



17 NOVEMBER PROGRAM:

Peter McCarthy (PSSC Member #285 since 2012) was born and raised in Montreal. He worked for the Canadian National Railways for 31 years retiring in 1994 as a train Conductor.

As a youth, Peter began by collecting the stamps of the world. It wasn't until the early 80s that he began specializing in Railway Post Offices [RPOs]. Over time he narrowed the subject down to the early markings used in Lower and Upper Canada. He has always been interested in the history of the area and his career on the railroad was an influencing factor.

Peter joined BNAPS in 1986. Between 1991 and 1996, as well as 2017 to March 2021 he was the Study Group Centreline Reporter for BNA Topics. In 2003 he chaired the very successful BNAPEX London and he has been a very active co-leader and secretary of the BNAPS Golden Horseshoe Regional Group, for which he received the Jack Levine Fellowship Award in 2007.

In line with his interest in RPO cancellations, Peter is a member of the RPO study group and is its' Chairman. He has been a regular contributor to the group's newsletter since joining.

Peter is the secretary/treasurer of the Golden Horseshoe Regional Group which is part of BNAPS. He has been involved with two BNAPS exhibitions as Chairman of BNAPEX 2003 and Secretary of BNAPEX 2011. In 2009 he was made a member of the Order of the Beaver.

Peter is also a member of the Postal History Society of Canada, the Middlesex Stamp Club and the Oxford Philatelic Society.

He has shared his enthusiasm for the hobby by writing a good number of articles that have appeared in the Canadian Stamp News, BNA Topics, STAMPS, Stamp Collector and the Postal History Society Journal. Peter was the stamp columnist for the Sherbrooke Record from 1986-1996.

Peter has been exhibited extensively for the past twenty-five years and has been a regional judge for the past six years or so. He has won both BNAPEX and national level gold exhibiting awards.





HIS MAJESTY'S CANADIAN SHIP

17 Nov Talk by Peter McCarthy to PSSC

This is a brief summary of Peter's talk. The full talk will be available as a video on the PSSC website.

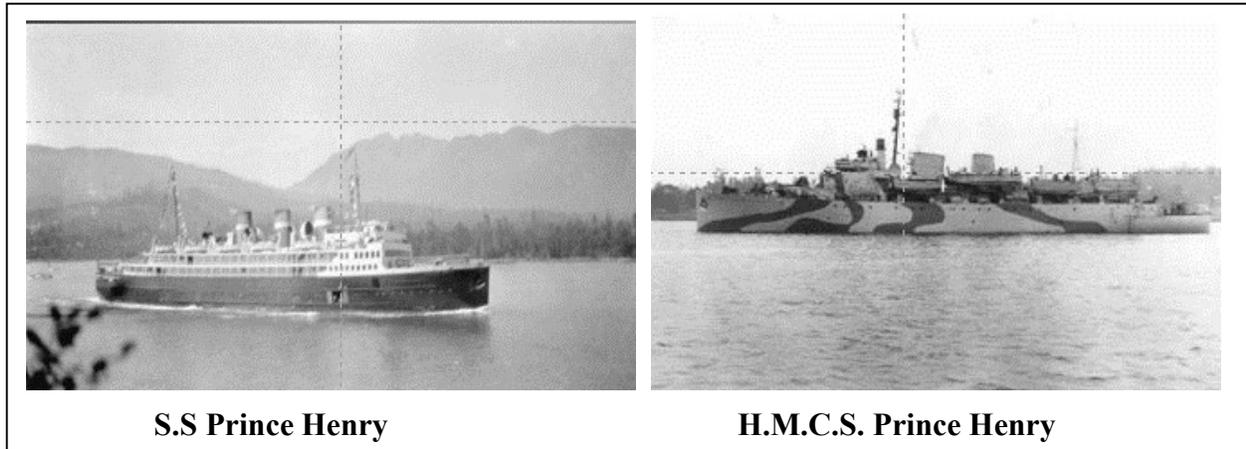
There were 106,000 men and women enlisted in the Royal Canadian Navy that served in 1,140 warships during World War II. This included commissioned, non-commissioned vessels, stone frigates, (*depots*) submarines and anything crewed by R.C.N. personnel. The Royal Canadian Navy became the third largest navy in the world.



