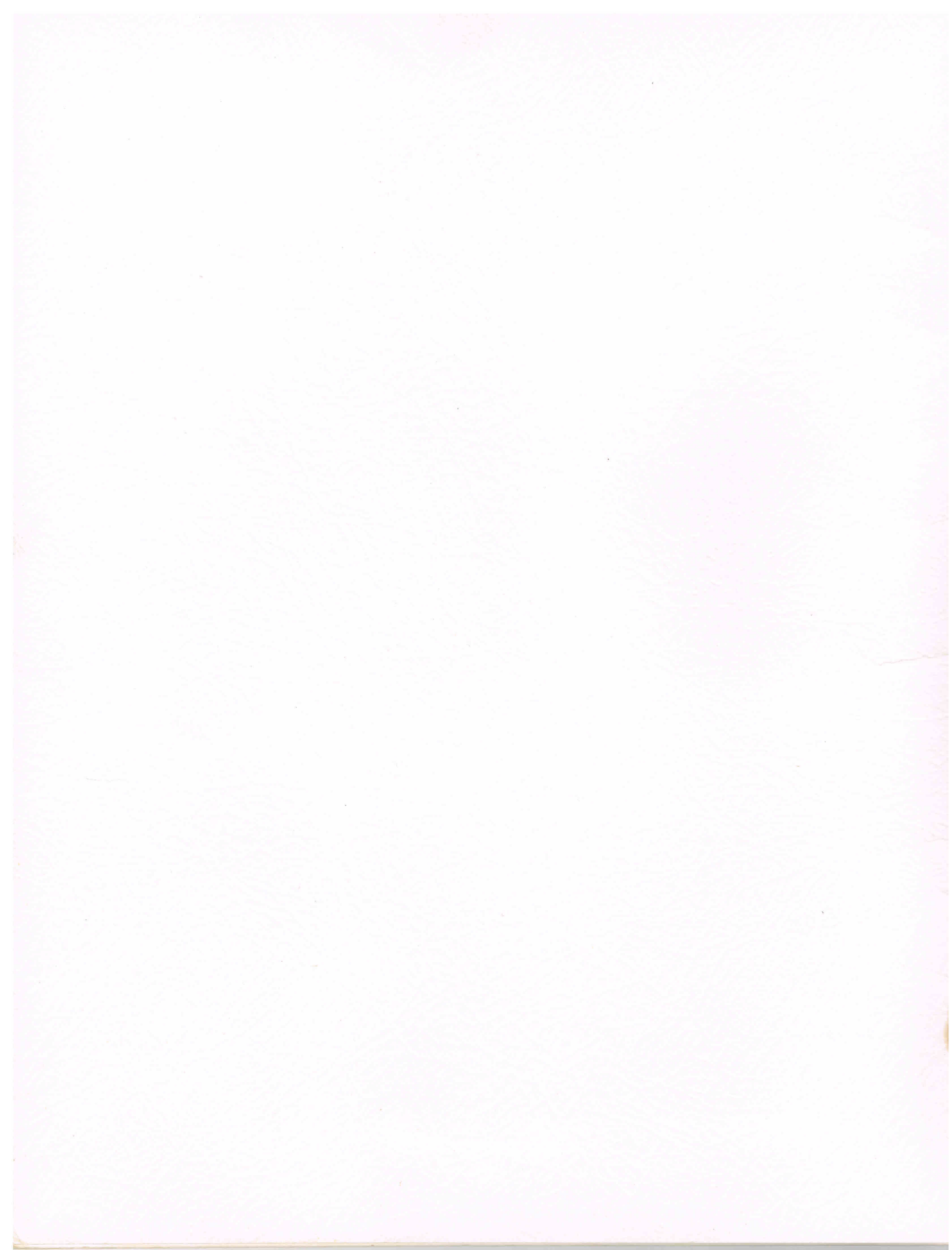


THE
Commissioning
OF
HMCS GATINEAU



AT HMC DOCKYARD, HALIFAX, N.S.

FEBRUARY 17, 1959



The Commissioning of
HMCS GATINEAU

AB RP2 Rick CHAPMAN
12 MESS



**Hon. G. R. Pearkes,
Minister of National Defence**



The commissioning of HMCS *Gatineau* is an important event for it increases the number of modern destroyer escorts in service, and therefore the strength of the Royal Canadian Navy.

The *Gatineau* is the latest addition to a proud line of ships designed and built in Canada. Their creation has been a painstaking achievement and their effectiveness in the role for which they were designed—anti-submarine operations—is without question.

Those responsible for the design and construction of the ship are men who have taken the greatest pride in their work.

I have no doubt that their sense of professional dedication will be equalled by that of the officers and men who will form the *Gatineau's* ship company.

To the Commanding Officer, officers and men, I extend my most sincere good wishes for a commission rewarding in endeavour and fruitful in accomplishment.

G. R. PEARKES,
Minister of National Defence.



Vice-Admiral H. G. DeWolf, CBE, DSO,
DSC, CD, RCN, Chief of the Naval Staff



With the commissioning of HMCS *Gatineau*—the first of the improved *Restigouche* class destroyer escorts to join the Fleet in 1959—the Royal Canadian Navy takes a further step in the development of its growing anti-submarine capability.

Already a great deal of valuable experience has been acquired from the modern destroyer escorts now in commission. The efficiency of these ships—forerunners of the *Gatineau*—has been assessed by our own, and other, naval authorities as of the highest category.

From this knowledge there should stem a strong sense of pride in the *Gatineau's* ship's company. I am confident that this will be matched only by their desire to strive for the high state of operational efficiency which is essential to the well-being of the fleet.

To the Commanding Officer, officers and men of this fine new ship, I extend my warmest wishes for a successful commission and the vigorous discharge of the task which lies ahead.

H. G. DEWOLF,
Vice-Admiral, Chief of the Naval Staff.

A CANADIAN ACHIEVEMENT

HMCS *Gatineau* is the third of the *Restigouche* class of destroyer escort developed from the *St. Laurent* class and incorporating advances in armament and submarine detection capabilities.

The advances embrace sonar, guns and homing torpedoes. The new sonar is the product of intensive study and exhaustive trials carried out jointly by technical and staff officers of the RCN and scientists of the Defence Research Board. In general, this new equipment is designed to overcome the limitations imposed by unfavorable water temperatures, salinity and other conditions. The new set also has a greater range than those previously in use.

The *Gatineau* has a twin 3-inch 70 calibre gun mounted forward, replacing the 3-inch 50 calibre gun with which the *St. Laurent* class is equipped. The twin 3-inch 50 calibre gun aft has been retained, but there are no Bofors close-range weapons. The 3-inch 70 has a greater rate of fire than the 3-inch 50 calibre gun.

