularly remember escorting Cadet Of The Year Petch to Toronto for his trophy. Then there was a time when I was the OIC for 18 hand-picked cadets from across Canada on exchange to Pensacola, Florida with two weeks aboard the carrier USS LEXINGTON for exercises.

In 1969, Bob Bracken asked me to spend a summer at HMCS NADEN as OIC of Training. This was the first time that they integrated the P&RT Course with Army and Air Cadets. I was asked to mount a Guard for the Commanding Officer's Inspection. I found fifty volunteers from the three services who trained in work gear during the Dog Watch. Then on parade they appeared in kilts, wedges, blue uniforms to the CO's astonishment – this tri-service arrangement had never happened before.

Tony Peel **RCSCC ONONDAGA**

The Nipigon Sea Cadet Corps ONONDAGA started as a tender division to VINDICTIVE. For many years the two Corps have supported each other in arrangements that still exist today.

In 1964, under the leadership of LT Alf Rydholm, a division of twenty cadets paraded at the Red Rock Legion and attended ceremonial parades in Port Arthur with VINDICTIVE on the visits of Area Officers, Remembrance Day and Annual Inspections until the creation of their own Corps.



The first CPO was Bill Lehto in 65-67 followed by Roger Krawczuk in 67-68.

RCSCC ONONDAGA was commissioned in January of 1969 with the following officers: A/LT John Boyd, CO; SLT N. Mason, XO; SLT I.A. Peel, SO; A/LT F.J. Meyers, Padre; A/LT Ed Somerleigh, MO; MID D. Booker; and MID G. Evans.



Ken Millar
Cadet and Officer 1956-1965

In 1960, I was given the opportunity to represent Canadian Sea Cadets at the centenary celebrations of Army Cadets in England. I spent four weeks traveling throughout England and Scotland with about 60 other cadets from other Commonwealth countries. We flew out to England from Trenton, Ontario in a DC3 in a flight that took over 30 hours. The aircraft was very noisy and slow, stopping at Gander in Newfoundland, the Azores, then France before arriving in England. We had to wear earmuffs for the whole trip and had cold box lunches. We spent one night at an air force base in Marville, France.

Our attending officer, LCdr Mason, did not want to fly home on a DC3. To obtain a flight on the Comet home required a layover of a week on my own in England. I stayed with relatives in the city of Bath and visited the place of my birth in Yeovelle. Bath is an historic city having warm salt water springs that were used during the Roman occupation. I was able to have a soak in the warm water but the site is now closed to the public.

In September 1960, I became a Midshipman and shortly after was promoted to Sub-Lieutenant. My duties at the Corps were instructor, Divisional Officer and Guard Officer. The following summer (1961), I returned to ACADIA as a Divisional Officer.



Ken Millar with the Guard 1962

In 1965, I was transferred by my work to the audit department of the CIBC in Winnipeg and had to resign from the Corps.

In 1967, when I was transferred again, but this time to Toronto to work in the bank's mortgage department, I joined RCSCC VANGUARD serving as Divisional Officer, Boats Officer and Instructor.

In 1972, I accepted an appointment as Executive Officer at RCSCC ONTARIO in North Toronto and in 1973 I was appointed Commanding Officer. I retired in 1974 when my second child was born.

In 1977, we moved to Queensport, a fishing community in Guysborough County, Nova Scotia. The view from my home overlooks Chedabucto Bay. I volunteered as an officer instructor with RCSCC CANSO from 1979 to 1980, but have not been involved since.



(Note. The Millar family contributed much to the cadet program. I remember your Dad teaching the cadets how to get a shine on a new pair of boots. Great times we will all remember. Thanks again, Tal.)

Trevor Whitehouse
Officer 1969-1984

It has occurred to me, as I have read through the early drafts of the VINDICTIVE story, that one of the epic Tal stories has not been told. An oversight that I am only too pleased to put right.

Now most of the times that I have provided input to this VINDICTIVE story have been based on what I actually heard or saw. This story of Tal is one that I heard about so many times and from so many different sources (one being a former GRIFFON CO) that it must be true and I can certainly do some of the lead-in description from my actual observances of Tal working with the band during my time with VINDICTIVE.

At some time in the 60's I am guessing, the person who was in charge of the Band left the Corps. This left the Corps without a Band Officer and it was over the summer between the Annual Inspection and start-up in September that Tal, faced with the inevitable, taught himself to play both the drums and the cornet. Now what Tal lacked in finesse he certainly made up for with gusto, and he was a sight when playing the cornet. It was a wonder that no-one sat him down right away for fear he was having a heart attack as his face was a brilliant shade of red to contrast his uniform.

But the summer passed, and by the Fall, Tal was ready for his new responsibilities (along with everything else that he was already doing). The Band blossomed and Tal was rightly proud of what they could do.



It came around to some official parade (VINDICTIVE often played in support of GRIFFON after the GRIFFON band was disbanded in one of the first financial cut-backs) and Tal as Band Officer was waiting for the Inspecting Officer to get around to the Band. After the Band was reported and the inspection began, the inspecting officer complimented Tal on the Band and asked what musician training Tal had taken to be able to put forward such a well drilled and good-sounding band. When he was told that Tal had no training, the inspecting officer asked how it came to be that Tal was the Band Officer. "It was my turn, Sir." came the reply. That



answer says volumes not only about Tal but about the whole attitude that pervaded VINDICTIVE.

Dave Foley
Cadet 1966-1970

I am responding to your request for information about the best Sea Cadet Corps in Canada. I had the privilege of belonging to VINDICTIVE from 1966-1970. During this time, I achieved the rank of Petty Officer First Class.

In the summer of 1967, I had the honour of going to the Royal Military College in Kingston, Ontario to become one of the hosts of an international sea cadet muster to commemorate Canada's centennial. There were cadets from all over the world; my roommate was from Sweden. We were all able to attend Expo 67 in Montreal as well as the Parliament Buildings in Ottawa. I think that there were six of us from VINDICTIVE; I can't remember all of the names as we were split up once at the camp but Robert Andrychuk may have been one.

We had quite a few schemes at Lieutenant MacLean's property on Dog Lake Road. All I can remember about them was being cold, wet and tired and that no-one liked the way Tim Jackson and I made breakfast. And there were a couple of hairy rides in the back of army trucks; all-in-all – great fun.

In 1967 we trained with the Reserves in a big guard and got to use FN rifles. We did a full gun salute but can't remember where. We also toured around NW Ontario a lot. I remember being in Terrace Bay in the fog that was so thick that I don't think anyone saw us march down the highway. Spending a night in the LenVer Inn in Dryden just behind the mill on the highway. One night was at Keewatin at a native boarding school. I know we marched a lot and I still love to walk.

Because of Sea Cadets, I met Joanne Carlisle, who was the leader and founder of the Lions' Club Baton Corps. With her, Michael Phirby, Spooner and a few others we played drums in the Christmas City Of The North Parade, the Calgary Stampede, Duluth, Hibbing, Kenora, Nipigon and a lot more places that I can't remember. We always seemed to be in a parade somewhere and for this opportunity, I thank you (Tal) and all of your fellow officers.

The officers that I can recall while I was in the Corps were: Mr Gustafson; Tal Morgan – Band Officer; John Rickard – Guard Officer; Don MacLean; and, Lars Westerback – Executive Officer. There was one more but I cannot remember his name, a young man with dark hair (*could be Trevor Whitehouse*). As for the Wrenette officers, I can only remember Mrs. MacLean and, of course, Linda MacLean. Some of the cadets of the time are still friends and their current locations are: Jim Roberts – Chemical Engineer,



Greensboro, NC working for Valmet as a consultant in the paper industry; Dave McCartney – Deceased 1987; Tim Jackson – Ironworker in Thunder Bay; Dan Jackson – Fireman; Raimo Tilus – Thunder Bay; Gerald Foley – Human Resources Officer, BC Ferries, Victoria, BC; Doug Fisher – successful artist, Nanaimo, BC; and Allen Lehtinen – Thunder Bay.

Hope this helps, Tal.

A few days later, Dave Foley wrote again.

Seems that you have opened the flood gates of memories. Cadets was a big part of my life in my formative years.

I do believe that my proudest time in the Corps, was the privilege of standing honour guard at the Cenotaph in Waverly Park on Remembrance Day. My fellow cadets on this task were: Tim Jackson; Dave McCartney; and, Dan Jackson one year. Another year, Dave, Tim and I stood with Chief Petty Officer Stauss (for the life I me, I can't remember his first name, his brother was Kim and he was in the Band – *Bruce Staus*). I stood honour guard for three years. They are still proud moments in my life made more pertinent now by the fact that my father and three uncles, all WWII vets, have now passed on. The acknowledgement of a job well done from legion members along with the odd sip of a tot more than made up for the frozen hands, stiff necks and chattering knees. I never remember it being warm.

The other great thing about cadets was being able to sail. Imagine being 16 and being allowed to take out a 27-foot boat – what a rush, what a confidence booster that has stuck with me to this day. I regularly get dispatched as a foreman,, my last job as bolt foreman on a new 300 boiler at Dryden having as many as 21 to 25 men working under me at one time.

Joan Howe-Kumala ***Wrenette – the 60's***

My how time sails by. As I look back to my formative years, I reflect on the positive things that helped to weave the fibre of who I am today.

As a young girl growing up in the sixties, my parents encouraged me to join the Wrenette Corps at HMCS GRIFFON, only because my grandfather was a navy man. Little did I know that all of my social interactions and leadership qualities would be developed and gained from training that I received within this organization. It was through the unselfish leadership and guidance of the dedicated volunteers, of officers and co-cadets that tailored each young “want-to-be a sailor’s” character.



This was an organization that my parents could afford, for there was no charge and each member received their uniform free. It was a safe place for young people to learn and grow. As I recollect, we were a minority of about twelve girls parading each week with more than fifty boys. What a pleasant situation for young girls just coming into their own!

Each Tuesday was a parade night, and Friday was mixed learning with physical activities. Activities such as honing one's skill on the rifle range. I still have the target where I shot a 99. Lieutenant Joe Tocheri was having a bird.... for it took me at least two hours to accomplish with my careful aiming. Band practice (boys only) and a good game of co-ed basketball were a must.

Weather permitting on Friday evenings, we could hone our seamanship skills on Lake Superior. The fleet of whalers were launched and we could take to the boats using the many skills that we had learned in the classroom. Then it was back to the barracks for more fun and games. New skills such as marching and seamanship were taught in classrooms off the main drill deck. At this time, the deck was constructed of wood and each day the naval reservists and civilian staff maintained their shipshape look.

I gained a deep sense of pride, understanding, esteem and respect for our country, uniform and the many individuals who had fought for our freedom in this country.

In the early years, the girls were left out of summer sailing camps, band and various other activities. As I climbed the ranks, I often asked the Commanding Officer, Tal Morgan, why the girls could not join in at these events. It was the way back then that I learned that politics are often involved and at the national level it was not acceptable to have girls onboard and his hands were tied. The officers understood our position and gradually they were able to make changes to include the Wrenettes. I cruised through cadets, attaining many awards and the rank of Sub-Lieutenant (NL) at age 17. There were over fifty Wrenettes when I sailed off into the sunset of life. I felt very proud to have been part of this wonderful organization. To have learned from the best, my character, discipline and respect for life follows me still as I cruise on through my senior years.

Lasting friendships were formed. As a matter of fact,, I met my husband-to-be on that parade deck back in 1960 and, yes, we are still married. This year marks thirty-six together. I still maintain friendships with many of the people that I met in cadets. Many individuals are leaders in our community and in distant lands today. Like them, I developed strong leadership skills and a sense of loyalty, integrity and honesty which traits remain tightly woven in to the fabric of my being.



Congratulations to all the men and women of Royal Canadian Sea Cadet Corps VINDICTIVE who helped chart my life.

Wishing you all continued success of sailing into uncharted waters of the future.

Tal – After reading Joan's comments, everyone will realize what I meant when I said that the Wrenette Corps, its officers and girls, were to be an important and continuing part in the story of VINDICTIVE.



Edward Kumala
Cadet 1959-1963

Edward joined the Corps on September 11, 1959 according to his blue folder Record of Sea Cadet Service SCC-5. The record reveals training taken as a New Entry, Able Cadet and Leading Cadet with annual assessments being written by M. Gauthier, T. Morgan, K. Millar and J. Tocheri. His 100% attendance record on parade nights was supplemented by being active in the Friday night sports program and was shooting on the range whenever possible. He was rated as a very good and an above average cadet. He showed leadership capabilities by assisting with New Entry classes as cadets joined the Corps.

Edward left the Corps in June of 1963 and remembers a number of officers and cadets. He stated that cadets did a lot for him and the fact that he spent many years sailing on the Great Lakes and the West Coast speaks for itself.



David Fonso
Cadet 1961-65

I joined Sea Cadets in September 1961.

While in cadets I had four or five memorable years. We had classroom training for seamanship, marching drill and what I liked best, playing in the Band. There was sailing and rowing of the whalers and cutters at Perry's Marine. But the most important thing was the respect it taught me for my superiors and fellow cadets which I have carried on with up to today.

I was lucky enough to go to Sydney, Nova Scotia for two weeks and I was also chosen for an exchange program with American Sea Cadets in Bremerton, Washington at Puget Sound Naval Shipyard. While in Bremerton, we toured the aircraft carrier, USS CONSTELLATION which was in drydock and went on board the USS MISSOURI which was in mothballs but was later re-activated. The MISSOURI was the ship on which the treaty ending WWII was signed. It was quite interesting as it had a wooden deck over steel and big 16-inch or 18-inch guns.

For me, the best part of cadets was being a drummer in the Band. There were trips to Red Rock, Terrace Bay, Hibbing and playing in the combined band of Sea and Air Cadets from Port Arthur and Fort William for the largest parade in the history of the two cities. If I remember right, it was for the Lions' Club. There were also the Corps parades and Sunset Ceremonies.

