



June 2014

President's Report

by Margaret Morris

I am thrilled to be the first woman to serve as President of the Club! Aside from the small issue of gender, I have three things in common with the founders of this Club. For starters, I am a sea-going officer and Navy trained. I have bags of sea time. Much of it is with the Navy, more is on the fishing grounds with the observer program, some is with merchant ships on convoy exercises, some is with charter boats in the Caribbean and there is a little recreational boating.

This leads nicely into the second way I relate to the Club's founders: I HATE CLUTTER! A well-run ship does not have clutter. Everything has a place, everything has a purpose. I'm not concerned about clutter at the bar but administrative clutter. Under Tony's fine leadership, much has been done to tighten up our inner workings and I intend to continue on that track.

Lastly, the founders of this Club openly admitted that they ran the Club as a dictatorship. It was a benevolent dictatorship but a dictatorship all the same. There is a saying in the military that we protect democracy but we do not practice it. I won't run the Club in

a dictatorial fashion but wouldn't I love to! I will respect the bylaw and resist the urge to be a Commanding Officer rather than a president. It will be a democratic administration but it will be representative democracy rather than direct democracy. I will spare you the "to and fro" as we progress various issues.

I would like to thank Tony Dearness for his fine contribution over the past three years and I hope he continues to be enthusiastically engaged as Immediate Past President. I look forward to a continued excellent working relationship with Gary Walsh as VP and Wayne Ludlow as Secretary. I welcome Mary Grouchy in the Treasurer's position. As a former Manager of Finance with the NL Liquor Corporation, she brings a lot of experience to role.

Welcome back returning directors (Pat Mercer, Jon Summers, Jack Strong, Catherine Street, Jim Austin, Lionel Clarke). Welcome aboard to new directors (Glen Eagleson, Ian Wheeler, Bruce Bennett) and thanks to retiring directors (Frank Smith, Stella Evans and John Moyes). I look forward to a continued good

working relationship with our Crow's Nest Military Artifacts Association under Dave Moores' fine leadership.

After fifteen years as Treasurer, I think I am well known and I think you know what you can expect from me. I will, however, take this opportunity to say what won't be happening: unlike my term as Treasurer, I will not be serving as President for fifteen plus years. SUCCESSION PLANNING STARTS NOW!

I think we have a great slate of officers and directors for the upcoming year. We have military and civilian sides of the membership represented, we have reps from MUN and the legal community and small business, we have some young pups in their forties and fifties, we have some older and wiser hounds in their sixties and seventies and beyond, we have some new members to the Club and we have some long-time members. In short, it is a nice slice of the membership and I'm confident it will be a very effective Board.

Have a great summer. See you at the Club!

Past President's Report

by Tony Dearness

This year has finished with a flourish—the visible recognition of the Crow's Nest as a National Historic Site. After a presentation by Senator David Wells on behalf of the Government of Canada, the plaque at long last has been mounted on the exterior wall outside the gate at the bottom of the stairs. The plaque is visible as soon as you look from just east of the War Memorial on Duckworth Street towards the entrance: it's a great sight.

We've also recently mounted a plaque acknowledging the financial contributions of donors to the restoration fund in 2012. It sits on a panel on the way into the dining room.

The national recognition and the support of our members to preserve the historical significance of the Club underscore our theme of preservation, education, and commemoration. Inspired by the award of historic status, the Board has initiated a project to determine the eligibility of the Crow's Nest to achieve charitable status under the Income Tax Act, which would open options to maintain the integrity of the Club. The exercise has made us appreciate the many Club activities which are compatible with charitable purposes: maintaining the physical structure of the Club to conserve the site and its artifacts, commemorating significant naval and Newfoundland events and traditions, and educating members and the public about the Club and World War II history.