The *Gatineau* carries homing torpedoes with improved capabilities to those fitted in the *St. Laurent* class.

Some change, too, has been made in the bridge structure, which now has wings, replacing the pilotage position on top of the enclosed bridge found in the *St. Laurent* class.

HMCS *Gatineau* was laid down at Davie Shipbuilding Ltd., Lauzon, P.Q., on April 30, 1953, and was launched on June 4, 1957. Her sponsor was Mrs. H. N. Lay, wife of Rear Admiral H. N. Lay, OBE, CD, RCN(Ret'd), at that time Vice Chief of the Naval Staff. On December 15, 1958, the *Gatineau* was taken in tow by the Foundation Maritime tug *Vigilant* and moved from Lauzon to Halifax to avoid the freeze-up in the St. Lawrence.

The ship's peacetime complement is 12 officers and 198 men. She has an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.5 feet. Her displacement is 2,900 tons. Her twin screws are powered by geared steam turbines. She has a speed of more than 25 knots and a high degree of manoeuvrability is provided by twin rudders.

She has been designed specifically to deal with the most modern submarine or its successor of the foreseeable future under a variety of weather conditions, including the worst extremes of the North Atlantic.

She is insulated and air-conditioned for both the fighting efficiency and comfort of her personnel. Her rounded lines will counter ice formation and facilitate in countering the effects of atomic fall-out. Her anchors are housed in recesses, equipped with manually-operated doors to reduce ice-forming spray. The capstan, usually located on the focs'le, is below decks.

Previous methods of ship-handling during action have been revolutionized by modern electronic aids. Complex radar and direction-finding equipment pierces through fog and darkness. During action, the captain "fights" the ship from the operations room. The wheelhouse is on the upper deck, two decks below the bridge for reduced vulnerability during action.



HMCS *Gatineau* at sea during trials

CONSTRUCTION

Unit construction, incorporating a new Canadian fabricating technique, has been employed in this class of ship. Instead of building from the keel up, in the conventional manner, each unit is constructed separately, then carried to the building ways to be positioned for final welding.

This method makes it possible for structural steel manufacturers to be given specific sections to fabricate at great speed. Drawings are such that reference to the shipbuilder would, in these circumstances, be unnecessary. The sections could be shipped to the shipyard which would, in effect, become an assembly plant. A high production rate could thus be achieved in an emergency.

The *Gatineau* is all-welded, with X-ray tests insuring against hidden defects. A large quantity of aluminum has been used in the ship's interior and superstructure for good stability and weight reduction.

WEAPONS

Anti-submarine weapons are the principal armament. They include two mortar mountings, each capable of firing three high explosive projectiles simultaneously and with great accuracy in any direction.

The mortar is controlled by means of electronic apparatus which locates and tracks the submarine and fires the mortar at the correct moment. The ship is also equipped with homing torpedoes which can alter course to pursue an enemy target taking evasive action on or below the surface.

Other weapons include one twin 3-inch 50 calibre radar-controlled gun aft and one twin 3-inch 70 calibre forward, each with an extremely high rate of fire. Primarily anti-aircraft weapons, they can nevertheless be used effectively in surface action.

PROPULSION MACHINERY

The motive power of the ship is provided by two main turbines and two cruising turbines geared down to twin shafts. Hardened and ground gearing has been used, reducing substantially both the gearing weight and housing dimensions.

Auxiliary machinery is powered either by turbines, electricity or diesels.

The two water-tube boilers are of extremely compact design, with steam maintained at a constant high pressure and temperature. Remote and automatic controls are used to an extent rarely found in a warship.

The boiler room, not being pressurized, can be sealed off from contamination, like any other space in the ship.

ELECTRICAL EQUIPMENT

The *Gatineau* has electronic and electrical systems more extensive and complex than those carried in Second World War ships twice her size.

Nearly every function of the vessel, including those of armament, navigation, cooking, ventilation, air conditioning and communications, is dependent on electrical power.

She has five generators capable of producing 1,400 kilowatts, and capable of servicing a city of 10,000. About 330 motors and motor generators provide the motive force for a wide variety of equipment. The ship's main electric power is alternating current.

