



John Hardy (46-47)

Born in Yorkshire, John attended Giggleswick before joining Conway. He gained 1st XV colours in '46, captaining the team in '47. He ended as Senior CC of Port F'csle, and left with an Extra Certificate. Joining Clan Line, he found the other apprentice on his first ship was Rodney Kenyon, a good friend from Conway. John left the sea in '49 and, with his ex-RAF brother, became involved in crop-spraying before John joined the family textile business. In the 1960s, with textiles in decline, John became a property entrepreneur, developing industrial and residential buildings. He was still engaged with this when he Crossed the Bar. His passion was sailing and he kept a yacht in Whitby YC, where he was a busy racing and social member, and also served as Commodore. During his sailing career, he did an Atlantic crossing as navigator, plus many delivery trips to the Mediterranean, also sailing with John Heath (44-46) on *Aztec Lady*, from Diego Garcia to Cyprus. Their illustrated log won the Moody Cup. John's wife Shirley died of cancer in 1976; he also lost his daughter in a car crash in 1981. He left two sons and their partners and families. A great supporter of the Conway Club, he always attended annual dinners, dying on the same night as the 100th Anniversary dinner.

D Stewart McCorquodale (Tosh) (43-45)

After Conway, Stewart joined Clan Line as a cadet. He studied in Greenock and Glasgow during leaves, obtaining his 2nd, 1st Mate's and Master's Certificates. For two years, he worked for the China Navigation Company, then for Cable & Wireless. The expertise he gathered led to his joining the Canadian Coastguard Service where he was appointed to the CCGS *John Cabot*. At that time, in 1966, the ship was being built in Montreal. He became Captain soon after she went into service. This marked the high point of Stewart's career. Coastguard duties, for which the ship was built, included her abilities to manoeuvre in ice-bound Arctic waters. The ship became known for pioneering work in developing the underwater plough used for laying the inshore ends of trans-oceanic communication cables, as well as grappling and repairing separated ends, often in very heavy seas. Later, in the 1970s, still with the Canadian government, he worked on the West Coast, reporting to Esquimalt base in connection with port security after the FLQ crisis (*Front de Libération du Québec*). In the 1980s, he was shore-based in Hong Kong, where he established a freight-forwarding company. The business did not work out and he returned to Canadian government service, supervising the shipment of foodstuffs to African countries. After a sea-going career of nearly fifty years, Stewart retired, first to Montreal and then, happy to leave Canadian winters, he returned to Britain, living in Bexhill-on-Sea until he died last April. Although the sea was his career, Stewart had a life-long love of music. Family gatherings were enlivened by his expert touch on the piano. He was a man of wide musical tastes...from Chopin to Benny Goodman.

Thanks to Tosh's sister Una Sturdy.