The Events this Year

Over the year we have continued to conduct traditional events, such as Mess Dinners for

Remembrance Day, the Anniversary of the Club's founding, the Corvettes' Wake, and the Battle of the Atlantic. Themed events have been enriched by presentations by members and others: the impact of the Atlantic Charter, a description of the Murmansk convoy run, and the story of Newfoundlanders fighting in the Battle of Trafalgar. One much-appreciated naval commemoration this year was a dinner to honour women who served in the Women's Royal Canadian Naval Service (aka the "Wrens") that was well attended and resulted in the sharing of stories and memorabilia. We even tried to replicate, with success that is seen as promising, Commander Mainguy's "Captain D's Cocktail Party."

Newfoundland's non-naval history was recognized in a dinner celebrating the storied but now-derelict SS *Kyle*, and more poignantly, a commemoration of the sealing disasters of 1914.

Other events throughout the year continued the spirit of the Club's founders with the congenial weekly Weepers and dinners that lightened the dark winter.

The Club also welcomed many visitors to the Club, as part of community activities, such as St. John's annual Doors Open (where more than 200 people visited), and regular group users. Others come by because they have heard of the Club from relatives, and some have brought old photos or other memorabilia.

Your Board

The Board of Directors had eight

regular meetings this year, carrying on the business at which the usual matters were discussed, most notably property maintenance and upgrades. Other items include events planning and policy, bylaws, new member applications, and member communications through the Scuttlebutt and the website.

Our Members and Partners

This year we have maintained our robust membership, about 450 dues-paying members equally divided between in-town and out-of-town. There are an additional 150 or so that includes honorary members, the east coast fleet, senior naval appointees in Halifax and Ottawa, the Commanding Officers of the local military community and our reciprocal clubs.

The work of the Board and its committees and others who help out, and all who welcome and tell the story to guests and other visitors, is undertaken by volunteers, with a great commitment of time and energy.

With a major beam replacement requiring taking down and replacing artifacts, much of volunteer work has been undertaken by the Artifacts Association. The Artifacts Association is a separate organization, although there are a few of the shared members on the two Boards. This year, the Artifacts Association has added two new display cases and a security camera system to the Club. One new treasure is an album presented by the now-defunct HMS Newfoundland Society of the UK, which shows the ship's lengthy career.

Past President's Report, cont.

We have continued to have a close connection with the CFS St. John's, the Marine Institute, and HMCS *Cabot*-all supported our efforts through membership and encouraged our participation in their events.

We also acknowledge our partnership with Red Oak in planning and providing high quality service. As ever, their staff is a ready source of information and stories about the Club, whenever asked.

For which, thanks.

On behalf of the Club, thanks to Cmdr Larry Trim, Commander of CFS St. John's for extending the support of the base; Jeremy Roop and Ray Kenney, of Parks Canada, for bringing the placement of the historic site plaque to a conclusion; Janet McNaughton, editor of the *Scuttlebutt*; and Joy, Mel, and Ian of Red Oak.

This is the end of my tenure as President and I wish to thank the members of the Board for their

support, and in particular the camaraderie of my fellow table officers, Margaret Morris, Gary Walsh, and Wayne Ludlow-and the support of David Moores and Gary Green of the Artifacts Association. For me, the Crow's Nest has been a focus of purpose and satisfaction and I look forward to enjoying its continued success.



A junior officer from HMCS *Cabot*, Officer Cadet Kevin Barbour, had the honour of cutting the cake with a sword at the Club's anniversary dinner, Saturday 25th January.



Lt(N) Kirsten Taylor, CPO2 David Broom and Lt(N) Natalie Hiscock (left to right) clutter the bar prior to the first mess dinner at the new Surg. LCdr W. Anthony Paddon building on Friday 13th June.



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Crossed the Bar

Wilfred James Ayre 1935-2014
Wilf, a well liked and respected St. John's businessman, was known for his dry, quick sense of humour. With a broad and deep knowledge of Newfoundland and Labrador, he enjoyed a good discussion on any topic related to the province. Though Wilf enjoyed sailing and golf, his real passion was hiking especially the St. John's to Cape Spear portion of the East Coast Trail. He was also a strong supporter of the arts. Wilf had a long relationship with the Crow's Nest. Keen to help preserve its history, he was the first donor to the Crow's Nest Military Artifacts Association when it was founded in the mid 1980s.