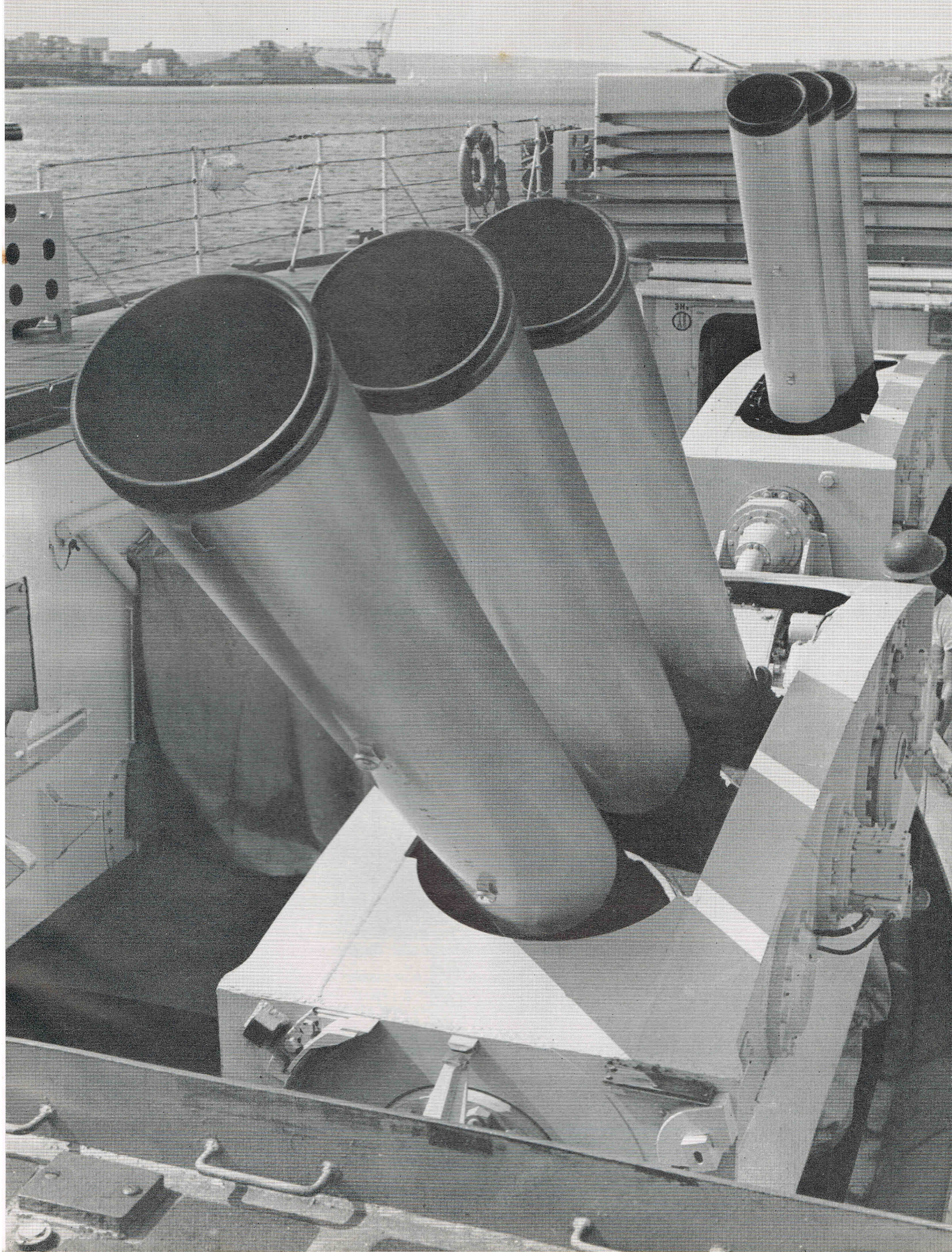
ELECTRONICS

The *Gatineau* has three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment. A message centre is equipped with teletype, and a cryptographic room with coding devices.

The ship has radar systems for gunnery fire control, navigation, surface warning, air warning and air early warning. Submarine detection sets are of advanced design, including major developments of Canadian design.

For internal communications, she has 12 separate telephone systems, including lines for docking ship, damage control, radar maintenance and fuelling at sea, and 12 sound broadcast systems.

A Canadian-designed remote control system makes it possible to broadcast or receive from any one of 28 positions throughout the ship.



DAMAGE CONTROL AND DECONTAMINATION

The *Gatineau* has an extensive damage control organization, with its centre linked by a special telephone switchboard to strategic points in the ship.

To reduce danger of flooding and to prevent contamination of the air-conditioning system by gas, bacteria or atomic fall-out, the hull has been built without scuttles. Those on the superstructure are sealed and have light-weight aluminum deadlights for blackout purposes. A bilge suction main runs throughout the ship with suctions taken in hold and lower deck compartments by four main pumps. These pumps also provide pressure for a fire main which supplies fire hydrants throughout the ship. Portable pumps are also provided at strategic points in the ship. Paint is fire resistant.

The ship can be sealed against atomic, biological or chemical attack with provision for recirculation of air within the ship through the air conditioning plants. Personnel who have been exposed can be decontaminated in either of two compartments, one located forward and one aft.

The ship can be readily equipped for hosing down contaminated surfaces.

All compartments where men might be trapped have emergency escape scuttles with jumping ladders, supplemented by kick-out panels, as an alternate means of escape.

All damage control features of this ship are based on the particular hull form characteristic which provides her with positive stability under all conditions of damage which she can survive. The importance of this feature is that the ship will not under any conditions founder by capsizing but will retain positive stability throughout damage.

LIFE SAVING AND MEDICAL EQUIPMENT

Carley floats and wooden rafts formerly used in most other ships have been replaced with rubber rafts. These 20-man rafts inflate automatically on release into the sea. In addition to emergency rations, each raft carries survival gear, collapsible bailers, sea anchor, floating sheath knife and plastic whistle.

The sick bay is comparable in size to that of a cruiser. There are four berths, a bathroom, an operating table with the latest-type operating light, well-stocked drug and medical lockers, and diagnostic facilities.

HABITABILITY

The *Gatineau's* men sleep in bunks with foam rubber mattresses, pillows and individual reading lamps. Aluminum clothes lockers and additional drawer space for personal belongings are provided, as are mirrors and electric shaving outlets. Each living space has a recreational area for off-duty hours.

The officers' cabins, which also serve as offices, are arranged for single and double occupancy, except for one accommodating four junior officers. The officers' wardroom has a pantry, dining room and lounge, complete with dummy fireplace and piano. The commanding officer's quarters consist of a bedroom, bath, dining-room and small lounge with dummy fireplace.

There is provision for cafeteria-style messing from a centrally located electrically-equipped galley. The galley contains a bakery; sections for handling pastry, meat and vegetables; a dairy with ice cream and milk machinery; a dishwashing machine and garbage disposal unit.

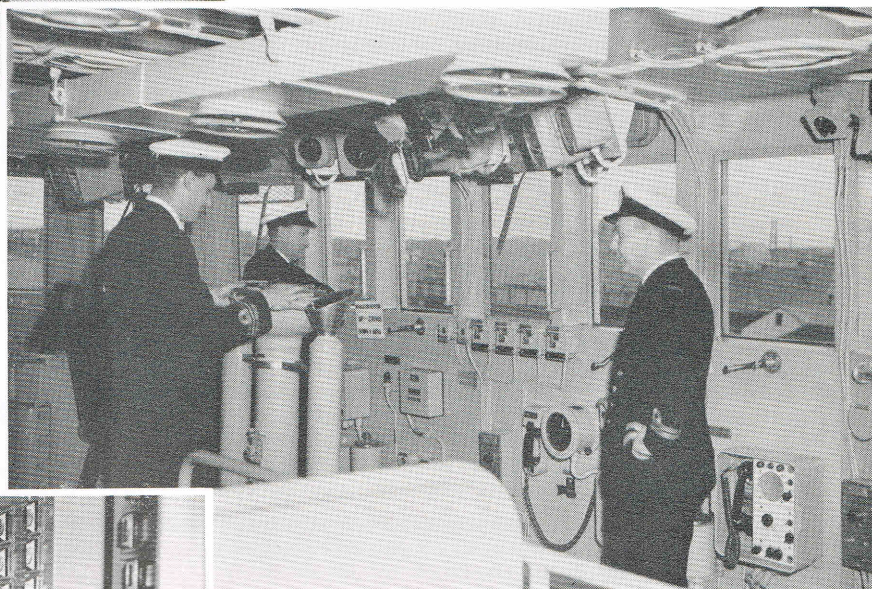
The main dining hall, which can double as a cinema in the evenings, has fireproof tables, a recreation space, cushioned chairs and a piano. Lighting is fluorescent. The chief and petty officers have a separate dining space nearby.

The ship has storage for 90 days frozen provisions, compared with that for 14 days in Second World War escort ships.