Very little identifiable mail exists. Peter's presentation dealt primarily with identifiable mail to and from personnel serving in small boats.

Most letters from Naval Personnel received a DB/N mark e.g. DB/N.512 was from H.M.C.S.Avalon. The back was usually plain or with a service crest only.

H.M.C.S. PRINCE HENRY:



The Prince Henry was one of three ships built by Cammell Laird of Birkenhead in 1930. It was named after Sir Henry Thornton, President of the C.N.R. In 1938 the name was changed to the North Star. In 1939 it was acquired by the R.C.N. and converted to an armed merchant cruiser in Vickers Dockyard in

Montreal and the Prince Henry name was restored..

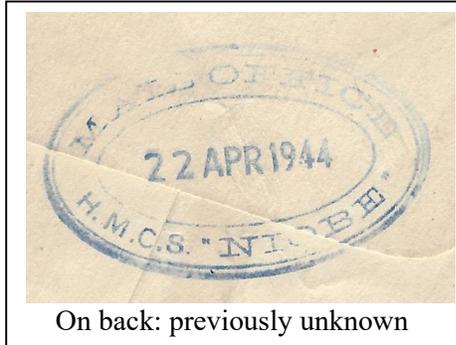
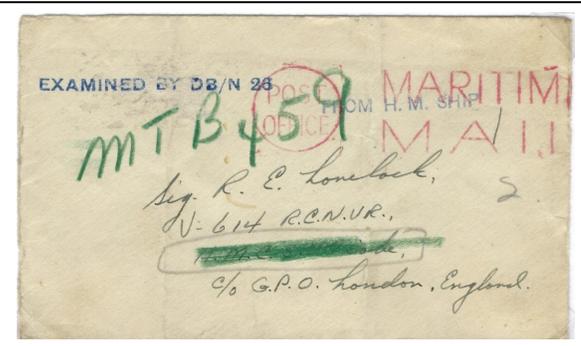
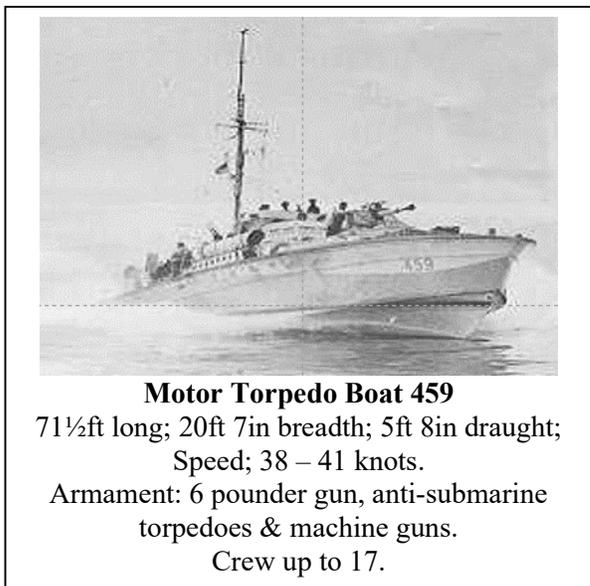
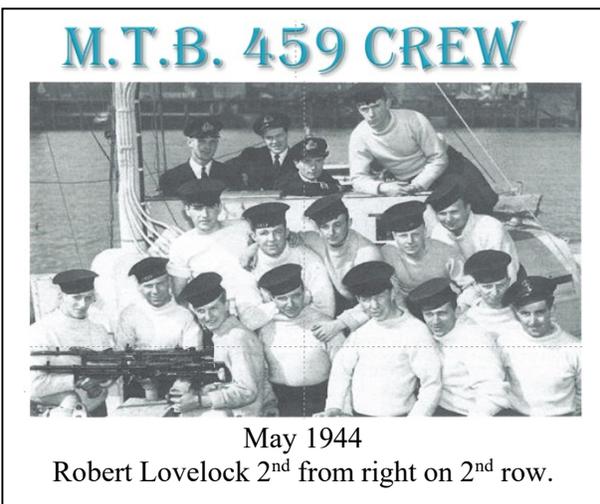
A cover, dated 23 Aug 1940, was shown from a naval conversion crew member in Montreal. This also shows that officers were permitted to censor themselves.