Peter Coy 1922-2014
Peter served in the Royal Navy in WWII and served in B3 Escort Group running between Argentina, St. John's and the UK. His book, *Echo of a Fighting Flower*, relates his wartime experiences including at least one visit to the Club which he says was also known as "Buzzards Crutch." After the war, he attended university and went on to a distinguished career in anthropology. In 2007, he and his two daughters came from the UK to attend the Corvette Wake.

W. Carl Doty, Lt. Col. (Hon.)
1941-2014
Carl served in the Canadian Army (Artillery) attaining the rank of Major and Commanding Officer of the 84th Independent Field Battery and, more recently, Honorary Lt. Colonel with the 1st (Halifax-Dartmouth) Field Artillery Regiment, RCA. He was held with the highest regard and

respect by all. An active volunteer, Carl was well known with the Army Cadet League of Canada and the Last Post Fund. He was also a proud member of the Royal Artillery Park Officers Mess and the Royal United Services Institute in Halifax. In civilian life, Carl was a very successful businessman with interests in a wide range of companies. Carl took great pleasure in sharing his good fortune with numerous charitable organizations including animal welfare, Symphony Nova Scotia, Neptune Theatre, Phoenix Youth Programs, the Art Gallery of Nova Scotia, Christian Children's Fund and many others. He was a strong supporter of the Restoration Fund for the Nest.

LS Frank Curry, RCNVR, Ret'd,
1920-2014
Frank joined the RCN in 1940 and served in HMC Ships *Bytown*, *Stadacona*, *Kamsack*, *Caraquet*, *Niobe* and *Peregrine*. He was demobilized at war's end. After the war he became an economic statistician and upon retirement engaged in his lifelong passions of walking, travelling and writing. He authored two books based on his wartime experiences *War at Sea: A Canadian seaman in the North Atlantic* and *Kye and Soogie: Snaps, recollections & thoughts on serving in Canada's wartime navy*. He and his son attended the 2007 Corvette Wake.

Lt(N) Murray Knowles, RCNVR,
Ret'd, 1916-2014
Murray signed up for service early in WW II. He survived the sinking of his first ship, HMS *Rajputana*, in 1941 and subsequently served

in ships based in Sydney, Halifax and St. John's. He was appointed First Lieutenant in HMCS *Louisberg II* and participated in the D-Day Invasion. After the war, he pursued careers in the auto industry and in health care administration. He actively contributed to various community and military support organizations, including Royal United Services Institute, Nova Scotia Naval Officers Association, Canadian Naval Memorial Trust/HMCS *Sackville*. He was a wartime member of the Crow's Nest.

Dr. Arthur May 1938-2014
Art, a UNTD member, had a long and distinguished career in marine science and public service. He served as federal Deputy Minister in the Department of Fisheries and Oceans (1982-1985); president of the Natural Sciences and Engineering Research Council of Canada (1986-1990), and served as President and Vice Chancellor of Memorial University from 1990-99. Both during his career and retirement, Dr. May held many national and international appointments and served on numerous boards and committees including the Crow's Nest Officers' Club. Among his numerous awards, Art was appointed an Officer of the Order of Canada in 1995.

Jessie Taylor 1922-2014
Jessie, known as "Aunt Jessie" to Club members and staff, during WWII volunteered in the Caribou Hut where she served with her trademark smile and good humour. Jessie was an active volunteer in the community and

Crossed the Bar, cont.

a strong supporter of the SPCA. She was a regular at Club functions and was often the last to leave. In 2012, Jessie was predeceased by her husband Arthur W. Taylor, RN, a survivor of the *Jervis Bay*.

Marilyn Marsh R.N., B.N., M.Ed., 1932-2014

Marilyn graduated from the General Hospital School of Nursing. She went on to a distinguished career eventually becoming Nurse-in-Charge at the Children's Sunshine Camp, Children's Rehabilitation Center. She left active duty to teach nursing first at the General Hospital and then for 28 years at the MUN School of Nursing after which she retired. Ever active, in 2008 she coauthored *A Life of Caring*, a book on the history of nursing. She was diagnosed with Multiple Sclerosis when she was in her late thirties but never let it rule her life. Marilyn was an inspiration to all who knew her and continued to mentor young professionals to the end.