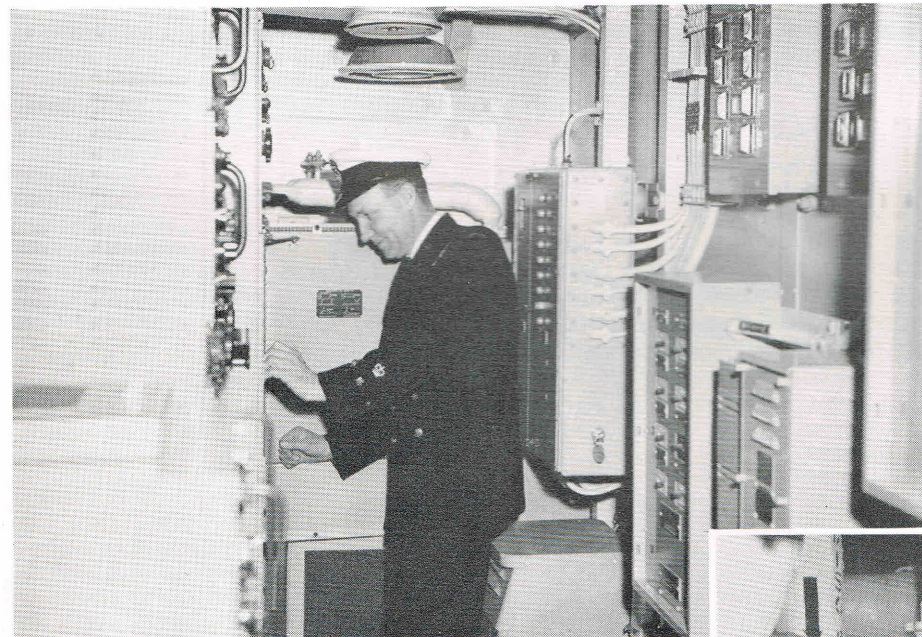


General View of Operations Room

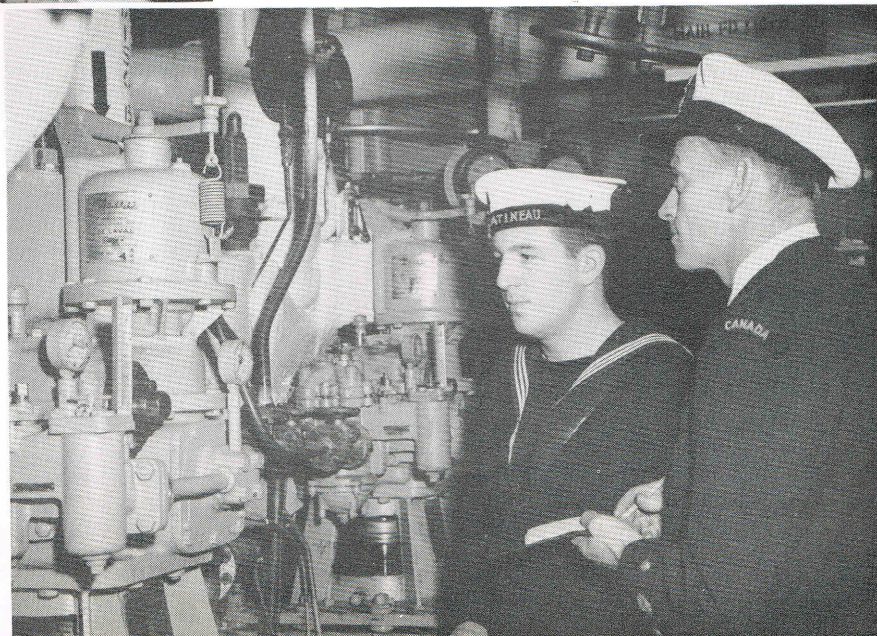
Personnel in the Command Position



A section of one of the ship's radar rooms



Personnel examine boiler room fixtures



1430—Invited Guests arrive.

1435—Official Party arrives.

P R O G THE COMMISSIO ORDER O

Introduction by Constructor Commander C. E. Booth, RCN, Principal Naval Overseer, Quebec Area.

Address by Davie Shipbuilding Ltd., representative.

Address by the Chief of the Naval Staff (or his representative).

Address by the Guest of Honour, the Hon. Raymond O'Hurley, Minister of Defence Production.

Acceptance of the ship by Chief of Naval Technical Services (or his representative).

Commissioning Service conducted by the Rev. Dr. E. G. B. Foote, OBE, CD, RCN, Chaplain of the Fleet (P).

HYMN: Tune "Eternal Father Strong to Save"

O Father, King of Earth and Sea, We dedicate this ship to Thee; In faith we send her on her way, In faith to Thee we humbly pray,— O hear from heaven our sailors' cry, And watch and guard her from on high.	And when at length her course is run, Her work for home and country done; Of all the souls that in her sailed, Let not one life in Thee have failed, But hear from heaven our sailors' cry, And grant eternal life on high.
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AMEN.

PSALM 107 (Verses 23 to 31, 43) to be said together.

23. They that go down to the sea in ships, that do business in great waters.
24. These see the works of the Lord, and his wonders in the deep.
25. For He commandeth, and raiseth the stormy wind, which lifteth up the waves.
26. They mount up to the Heavens, they go down again to the depths; their soul is melted because of trouble.
27. They reel to and fro, and stagger like a drunken man and are at their wit's end.
28. Then they cry unto the Lord in their trouble, and He bringeth them out of their distresses.
29. He maketh the storm a calm, so that the waves thereof are still.
30. Then are they glad because they be quiet; so He bringeth them unto their desired haven.
31. Oh that men would praise the Lord for His goodness, and His wondrous works to the children of men.
43. Who is wise, and will observe these things, even they shall understand the loving-kindness of the Lord.

PRAYER

O Thou, that sittest above the water floods, and stillest the raging of the sea, accept, we beseech Thee, the supplications of Thy servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep. In all their ways enable them truly and godly to serve Thee, and by their Christian lives to set forth Thy glory throughout the earth. Watch over them in their going forth and their coming in, that no evil befall them, nor mischief come nigh to hurt their souls. And so through the waves of this troublesome world, and through all the changes and chances of this mortal life, bring them by Thy mercy to the sure haven of Thine everlasting kingdom; through Jesus Christ Our Lord, Amen.

The Naval Prayer

The Lord's Prayer

Blessing

Commissioning Service conducted by the Rev. C. B. Murphy, RCN, Command Chaplain (RC).

In the name of the Father, and of the Son, and of the Holy Ghost. Amen.