Also, there were four years of Remembrance Day ceremonies. This was in the days before global warming and it was either snowing, or damp and raining but it gave me great honour and pride to be part of the ceremony for fallen servicemen who gave their lives for the freedom we have today which is too often taken for granted.

I am very fond of my memories of my years as a Sea Cadet and of the people who made it happen, like: Mr. Morgan; Mr. Gustafson; happy Mr. Westerback; Rod Agnot; John Rickard; Maureen Harrow; Barbara Law; George Byzewski and Terry Mehagan just to mention a few. I could probably go on but I won't let David Wainio be right.

In closing, and as a musician, I would like to say that there is a James Brown – The Godfather Of Soul, but in my times as a cadet, Mr. Morgan was the Godfather of the band movement at VINDICTIVE.

Thanks for the Memories.

Tal – Thanks David. All I can say is, "Those Were The Days"



Tal Morgan
Cadet and Officer 1945-1996

Over the years, officers and cadets from VINDICTIVE have formed friendships with members of other corps, Sea, Army and Air as they attended combined events and parades. Perhaps VINDICTIVE's closest friend and rival was RCSCC ADMIRAL CRADOCK, the Fort William Sea Cadet Corps. CRADOCK was formed in 1936, and with VINDICTIVE, attended summer camps and special parades. Both Corps paraded with GRIFFON Ship's Company for The Battle Of The Atlantic Parade, Sunset Ceremonies and GRIFFON's Annual Inspections. Some of the names recalled from the south side are: Harry Sample; Jack Bryant; Harry Gothard; Jack Stepler; Jim Haigh; Len Lundberg; Don Orm; Harry Pym; and Charlie Searle.





Annual Inspections

| | |
|------|--|
| 1960 | Cdr D.H. Botley, Commanding Officer HMCS GRIFFON |
| 1961 | Cdr D.H. Botley, Commanding Officer HMCS GRIFFON With LCdr J.F. Jeffries & COO R. Bracken RCN – Toronto |
| 1962 | Cdr D.H. Botley, Commanding Officer HMCS GRIFFON |
| 1963 | Cdr D. Binmore, Commanding Officer HMCS GRIFFON |
| 1964 | Cdr D. Binmore, Commanding Officer HMCS GRIFFON Cadet-of-the-Year Trophy presented for annual competition by Frank Skinner McDonald to commemorate the Ex-Sea Cadet Association James Kerrison Memorial Trophy for All-Round Seamanship presented for annual competition |
| 1965 | Cdr D. Binmore, Commanding Officer HMCS GRIFFON The Larry Liikala Memorial Guardsman-of-the-Year Shield presented for annual competition The Rogers Memorial Leading Drummer Trophy presented for annual competition The Paxton Memorial Leading Trumpeter Trophy presented for annual competition |
| 1966 | Cdr E.A. Fallen, Commanding Officer HMCS GRIFFON |
| 1967 | Cdr E.A. Fallen, Commanding Officer HMCS GRIFFON Red Rock Tender Division on Parade |
| 1968 | Cdr E.A. Fallen, Commanding Officer HMCS GRIFFON |
| 1969 | Cdr E.A. Fallen, Commanding Officer HMCS GRIFFON |

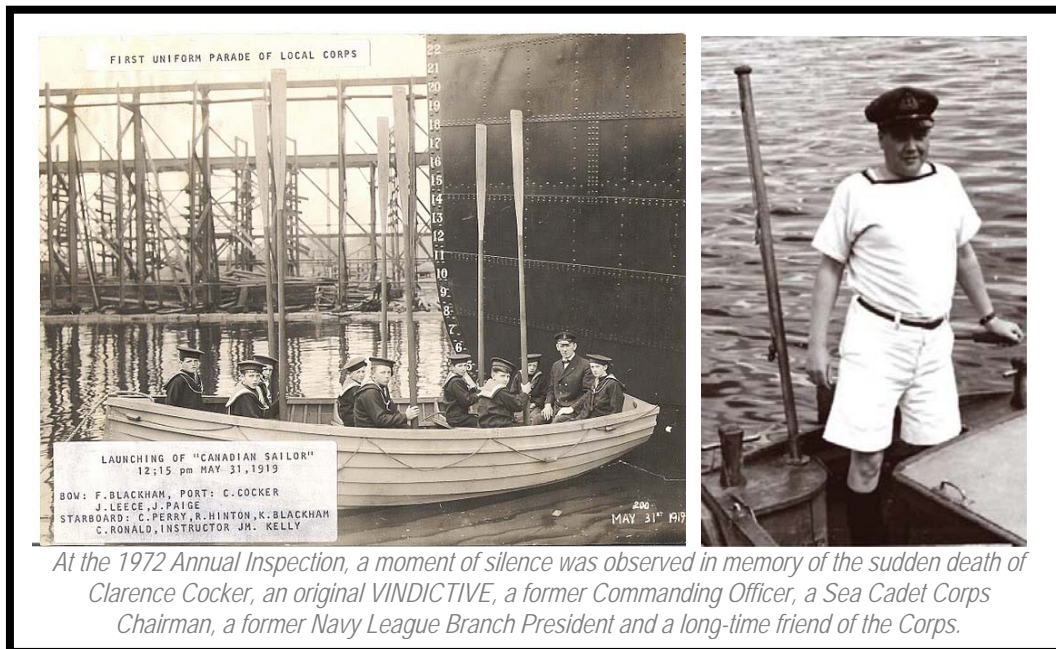


The 1970's

LT Tal Morgan was Commanding Officer of VINDICTIVE from 1967 to 1971 and then LT John Rickard moved into the seat from 1971 to 1975.

During the early 70's, cadets from VINDICTIVE were traveling and here are some of the places and events they went to: Netherlands Exchange; Provincial Cadet Camp Sandstone; Provincial Cadet Camp Whitehorse; SV NONSUCH; USNAS Glenview; Easter Cruise; US Exchange; Japan Cruise; Churchill; and HMCS ESQUIMAULT.

It was in 1970, that HMCS GRIFFON created the HMCS GRIFFON Trophy to be awarded annually to the best cadet corps associated with GRIFFON (at that time GRIFFON was parent to nine Sea Cadet corps in NW Ontario). The GRIFFON Trophy was awarded for the first time to VINDICTIVE (The Corps was to win this award for 17 of the next 18 years).



In the very early years, the Corps had been attached to Military District #10 which was administered from Winnipeg. Then for the next forty years, VINDICTIVE was an "Ontario" Corps administered from Toronto. But starting with the 1975 Annual Inspection, the Corps was attached to the Area Cadet Office for Manitoba/NW Ontario and this allowed the VINDICTIVE light to shine.



The year 1975 was the first occasion that VINDICTIVE was awarded the Commander's Certificate Of Achievement For The Highest Proficiency Cadet Corps in Manitoba/NW Ontario breaking a Winnipeg stranglehold. The Corps went on to win the Certificate in 1976-77, 1982-83, 1983-84, 1985-86 and 1986-87.

In September of 1975, girls were allowed to be enrolled as Royal Canadian Sea Cadets bringing an official nod to the very close relationship that VINDICTIVE had for many years with NLWC BRITTANIA. Darrel Dancer has the honour of being the first girl enrolled. Girls now participate in all aspects of cadet training and a girl has been a winner of every trophy held in VINDICTIVE at least once.



In 1976, some senior cadets from VINDICTIVE served as staff cadets at the Vernon Army Cadet Camp – an eye-opener for the Army Cadets – especially our female cadets.

1977 saw the Regional Sailing School at Gimli, Manitoba commissioned giving cadets from VINDICTIVE more opportunities for summer training and employment. Officers and cadets from VINDICTIVE, especially SLT Brigitta Bogensberger, played an active part in the operation of this school.

PO Glen Bazdarick won a berth on the navy's Far East Deployment in 1979.





Trevor Whitehouse
Officer Vindictive 1969-1984

I came to VINDICTIVE in September 1969, just as Tal took over from Tommy Gustafson (for the second or third time), John Rickard was the XO, Don MacLean was the Stores Officer, and there was Lars and the Padre. I don't think Tommy stuck around much after as I have no clear memories of him in uniform – I think I was the “new – improved” Tommy Gustafson.

At my first Annual Inspection with VINDICTIVE (1970), I remember that the Padre (Jim Turner) had the responsibility for the VINDICTIVE skit. This involved a large flat set piece of the profile of the real VINDICTIVE being moved about in a portrayal of the raid at Zeebrugge. Well I could see that we were going to have to go this one better at any subsequent inspections.

I think it was the next year and as thoughts went to the Inspection, always the highlight of the year; I had it in mind that we should have a portrayal of the old naval gun's crew of the old Nelson Navy. Now all Port Arthur-ite's know that at Hillcrest Park and at the Bluffs, there were a number of cannons placed in the decorative wall. Well it also happened that there was one of these carronades situated on its small wheeled truck in front of the old Holiday Inn in Fort William by the Fort William City Hall. Not being known for being too shy, I sent a telegram to the President of Holiday Inn Canada asking if we could have the loan of this cannon for a month or two – after all it was government property and I doubt that they had actually bought it through a regular way of business. Sure thing the executive said.

Well a call to the Armouries got them to come to the Holiday Inn with the big wrecker that they had for towing the deuces (a 6 wheel drive army truck) and they lifted that cannon up and deposited it in the back of a standard military pattern 4x4 pick-up. I think that this is when we learned that those 14-3-6 markings on the cannon meant. We found out later that it was the weight in hundred weights, stones, and pounds. It was certainly evident as the front wheels of the 4x4 were hardly touching the road and on every bump on Algoma it looked as though she was going to squat on her rear and drop the cannon out into the middle of the street. I think by this point the Army had wondered what these crazy Sea Cadet types had gotten them in to.



Officers -1977



Well you can't have a cannon without something to make it go bang can you? On to the phone again and found out, not surprising as Thunder Bay was a mining community, that CIL had a magazine out on the Oliver Road. Much talking and explaining and swearing on a stack of bibles that we weren't a nefarious group planning a bank robbery, and I was on my way out to the magazine to meet the manager there. A couple of pounds of black powder and some fuse cord were quickly turned over, no paperwork, no bills, (I don't think that he wanted to know – Perhaps he was an ex-cadet?) and we were ready to try it out.

Now no-one had any idea of how to go about firing this thing and this was long before the days of the InterNet where you could just go on line and get all kinds of neat information. I think that we put about a quarter of pound of powder in it and stuck a hunk of blasting cord in the touch hole. We used some fibreglass insulation for wadding. With the Drill Deck garage door open and ready for the blast, we lit the cord and stood back. Nothing! Well you know that VINDICTIVE types are not to be deterred by a little thing like that. A little more powder in a straw in the touch hole instead of a fuse, that might be the ticket.

It happened that at this moment, the Commissionaire (Bill Calhoun) who was always known to prowl about the place on his rounds started walking in the garage door at the exact moment as VINDICTIVE's cannon finally went off. Well it wasn't a bang but more like a loud whoosh as wad of flaming fibreglass insulation went sailing out of the cannon's maw, over the startled Commissionaire's head to stick briefly on the bulkhead in smoking glory. Commissionaire home to change his pants, cannoneers chastised, black powder disposed of, bulkhead cleaned and that was the last time we did a historical tableau for an annual inspection in my time with the Corps.



*Work Party
Re-roofing the Cadet BoatHouse*

In September 1973, John Rickard took over as CO and I was made XO. This marriage wasn't for long though, as I was promoted at work and was moved to Toronto. I was transferred from VINDICTIVE to VANGUARD and paraded with them as Boats Officer. I was following in Ken Millar's footsteps without even realizing it.

I wasn't in Toronto all that long and came back to VINDICTIVE in August 1975. In December 1975, I got my "old" job back and was made John Rickard's XO for the second time. I was also promoted to LT(N) at the same time.



Cadet schemes were always a highlight of the training year and in one of earlier efforts we decided to have a combined sail and adventure scheme. Well, it was all of that. The plan was to sail the whaler to Sawyer Bay which is located at the head of the Giant and would be an 18 mile trip from the marina.

On a very gray and rainy Saturday October morning, we were ready to go. One crew would ride with the tug QUEENSVILLE (GRIFFON's tender) and the other would be on the whaler. We would change over half way across (Whalers aren't known for their turn of speed). Off went the whaler with me at the tiller going hell bent for election. Unknown to me was the QUEENSVILLE being delayed waiting for someone to show up.

Well the whaler was through the breakwater like a shot and was sticking her nose into about four foot seas and everyone was full of all sorts of pirate-type talk. The drop keel was just humming in the keel box as the hull of the whaler was at her design speed – something I'd never seen or heard and hardly thought possible. The QUEENSVILLE by this time had ventured out but finding the conditions too rough had headed back to the dock in front of the Port Arthur train station to wait for abatement in the wind and weather.

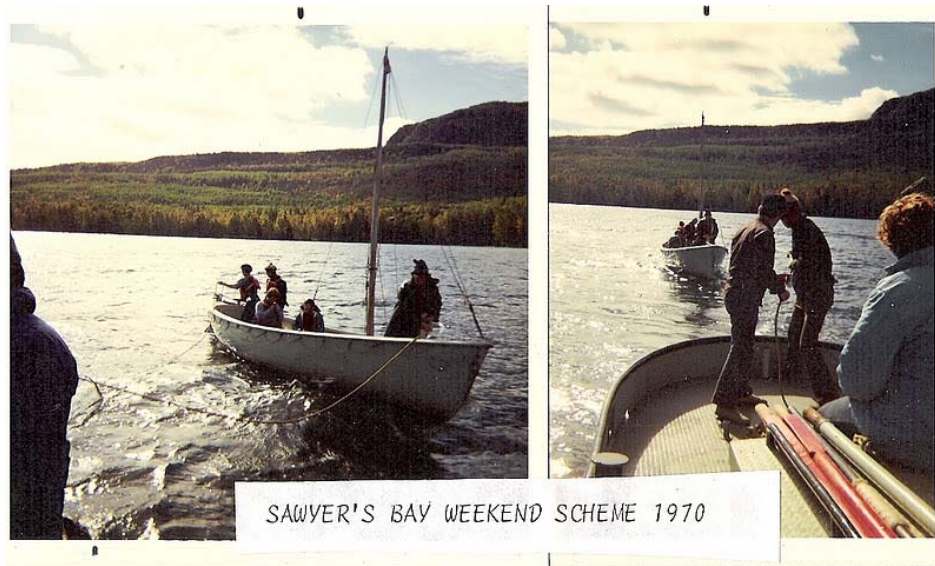
Our heroes on the whaler by this time were completely unconcerned and in fact set a record for crossing of Thunder Bay in a service whaler – just a little over an hour and twenty minutes. No sign of the QUEENSVILLE – much chortling all around although much bailing was going on as the boat worked in the waves and kept down-flooding herself through the motor well – no motor issued in those days. The wind though was proving a bit too fractious as it gusted through all points of the compass off the head of the Giant and we couldn't get tacked into Sawyer Bay. We tried reefing up, we tried rigging the storm sail, she just wouldn't get her head up enough to tack into the bay. And then it started to rain – a good cold October rain. Still no QUEENSVILLE.