Frederick Joseph O'Keefe, P.Eng 1928-2013

Frederick was a retired Canadian Army Captain. In post-army life he was a professional engineer until he retired at the age of 82. "Skipper" O'Keefe, as he was known, was a devoted family man

who delighted in the success of his children and grandchildren. A humanitarian, he always assisted those less fortunate. He was well known for his good sense of humour which stood him well in both his professional and personal life.

Capt(N) Ray Phillips, RCN, Ret'd 1921-2014

Ray joined the RCN in 1939 and was already at sea prior to the declaration of war. He served in HMS *Southampton*, HMCS *St. Laurent* and HMCS *Haida*. He spent considerable time escorting convoys across the North Atlantic and to Murmansk. After the war, he earned his wings and flew from the carrier HMS *Triumph* with the Fleet Air Arm. Returning to Canada as a career officer in the RCN, he served in HMC Ships *Antigonish*, *Fraser*, *Bytown* and *Venture*. After retiring from the RCN in 1964, Ray worked with the federal Department of Supply and Services, Treasury Board and National Defence before finally accepting full retirement in 1987.

Gerry Germain (as remembered by Jon & Sue Garvin)

We met Gerry Germain about eight years ago when he became our boat neighbour at the RNYC. From casual boat related conversation we progressed to solving world problems and,

inevitably, to the NSO. As we were relatively new concert goers, we were gratified when Gerry asked for our opinions about concerts and general music matters and this all helped us to have a better understanding about the NSO generally. Our friendship deepened and we started to share meals and bottles of wine. A visit to *Abrigo* was always a treat; Gerry was a gourmet chef. His rack of lamb was second to none and the boat's 'cellar' was well able to take the rigours of sailing in Newfoundland waters and the freezer seemed to be bottomless. Our memory, however, will always be of one voyage we made in company. The two boats left Trepassy at midnight for St Lawrence. About three hours out we realised that we had a leak below the waterline and that we had to turn around and head back to harbour. Gerry, crewed by fellow club member Hal Barrett, also turned around and escorted us back to the wharf we had left six hours earlier. After a short sleep Gerry and Hal left again to continue their trip and I spent the day solving the problem. Gerry's contact with the Crow's Nest began with the Newfoundland Cruising Club's monthly meetings during the 'off' season. Gerry always gave good presentations filled with humour. We miss Gerry a lot.

An Early Club Member

by Roger N. Clark

Commodore Edward (Ted/ Cookie) N. Clarke, responsible for securing the Crow's

Nest's famous periscope (installed in 1963) from the German submarine *U190*,

which surrendered to RCN corvettes 500 miles off Cape Race at the end of WW II,

died of old age on April 18, 2011, in Halifax just a few weeks shy of his 97th birthday, so this year represents his centenary. "Cookie" joined the RCN from his birthplace, Vancouver, as a naval cadet at 18, straight out of Brentwood College on Vancouver Island. He trained as a naval engineer while attached to the RN at the Royal Naval Engineering College at Keyham in England early in his career. He served in the RCN (which became the 3rd largest navy in the world during WW II) from 1932 until 1968, retiring as commodore (E) and Chief of Staff Materiel Command HQ, Ottawa.

He was an initial member of the Crow's Nest Officers' Club while he was stationed at HMCS *Avalon* in St. John's, where he met his

wife, Mary (who was from Grand Falls). One claim to fame was being the first engineering officer in the RCN to assume command of an RCN ship, the apprentice training vessel, HMCS *Cape Breton*.

Cookie's picture is in the Club on the stairs. He's with his good friend, Frank Harley. Commodore "Cookie" (so nicknamed because, in England, he called their biscuits "cookies") Clarke, was able to have the German U boat's peri-scope shipped to the Club from HMC Dockyard in Halifax when he was the Commodore Superin-tendent Atlantic Coast.