V. Our help is in the name of the Lord.
R. Who made heaven and earth.

V. The Lord be with you.
R. And with thy Spirit.

A M M E

NING CEREMONY SERVICE

1440—Guest of Honour and Party arrive.

1530—Reception begins.

Let us Pray

Almighty and everlasting God, who didst commit the ark and its occupants to the care of the holy Patriarch Noah to guide it and them through the waters of the Deluge, deign we beseech Thee to bless and to take under thy powerful protection and guidance this ship, which is commissioned today, with all those in her. Guard and protect her from all danger and from all adversity. Do thou O God, who art the strength of those who hope in thee, defend this ship against the visible and the invisible snares of the enemy that she may defend the paths of justice and overcome, with thy help, all the powers of the enemy. Through Christ Our Lord. Amen.

Let us Pray

O God, who didst call the holy Patriarch Abraham from his homeland and didst give him thy commission to lead thy chosen people, grant that, as thou didst guide, preserve and defend him in all his journeying, thou wouldst also guide, preserve and defend this ship and all those in her. Be their protector in all their departures, their support in all their journeyings, their strength in danger, their defence against their enemies, their haven in adversity, that under thy guidance they may reach their destination unharmed and return to their port in safety and happiness. Through Christ Our Lord. Amen.

Let us Pray

Almighty and everlasting God, strength and courage of the upright, and defender of thy people, who didst commit to the holy servant Moses the mission of instructing and leading thy chosen people, grant we beseech thee, thy blessing and protection upon this ship. Pour upon this ship, the officer who commands her, his officers and men, the richness of thy blessing, guidance and protection. May they be ever inspired by the holy law. May they grasp with their minds, cherish in their hearts and carry out in deed all the teachings that lead to salvation, so that they may safely reach the haven of eternal life. Through Christ Our Lord. Amen.

Let us Pray

O Lord Jesus Christ, who didst commit thy Holy Church to the Holy Apostle Peter, listen favourably to our prayers and with thy right hand bless this ship and all those who sail in her. Send thy holy angels to guard and deliver her from all danger, and as thou didst grant thy servant Peter faith and grace to walk upon the waves, stretch forth thy hand to us that through the intercession of thy Apostle Peter, our ship may always remain under thy protection and blessing. Through Christ Our Lord. Amen.

Let us Pray

O God, who didst grant to the most Blessed Virgin Mary, thy commission to be the Mother of thine only begotten Son, grant we beseech Thee, that as Thou didst preserve her from all stain of sin and made her victorious over the enemy of mankind thou wouldst preserve this ship also from all evil and from all adversity. Do thou, O God, through the intercession of the Blessed Virgin Mary, be the strength of those who have chosen to defend freedom and peace, their defence against the enemy, and the sure promise of victory over the powers of injustice and all iniquity. Through Christ Our Lord. Amen.

Our Father

Hail Mary

Glory be to the Father

Her Majesty's Canadian Ship *Gatineau* commissions.

Commanding Officer, Captain H. L. Quinn, DSC, CD, RCN, addresses the ship's company.

Ship's company embark in the ship.

Commanding Officer is piped on board and stands by to receive the Guest of Honour, Official Party and Invited Guests.



Con. Lt. T. Kowalchuk

Lt. (E) A. Knott

Con. Cdr. C. E. Booth

Lt. (L) E. R. Bell

Lt. Cdr. (S) W. F. Jones

THE NAVAL OVERSEERS

The major part of the construction and outfitting of HMCS *Gatineau* was carried out under the supervision of the Principal Naval Overseer, Quebec Area, Constructor Commander C. E. Booth, CD, RCN.

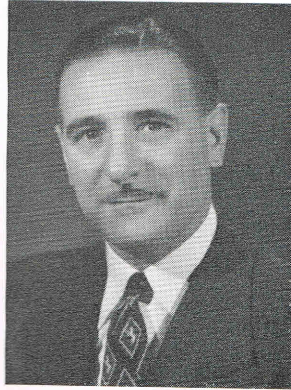
Cdr. Booth is the third naval officer to hold that position since the start of construction. The first, Captain (E) A. B. Arnison, OBE, CD, RCN, and the second, Shipwright Commander E. J. Gilhen, OBE, CD, RCN, have both retired from the service.

In addition to the construction of the *Gatineau*, during the last three years overseeing duties in this area and have been carried out on the construction of HMCS *Fundy* and *Chignecto* and CNAV *Saint John* and *Bluethroat*; the conversion of HMCS *Swansea* and *La Hulloise*; major refits on HMCS *Algonquin* and *Lauzon*, and the construction of sundry small craft such as harbor craft, motor seaboats, plastic dinghies and whalers.

Directly responsible to the Principal Naval Overseer during the majority of these undertakings were Lieut.-Cdr. (S) W. F. Jones, RCN, Supply Overseer; Constructor Lieut. T. Kowalchuk, CD, RCN, Constructor Overseer; Lieut. (E) T. A. Arnott, RCN, Engineering Overseer; Lieut. (L) E. R. Bell, RCN, Electrical Overseer, and Mr. L. Canuel, Time and Materiel Recorder.



Mr. T. R. McLagen
President
Canada Steamship Lines Ltd.



Mr. R. Lowery
President
Davie Shipbuilding Ltd.



Mr. R. Black
General Manager
Davie Shipbuilding Ltd.

THE BUILDERS

HMCS *Gatineau* is the latest in the long line of naval vessels built at Quebec for the Royal Navy and later for the Royal Canadian Navy over a period of more than a century.

Since 1827, the name "Davie" has figured prominently in the construction of new naval vessels, the *Gatineau* being the 342nd to be constructed by this shipyard for the RCN. Naval vessels constructed include motor-driven submarine chasers, corvettes, minesweepers, landing craft, frigates and anti-magnetic minesweepers. For the last, Davie Shipbuilding was chosen as the lead yard for preparation of all detailed design and working drawings.

Modern naval vessels have become increasingly complex and more demanding upon shipbuilding and associated skills. The destroyer escort *Gatineau* is the end result of this continuing endeavour for ever better and more efficient ships and Davie Shipbuilding is proud to have had the privilege of producing this fine vessel which today is being handed over to the RCN.

Davie Shipbuilding is confident that the officers and men of the *Gatineau* will take this ship, which, although physically complete, is still only an inanimate piece of complex machinery, and by their skill, hard work and devotion, turn her into a vital and efficient unit of the Royal Canadian Navy.

Aerial View of Davie Shipbuilding, Lauzon, P.Q.