But back at QUEENSVILLE things weren't too rosy for Tal Morgan. Someone at a grain elevator had reported seeing a sailboat go over out in Thunder Bay and of course we were the only sailboat out there. So Tal tried again with the QUEENSVILLE, fingers crossed, to sneak up on the Welcome Islands in the lee and then to try to dash across the gap from the Welcomes to Hare Island and then down the Giant to Sawyer.



By this time the whaler crew was wet, cold and hungry. The whaler was pitching pretty violently in the waves and some of the crew started feeding the fishes. We rigged the sail over the gunwhales like a tent and got everyone who could fit under cover. I think a pool of our resources came up with a couple of sticks of gum and some lint-encrusted Lifesavers. By now we were getting pretty tired of beating back and forth across the mouth of Sawyer Bay and were considering trying to get to shore down the coast from the bay where the hills levelled off and the coastline looked a little more forgiving.

We were now getting on to about 4 o'clock and this had made a long cold day in the boat. The QUEENSVILLE to the rescue. With much tooth-sucking by her skipper, Tal, the QUEENSVILLE hove into view and we were soon on a tow into Sawyer Bay.



Sawyer Bay had a couple of old fishing cabins from the old commercial fishery days. We got the tug anchored and ferried everyone to shore and started thinking about getting under cover and getting something to eat. I should mention that right about this time the weather had cleared and there was sun. Our female compatriots at the time of this story weren't in Sea Cadets yet and they were Wrenettes and were thoroughly put out that Cadets were having all the fun. But this being a scheme involving service boats and some risk, we had left them behind. What we didn't know was that one of the girls, Margaret Gall, had a father who was an MWO with the Lake Superior Scottish. Paddy Gall soon became a real friend to VINDICTIVE but at this particular moment he was leading his female troop in a raid on the camp at Sawyer's. They had been up on the head of the Giant watching our efforts to get in to the Bay for a few hours.



Cut to exhausted Trevor, now fed, with a cigar in hand, sitting in the outhouse (no door) gazing across the quiet scene of the Bay thanking his lucky stars for being delivered safe and sound. When at that exact moment Wrenette Faith Elsey, scrupulously following MWO Gall's advice, "They can't fight when their pants are down around their ankles." captured me. No one was expecting them and their surprise attack was a complete success. Never again did we leave the girls behind – better to keep them where you can see them.



As a closer to this story, Eldon Jackson, an officer with ADMIRAL CRADOCK, showed up in the Bay with a fish tug that he had borrowed from someone. He invited us all aboard to be neighbourly and we had a cup of "real" coffee made Eldon style – two handfuls of grounds in an recently emptied anti-freeze can filled with lake water scooped from over the side and heated on the exhaust manifold – no sugar – no cream – and bring your own cup.

Later during the night, the weather picked up and Eldon thought it would be better to secure alongside the QUEENSVILLE as he had doubts about the line to which his anchor was secured. Much yelling and seamanship-like expressions later we discovered Eldon had managed to put his anchor into a sunken fishboat and trying to get it up involved lifting almost the entire engineroom of said wreck. Finally some huge hunks of pipe broke surface and we got Eldon secured alongside. Trying to sleep in a hammock in the engineroom of the QUEENSVILLE as she was heaving and pitching and with Eldon's fishboat banging alongside didn't make for a restful sleep.



A typical winter weekend scheme scene

The next day was fair but we were all tired and Tal had decided that this was enough of this lark (there wasn't any opposition) and we made our way back home under tow. But I don't think any of the cadets ever forgot that trip.

VINDICTIVE's stores used to be further toward the street in the two-storey barracks building than where it is now. At the time that it was moved to its new location it came to light that we were a few greatcoats short on the



muster. Now greatcoats were the most expensive item of kit in the uniform and if we couldn't find them we were looking at an investigation, a big cash hit, or some terrible bolt of lightning from Base Winnipeg. It so happened that at this exact same time that the Chiefs' and PO's Mess immediately above was having some problems with their plumbing and low and behold a cunning plan of deception was hatched. Hey, we weren't choirboys you know and you never, ever, ask a Sea Cadet officer who gave him that, or where did he get that from, unless you are prepared to be implicated.

A write-off (a method of getting an item struck from the account without producing the item for inspection) was crafted. It seems, according to the paperwork, that a terrible leak had developed in the Chief's and PO's and the urinals had leaked into the Cadet Stores below. Fortunately the only items that were soaked were some greatcoats. But as this terrible leak happened over a weekend of almost continual use and wasn't discovered until Tuesday, the cadet parade night, the greatcoats were a health hazard. So the greatcoats had to be destroyed at the local dump by burning. Nothing to be saved. Witnessed by two cadet officers. All in writing. Fingers crossed. Now that wasn't too hard was it?

Just in case some readers think that we should not be reporting on our criminal acts, let's tell another story for balance. It seems that Base Winnipeg was in a habit, whenever they faced an audit, of hiding their discrepancies by "issuing" clothing items to cadet corps during the summer months. After the audit they would go on the computer and "return" the clothing to base stores and they would then have a whole year to find out where their missing stock was.



It so happened that one summer the person who "issued" thirty pairs of boots to our account forgot to "return" them. Each September, the computer would dutifully spit out a balance sheet and send it off to the account holder to verify the quantities shown. Just like the bank, if you don't identify the discrepancy within 30 days, the figures shown are deemed to be correct and no amount of screaming is going to get them changed. I know because we tried. We had them dead to rights but they – Base Winnipeg – wouldn't back off because then they would have to admit their little plot. These guys must have been Sea Cadet officers in a former life. So VINDICTIVE had to come up with 30 pairs of boots before the next inspection.



You could write-off boots to cadets who had left the Corps and who had more than two years of service. But this would take too long to get thirty pair of boots this way. It just so happened that the District Jail was switching inmates over to running shoes from boots. Paddy Gall again. We got the boots from the jail and "returned" them to Winnipeg to be stricken from our account. Winnipeg overlooked the fact that the boots were brown and we promised ourselves to check that print-out very carefully in future. So greatcoats and boots, it all balances out in the end.



John Rickard hogging the fire



Weekend Schemes

Tal Morgan and Padre Turner

I particularly remember recruiting one year by going to every Grade 7 and 8 class in Port Arthur and bringing Carol Roman, John Nicholson, and Brigitta Bogensberger into the fold.

Signe Johansson, our rock lobster dancer – where are you now?

I remember the Legarde boys. Len, the older, and Pat the younger and taller. I remember having to special order boots for Pat – we had to trace his foot on a piece of paper and send that to Base Winnipeg. One piece of 8 ½ x 14" wouldn't do it, we had to tape an additional sheet to the end of it – I think he was something like a size 16. Pat wanted to join the Navy but they wouldn't take him because he was too tall. Pat joined the reserve, trained as a Cook, and guess where he ended up being assigned when he applied for Class C service – to a destroyer with the Regular Force.



Pat Legarde at work



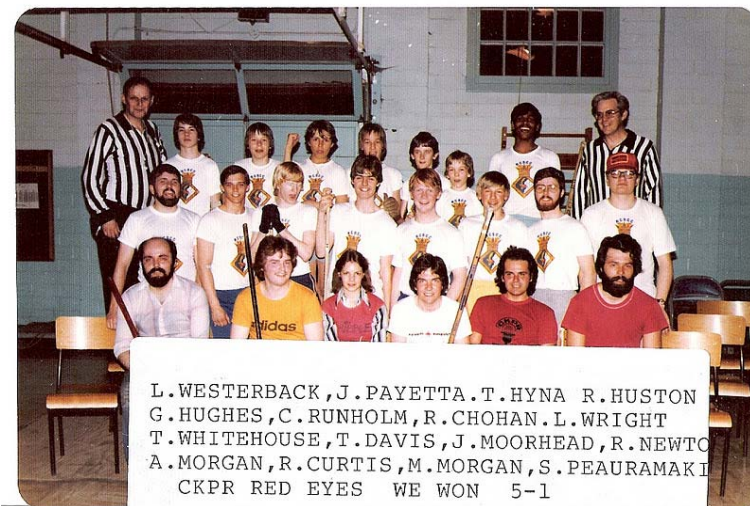
Brigitta Bogensberger
Officer and Cadet 1978-1996

I joined the Corps in September 1978 and at that time the Corps was parading 110 cadets.

I remember waiting to get my uniform as the seaman's blue uniform was being phased out with the new green tri-service cadet uniform coming in as the replacement. It took almost until mid-March for all of the new entry cadets to be fitted. The senior cadets of the Corps were the last to be outfitted in the new green as most of them did not like the change.

Cadet number one training was held on Tuesday evenings with secondary training held on Friday nights. The extra training on Fridays was held in building two as the main deck was used by GRIFFON for their training until 2100. The range ran on Friday nights from 1900-2100 in the old range off the drill deck with LT Lars Westerback as the range officer.

Sports began at 2100 sharp on Friday once the reserves left the deck. That was when we had one hour of intense floor hockey. The last half-hour included all of the officers of the unit. LT Westerback was usually the officers' goalie with the remaining officers filling their team positions. It usually ended up being the senior cadets against the officers by the end of the night.



Cadets take on CKPR Red-eyes

Most cadets went to HMCS QUADRA or HMCS ACADIA for their summer training (Those of us who were fortunate enough to be selected). A few cadets went to a new camp started in Gimli, Manitoba in 1977 where the emphasis was on competitive sailing. All my summers were spent at this camp. I started off attaining my White Sail Level I in 1979 and eventually attaining Blue Sail Instructor Level.



Annual Inspections

| | |
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| 1970 | Cdr E.A. Fallen, Commanding Officer HMCS GRIFFON with D.L. McMurray, National President – Navy League of Canada |
| 1971 | CAPT R.D. Okross, Deputy Chief of Staff – Leadership & Training with J.E. Koyl, Past President, Ontario Division, NLC Bartley Bull Award for 2 nd Place Proficiency – Ontario Sea Cadet Corps RCSCC VINDICTIVE Honour Roll presented for annual competition |
| 1972 | Cdr A. Tooms, Commanding Officer HMCS GRIFFON A minute's silence in memory of Clarence Cocker |
| 1973 | Cdr N. Ste.Norton, Queen's Harbour Master – Esquimault with Cdr A. Tooms, Commanding Officer, HMCS GRIFFON Bartley Bull Award for 3 rd Place Proficiency - Ontario Sea Cadet Corps |
| 1974 | Cdr A. Tooms, Commanding Officer HMCS GRIFFON |
| 1975 | Cdr A. Tooms, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement – Highest Proficiency – Sea Cadets – Manitoba/NW Ontario |
| 1976 | Cdr Jack Bryant, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement – Highest Proficiency – Sea Cadets – Manitoba/NW Ontario |
| 1977 | Cdr Jack Bryant, Commanding Officer HMCS GRIFFON |
| 1978 | CAPT D.B. Coulson, Senior Naval Reserve Medical Officer |
| 1979 | Cdr E.V. Dalton, Commanding Officer HMCS GRIFFON |



The 1980's

LT and then LCdr Trevor Whitehouse opened the '80's as VINDICTIVE's Commanding Officer from 1980-84.

LCdr Larry Wright succeeded Trevor and was Commanding Officer from 1984-89.

And, LCdr Robert Newton closed out the decade as Commanding Officer for 1989-90.

This was the decade that VINDICTIVE came across the sights of all of the other cadet corps in the area and Sea Cadets in Canada.



The Corps won the Commander's Certificate of Achievement for the Highest Proficiency Sea Cadet Corps in Manitoba/NW Ontario for eight of the ten years in the decade. The Corps took the 1989 Bartley Bull Award for the top Sea Cadet Corps in the Ontario Division. And, in 1988, VINDICTIVE was designated Top Sea Cadet Corps in Canada.



And another notable event, in which the Corps took much pride, its Chief – CPO Brigitta Bogensberger was selected as Sea Cadet Of The Year for Canada in 1984.

1984 and 1985 were years to remember for Petty Officers Pam Delgaty, Kyle Hietamies, Danny Manson and Kevin Whitehouse when they crewed on the tall ship SVANEN on the US East Coast and in the Caribbean. Meanwhile, Leading Cadets Carol Roman and Frank Vangells were aboard the Fisheries Patrol Vessel TANU on the West Coast.



1985 was the year that a number of cadets (and new officers) reached the Gold Level of the Duke of Edinburgh's Award under the tutelage of Mr. David Delgaty our civilian instructor responsible for the program assisted by SLT Newton, MID Bogensberger and CI Bruce McCulloch, and they were: SLT Robert Newton; MID Brigitta Bogensberger; PO1 Debbie Bisson; CPO2 Leonard Cristofaro; CPO2



Cadets receive Silver Level Award from the Mayor at a City Council Meeting

Pam Delgaty; CPO2 Nelson Forbes; CPO1 Clinton Kraft; CPO2 Karen Loos; and CPO2 Carol Roman. Earning Silver levels of the Duke's Award were: PO2 Cindy Chiupka; PO2 Patricj Davey; LC Jamie Geils; LC David Graham; LC Robert Kraft; PO2 Lise McGillivray; PO2 Michelle Roy; PO2 Kevin Whitehouse; and PO2 Wesley Phillips. Bronze Level Awards went to: LC Laura Delgaty; LC Carol Gaudet; LC Rory Kumala; LC Jim Malcolm; PO2 John Nicholson; and LC Kelly Robinson.