His son, daughter, and grandchildren have had the pleasure of visiting the Club and have even contributed artifacts. He always pointed out the Club's periscope as a point of personal pride and he

thought very fondly of his time on The Rock, the Crow's Nest, and his Newfie wife. His son was born in St. John's.

(Roger N. Clarke of Toronto is Edward N. Clarke's son.)



Ted and Mary on their wedding day.

Newfoundlanders Who Fought At the Battle of Trafalgar

By Lorne Wheeler (Part Two)

Note: Part two of Lorne's speech, made at the Trafalgar Dinner, continues his original research.

John Benjamin and **James Devan**, (I think they were John Bengier and James Devine from King's Cove, Bonavista Bay) both 21-year-old Landsmen were on HMS *Mars* in the leeward column. (The rating Landsman applied to men who had less than a year's experience.) HMS *Mars* took fire from five Spanish and French Ships, was badly damaged and sustained many casualties, including her captain, but stayed in the fight to the end.

Twenty-four year old Ordinary Seaman **George Newman** from St. John's, and thirty-eight year old ordinary seaman **Richard Pinson** (a variant of Pinsent, probably from Port de Grave)

were aboard HMS *Belleisle*, which was second in line behind the *Royal Sovereign* in the leeward column. She engaged eight Franco-Spanish ships and was dismantled in the lopsided fight (the only British ship which suffered that fate). Unable to manoeuvre and unable to fight, as her sails shrouded her decks, and with 33 dead and 93 wounded, she was towed to Gibraltar after the battle by the frigate HMS *Naiad*. Aboard the *Naiad* that day was Able Seaman **John Brown**, age 28, (a common name throughout Newfoundland even then). The *Naiad* was too small to take part in the battle itself. Instead, she lay to windward of the action, plucking sailors, mostly French and Spaniards, from the water.

Thirty-eight year old **John Lane** (probably from Trinity or

Greenspond) was a Landsman on HMS *Leviathan*, which was fourth in line behind the *Victory* in the windward column. The *Leviathan* forced the surrender of the Spanish 74-gun *San Augustin*. Able Seaman **James Flinn** (Flynn from St. John's), age 22, was aboard HMS *Africa* under the command of Captain Henry Digby. Having been separated from the main British fleet before the battle, the *Africa* arrived from a different direction without knowing Nelson's battle plan. Digby, on his own initiative, sailed his ship up and down the line of enemy ships, exchanging broadsides with all of them.

Twenty-eight year old leading seaman **Michael McGuire** (Bay Bulls) was in the leeward column aboard HMS *Tonnant* when she captured the French

ship *Algesiras*. **Thomas Power** was a Boy Seaman on HMS *Conqueror* in the windward column. (Boy Seamen were apprentices who had been signed up by their parents or guardians as early as age twelve.) Able Seaman **Thomas Rossetter** (Rossiter), 21, was a shipmate. Rossetter was born in Wexford, Ireland, and settled in Newfoundland after the war at Caplin Bay, now Calvert. At Trafalgar, the *Conqueror* engaged in a hellish fight with the French ship *Buchentaure*, trading salvo after salvo, a mere 100 feet apart. One of the *Conqueror*'s Officers described the scene: "Sailors, almost maddened by the grisly cacophony and coated with sweat and black powder dust, sprinted through wreaths of smoke like demons, swabbing red-hot guns, toting powder and ball, dragging away the wounded and throwing the dead overboard." It was quite an experience for the 15 year old Thomas Power, who probably hailed from St. John's or Torbay.

Able Seaman **Robert White** (the surname was widespread in Conception and Bonavista Bays), and Landsman **John Welsh** (a surname widespread in St. John's and environs as well as in Trinity and Bonavista Bays), both 20, and their shipmates on HMS *Minotaur*, turned back a counter attack by five French and Spanish ships on Nelson's badly damaged flag ship, the *Victory*, where Nelson lay mortally wounded. The *Minotaur* drove off the attackers and forced the Spanish 80-gun *Neptuno* to surrender.