THE SHIP'S BADGE

BLAZON:

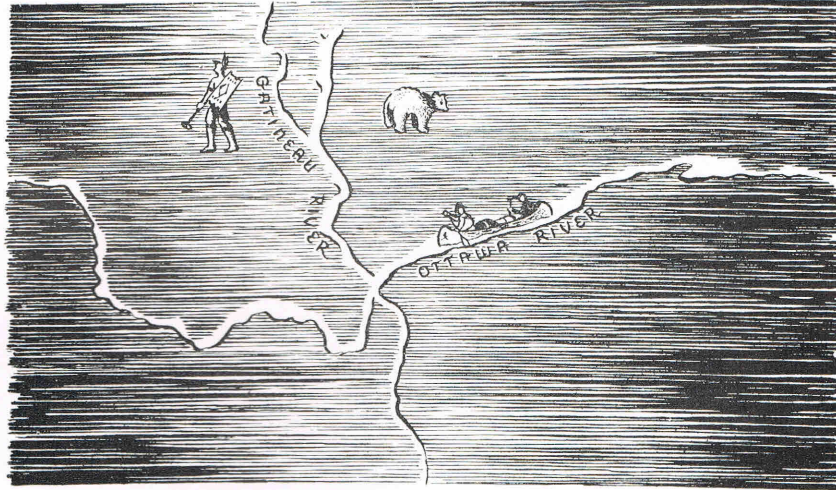
Vert, a Bend wavy Argent charged with two like Bendlets Azure, debruised with a Sun in Splendour Or which is charged with a Beaver Sable.

SIGNIFICANCE:

The wavy white and blue diagonal stripe refers to the Gatineau River. The green background refers to the forests and recreational areas of the river valley. The sun, the source of life and health, is depicted in the badge in reference to the fact that annually thousands of city-dwellers hie off to the hills, lakes and streams of the Gatineau River Valley to enjoy the sunshine and outdoor life. The little black beaver is in tribute to M. Nicola Gatineau and his fur-trading activities.

SHIP'S COLOURS:

Gold and green.



AN HISTORIC NAME

HMCS *Gatineau* takes her name from the Gatineau River, which rises in Abitibi County in the Province of Quebec and flows south for 230 miles before emptying into the Ottawa River a short distance below the City of Hull and across from Ottawa, the capital of Canada.

Most authorities agree that the Gatineau River took its name from one Nicola Gatineau, or Gastineau, a notary, civic official and fur-trader of Three Rivers and at one time connected with the Company of One Hundred Associates.

The river was originally named Riviere du Nord by the early explorers. It was developed as a fur trade route by Gatineau, since it and the St. Maurice, with a portage between their headwaters, provided a detour around Iroquois territory, allowing voyageurs from Three Rivers and Quebec to reach the Hurons safely.

Gatineau vanished on a trading expedition to the Riviere du Nord in about 1683 and rumor had that he was drowned there. After that the river began to be called by his name.

The river has long been a highway of the lumber traffic and vast quantities of logs are floated down its course annually. It has also become a source of hydro-electric power.

The banks of the lower reaches of the river are a popular location for summer cottages of Ottawa and Hull residents.

Railway line and highway along the valley make accessible many miles of the river where once only fur traders and Indian canoes ventured.

THE HERITAGE



THE first HMCS *Gatineau* had already distinguished herself under a different name when commissioned into the Royal Canadian Navy in June, 1943.

Built on the Tyne, the destroyer was laid down on March 24, 1933, launched on May 29, 1934, and commissioned as HMS *Express* on November 2 of the same year. Until 1939, she served in the Fifth Destroyer Flotilla with the Home Fleet.

Just before the war broke out, the *Express* was fitted for mine-laying and, on September 9, 1939, she and HMS *Esk*, a sister-ship, laid the first British offensive minefield of the war in the Heligoland Bight. On another mine-laying operation off the Dutch coast on August 31, 1940, the *Express*, *Esk* and *Ivanhoe* all struck German mines before they could lay their own. The *Express* was severely damaged and was towed back to the Humber for repairs. The other two destroyers were sunk.

In commission again the following year, the *Express* joined the Eastern Fleet on its formation. She was among the destroyers escorting HM Ships *Prince of Wales* and *Repulse* when they sailed from Singapore on December 8, 1941. When the two heavy ships were sunk on December 10, the *Express* went alongside the slowly capsizing *Prince of Wales* and took off most of her crew dry-shod, staying until the last possible moment. As the battleship went over, her bilge keel fouled that of the *Express*, lifting her and damaging her slightly. The destroyer had to go full astern on her engines to get clear.

In late 1942, the Canadian cabinet asked Britain for the loan of eight destroyers to reinforce the escort groups on the North Atlantic convoy routes. The Admiralty responded with a gift of six, of which the *Express* was one. Work had already begun to refit her for escort duties and it only remained to rename her *Gatineau* and provide her with a Canadian crew.

HMCS *Gatineau* was commissioned into the RCN on June 3, 1943, and sailed from the United Kingdom on July 2 as Senior Officer of Escort Group C-2, escorting convoy ON-191.

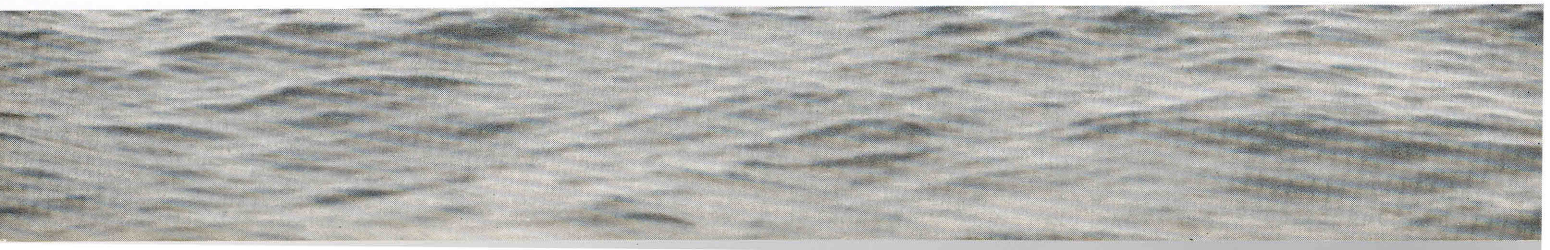
She quickly settled into the routine of the "Newfie-Derry run"—the area of responsibility of the Mid-Ocean Escort Force plying between St. John's, Newfoundland, and Londonderry, Northern Ireland.

During her first year in the RCN, the *Gatineau* spent about 50 per cent of her time at sea. She took part in so many convoy assignments, anti-U-boat sweeps and forays against the enemy that most of her crew lost count of them.