The 1985 report went on to show that one cadet was going to instruct at the QUADRA Flotilla, three cadets were going to instruct at the QUADRA School of Music, one cadet was going to security detail at QUADRA and two cadets were going to instruct at the Regional Sail Centre at Gimli. Two cadets were selected for international exchange – the Netherlands and the US West Coast and seventeen other cadets were going on six week courses. And there were numerous other cadets on two week camps. Certainly, by any measure, VINDICTIVE was on the move.



1987 saw four more cadets achieving the Gold Level of the Duke of Edinburgh's Award and these cadets traveled to Quebec City to receive their award directly from HRH Prince Phillip. They were: CPO2 Lisa MacGillivray, CPO2 David Graham; PO1 Michelle Roy; and PO1 Jamie Geils.



In 1988, cadets were off again to Ottawa to be presented for the Gold Level of the Duke of Edinburgh's Award: PO John Nicholson; PO Laura Delgaty; and PO Andrew Mellis.

Brigitta Bogensberger
Officer and Cadet 1978-1996

I obtained my Blue Instructor Level in sail training in the final year of the 1970's and this was to become my life for the next number of years with summers at HMCS GIMLI from 1983-1993 and through the move from Gimli, Manitoba to Arbour, Manitoba. I was very proud to have been the Chief Administration Officer for GIMLI. By the late 80's almost thirty per cent of VINDICTIVE's summer trainees were going to GIMLI.

In the mid 80's, as Chief, I had the opportunity to start up the regional sail centre being run from Thunder Bay at GRIFFON's boatshed property. The majority of the instructors came from VINDICTIVE following training at GIMLI. Training at the centre ran in June and September and eventually became mandatory training for local and regional cadets. Those instructors joining me were: Karen Loos; Leona Gilbert; Lisa MacGillivray; Debbie Bisson; Cindy Chiupka; William (Bill) O'Gorman; and Tal Morgan doing the cooking, arranging supplies and co-ordinating with GRIFFON. Later on Ryan Graham started helping out as well as Robert Newton and Larry Wright.

The highlight of my cadet experience would have to be 1983 when I was awarded the Gold Level in The Duke of Edinburgh Award by Prince Phillip himself.

The following year, I was awarded Sea Cadet Of The Year for Canada. LT Trevor Whitehouse was the Commanding Officer at the time and the award I received was due to his persistent letter-writing.



*The Band at Camp Dundurn, Saskatchewan
Before getting back on the bus for the trip home
2nd Place – National Cadet Band Competition*

In my later years as a Chief, I joined the band to play the glockenspiel. I never knew how hard it was to play and march at the same time until I joined the band. At that time we were under the direction of LT Tal Morgan as Band Officer and Clinton Kraft was our Band Major. We had a lot of cadets who had completed senior band camp that year and for the next few years



we had an excellent band. We entered many competitions and managed a second-place finish at the competition held in Saskatoon in 1983.

After reaching the rank of CPO1 and aging out of cadets, I enlisted as an officer and continued with the Corps holding the positions of Divisional Officer, Range Officer, Stores Officer, Admin Officer, Movements Officer, Executive Officer and finally Commanding Officer.

Cadets has been the most rewarding thing I have done to date and I will have the fondest memories and friends to cherish for the rest of my life.

Thanks Brigitta for your memories. I am sure that they will bring back the fun and learning times that many cadets had with the Corps and at the Sail Centre. Thanks again, Tal.

Candace Shelle
Cadet 1987-1992

I am writing in regards to Tal Morgan's ad in the newspaper.

I was cadet from 1987-1992. I left as Chief Petty Officer Second Class, Chief Of The Band, and Regulating Petty Officer. My experience with the Corps was very enjoyable and valuable to me. I would do it all over again if I could.

During my enrolment as a cadet, I attended Junior Leadership, Senior Band and Gunnery Instructor at QUADRA. I have met many people from all over Canada and I am still in touch with some of them today.



I have many memorable moments with cadets such as the Winter Games, camping at the Boy Scout Camp at Trout Lake and the band competitions.

Candace now lives in McCreary, Manitoba and was an officer with RCSCC DAWSON in Ste. Anne for two years while living in Winnipeg.



Trevor Whitehouse
Officer Vindictive 1969-1984

A few vignettes on some of the cadets themselves. When I looked through the names of the trophy winners over the years, faces came flooding back. Naming a few and not naming everybody you remember can be dangerous but hey I'm getting old.

I don't remember the name of the young lady who came forward one day and asked if there was any possibility that she could play with the band. Her problem was that she was a clarinet player and the band at that time was all cornets, glocks, and drums. I can't remember now if this was before the days of Peuramaki playing, or should I say brassing, a mean tuba. Well she had her own instrument, how hard could it be? As I was to find out later, very hard. Thanks to the work of cadets like Roy Gagnon, John Nicholson and my son Kevin, there was much transcription work done to take what music we had and get the score arranged to accommodate woodwinds, French horns, trombones, etc. John Nicholson, went on to get a music degree at Western, I think he is a teacher now, and when I last saw him he was a cadet officer in London, Ontario showing his band off in competition. So the wheel goes round.



(Tal... I will add a note, pardon the pun, that at this time, thanks to our Area Officer in Winnipeg, that a request we made to get some music for brass band arrangements was satisfied. Our thinking was that the Air Command Band may have something to spare. I got a call one day asking me to meet a helicopter at the airport. The chopper was on a cross-country training flight and they dropped off a large box of band music for the Corps.)

Before we leave the Band, I recall the time when newly installed as Commanding Officer, I decided to pay a visit to the Polish Combatants to see if we could get some financial assistance to replace drum heads, refurbishing some instruments, etc. The Polish Legion had been our band sponsor for years, but we had never had the need up to that point to ask them for any assistance beyond what they had originally done in equipping the Band. The Manager at the Legion, said sure "no problem" and walked me over to the bar where he opened the till and started to pull out a stack of 20's.



"How much you need?" was the question. "About \$500 would do us quite nicely but would it be possible to get this as a cheque just to keep the book-keeping straight?" was my answer. The Manager said it was a big deal to get a cheque and would be much better if I just took the cash and if I needed more to just come back and see them.

To close the loop, the generosity of the Polish Legion had to be acknowledged. For years, the Band had played for the Polish National Day Parade which fell on the same day as Battle of the Atlantic. The Polish would send a bus to pick-up the Band and then take them over to City Hall for their parade. So I decided, in my simple way, that perhaps this year following on their help so freely given, that we should play something special for them – the Polish National Anthem. Shouldn't be any problem; well my senior cadets didn't agree – where was the music? – can't you just do it by ear! – what, for a brass band? sort of sums up the way the conversation went. This was before the InterNet so Petty Officer John Nicholson was off down to the library to see if he could get a recording of the Polish National Anthem. A recording was obtained, some head-scratching and musical transcription was done, and the Band started rehearsing the piece and comparing the result against the recording -- everything to be kept quiet for a big surprise for the big day.

Battle of the Atlantic and Polish National Day arrived and the Band is formed up at the City Hall with the Polish Vets. When the appropriate time comes for Oh Canada, the Band breaks into the Polish Anthem and then Oh Canada. Many gasps and a few tears were noted. After the parade, we asked how they had liked the effort. Was good, we were told but the anthem we were playing was the Soviet-era Polish anthem and not the pre-War anthem that our vets knew and loved. D'ohh!!

There was the VINDICTIVE mystery. Off the Ship's Office was a Heads and a closed up shower stall. Hanging in that stall was a colourized picture of a Midshipman in naval uniform. Tal told us that he was an ex-VINDICTIVE cadet who went on to the Navy and became head of naval intelligence – a spy. Now who was he really?

(Tal... Trevor, I just checked the Douglas Urry Efficiency Trophy list and see that in 1943 it was presented to John Monore – the officer hanging in the shower.)



There were the characters like the Foleys – Moon, Half-Moon, and Quarter Moon, the Current River Mafia – Berardi's, Izzialino, - the glock slammers – Linda MacLean, Susan Symington, Wendy Holma, and the dead-eye shots Tom Davis, Werner and Brigitta Bogensberger.

Tom Davis was a study. A quiet cadet who later became Chief of the Corps, Tom was a pretty good athlete. One year, when he was on staff at PCC Thunder Bay, he had been having some difficulties with a couple of American Sea Cadets from Chicago. One of the elements at the camp was a fitness test and in it was a relay where you had to carry another cadet on your back over 100 yards though sand and on a very hot day. One of the Americans was a pretty hefty lad who easily dwarfed everyone else in his Division and tended to be a bit of a bully. Tom just grabbed that kid up and ran the distance there and back – end of any questions that they had about Tom being tough enough to be a Petty Officer. Tom went on to become a Naval Reserve Officer.



At Old Fort William

I remember Grant Hughes in much the same vein as Tom Davis. A quiet kid but driven. He was in the Band, was a championship wrestler and was the only cadet that I had enlisted in my time in cadets who was borne in France (his Dad had been in the Air Force). Grant was just an excellent all around good cadet. He later went on to the Royal Military College and the permanent force as an air navigator.

(At the time of this writing, Grant is a Major and Deputy Commanding Officer of 435 Transport and Rescue Squadron, CFB Winnipeg – Tal)

I remember the infectious grin of Bonnie Freamo who became a Midshipman in VINDICTIVE and when transferred to Winnipeg by her company became the Band Officer at RCSCC QU'APPELLE.



I remember Branko Mihaljevic who was a serious cadet and a hard worker. He faced personal adversity in his home life but had a good counterweight though cadets. He went to Queen's University and got a Physical Education Degree and became a high school gym teacher.

I think of Dave Coffey, and his sister Margaret, and running into him later in life now as a Thunder Bay police officer.

Michael Conliffe was a study in persistence and a won't quit attitude. He never held back, he had to be told to slow down, and as a Padre's kid he could be a bit of a hellion. But Michael was a leader. His health condition would not let him move on to be an officer with Sea Cadets but he went on to serve admirably with the Navy League Cadet Corps.



I remember the red-haired terror of the floor hockey game, an attractive young lady - Michelle Roy. Cadets on teams from other Corps soon learned that Michelle played to win and there wasn't anything soft about her.

At the invitation of the CO of 2511 Army Cadets (Tony Iwanyszyn), I went to the Armouries to meet with some of the officials of the Duke of Edinburgh's Award program. I could easily see that the Duke's program and the Cadet program were a perfect fit and it wasn't long before we had almost half the Corps involved. It did mean though, that to comply with the Cadet regulations, there would be a lot of officer involvement and trailing oversight as safety back-ups. Larry Wright and I found ourselves portaging through Quetico in September as we trailed Bob Newton and Brigitta Bogensberger on their way to Gold. Then there was the two day, two night hike and camp on the Sibley Peninsula with Dave (Isn't This A Glorious Day?) Delgaty and about 15 Silver Level aspires. It snowed, it snowed, it snowed, and the tents blew down in a roaring wind storm. Thank God for those squeeze tunes of honey in the ration packs. We could have shown the Survivor TV series a few tricks.

When I was still sailing with the Coast Guard aboard the SAMUEL RISLEY, we had a ship visit with the destroyer HMCS SAGUENAY which was at the same berth. Who was the Combat Systems Officer? Larry Smith (Smittie) who played cornet in our Band.

Another quiet cadet was Michael Woods. Michael followed his sister into cadets. Surprise, surprise when I got a call one day from LCdr Woods who was just back from doing a degree in naval architecture in London, England.



My phone rang the other day in Ottawa and the voice at the other end asked me if I was the Trevor Whitehouse from Thunder Bay. Turns out that Tom Bayes had surfaced, now retired from the Navy, and working as an Enforcement Officer with Environment Canada.

But through all of these memories there is one cadet that I particularly remember but I won't name. To me this cadet was the example of what a VINDICTIVE cadet could be. This cadet had reached Chief Petty Officer Second Class rank and he came up on CO's Defaulters before me for an incident where he had failed to live up to the trust that was placed in him. His punishment was demotion to Leading Cadet. This was quite a fall, as promotions by examination were only to Petty Officer First Class, and promotions beyond that point were by recommendation only. He went from being in front of the Ship's Company to being in the ranks in one sharp slam. He stayed on, he worked hard, he didn't complain, and he slowly worked his way back to rating as Petty Officer First Class. The promotions didn't happen in a month, or a year, but over two years. And, he knew that he would never be able to regain a Chief Petty Officer rank but he stuck it out and showed that he had the grit that we expected of our cadets.



I remember very clearly coming aboard VINDICTIVE in September 1969 with no idea as to what this Corps was going to mean to me in later life and how much of an anchor it was going to be for me as the economy of the early 80's meant a late-in-life change in employment before finally ending up back again in the Coast Guard where I had been an Officer Cadet in 1965-67. None of those doors would have opened without what I had learned and demonstrated as a VINDICTIVE officer.

VINDICTIVE has always been a proud Corps and I was very pleased that my fellow officers and cadets were able to take that pride and spread the word throughout Canada as to what a success story we had going in Thunder Bay.

I enjoyed my time in VINDICTIVE and I owe a lot to the leadership skills that I learned from Tal Morgan, the friendship and support of my brother and sister officers, and the drive of the cadets themselves who never had any doubt that they were members of the best cadet corps anywhere.