MOTOR TORPEDO BOATS:

In the 11 months the 29th and 65th MTB flotillas were in existence, 650 men served aboard 21 boats and 59 were killed or missing in action. Peter showed the few identifiable covers he has seen to date.

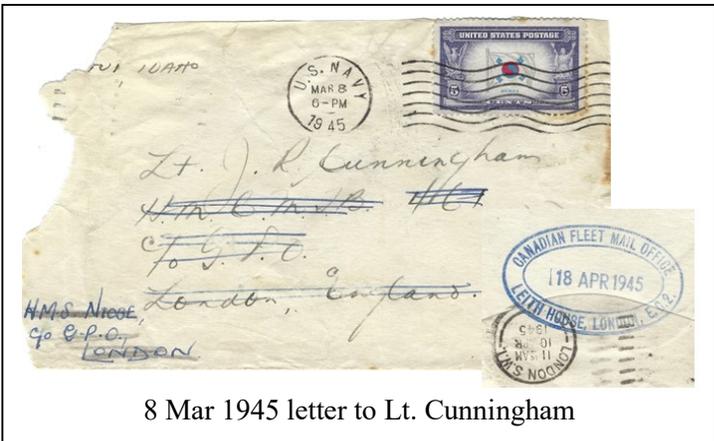
This included a number of items related to



Signalman Robert Lovelock on MTB 459.

The illustrated letter was while stationed at H.M.S. Bee at Holyhead on Anglesea.

In July 1944 M.T.B. 459 was badly damaged in a fierce battle. It was towed to safety and beached. Two crew members were killed. The crew was transferred to a replacement boat, M.T.B. 486.



Lt. Cunningham was Captain of M.T.B. 461 when there was a disaster on 14 Feb 1945 in the Port of Ostend, Belgium. 100% octane fuel was spread on the water and caught fire destroying most of the M.T.B.s. 25 Canadian and 36 British sailors died. This cover could not be delivered because M.T.B. 461 had been destroyed but Lt. Cunningham survived. The war was nearing its end and the 29th Flotilla was not reformed.

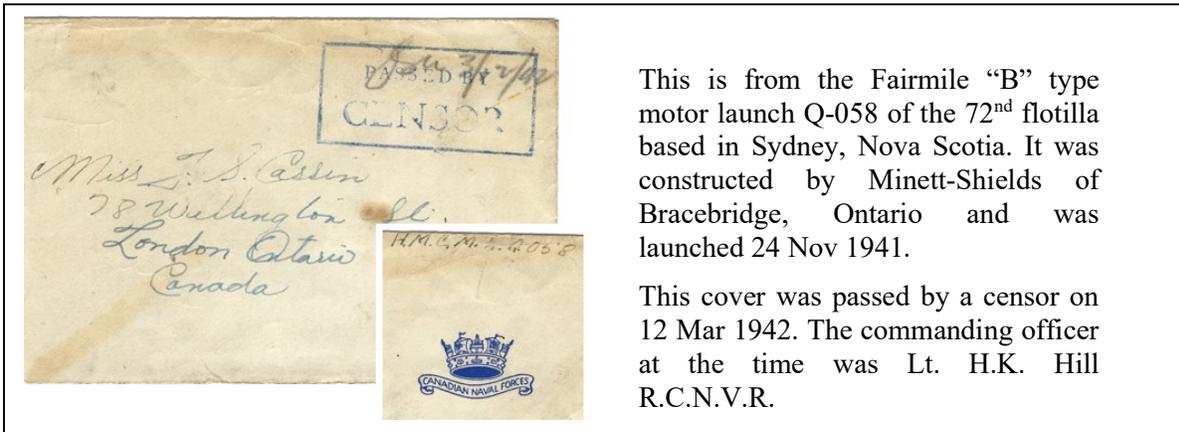


HIS MAJESTY'S CANADIAN MOTOR LAUNCH

The Canadian Motor Launch was originally designed by the Fairmile Company of England. The Department of National Defense contracted to have eighty built by various Canadian boat builders. They were 112 ft long, a beam of 17 ft 10in and a draught of 4 ft 10 in. They were armed with three 20mm Oerlikon guns two 0.303 machine guns plus rifles, revolvers, and depth charges. The boats were officially known as Fairmile Type B Motor Launches but the crews looked upon them as “Q” Boats, “Little Ships”, “Little Fighting Ships”, “MLs” and “Holy Rollers” due to being unstable in rough waters. Each had three officers and fourteen ratings. Their function was to patrol the St. Lawrence River, the Gulf of St Lawrence and the Strait of Belle Isle acting as submarine chasers and convoy escorts.