In September, 1943, she became involved in a bitter running battle with German submarines armed with a new weapon—the acoustic torpedo. Her convoy, ON-202, and a slower convoy, ONS-18, were beset by a pack of 21 U-boats which were deployed across their planned routes.

The U-boats made contact with the surface ships on the evening of the 19th and a running fight began which continued for five days and nights into the early morning of the 24th.

HMS *Lagan*, a frigate, was the first to become a casualty of the acoustic torpedoes when she was damaged at 0303 on the morning of September 20. By this time, one submarine, the U-341, had already been sunk by aircraft.





The First HMCS *Gatineau* (Ex HMS *Express*)

HMCS *St. Croix*, an ex-American destroyer, and HMS *Polyanthus*, a corvette, were sunk the same evening. Meanwhile, a second submarine, the U-338, had been accounted for by another aircraft. On September 22, HMS *Keppel* sank U-229, and the same night HMS *Itchen*, a frigate, was sunk, taking to the bottom all but two of her own ship's company, all but one of the survivors from the *St. Croix* and the only man picked up from the *Polyanthus*. Also sunk in the action were six merchant ships, making the final score—three U-boats sunk for a loss of three escort vessels, one escort damaged and six merchantmen sunk.

The *Gatineau* then rejoined C-2 Group, which shortly afterward was assigned to “support” duties. This meant it had more of a roving commission, reinforcing the close escorts of convoys either in danger or under attack and taking offensive action against the enemy for which ships of the close escort could not be spared.

Just such a case occurred in March, 1944, when the *Gatineau* made contact with a U-boat while supporting Convoy HX-280. This led to a “hunt to exhaustion” which lasted from 1000 on March 5 to 1830 on March 6. The *Gatineau* herself had to leave the hunt during the night

when she ran short of boiler feed-water, but her contact led to the sinking of U-744 by other ships of the group.

Even after having about 200 depth-charges and three patterns each from squid and hedgehog dropped on her, the U-boat was little damaged and was prepared to fight it out with her guns when she broke surface. Instead of the two ships she expected to find awaiting her, there were five, and she was deluged with shells and never got a man to her guns. The U-boat surrendered almost at once.

At the end of April, 1944, the *Gatineau*, along with other destroyers of the Mid-Ocean Escort Force, was withdrawn from the Atlantic. She was allocated to Escort Group No. 11, consisting entirely of Canadian "River" class destroyers, for duty in the English Channel in support of the landings on the Normandy coast. The work was mostly patrolling the supply lines to protect them from submarine attack. In July the *Gatineau's* boilers blew several tubes and it was decided to send her to Canada for refit. This kept her in Halifax from August, 1944, to February, 1945, and it was on May 1, a week before VE-Day, that she sailed again from Londonderry for operations with EG-11.

During that week she carried out patrols in the channel. On May 12, the group carried out "Operation Nestegg"—the re-occupation of the Channel Islands—escorting the transports that landed British troops on the islands and carrying offshore patrols afterwards.

As it was not clear whether all U-boats had heard of the end of hostilities, EG-11 had more patrols and two channel convoys to escort before it sailed northward for Londonderry on May 23. On the 30th, the group called at Greenock, picked up homeward-bound naval personnel and sailed for Halifax. On June 6, the ships arrived at the Canadian base and EG-11 was disbanded. Sailing from Halifax on June 22, the *Gatineau* returned to Greenock to bring more Canadians home.

Next she was allocated to HMCS *Royal Roads*, the Royal Canadian Naval College, for sea-training duties. She sailed for the west coast on August 11, 1945, and arrived at Esquimalt on September 5. Refit work was begun on her but before it was completed, a more modern ship, HMCS *Crescent*, became available for the training duties, and the *Gatineau* was paid off on January 10, 1946.

In March, 1947, when the fleet was being reduced, the *Gatineau* was declared surplus and, later the same year, was sold and broken up.

To her successor she left the battle honours:

Atlantic 1943-1944

Normandy 1944

FORMER COMMANDING OFFICERS

During her two years and seven months of service with the Royal Canadian Navy, the first HMCS *Gatineau* had four commanding officers. They were:

Commander Philip W. Burnett, RN, (June 3, 1943, to November 9, 1943).

Lieutenant-Commander Harold V. W. Groos, RCN, (November 23, 1943, to September 10, 1944) who is now serving in the rank of Commodore.

Acting Lieutenant-Commander Geoffrey H. Davidson, RCN, (November 10, 1944, to July 14, 1945), who is now serving in the rank of Commander.

Lieutenant-Commander Patrick D. Budge, DSC, RCN, (July 15, 1945, to November 26, 1945), who is now serving in the rank of Commodore.

There were, in addition, three other officers who had temporary command for periods of 12, 18 and 40 days respectively, the latter two being while the ship was in refit.

From November 27, 1945, until January 10, 1946, when the *Gatineau* was paid off for disposal, she was in care and maintenance under the Senior Officer, Ships in Reserve.



Captain H. L. Quinn, DSC, CD, RCN,
Commanding Officer

THE SHIP'S COMPANY

OFFICERS

Lieut. Commander P. G. May, CD, RCN	Executive Officer
Lieut. Commander D. C. Edwards, CD, RCN	Torpedo Anti-Submarine Officer
Lieut. Commander C. E. M. Leighton, CD, RCN	Direction Officer
Lieut. L. T. Blair, RCN	Communications Officer
Lieut. S. Dee, CD, RCN	Navigating Officer
Lieut. Commander W. L. D. Hayward, CD, RCN	Gunnery Officer
Lieut. C. G. Chaulk, RCN	
Lieut. (E) T. A. Arnott, RCN	Engineer Officer
Lieut. Commander (L) E. W. Lockwood, RCN	Electrical Officer
Lieut. Commander (S) R. A. Darlington, RCN	Supply Officer
Ordnance Lieut. G. H. Verge, CD, RCN	Ordnance Officer
Commander (E) R. J. Craig, CD, RCN	Squadron Technical Officer
Sub-Lieutenant (S) A. C. R. Shepherd, RCN	Squadron Secretary