June of 1984 saw Trevor's fifteen years as a Sea Cadet officer end with almost all of those years in VINDICTIVE except for two years at VANGUARD in Toronto. During his time with the Corps, he played a major part in the transformation to a brass band; getting a Canadian Cadet Of The Year Award for one of our cadets; building the double-decker dinghy trailer to get the sail program mobile; creating the Thunder Bay Cadet Games and the NW Ontario Sea Cadet Games; and bringing the Corps into the Duke of Edinburgh program. I must say that, during his time with the Corps, we formed a friendship that continues to this day even though miles now separate us. No Commanding Officer had a better or more dedicated XO or officer than I had in Trevor and I am sure that I would not have been able to do, or say, many of the things that I did without him. (Got any greatcoats to write-off?) ... Tal



*The bottom of the alphabet – and always last for meals or pay.
Larry Wright, Lars Westerback, Trevor Whitehouse
(Missing – the 4th VINDICTIVE "W" – Eric Waatainen)*



Carol Roman and Karen Westerback at work and reaping the rewards





Annual Inspections

| | |
|------|---|
| 1980 | Cdr E.V. Dalton, Commanding Officer HMCS GRIFFON |
| 1981 | Cdr E.V. Dalton, Commanding Officer HMCS GRIFFON |
| 1982 | Cdr E.V. Dalton, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario |
| 1983 | Cdr E.V. Dalton, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition - First Place 2 nd Place – National Cadet Band Competition - Saskatoon |
| 1984 | CAPT D.B. Coulson, Commanding Officer HMCS GRIFFON CPO1 Brigitta Bogensberger – Cadet-of-the-Year for Canada Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition - First Place The Percy Page Memorial Best Woodwind Trophy presented to the Corps for Annual Competition |
| 1985 | CAPT D.B. Coulson, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition - First Place |
| 1986 | CAPT D.B. Coulson, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario |
| 1987 | CAPT D.B. Coulson, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition - First Place Winter Games – Brian Booker Memorial Paddle – Drill Competition |



| | |
|------|--|
| 1988 | <p>CAPT R. Zuliani, Commanding Officer HMCS GRIFFON TOP SEA CADET CORPS IN CANADA Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition - First Place Winter Games – Brian Booker Memorial Paddle – Drill Competition City of Thunder Bay Plaque in recognition of outstanding achievement as Top Sea Cadet Corps in Canada</p> |
| 1989 | <p>CAPT R. Zuliani, Commanding Officer HMCS GRIFFON 1st Place Proficiency – Ontario Sea Cadet Corps Commander's Certificate of Achievement - Highest Proficiency Sea Cadet Corps – Manitoba/NW Ontario Winter Games – Brian Booker Memorial Paddle – Drill Competition</p> |



The 1990's

At the time that this story was being collected, not enough time had passed for stories and recollections of cadets and officers of events of just four to five years previous to have become memories.

The VINDICTIVE story was started as a work-in-progress and these pages are waiting for their creation. In the interim, here are some pictures from this decade.





The Band






The Guard







AWARD ANNOUNCEMENT

ROYAL CANADIAN SEA CADET CORPS VINDICTIVE has the honour of receiving the "Commander's Certificate of Achievement". This award is presented to the top Corp of Manitoba and Northwestern Ontario. RCSCC Vindictive has received this honour nine out of the last ten years. This award will be presented Tuesday, Nov. 24 at (1900hrs) 7:00pm. at HMCS Griffon 125 N. Algoma by Brigadier - General R. William Slaughter C.D. Chief of Staff Training and Reserves, Air Command Headquarters Canadian Forces Base Winnipeg.



Winners again

The Royal Canadian Sea Cadet Corps Vindictive has been named top corps in Manitoba and Northwestern Ontario for the ninth time in 10 years. The Commander's Certificate of Achievement, presented by Brig.-Gen. R. William Slaughter from Canadian Forces Base Winnipeg Tuesday night, is given for the highest standard of efficiency in the training year for the Prairie region. The local corps, which has 86 cadets, eight officers, one volunteer officer and two civilian instructors, is under the command of Lt.-Cmdr. Tal Morgan. It is one of 14 corps in the region.



Bragging

THE CHRONICLE-JOURNAL, Thursday, March 23, 1991



Two honors for RCSCC Vindictive

Chief Petty Officer First Class Leona Gilbert (right), RCSCC Vindictive drill team commander, proudly holds the Strathcona Trust Drill Trophy the team won. The Vindictive team beat out four finalists, to win the annual competition that featured about 30 teams from cadet corps in Manitoba and Ontario. The competition was held at the Armoury Sunday.



Meanwhile the RCSCC Vindictive band led by Chief Petty Officer Second Class Ryan Graham, band major, (left) also took top honors recently at a regional band competition held at CFB Portage, Manitoba. The band beat five other finalists, from Manitoba and Northwest Ontario cadet corps, to win the competition held March 17.



Annual Inspections

| | |
|------|--|
| 1990 | CAPT R. Zuliani, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition – 1 st Winter Games – Brian Booker Memorial Paddle – Drill Competition The Robert Newton Esprit De Corps Trophy presented for annual competition by LCdr Robert Newton |
| 1991 | CAPT R. Zuliani, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition – 1 st Winter Games – Brian Booker Memorial Paddle – Drill Competition Superior Flotilla Sailing Championship Trophy presented for annual competition by Mrs. Susan Schutz |
| 1992 | LCdr Les Newman, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition – 1 st Winter Games – Brian Booker Memorial Paddle – Drill Competition Lord Strathcona Trust Medal presented to Lyndon Marks Royal Canadian Legion Cadet Medal of Excellence - presented to Chris Ledger |
| 1993 | LCdr John Mill, Executive Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition – 1 st Winter Games – Brian Booker Memorial Paddle – Drill Competition |
| 1994 | The Chief of the Defence Staff of the Canadian Armed Forces Commendation presented to LCdr (Ret'd) Tal Morgan |
| 1994 | LCdr Les Newman, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition – 1 st Winter Games – Brian Booker Memorial Paddle – Drill Competition |
| 1995 | LCdr John Mill, Commanding Officer HMCS GRIFFON Winter Games – SLT Donald MacLean Excellence in Competition – 1 st Winter Games – Brian Booker Memorial Paddle – Drill Competition |



| | |
|------|--|
| 1996 | LCdr John Mill, Commanding Officer HMCS GRIFFON Commander's Certificate of Achievement - Highest Proficiency – Manitoba/NW Ontario Winter Games – SLT Donald MacLean Excellence in Competition – 1 st Winter Games – Brian Booker Memorial Paddle – Drill Competition Lord Strathcona Military Band Competition – 2 nd Place Tri-Service Games – Top Corps |
| 1997 | LCdr John Mill, Commanding Officer HMCS GRIFFON Tri-Service Games – Top Corps |
| 1998 | LCdr Dawe, HMCS GRIFFON Tri-Service Games – Top Corps |
| 1999 | LCdr Ann Zuliani, Commanding Officer HMCS GRIFFON |





The 2000's





Annual Inspections

| | |
|------|---|
| 2000 | LT Jyl Barclay, Training Officer, HMCS GRIFFON |
| 2001 | |
| 2002 | Cdr E.P.A. Zuliani, Commanding Officer HMCS GRIFFON |
| 2003 | LCdr Robert Crowe, HMCS GRIFFON |
| 2004 | LCdr (Ret'd) E.T. Morgan The RCSCC VINDICTIVE Honour Roll rededicated in memory of Mr. Tom Dancer by the Dancer Family |
| 2005 | LCdr C.J. Marrack, Commanding Officer HMCS GRIFFON with Mr. Norm Marks, Vice President, Manitoba/NW Ontario Division of the Navy League of Canada |



The Warnica Years 1971-1981



At this point we stray slightly outside of the VINDICTIVE story to capture about ten years of time where VINDICTIVE played an important part in cadet life.

As you have already learned, in the 40's and 50's, cadets were served by a number of locally-based summer camps. Some operated only for a brief two or four week period, others for the entire summer. They provided training in the cadet's backyard, so to speak, and had the added benefit of providing interchange opportunities for officers to learn new techniques in instruction, get hands-on experience and observe, in action, other leaders from other cadet corps, reserve and regular force, many of whom were masters of their trade.

When the new Sea Cadet camps came along at ACADIA, QUADRA and CORNWALLIS, Cadets were transported long distances to attend the camps and the opportunity for Corps officers to attend for two week periods continued. But eventually the new thinking was that it was too inefficient to take officers on for only a two week period and the camps required that officers be prepared to sign on for the entire summer period. For many officers, especially the mature officer, work and family responsibilities would not permit such an extravagance.

By the 70's the Army Cadet program was only just starting to abandon locally-based summer camps in favour of the larger model. The Lake Superior Scottish Regiment Cadet Corps, based at the Armoury, and the Royal Canadian Army Service Corps Cadet Corps, based at the Ortona Legion in Fort William, bucked the trend and a two-week Thunder Bay camp was established in 1972 and operated at Sandstone Lake at the Anglican Church Camp. MAJ W.P. (Curly) McLean (the only Canadian soldier to sink a German warship) and his henchman CAPT Red Moeser, ran this camp but were finding it difficult to staff and operate. A decision, borne out of necessity, was taken to open this camp beyond Army Cadets and a number of VINDICTIVE officers stepped into the breach with Tal Morgan as the XO.

As a result of the success of these camps, the Cadet Detachment in Winnipeg decided in 1975 to establish a Provincial Tri-Service Cadet Camp at Warnica Lake. This started a two-week camp that ran for some seven years, that was open to Sea, Army and Air Cadets from across Manitoba and North West Ontario. The training was modeled on the Venture Training model with a significant emphasis on experiential opportunities, self reliance, challenge



and leadership. The camp accommodated approximately one hundred cadets and eventually had USN Sea Cadets attending from Chicago and Minneapolis. LCdr Tal Morgan was the CO of Warnica for six of the seven years.

You might think that Sea Cadet officers would be a bit of a fish-out-of-water at a field skills camp being run in the bush but this wasn't to be. The majority of the staff was recruited from the ranks of VINDICTIVE rounded out by other sea, army and air cadet officers from around the area including some from Winnipeg. I think it fair to say that they all loved it and there were a number of stories that came from this time that you, the reader, might find interesting and amusing.



A typical Warnica staff group

Trevor Whitehouse
Officer 1969-1984

Now here I am guessing, but I think it was in August 1975, when I was just back from Toronto, that I had my first contact with PCC Thunder Bay which at that time was at Sandstone. Larry Wright and I went out, neither of us was on staff, to spend a couple of days camped in the little provincial camp site down the lake, there being no room at the inn. Those were the Curly and Red days and I think that you, Tal, were the Training Officer. SLT Allen (Smitty) Smith was the "camp nurse" on the strength of his emergency first aid certificate. Eric Waatainen was there as an instructor, I think he was an Officer Cadet (Air) then and made the move to Midshipman with VINDICTIVE right after. I'm not sure but think Eldon Jackson (ADMIRAL CRADOCK) was there as well.



In the summer of 1976, I got the job as Training Officer for PCC Thunder Bay. Curly was Commanding and you were the Deputy Commanding Officer. This was the first year we had rappelling and it was Smitty who was the instructor. I remember that he pointed out that if he ever broke his neck, someone else had better be trained, so he talked me into going to an outdoor recreation class at Lakehead University with him before the next camp year. Who else, was there, that I can recall. There was Lars (Westerback) of course, and I think the camp nurse for this one was (I'm guessing here) Sharon Smith from Great Lakes Paper. Larry (Wright) was there, as was Smitty. There was also a young guy (MID Brent Boutlier) from CRUSADER in Winnipeg. That's the trouble – there were so many Warnica's that I can't separate one from the other. I do remember though, lucky for my Pilot Log book, that Smitty, Larry, and I went up on a flight to scout the area and that's where we picked out the climbing site below the Onion Lake Dam. I think that this was the first year for USN cadets with Joe Holmes.

Now just to give the reader an idea of what was involved in running these camps, we had to indent for all of the supplies from Base Winnipeg such as tents, sleeping bags, combat clothing, dishes, shovels, axes and on-and-on to house, equip and train cadets and staff. There was also the trucks to get from the Armouries for transport, two construction



trailers for a bunkhouse and stores, weapons from GRIFFON and submit a training syllabus for approval. Oh yeah, and there was the food to be bought and a Lead Cook and a Camp Nurse to be hired and don't forget to get the canoes. This was a major exercise that started when a semi-trailer arrived from Winnipeg to be off-loaded and loaded on to deuces for the trip out to the camp (Later when the road was improved, the semi went directly to the camp and the trailer was left there for the two weeks).

Unloading the trailer was always a treat. It was loaded in Winnipeg at Base Supply by forklift in three to four hundred pound containers called tri-walls. At Warnica, no forklift but we had cadet power. One year, as we started to offload the truck you couldn't help but notice the pong coming out of the containers. It turned out that when the gear had been returned from the camp the year previous, it had all just been bunked away in Winnipeg for the winter in the warehouse and was issued again that year just as it had come in. As the last day of the camp usually involved a big obstacle course and cross-country trek, everything was very dirty and wet. Luckily we had a contact with one of the Militia who was a foreman with Perth's Cleaners and he opened up the plant so that overnight we got everything cleaned for issue



by the intake day. The dry-cleaning fumes off the sleeping bags were particularly impressive.

And with the introduction of female cadets, the Detachment advisors thought that we should be equipped with feminine hygiene napkins to meet any need. Our camp nurse took one look at these "mouse mattresses" which she said were maternity size and advised that no teenage girl was ever going to ask for one, let alone use one. And for years, that same case of paper product went back-and-forth from Winnipeg to us unused as they ignored our repeated requests to have it taken off the camp's supply list.



Rain or shine

And there was the Base Supply mix-up one year with plates. Instead of dinner plates in the quantity we ordered, we got some plates and a case of blank military vehicle licence plates. When LCOL J.P.R.E. Beauregard, MBE, CD the Chief of Staff (Operations) from Winnipeg came down for an inspection, he got his lunch served on a license plate. Many guffaws.



And one year, just weeks before the camp start, Winnipeg issued an order that no cadets were to be transported on 50mph, or higher speed limit, hard-surfaced provincial roads in the back of deuce-and-a-half military pattern trucks. Very quickly we had to scout out an alternate way to get from Warnica to the Airport avoiding highways as there was no way that either our budget or our camp

experience quotient would run to using school busses.