Motor Launch Q-058

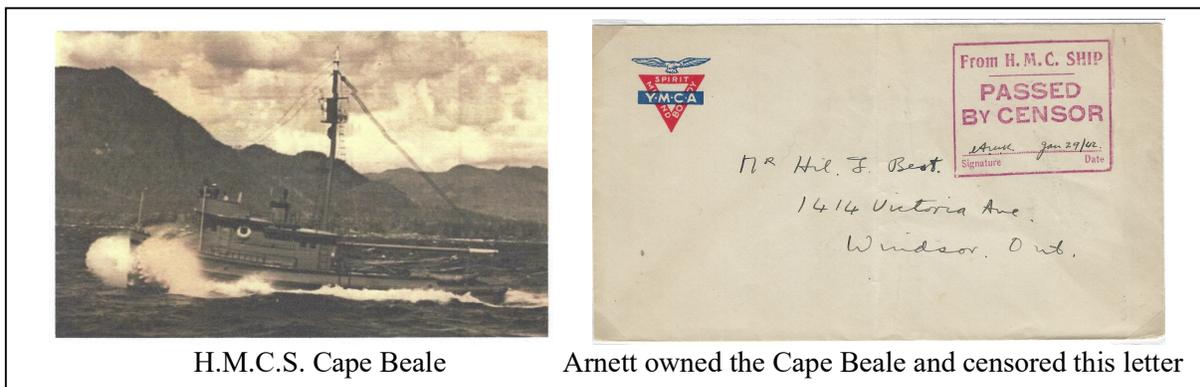


This is from the Fairmile “B” type motor launch Q-058 of the 72nd flotilla based in Sydney, Nova Scotia. It was constructed by Minett-Shields of Bracebridge, Ontario and was launched 24 Nov 1941.

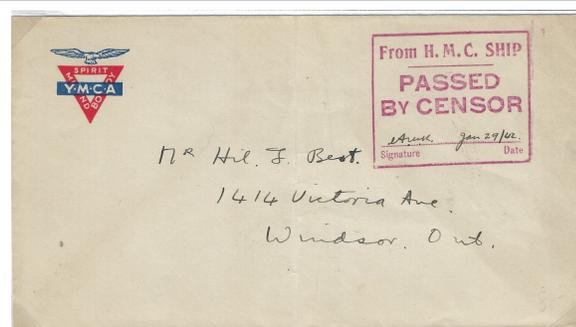
This cover was passed by a censor on 12 Mar 1942. The commanding officer at the time was Lt. H.K. Hill R.C.N.V.R.

THE FISHERMAN'S RESERVE

The Fisherman's Reserve was created to patrol the west coast during the second world war until 1942 when most were paid off and went back to their primary role.



H.M.C.S. Cape Beale



Arnett owned the Cape Beale and censored this letter

Edgar Joseph Arnett was the chief skipper of the Fisherman's Reserve fleet.



LANDING CRAFT



Lieut. David Angus Moon was with the R.C.N. Beach Commando "W". He was given command of a LCI (L) *Landing Craft Infantry (Large)* in late 1944.

The contents of this cover led to the research finding where Lieut. Moon was located in the R.C.N. It seems that he was with the Motor Launch flotilla at Gaspé.

.....*I have heard from your folks that you got command of a LCI(L) but that you are not yet going to the boat.We got a very fine letter from Gordon Greaves, whom you no doubt remember at Gaspé*

ACKNOWLEDGEMENTS

The Naval Service of Canada Volume II *Gilbert Norman Tucker, PhD, King's Printer Ottawa*

The Far Distant Ships *Joseph Schull, Queen's Printer Ottawa*

White Plumes Astern *C. Anthony (Tony) Law, Nimbus Publishing Limited*

The BNAPS Catalogue of Canadian Military Markings; Vol. II *compiled & edited by C.D. Sayles*

Museum of Manitoba MacFarlane, John M; 2012 The Royal Canadian Navy

Fishermen's Reserve. Nauticapedia.ca 2012

http://nauticapedia.ca/Articles/RCN_Fishermens_Reserve.php