MEN

Chief Petty Officer A. Prosser—Coxswain

SEAMAN BRANCH

Chief Petty Officer C. Cruckshank	Leading SeamanC. Cormier	Able SeamanB. Badour
Chief Petty Officer G. Broome	Leading SeamanJ. Chapman	Able SeamanN. Tillieczek
Petty OfficerD. McCoy	Leading SeamanJ. Smith	Able SeamanW. Strong
Petty OfficerI. Chapman	Leading SeamanW. Ackerman	Able SeamanR. Iorio
Petty OfficerW. Saxon	Leading SeamanC. Davis	Able SeamanE. Keener
Petty OfficerJ. Butler	Leading SeamanK. Brown	Able SeamanW. Beck
Petty OfficerL. Ross	Leading SeamanM. Cloutier	
Petty OfficerF. Stafford	Leading SeamanH. Flowers	Ordinary SeamanD. McLeod
Petty OfficerH. Gibson	Leading SeamanE. Derry	Ordinary SeamanD. Hughes
Petty OfficerP. Taylor	Leading SeamanS. Conners	Ordinary SeamanD. Fowler
Petty OfficerB. King		Ordinary SeamanD. Hatch
Petty OfficerG. McKee	Able SeamanJ. Smith	Ordinary SeamanR. Kain
Petty OfficerF. Bryne	Able SeamanB. Taylor	Ordinary SeamanR. Lambo
Petty OfficerJ. Montgomery	Able SeamanR. Gonzales	Ordinary SeamanB. Hunt
Petty OfficerJ. Pichette	Able SeamanB. Guyan	Ordinary SeamanC. Dubois
Petty OfficerM. Darrah	Able SeamanR. Jones	Ordinary SeamanW. Baxter
Petty OfficerA. Chaplin	Able SeamanJ. McKinnon	Ordinary SeamanN. Tanner
Leading SeamanD. Garvey	Able SeamanG. Monn	Ordinary SeamanJ. Michie
Leading SeamanS. Lelievre	Able SeamanW. Thibault	Ordinary SeamanJ. Mears
Leading SeamanC. Musgrove	Able SeamanR. Betti	Ordinary SeamanJ. Cripps
Leading SeamanR. Davidson	Able SeamanK. Tripp	Ordinary SeamanR. Ramsay
	Able SeamanR. Crooker	Ordinary SeamanJ. Ross

ENGINEERING BRANCH

Chief Petty Officer J. Quinn	Petty Officer P. Wylie	Able Seaman S. Dunlop
Chief Petty Officer C. Graham	Petty Officer J. Haughie	Able Seaman R. Montgomery
Chief Petty Officer A. Bainbridge	Petty Officer F. Clair	Able Seaman F. Lonergan
Chief Petty Officer E. Haughn	Petty Officer W. Pentney	Able Seaman J. Dockrell
Chief Petty Officer H. Whitman	Leading Seaman M. Gibson	Able Seaman P. Caldwell
Chief Petty Officer H. Foreman	Leading Seaman D. Woodside	Able Seaman R. Wisted
Petty Officer C. Minkoff	Leading Seaman R. Pennington	Able Seaman P. Burbury
Petty Officer R. Steel	Leading Seaman S. Milne	Able Seaman J. Wilson
Petty Officer T. Henderson	Leading Seaman G. Belanger	Able Seaman P. Morrissey
Petty Officer E. Stein	Leading Seaman A. Arnold	Able Seaman C. Paterson
Petty Officer W. Austin	Leading Seaman J. Fulton	Able Seaman G. Chapman
Petty Officer F. Haggarty	Leading Seaman C. Barnes	Able Seaman J. Kerasiotis
Petty Officer C. Brooks	Leading Seaman A. Lahaye	Able Seaman J. O'Kane
Petty Officer W. Bauer	Able Seaman J. Cormack	Able Seaman C. Malouin
Petty Officer W. Henbrey	Able Seaman R. Ball	Able Seaman J. Lauzer
Petty Officer E. Bursay	Able Seaman D. Beaulé	

COMMUNICATIONS BRANCH

Chief Petty Officer J. McLaughlin	Leading Seaman A. Low	Able Seaman A. Wrinkle
Chief Petty Officer D. Wothington	Leading Seaman R. Mack	Able Seaman J. Preston
Petty Officer D. Curry	Leading Seaman J. Gallant	Able Seaman D. Clyde
Petty Officer A. Cox	Leading Seaman D. Parson	Able Seaman A. Pihowitch
Petty Officer R. Tofflemire	Leading Seaman D. Langdon	Able Seaman M. Burns
Leading Seaman A. Gardner	Leading Seaman L. Collins	Ordinary Seaman ... R. Clarke
Leading Seaman J. Legree	Able Seaman L. Henderson	Ordinary Seaman ... R. Brettschneider
	Able Seaman J. Lebreton	

ELECTRICAL BRANCH

Chief Petty Officer W. Lavis	Leading Seaman M. Gaudreau	Ordinary Seaman ... T. Parson
Chief Petty Officer J. Parker	Leading Seaman J. De Jean	Ordinary Seaman M. Abel
Chief Petty Officer R. Morrison	Able Seaman D. Insom	Ordinary Seaman N. Barnard
Chief Petty Officer J. Brisdon	Able Seaman H. Flumerfelt	Ordinary Seaman ... A. Prijately
Petty Officer W. Jackson	Able Seaman C. Le Blanc	Ordinary Seaman ... J. Martin
Petty Officer N. Switzer	Able Seaman N. Couture	Ordinary Seaman ... T. McGaw
Petty Officer P. A. Brodeur	Ordinary Seaman ... K. Preston	Ordinary Seaman ... G. Smith
Petty Officer B. Hewgill	Ordinary Seaman ... G. Schmidt	Ordinary Seaman ... G. Hill

CONSTRUCTOR BRANCH

Chief Petty Officer E. Kane	Petty Officer C. Lee	Petty Officer J. Harker
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ORDNANCE BRANCH

Chief Petty Officer H. Bourret	Leading Seaman ... J. Roy
Petty Officer E. Ouellette	Leading Seaman ... R. Crawshaw
Petty Officer L. Roy	Leading Seaman ... G. Woods
Petty Officer R. Houle	Able Seaman R. Edgecombe

SUPPLY BRANCH

Chief Petty Officer L. MacArthur	Leading Seaman J. Girard	Able Seaman G. Hall
Chief Petty Officer E. Kelly	Leading Seaman L. Orman	Able Seaman M. Martin
Petty Officer A. Mitchell	Leading Seaman R. Dubois	Able Seaman D. Barrette
Petty Officer A. Richardson	Leading Seaman R. Lesperance	Able Seaman R. Lemoine
Petty Officer R. Pond	Able Seaman J. MacNeill	Able Seaman B. MacDonald
Petty Officer H. Emery	Able Seaman P. Brunelle	Able Seaman J. Knowle
Petty Officer G. Hawkins	Able Seaman K. Stewart	Able Seaman R. Peacock
Petty Officer J. Bosquet	Able Seaman V. Breen	Able Seaman R. Deneau
Petty Officer G. Hayman	Able Seaman C. Thompson	
Petty Officer C. Davies	Able Seaman W. McRobie	

MEDICAL BRANCH

Petty Officer N. West