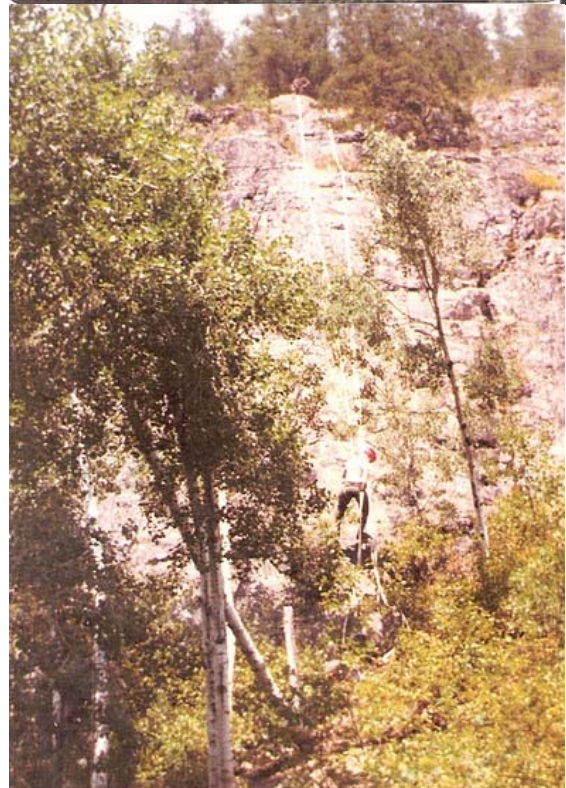
In August of 1977, I was back at Warnica as your XO with combined duties as the Training Officer and Climbing Instructor. This was the year of Flight Lieutenant James Kenneth Aspinall McCuaig and I remember his humorous complaints about having to salute the steam bath (the quarterdeck), having to "pull" stroke oar and record the "draught" in the Log Book. You remember we used to take the classes in to the boat house for whaler work on Thunder Bay. I don't think that we had started the overnight canoe trip down Onion Lake yet.





I think that this was Michael's (MID Michael Morgan) first year at Warnica. At least, I recall Michael, Wendy Holma, and I doing a cross country recce in advance of the camp. I had the bright idea that the divisions should do a cross country compass march back to Warnica direct from the climbing area – about ten miles. We parked one car where we thought we would come out and all went off in the other to the climbing area. After a leisurely stroll up the hill we started off across the back country. Do you have any idea how many bogs there are back there? To make a long story short, after many detours to get around lakes and muskeg, we weren't sure where we were and resorted to pooling our food resources – one pack of Lifesavers and two sticks of gum. Only after sitting in a clearing for a few minutes deciding on where we were going to set up camp and what we had in the way of shelter building materials, did we hear a car nearby. We were only about 200 feet from the road, but about a mile and a half from where we thought that we should have come out – no such thing as GPS in those days. Tired little puppies we were.

August 1978 and I was back at Warnica as XO, TO, and Climb O. You might remember that this was our first abseiling year, having been told by Winnipeg that we couldn't do rappelling – too dangerous. This might have been our first year with the LSSR Cadets replacement for Curly – Don Douglas - very gung ho. Remember the GRIFFON raid from their summer program and Don arresting them, locking them up for the night and then running them in to LCdr Mark Conliffe the next day for discipline.





And how could I forget, Paddy Gall (MWO P. Gall) was a constant thread through all those years, and Linda (MacLean) in the caretaker's walled off cabin next to ours in the staff house.



The lake was a big washing machine

on their cross country? I remember you making up all sorts of baking soda paste poultices as there were numerous ground hornet stings in her Division but Lise declined all of the many offers of help to apply them to wherever she couldn't reach.

Summer 1980. Having had enough of our use of the dictionary to get our way in rappelling, Winnipeg sent down a Regular Force SGT from 2 Commando in Edmonton with a mountain warfare qualification who was supposed to check me out. Well, he took one look at the cliff, another at me, and asked how we got the lines up. When I told him that I climbed the cliff face carrying the lines on my back, he said you're crazy. He made one observation about doubling up lines but quickly backed off when we showed him that some of the girls were so light that their body weight wasn't sufficient to overcome the friction of two lines through the carabineer with the weight of the downhill length of line leaving them on permanent brake. But, he was impressed that we knew what we were doing and nothing more was ever said about climbing or rappelling.





Summer 1981 – Warnica again and another highlight. One night, almost tripped over a cadet lying on his back in the dark. Turns out he was one of our American cadets. He said, when asked what the heck he was doing, that he was just staring at all of the stars – you couldn't see them like that in Chicago.

It was well known to officers and the staff in Winnipeg that Provincial Tri-Service Cadet Camp Thunder Bay would have a more accommodating eye to accepting cadets who may have some particular medical condition that would deny them the possibility of going to one of the big mass camps. As long as we knew what we were going to face, we could look after the asthmatic, the controlled epileptic or the erratic heart beat and we did – never changing the training plan or singling the cadet out for any special attention so that their experience at Thunder Bay could be genuine.



One of the highlights for the cadets was getting to take the wheel of a deuce-and-a-half for a five minute drive up a dead-end back road. We used two trucks and one truck went north and one south from the centre starting point to each end of the course. On one occasion, when the north truck failed to arrive at the meeting point, a trip was made up the road to find a very young female cadet from Winnipeg standing beside the truck while her instructor was climbing up-and-out from the driver's door (the truck was basically lying on its side in a ditch the cadet having dropped the offside wheels off the road surface). Much grunting later with a chain made up from carabineers (they really do have 5000Kg breaking strength) and the truck was back on the road and the class continued with lots of stories circulating about the camp for the next few days.

And SLT Eldon Jackson, from ADMIRAL CRADOCK, who used to run his fire lighting challenge. The cadets, suitably prepped, used to gather dead fall firewood, assemble it in a depression and soak his pit really well with lake water. One dry pit for the challenger and one wet pit for Eldon. While one cadet started using up matches at a great rate of knots, Eldon, who was only allowed one match, would disappear in the bush for a few minutes to get some old man's beard, some birchbark and some spruce gum from tree boils (and probably to allow some of the standing water in his pit to recede) and would have a roaring fire going in the space of minutes. I don't think too many cadets ever forgot that trick.



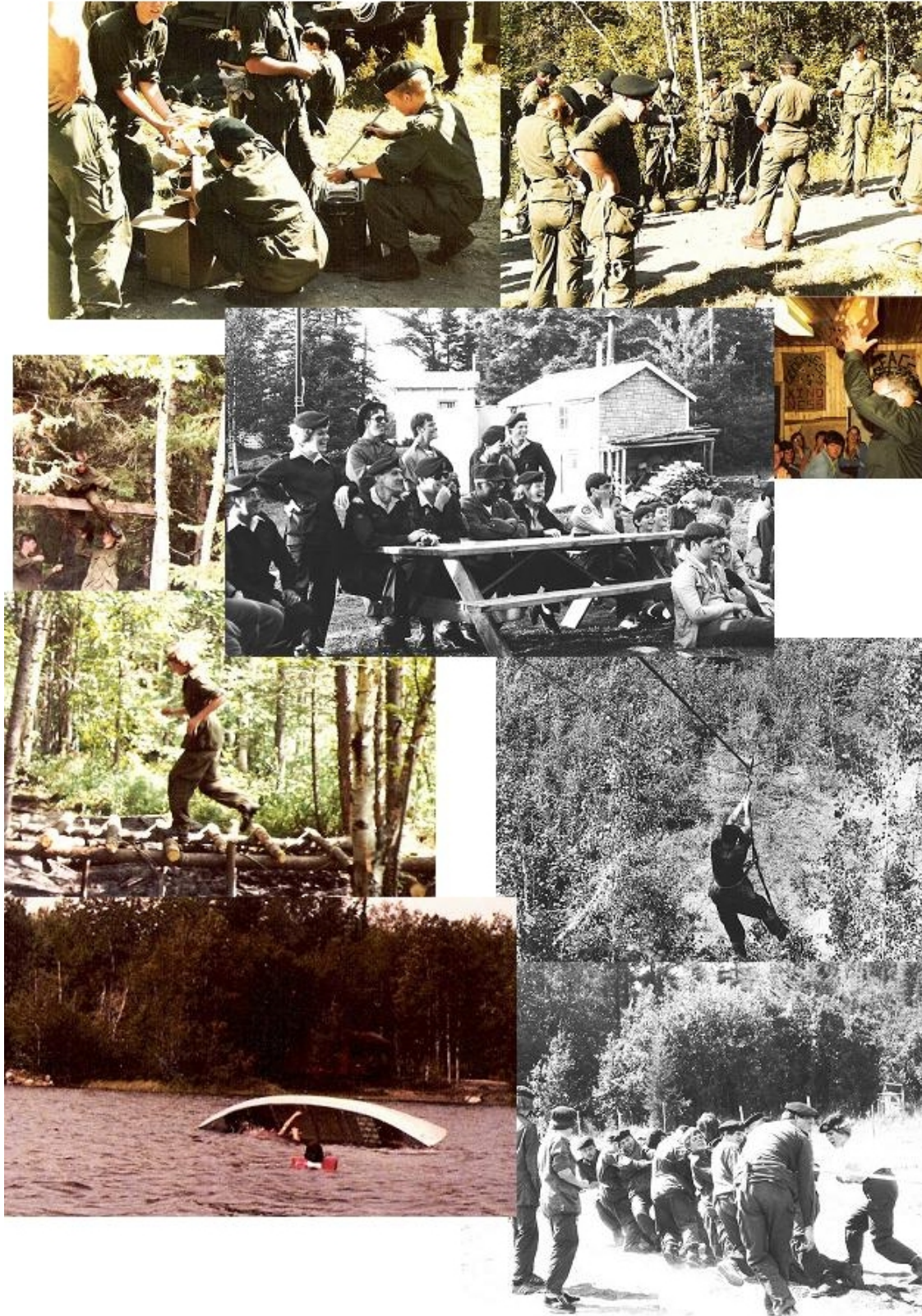
And the competitions. Everything at Warnica was done in competition with the other Divisions. This really got the cadets into it for a "prize" as small as being first in for meals. And the meals, coming from the talents of Hoy Mah and his OJT cadets, were great. Hoy was normally a cook at the Thunder Bay District Jail and he often used to say how great it was to be at Warnica and not always have to be counting the knives.

We always used to start off each of the camps by outlining to the cadets what they were going to be able to do by the time they left



at the end of the two weeks. Things like drive a truck; fieldstrip a sub-machine gun blindfolded; cross a two-line rope bridge; right a canoe; navigate through the bush; rappel down a 150 foot vertical; and on-and-on. There always were some skeptical looks but by the time they were being loaded to go home they were all pretty happy with themselves and proud to boot. The officers

weren't unaffected by their time at Warnica either and for many from small Corps like Red Lake, this was a real hands-on class in leadership from some of the best in the business.





The Navy League

As has already been mentioned, VINDICTIVE started from the Port Arthur Boys' Naval Brigade and became the Navy League Sea Cadets VINDICTIVE when a local branch of the Navy League was formed in 1919. From then until 1941, the League ran Sea Cadets alone until the Royal Canadian Navy entered into partnership with the Navy League and we became Royal Canadian Sea Cadet Corps VINDICTIVE.

In the very early days of the Brigade and the League, the persons who sought community support to obtain uniforms, training supplies, leaders and training space for the boys were interested parents and community leaders. As the Corps matured, ex-officers could be relied upon to step up to the plate and serve on the Branch.

As I look back over the years as both cadet and officer, I remember the important part played by Branch Presidents and Corps Chairmen without whose help the Corps would not have survived. Obtaining funds, training quarters, equipment and public relations were all part of the duties of the local Branch. As a junior officer in the Corps, it fell to me to represent the CO at the Branch meetings each month which were held in the cadet wardroom, now the staff lounge, off the Drill Deck.

Mrs. Seal and Mrs. Willis were on the Committee and men like Colonel Ruttan, Mr. Kelly, Bill King, Clarence Crocker, Wilf Dawson, Ted Fallen, Bernhard Bogensberger and, more recently, Maria Lassonde. They assisted in many ways and always had the cadets' interests in



COL Ruttan, J. McCauliffe, --, E. Wishart, --, Mrs. Willis, J. Kelly, Clarence Cocker

everything that they did. Many of the committee members joined the Branch because they had sons or daughters who were cadets, yet they remained with the Branch long after their children left cadets. Two of these women who deserve special attention are Susan Little and Maria Lassonde. Susan being a Life Member of the Navy League of Canada and although working more with our sister Corps ADMIRAL CRADOCK and later FORT WILLIAM has contributed much to the cadet program in Thunder Bay.



Maria joined the Branch when her son was a cadet and worked very hard to support the cadet program. As Corps Chairperson, Branch President and being in charge of bingo fund-raising her time and efforts have been much appreciated by officers and cadets. In addition to her Branch involvement, Maria rolled up her sleeves to assist in providing meals that were served at the Cadet Winter Games, weekend schemes and Sail Centre Weekends.

At the annual meeting of the Manitoba Division of the Navy League in June 2002, Norman Marks, who had been the Northwestern Ontario representative, was elected to the position of Vice President. Marg Marks carried out the duties of Treasurer, both getting involved when their daughters joined the Corps. They are still giving to the cadet movement.



Ted Fallen

I had a call from Ted Fallen who told me that he had a young friend who wanted to join cadets and Ted had told him that he should join VINDICTIVE. Having him on the phone, I asked him to give me something for the Corps history as he had been CO of GRIFFON, Cadet Chairman and Navy League representative for Northern Ontario and I was sure he would have many stories to tell. Although he said he would, he passed away soon after and in his passing, VINDICTIVE and I have lost a good friend. I remember him telling me that once, while attending a League meeting in Toronto, he had to take out a map and show them where Port Arthur was. They thought that the province ended at the Sault and could not understand why we could not attend weekend schemes and competitions in Toronto. He enjoyed setting them straight.