Ship's carpenter, **John Wheeling**, 33, (likely John Wheeler from Bonavista), and Landsman **Thomas Patterson**, 22, (St. John's or Harbour Grace) were at Trafalgar on HMS *Temeraire* (98 guns), second in line behind the *Victory*. The ship

was later memorialized in poems and paintings as "The Fighting *Temeraire*." She engaged the Spanish four-decker (140-gun) *Santissima Trinidad*, the biggest ship on the water that day, but was soon surrounded by five other enemy ships. Ordinary Seaman Robert Hope, 28, a sailmaker on board *Temeraire*, described the terrible fight in a matter-of-fact letter to his brother,

*"When five more of the enemy's ships came upon us and engaged us upon every quarter, for one hour and sixteen minutes, when one struck but being so closely engaged that we could not take possession of her at that time, two more seemed to be quite satisfied with what they had got so sheered off, but the other two was determined to board us. So with that intent one dropt on our starboard side called the Fue and the other dropt on the larboard side called the Douitable, they kept a very hot fire for some time. But we soon cooled them for in the height of the smoke our men from the upper decks boarded them both at the same time, and soon carried the day."*³

At 14:30 *Victory*'s Captain, Thomas Hardy, went to the Orlop to tell Nelson that 12 or more enemy ships had been captured.

James Pearl, age 20, was a midshipman on HMS *Neptune*, a sister ship of the *Temeraire*. His birthplace is given as America, but he was born at Kelley's Cove near Yarmouth, Nova Scotia. He became a commander in the Navy before retiring to Newfoundland, where he was prominent in the political reform movement, and was knighted in 1836. The city of Mount Pearl, where he died in 1840, is named after him. At Trafalgar, *Neptune* exchanged fire with enemy ships until the end of the Battle, including the French flagship *Bucentaure* and the

formidable Spanish *Santissima Trinidad*. As one of the less damaged ships, *Neptune* assisted other vessels during the storm that followed the battle, including Admiral Collingwood's flagship, the *Royal Sovereign*, and *Nelson's Victory*.

Ordinary Seaman **John Moore**, 26, from St. John's, served on HMS *Dreadnought*, a sister ship of the *Temeraire* and the *Neptune*. The *Dreadnought* came late into action in the leeward column at about 14:00 against the French *Indomitable* (74 guns) and the Spanish *San Juan Nepomuceno* (74 guns), which she forced to surrender. *Dreadnought* then paired off against a Spanish three-decker, the *Principe de Asturias* (112 guns), and damaged her so badly that she fled the battle.

At 15:30 Hardy again visited Nelson in the Orlop to report a glorious victory. Nelson died at 16:30

The 64-gun HMS *Polyphemus* with 30 year old Able Seaman **Thomas Mudge** from Torbay on board, engaged two French ships and captured the Spanish ship *Argonauta*. At the end of the Battle, she helped tow HMS *Victory*, carrying Nelson's body, back to Gibraltar. Able Seaman **John Lynch**, 32, and Quartermaster's mate **John Whittle**, 22, (probably from Trinity or St. John's) had joined the action at noon in the leeward column aboard HMS *Achilles*. After hours of fierce fighting, the *Achilles* forced the surrender of two French ships. There was another *Achille* on the water that day, a 74-gun French ship of the line that had briefly engaged her British namesake but withdrew from that fight to take on a challenge from the freshly-arrived HMS *Prince*.

The *Prince* carried two

The *Prince* carried two Newfoundlanders in her crew, Ordinary Seaman **William Morrisey**, 37, likely from St. John's, and 15 year old Boy Seaman, **William Westidorn** (I think he was William Wesley Doran, probably from Torbay or Outer Cove).

The *Prince* was a poor sailor in light wind and couldn't keep up with the rest of Nelson's fleet on the way to Trafalgar, arriving there in the middle of the afternoon when many enemy ships had surrendered or fled. The *Prince* fired her massive guns on whatever remaining targets were available, including the French ship *Achille*. The first broadsides set fire to *Achille*'s topsails and the next brought her blazing main mast down, engulfing the ship in flames. The intense heat set off *Achille*'s ammunition, and she exploded at 17:45.