Thanks.





VINDICTIVE'S COMMANDING OFFICERS

| | |
|-----------|--|
| 1919-1921 | Franklyn Blackham |
| 1921-1923 | Lieutenant Douglas Urry |
| 1923-1932 | George Balcome |
| 1932-1941 | Captain Dyer H. Walton |
| 1941-1946 | Lieutenant Commander Harry Tuckwell |
| 1946-1949 | Lieutenant Commander Clarence Cocker |
| 1949-1951 | Lieutenant Lyle Nickle |
| 1951-1954 | Lieutenant Commander Murdo MacKenzie |
| 1954-1956 | Lieutenant Clifford Stamp |
| 1956-1961 | Lieutenant Tal Morgan |
| 1961-1967 | Lieutenant Tom Gustafson |
| 1967-1974 | Lieutenant Commander Tal Morgan |
| 1974-1975 | Lieutenant Commander John Rickard |
| 1975-1980 | Lieutenant Commander Tal Morgan |
| 1980-1984 | Lieutenant Commander Trevor Whitehouse |
| 1984-1989 | Lieutenant Commander Larry Wright |
| 1989-1990 | Lieutenant Commander Robert Newton |
| 1990-1993 | Lieutenant Commander Tal Morgan |
| 1993-1996 | Lieutenant Commander Brigitta Bogensberger |
| 1996-2000 | Lieutenant Commander Linda MacLean |
| 2000-2005 | Lieutenant Clinton Kraft |



VINDICTIVE'S OFFICERS AND INSTRUCTORS

| | | | |
|-----------------------|-------------------|---------------------|-------------------|
| Harold Adams | Chuck Hodgeson | Bob Newton | W Vaughan |
| Norm Antrobuse | Fred Hopkins | Lyle Nickle | Eric Waatainen |
| George Balcome | Debbie Huston | Tabetha Olafson | Dyer Walton |
| Fred Blackham | Valerie Huston | Hugh Paxton | Bill Watt |
| Brigitta Bogensberger | Clinton Kraft | Allen Petch | Lars Westerback |
| Richard Bogensberger | Ted Lake | Frank Purdy | Trevor Whitehouse |
| Padre Cann | Christine Lanz | L Rankka | Doc Wright |
| Vincent Chiu | Michelle Lecky | Jack Rayner | Larry Wright |
| Clarence Cocker | Len Legarde | John Rickard | |
| Wilfred Dawson | Hal Lightwood | Carol Roman | |
| Don Deakin | Karen Loos | Kevin Rooks | |
| David Delgaty | Lisa MacGillivray | Michelle Roy | |
| Pam Delgaty | Sandra MacIver | Walter Russell | |
| Fred Dennis | Douglas MacKay | Alf Rydholm | |
| R Elder | Murdo MacKenzie | Tim Sadgrove | |
| Charlene Evans | Andy MacLean | Bert Simons | |
| Nelson Forbes | Don MacLean | Alvin Skinner | |
| Bonnie Freamo | Linda MacLean | Allen Smith | |
| James Frost | John Manning | Bert Stamp | |
| Marcel Gauthier | Bruce McCulloch | Cliff Stamp | |
| Leo Gilbert | Hector McGowan | Jack Stepler | |
| Leona Gilbert | Vicki Melanson | John Styffe | |
| Pinkesh Gothi | John-Paul Mercier | Joe Tocheri | |
| David Graham | Branko Mihaljevic | Harry Tuckwell | |
| Ryan Graham | Ken Millar | Padre James Turner | |
| Samuel Green | Michael Morgan | Padre Jim Turner | |
| Tom Gustafson | Tal Morgan | Padre Steven Turner | |
| John Hayes | Brad Munson | Douglas Urry | |
| Robert Hewitson | Tom Neal | | |



Awards to VINDICTIVE

- 1921 **Port Arthur Navy League Challenge Cup**
for pulling boats of the Boys' Naval Brigade on Lake Superior
- 1923 **LCOL J.A. Little Shield**
for General Proficiency
- 1923 **Port Arthur Navy League Challenge Cup**
for pulling boats of the Boys' Naval Brigade on Lake Superior
- 1927 **Colours** – Presented by Winnipeg IODE
for highest proficiency in shooting in the #10 Military District
- 1931 **Earl Jellicoe Cup** – Canadian National Exhibition
for 10-man Cutter Pulling

Bartley Bull Award – Ontario Division – The Navy League Of Canada

- 1971 2nd Place – Proficiency
- 1973 3rd Place – Proficiency
- 1974 3rd Place – Proficiency
- 1989 1st Place – Proficiency

1988 Highest Place Standing – Royal Canadian Sea Cadet Corps

Commander's Certificate Of Achievement – Prairie Region Cadets Highest Proficiency – Sea Cadet Corps – Manitoba/NW Ontario

| | |
|---------|---------|
| 1974-75 | 1988-89 |
| 1975-76 | 1989-90 |
| 1982-83 | 1990-91 |
| 1983-84 | 1991-92 |
| 1984-85 | 1992-93 |
| 1985-86 | 1993-94 |
| 1986-87 | 1994-95 |
| 1987-88 | 1995-96 |

Provincial Cadet Camp – Thunder Bay – 1981

Lord Strathcona Trust – Cadet Air Rifle – 1995

Lord Strathcona Trust – Military Band Competition - 1996



Douglas Urry Trophy For All-Round Efficiency

Presented to VINDICTIVE Sub-Division of The Boys' Naval Brigade

By Douglas Urry - 1922

| | | | | | |
|------|-------------|------|------------------|------|---------------|
| 1922 | T. Ward | 1954 | E. Dumbrell | 1985 | C. Roman |
| 1923 | C. Perry | 1957 | M. Krzysztofezyk | 1986 | P. Delgaty |
| 1924 | G. Smalley | 1958 | R. Woolgar | 1987 | D. Graham |
| 1925 | I. Sherlock | 1959 | K. Millar | 1989 | L. Gilbert |
| 1926 | R. Walgate | 1960 | J. Ritchie | 1990 | J. Mercier |
| 1927 | G. Halstead | 1961 | J. Ritchie | 1991 | H. Lightwood |
| 1928 | K. Grant | 1962 | J. Rickard | 1992 | L. Marks |
| 1929 | G. Clark | 1963 | R. Wilkes | 1993 | W. Goulet |
| 1930 | G. Pearson | 1964 | L. Mill | 1994 | J. Biesenthal |
| 1931 | A. Chisholm | 1965 | R. Kraeczuk | 1995 | J. Biesenthal |
| 1932 | G. Paul | 1966 | R. Petchenuk | 1996 | J. Biesenthal |
| 1933 | M. Hartley | 1967 | R. Kraeczuk | 1997 | A. Wright |
| 1934 | K. Harmon | 1968 | W. Wrzecionek | 1998 | C. Mills |
| 1935 | W. Pearce | 1969 | D. McCartney | 1999 | C. Legarde |
| 1936 | R. Leacock | 1970 | D. McCartney | 2000 | C. Michalak |
| 1937 | L. Nickle | 1971 | M. Morgan | 2001 | C. Legarde |
| 1938 | W. Leebing | 1972 | R. Tilus | 2002 | A. Bottos |
| 1940 | G. Richmond | 1973 | J. Bott | 2003 | A. Thompson |
| 1941 | L. Rymes | 1974 | D. Warmbold | 2004 | L. Morrison |
| 1942 | F. Bould | 1975 | T. Newman | 2005 | B. Hartley |
| 1943 | J. Monore | 1976 | B. Senecal | 2007 | J. Petch |
| 1945 | F. Willis | 1977 | M. Waibel | 2008 | M. Luczak |
| 1946 | R. Heckman | 1978 | V. Huston | 2009 | V. Radtke |
| 1947 | G. Imperius | 1979 | D. Bayes | | |
| 1949 | L. Garrity | 1980 | G. Hughes | | |
| 1950 | W. McGill | 1981 | B. Bogensberger | | |
| 1951 | W. McGill | 1982 | B. Bogensberger | | |
| 1952 | W. Faloon | 1983 | C. Roman | | |
| 1953 | T. Seal | 1984 | K. Westerback | | |



Section Commander's Efficiency Cup

Presented by Port Arthur Post, Canadian Legion B.E.S.I - 1927

| | | | | | |
|------|------------------|------|---------------|------|-----------------|
| 1927 | R. Walgate | 1958 | D. Adderley | 1983 | J. Newton |
| 1928 | F. Baker | 1959 | W. Carter | 1984 | J. Wirkunnen |
| 1929 | R. Swinger | 1960 | K. Millar | 1985 | P. Delgaty |
| 1930 | F. Baker | 1961 | T. Goodman | 1986 | J. Nicholson |
| 1931 | C. Brown | 1962 | C. Hawman | 1987 | A. Maring |
| 1932 | W. King | 1963 | J. Hill | 1988 | A. Mellis |
| 1933 | P. Hope | 1964 | R. Niczyporuk | 1989 | M. Crnkovich |
| 1934 | C. Baker | 1965 | M. Kaija | 1990 | R. Graham |
| 1935 | Ed Gravelle | 1966 | R. Krawczuk | 1991 | K. Mellis |
| 1936 | G. Paul | 1967 | R. Petchenuk | 1992 | M. Gilbert |
| 1937 | A. Theobalds | 1968 | D. McCartney | 1993 | R. Potter |
| 1940 | J. Morphet | 1969 | B. Staus | 1994 | E. Mariano |
| 1941 | R. Nunnerley | 1970 | B. Staus | 1995 | S. Boggett |
| 1942 | A. Kraft | 1971 | D. McCartney | 1996 | M. Whittaker |
| 1943 | R. Landgraff | 1972 | J. Mill | 1997 | G. Stebner |
| 1946 | J. Rymes | 1973 | D. Shanks | 1998 | M. Michalak |
| 1947 | T. Neil | 1974 | K. Arnold | 1999 | A. Wright |
| 1948 | T. Morgan | 1975 | T. Meadows | 2000 | J. Gosselin |
| 1950 | I. Kerr | 1976 | J. Clair | 2002 | G. Crewdson |
| 1951 | A. Fast | 1977 | T. Bayes | 2003 | A. Michalak |
| 1952 | L. Rissanen | 1978 | B. Mihaljevic | 2004 | J. Ryan |
| 1953 | L. Rissanen | 1979 | M. Coffey | 2005 | G. Crewdson |
| 1954 | M. Krzysztofezyk | 1980 | R. Dermanchuk | 2007 | S. Swayze |
| 1955 | D. Inglis | 1981 | R. Dermanchuk | 2008 | B. Bogensberger |
| 1956 | D. Inglis | 1982 | M. Woods | 2009 | S. Swayze |



***Padre Cann Trophy –
For Highest Individual Score – Rifle Competition
Presented in 1945***

| | | | |
|------|---------------|------|-----------------------------------|
| 1945 | P. Tuckwell | 1980 | T. Davis |
| 1946 | J. Anderson | 1981 | W. Bogensberger |
| 1947 | A. McLeod | 1982 | W. Bogensberger |
| 1948 | W. Baccari | 1983 | B. Bogensberger |
| 1949 | I. Kerr | 1984 | B. Bogensberger |
| 1950 | I. Kerr | 1985 | E. Viikkeri |
| 1951 | J. Tocheri | 1986 | P. Lloyd |
| 1952 | J. Tocheri | 1987 | R. Viikeri |
| 1953 | J. Tocheri | 1988 | R. Viikeri |
| 1954 | W. Kraft | 1989 | R. Viikeri |
| 1955 | E. Alexson | 1990 | J. Geils |
| 1956 | J. Andrusyk | 1991 | M. Waters |
| 1957 | J. Andrusyk | 1993 | M. Waters |
| 1958 | K. Millar | 1994 | K. Clements |
| 1959 | K. Ellwanger | 1995 | T. Frank |
| 1961 | R. McCutcheon | 1996 | T. Frank |
| 1962 | R. Woods | 1998 | C. Carrier |
| 1963 | A. McMillan | 1999 | M. Dawe |
| 1964 | J. Winterburn | 2000 | K. Rozon & D. Maher |
| 1965 | J. Winterburn | 2001 | B. Rozon |
| 1966 | J. Winterburn | 2002 | K. Rozon |
| 1968 | R. Gagnon | 2003 | S. Paris |
| 1970 | B. Staus | 2004 | S. Paris |
| 1971 | B. Staus | 2005 | S. Paris |
| 1973 | R. Otto | 2007 | S. Paris |
| 1974 | W. King | 2009 | M. Bogensberger & A. Bogensberger |
| 1975 | R. Otto | | |
| 1977 | F. Cupelli | | |
| 1978 | T. Davis | | |



Cadet Of The Year

*Presented in 1964 by Frank Skinner McDonald
to commemorate the Ex-Sea Cadet Association*

| | | | |
|------|-----------------|------|-----------------|
| 1964 | J. Rickard | 1989 | R. Bogensberger |
| 1965 | A. Petch | 1991 | R. Graham |
| 1966 | J. Mauracher | 1992 | E. Mariano |
| 1967 | W. Wrzecionek | 1993 | J. Biesenthal |
| 1968 | K. Nicks | 1994 | W. Gilbert |
| 1969 | R. Gagnon | 1995 | A. Beckingham |
| 1970 | R. Gagnon | 1996 | J. Biesenthal |
| 1971 | R. Tilus | 1997 | P. Beauparlant |
| 1972 | M. Morgan | 1998 | H. Szumowski |
| 1973 | D. Bell | 1999 | H. Szumowski |
| 1974 | R. Otto | 2000 | C. Legarde |
| 1975 | K. Peuramaki | 2001 | B. Ross |
| 1976 | C. Lahtenmaa | 2002 | R. Elder |
| 1977 | C. Lahtenmaa | 2003 | J. Ryan |
| 1978 | T. Davis | 2004 | A. Thompson |
| 1979 | T. Davis | 2005 | S. Freamo |
| 1980 | T. Davis | 2007 | M. Thompson |
| 1981 | G. Hughes | 2008 | S. Swayze |
| 1982 | W. Bogensberger | 2009 | B. Bogensberger |
| 1983 | B. Bogensberger | | |
| 1984 | C. Roman | | |
| 1985 | J. Nicholson | | |
| 1986 | E. Davis | | |
| 1987 | L. Nicholson | | |
| 1988 | L. Gilbert | | |



James Kerrison Memorial Trophy – For All-Round Seamanship

Presented in 1964

| | | | |
|------|---|------|--|
| 1964 | B. Wolframe J. Winterburn | 1988 | J. Ott |
| 1965 | B. Wolframe J. Winterburn | 1989 | W. O’Gorman |
| 1966 | A. Winterburn J. Winterburn | 1990 | D. Melanson |
| 1967 | A. Gagnon | 1991 | M. Waters K. Mellis L. Gilbert W O’Gorman |
| 1968 | A. Gagnon | 1992 | S. Mills |
| 1969 | A. Gagnon | 1996 | S. Hook |
| 1970 | A. Gagnon | 1997 | D. Chiupka |
| 1971 | M. Morgan | 1999 | D. Chiupka |
| 1972 | M. Morgan | 2000 | A. Crewdson |
| 1973 | M. Morgan | 2003 | L. Morrison |
| 1974 | T. Meadows | 2009 | M. Treichler |
| 1975 | W. King | | |
| 1976 | D. Lepointe | | |
| 1977 | A. Morgan | | |
| 1978 | T. Davis | | |
| 1979 | R. Dermanchuk | | |
| 1980 | R. Newton R. Dermanchuk | | |
| 1982 | R. Roman | | |
| 1986 | C. Gaudet K. Robinson | | |
| 1987 | J. Ott J. Strawson W. O’Gorman R. Bogensberger | | |



Larry Liikala Memorial Shield - Guardsman Of The Year

Presented in 1964

| | | | |
|------|---------------|------|-----------------|
| 1965 | R. Petchenuck | 1989 | W. O'Gorman |
| 1966 | A. Appelle | 1990 | W. O'Gorman |
| 1967 | D. McCartney | 1991 | B. Munson |
| 1968 | B. Staus | 1992 | T. Sved |
| 1969 | J. Mill | 1993 | S. Boggett |
| 1970 | D. Huston | 1994 | K. Rooks |
| 1971 | J. Mill | 1995 | M. Whittaker |
| 1972 | L. Legarde | 1996 | C. Legarde |
| 1973 | T. Newman | 1997 | T. Hook |
| 1974 | N. Agruso | 1998 | J. Gosselin |
| 1975 | K. Peuramaki | 1999 | B. Rozon |
| 1976 | A. Boesch | 2000 | A. Crewdson |
| 1977 | M. Waibel | 2001 | O. Noel |
| 1978 | C. Borland | 2002 | S. Merilainen |
| 1982 | R. Lafroy | 2003 | S. Freamo |
| 1983 | L. Potter | 2004 | K. Thompson |
| 1984 | E. Davis | 2005 | S. Lalime |
| 1985 | J. Malcolm | 2007 | B. Bogensberger |
| 1986 | W. Anderson | 2008 | B. Bogensberger |
| 1987 | R. Maki | 2009 | T. Kavalchuk |
| 1988 | T. Gilbert | | |



Paxton Memorial Trophy – For Leading Trumpeter

Presented in 1965 in Memory of Ian Robert Fraser Paxton

by Mr. and Mrs. Hugh Paxton

| | | | |
|------|----------------|------|---------------|
| 1965 | J. Rickard | 1990 | C. Schelle |
| 1966 | W. Wrzeciowek | 1991 | E. Mariano |
| 1967 | C. Zimowski | 1992 | D. Melanson |
| 1968 | L. Smith | 1993 | E. Mariano |
| 1969 | R. Tilus | 1994 | S. Carriere |
| 1970 | M. Bell | 1995 | T. Olafson |
| 1971 | S. Amos | 1996 | G. Stebner |
| 1972 | S. Amos | 1998 | J. Robillard |
| 1973 | D. Earnshaw | 1999 | J. Robillard |
| 1974 | D. Lahteenmaa | 2000 | M. Dawe |
| 1975 | L. Peters | 2001 | A. Michalak |
| 1976 | B. Freamo | 2002 | A. Michalak |
| 1977 | K. Sanders | 2003 | J. Petch |
| 1978 | B. Rosengren | 2004 | J. Petch |
| 1979 | G. Hughes | 2005 | S. Makelainen |
| 1980 | G. Hughes | | |
| 1981 | K. Hietamies | | |
| 1982 | L. Peters | | |
| 1983 | K. Loos | | |
| 1984 | H. Adams | | |
| 1985 | S. VanTeefflen | | |
| 1986 | J. Woods | | |
| 1987 | R. Kumala | | |
| 1988 | H. Summers | | |
| 1989 | H. Lightwood | | |



Rogers Memorial Trophy – For Leading Drummer

*Presented in 1965 in Memory of Percy Rogers and son Reginald
by the Family*

| | | | |
|------|---------------|------|---------------------|
| 1965 | D. Fonso | 1990 | M. Gilbert |
| 1966 | R. Agnot | 1991 | M. Lecky & S. Molly |
| 1967 | D. Wainio | 1992 | J. Rogers |
| 1968 | B. Hewitson | 1993 | A. Charles |
| 1969 | E. Rymes | 1994 | T. Franck |
| 1970 | S. Symington | 1995 | J. Davis |
| 1971 | R. Baxter | 1996 | D. Chiupka |
| 1972 | D. Fisher | 1997 | D. Maher |
| 1973 | D. Dingwall | 1998 | I. Morgan |
| 1974 | R. Ott | 1999 | I. Morgan |
| 1975 | W. King | 2000 | D. Maher |
| 1976 | C. Lahtenmaa | 2001 | J. Ryan |
| 1977 | R. Renaud | 2002 | R. Ryan |
| 1978 | A. Morgan | 2003 | B. Oram |
| 1979 | D. Brown | 2004 | A. Dube-Hargreaves |
| 1980 | R. Newton | 2005 | D. Burns |
| 1981 | J. Ott | 2007 | A. Bogensberger |
| 1982 | K. Westerback | 2008 | A. Bogensberger |
| 1983 | L. Cristofaro | 2009 | A. Bogensberger |
| 1984 | E. Viikkeri | | |
| 1985 | J. Marks | | |
| 1986 | H. O'Bright | | |
| 1987 | R. Graham | | |
| 1988 | R. Graham | | |
| 1989 | M. Lecky | | |



RCSCC VINDICTIVE HONOUR ROLL

Presented in 1971 – Rededicated in 2004 in Memory of Tom Dancer

| | |
|------|---|
| 1971 | K. Castonguay, R. MacLean, M. Rowe |
| 1972 | D. Bell, J. Bott, G. Foley |
| 1973 | W. King, P. Osadec, D. Westerback |
| 1974 | W. King, G. Kukko, T. Newman |
| 1975 | R. Koler, J. Normand, A. Morgan, I. Walmark |
| 1976 | J. Kukko, P. Young, R. Westerback |
| 1977 | C. Borland, M. Coffey, T. Davis, T. Newman |
| 1978 | R. Benkowski, L. Lysak, M. Waibel, M. Coffey |
| 1979 | G. Hughes, E. McNeil, G. Bruley, G. Whitney |
| 1980 | B. Bogensberger, K. McKeown, L. Situm, S. Peuramaki |
| 1981 | K. Loos, D. Huston, A. Roy, M. Conliffe |
| 1982 | R. Tessier, A. Roy, C. Roman, D. Manser, G. Hughes |
| 1983 | J. Nicholson, S. Clarke, T. Mihaljevic, K. Whitehouse, R. Lafroy, J. Wirkkunen |
| 1984 | W. Anderson, L. Viikeri, J. Nicholson, K. Whitehouse, P. Lloyd, J. Davey, W. Phillips |
| 1985 | H. O'Bright, L. Niemi, E. Davis, N. Forbes, C. Kraft |
| 1986 | H. Gilbert, W. O'Gorman, L. Gilbert, M. Peters, T. Gilbert, B. StLouis, R. Maki, J. Geils |
| 1987 | K. Lorentson, J-P Mercier, J. Wood, L. Gilbert, R. Bogensberger |
| 1988 | S. Hanton, J. Ruzzoto, W. O'Gorman, B. Munson, C. Schelle, J-P Mercier |
| 1989 | S. Bayes, C. King, V. Melanson, D. Melanson, A. Charles, E. Mariano, R. Baxter |
| 1990 | C. Charles, S. Marcellus, T. Cassie, B. Munson, B. StLouis, R. Ledger, J. Rogers, S. Molly, H. Lightwood, R. Graham |
| 1991 | R. Bauld, C. Charles, J. Rogers, K. Vandal, T. Frank, C. Fees, D. Schnipper, S. Mills, D. Melanson |
| 1992 | D. Hogan, M. Goodheart, N. Nadeau, T. Frank, S. Mills, R. Potter |
| 1993 | A. Wright, A. Beckingham, T. Frank, M. Whittaker, J. Davis, K. Rooks, C. Ledger |
| 1994 | S. Olafson, S. Boggett, M. Whittaker, A. Wright, K. Stachow, G. Garritty |
| 1995 | W. Bedell, D. Chiupka, S. Rezka, J. Beauparlant, T. Newman, K. Aiquist, A. Wright, G. Stebner |



| | |
|------|--|
| 1996 | J. Piksaides, D. Kistiansen, L. Pope, H Szumowski, D. Maher, P. Beauparlant |
| 1997 | K. Rooks, C. Talone, S. Hook, R. Green, C. Carrier, J. Zuliani, C. Mills |
| 1998 | R. Caron, R. Elder, B. Gagnon, D. Chiupka, J. Zuliani, N. Gunther, C. Legarde, A. Wright |
| 1999 | L. Barnes, A. Bottos, G. Crewdson, R. Rider, W. Lindon, S. Martin, L. Morrison, S. Ostap, J. Pike, B. Ross |
| 2000 | K. Maher, L. Morrison, O. Noel, L. Rankka, J. Ryan, C. Johnson, J. Pike, S. Dawe |
| 2001 | S. Freamo, A. Elliott, J. Jovshik, R. Robert, G. Crewdson, A. Thompson, P. Ryan |
| 2002 | S. Makelainen, S. Elliott, K. Spanninga, R. Roberts, L. Morrison, L. Noel |
| 2003 | C. Carruthers, A. Davis, C. Newman, R. Peukuri, B. Gernat, K. Spanninga, K. Thompson |
| 2004 | A. Ashbourne, K. Ashbourne, A. Radtke, R. Robillard, S. Swayze, E. Elliott, S. Freamo, K. Spanninga |
| 2005 | D. Bell, N. Blunden, V. Deleo, J. Smith, C. Newman, J. Petch |
| 2007 | D. Bell, M. Bogensberger, T. Hupe, J. Luczak, M. Sanche, J. Smith, J. Simard, T. Treichier |
| 2008 | M. Treichier, M. Bogensberger, D. Grenier, A. Jollineau, R. Niewegiowski, T. Kavaichuk, L. Moony, J. Cole |
| 2009 | A. Jollineau, R. Niewegiowski, S. Boyle, S. Martin, R. Baker, B. VanNieuwenhuizen, K. VanNieuwenhuizen |



Percy Page Trophy – For Best Woodwind

Presented in 1984

| | |
|------|-----------------|
| 1984 | P. Delgaty |
| 1985 | K. Whitehouse |
| 1986 | L. MacGillivray |
| 1987 | T. Peevy |
| 1988 | M. Crnkovich |
| 1989 | M. Crnkovich |
| 1990 | V. Melanson |
| 1991 | W. King |
| 1992 | J. Marks |
| 1993 | K. Vandal |
| 1994 | B. Bauld |
| 1995 | B. Bauld |
| 1996 | M. Michalak |
| 1997 | C. Michalak |
| 1998 | C. Michalak |
| 1999 | C. Michalak |
| 2000 | K. Rooks |
| 2005 | B. Favel |
| 2006 | B. Favel |



Esprit De Corps

Presented in 1990 by LCdr Robert Newton

| | |
|------|--------------------------|
| 1990 | I. Gilbert & T. Cassie |
| 1991 | W. Goulet |
| 1992 | M. Lecky |
| 1993 | K. Stachow |
| 1994 | K. Spaulding |
| 1995 | S. Olafson |
| 1996 | D. Chiupka |
| 1997 | A. Gordon & D. Stiles |
| 1998 | S. Merilainen & K. Rooks |
| 1999 | R. Caron & A. Crewdson |
| 2000 | R. Scott |
| 2001 | R. Elder & I. Morgan |
| 2002 | A. Thompson |
| 2003 | C. Johnson |
| 2004 | J. Veitch |
| 2005 | M. Thompson |
| 2007 | M. Luczak |
| 2008 | M. Luczak |
| 2009 | S. Docs |



Superior Flotilla Sailing Championship

Presented by Mrs. Susan Schultz 1991

| | |
|------|---------------------------|
| 1991 | F. Schnipper M. Waters |
| 1992 | M. Waters K. Clements |
| 1993 | PO2 Maher PO2 Monchka |



***LCdr L.M. Wright, CD Memorial Shield
For Top Leading Cadet***

Presented in 2001

| | |
|------|-------------|
| 2001 | L. Morrison |
| 2002 | J. Veitch |
| 2003 | R. Roberts |
| 2004 | S. Paris |
| 2005 | D. Malicki |
| 2007 | M. Curtis |
| 2008 | C. Gilbert |
| 2009 | L. Mooney |



***LCdr E.T. Morgan, CD, CDS Memorial Shield
For Top Able Cadet***

Presented in 2001

| | |
|------|------------------------|
| 2001 | J. Ryan |
| 2002 | S. Freamo & S. Juvshik |
| 2003 | S. Makelainen |
| 2004 | S. Swayze |
| 2007 | C. Gilbert |
| 2008 | S. Docs |
| 2009 | K. Ranta-Gibbs |