The destruction of the *Achille*, an hour and fifteen minutes after Nelson had died from his wounds, marked the end of the Battle of Trafalgar. Eighteen enemy ships had been taken as prizes. But even as Nelson lay dying, he could feel the *Victory* rolling in the swell of an approaching storm. One of his last orders to Thomas Hardy was to anchor the ships to save them from running aground on the perilous Cape in the rising gale. Hardy could not carry out the order because the ships' anchors had been shot away in the Battle.

By nightfall, the fleet, now under Vice-Admiral Collingwood's command, was being lashed with hurricane force winds that lasted into the following day. Collingwood was forced to scuttle all but four of the severely damaged enemy ships from which officers and men had hoped to

gain financial reward. All British ships survived the storm, but many boats and crews were lost in desperate attempts to save the prizes and to rescue almost 7,000 prisoners from them. It took almost a week for the fleet to cover the thirty miles to Gibraltar.

In a report to the Admiralty, Collingwood wrote:
"The condition of our own ships was such that it was very doubtful what would be their fate. Many a time I would have given the whole group of our capture, to ensure our own... I can only say that in my life I never saw such efforts as were made to save these [prize] ships, and would rather fight another battle than pass through such a week as followed it."

The cost of victory was high. In the British fleet, some 450 men were killed and 1250 wounded. The French and Spanish fleets lost nineteen ships, 4400 men killed, and 2500 wounded. Many of the lives lost, as well as the ships, were casualties of the storm that followed the battle. All the Newfoundlanders survived with their memories.

Notes

1. At least 40 men and boys in Nelson's fleet at Trafalgar hailed from the British North America colonies that now make up Canada. In addition to the Newfoundlanders named in the main text, the other "Canadians" are: Ordinary Seaman Thomas Butler, 24, on HMS *Ajax*, born in St Mary's, Canada; Able Seaman Joseph Chaley, 24, on HMS *Tonnant*, born in Canada (I assume Upper Canada); Landsman Richard Fitzsimmons, 21, on HMS *Polyphemus*, born in

Mount Canada, North America; Lieutenant Ebenezer Geale, 33, on HMS *Belleisle*, born in Kennedy, Quebec, killed in action 21 October 1805; Landsman Joseph Mason, 54, on HMS *Defence*, born in Quebec, killed in action 21 October 1805; Able Seaman John Morna, 29, on HMS *Polyphemus*, born in Canada; Boy Seaman John Philips, 16, on HMS *Temeraire*, born in Sherbrooke, Quebec; Volunteer 1st Class John William Smith, 16, on HMS *Conqueror*, born in Halifax, Nova Scotia; Able Seaman Francis Harvey, 30, on HMS *Belleisle*, born in Quebec, America; Ordinary Seaman James Taylor, 21, on HMS *Neptune*, born in Quebec; Boatswain's Mate James Taylor, 25, on HMS *Africa*, born in Quebec; Quartermaster Joseph Turner, 30, on HMS *Polyphemus*, born in Quebec; Ordinary Seaman Charles Williams, 24, on HMS *Tonnant*, born in Nova Scotia; Ordinary Seaman Tapp English, 22, on HMS *Agamemnon*, born in Nova Scotia; Master's Mate William Pringle Green, 21, on HMS *Conqueror*, born in Halifax, Nova Scotia; Thomas Smith, 32, on HMS *Neptune*, born in Halifax, Nova Scotia.

2. This is not a complete list.

There must be other Trafalgar veterans who, like James Pearl and Thomas Rossetter, immigrated to Newfoundland before or after the war. Tracing them in the database requires some prior knowledge of their birthplaces, birth dates and naval service.

3. The letter resurfaced in 2010, days before the 205th Anniversary of the Battle, and was quoted in a story reported in the *Guardian*, 19 October 2010.