

Royal Canadian Navy



Seventh

Canadian Escort Squadron



It is my great pleasure, on behalf of the officers and men of the Seventh Canadian Escort Squadron, to welcome you aboard our ships. We are indeed privileged to have the opportunity to visit your city and your country, and to have the pleasure of meeting you.

In the belief that personal associations are the best means of establishing mutual knowledge and respect we are delighted to have you on board. We would be pleased if you will accept this booklet which describes the ships of our Squadron and our role in assisting with the maintenance of peace throughout the world.

A handwritten signature in cursive script, reading "A.L. Collier".

A.L. COLLIER
CAPTAIN, R.C.N.
Commander,
Seventh Canadian Escort Squadron

ROYAL CANADIAN NAVY

CAPTAIN ANDREW L. COLLIER, DSC, CD, RCN

COMMANDER, SEVENTH CANADIAN ESCORT SQUADRON

Captain Andrew L. Collier, of Salmon Arm, B.C., is Commander of the Seventh Canadian Escort Squadron, based at Halifax, N.S.

Born in Kamloops, B.C., on June 3, 1924, he entered the Navy in October, 1942, as a cadet.

During the Second World War he trained with the Royal Navy and served in several British warships, including the battleships ANSON, KING GEORGE V and RAMILLIES. Following 2 years service in HMCS NOOTKA Captain Collier specialized in Navigation and in July, 1950, was appointed to the destroyer CAYUGA and served a tour of duty in the Korean war theatre. For his services in the CAYUGA he was awarded the Distinguished Service Cross. He subsequently served as Navigation Officer in HMCS MAGNIFICENT.

Captain Collier took command of the destroyer escort HMCS SKEENA in February, 1960, and in March, 1962, attended the Staff Course at the Royal Naval College, Greenwich, England.

Later that year he was appointed Captain Sea Training on the staff of the Flag Officer Atlantic Coast. Prior to taking up his present appointment in April, 1966, Captain Collier served at Canadian Forces Headquarters, Ottawa, as Director of International Plans.

H.M.C.S. MARGAREE



CMDR. R.C. MacLEAN, CD, RCN

Commander R.C. MacLean enrolled in the Royal Canadian Navy in 1942. He later served in the Royal Navy and on his return to Canada, he served aboard the cruiser HMCS ONTARIO and subsequently flew fighter aircraft with the 19th Carrier Air Group on board HMCS MAGNIFICENT. This was followed by appointments to HMCS CORNWALLIS, VX 10 Squadron, VS 881 Anti-Submarine Squadron and HMCS VENTURE. Later he was appointed to VS 30 Air Anti-Submarine Squadron at Norfolk, Va. On his return he was appointed to HMCS SHEARWATER in VU 32 Squadron. He was promoted to Commander and appointed to the Staff of the Flag Officer Atlantic Coast, as Assistant Chief of Staff for Air and Weapons. In 1963 Commander MacLean assumed command of VS 880 Squadron and he was appointed in command of HMCS MARGAREE on recommissioning 15 Oct., 1965.

H.M.C.S. OTTAWA



CMDR. J.P. COTÉ, CD, RCN

Commander J.P. Coté entered the Royal Canadian Navy in 1942. He was appointed to the Royal Navy for training and served in the Battleship HMS KING GEORGE V. He qualified as a naval pilot in 1947 and served at HMCS SHEARWATER and aboard the carrier HMCS MAGNIFICENT. In 1952 he was appointed Naval-Aide-de-Camp to the Right Honourable Vincent Massey, then Governor General of Canada. In 1962 he was appointed to le College Militaire Royal-de-St. Jean in Quebec, where he served as Vice Commandant and Officer Commanding Cadet Training. In 1964 Commander Coté took command of HMCS OTTAWA at her recommissioning in Esquimalt, British Columbia.

H.M.C.S. CHAUDIERE



CMDR. J.I. MANORE, CD, RCN

Commander J.I. Manore joined the Royal Canadian Navy in 1944 and two years later began his sea service with the Royal Navy in the Mediterranean. Three years later he returned to the RCN with the rank of Sub-Lieutenant. He was appointed to HMCS CAYUGA and served with her during active service in Korea. He also commanded the minesweeper HMCS CHIGNECTO for two years. In 1953 he qualified as a specialist in Naval Communications and his employment since that time has generally been with that branch of the service.

Before assuming command of HMCS CHAUDIERE in January 1966, he served three years as Communications Staff Officer to the Canadian Naval Attache in Washington.

H.M.C.S. ASSINIBOINE



CMDR. T.L. HEBBERT, CD, RCN

Commander T.L. Hebbert joined the Royal Canadian Navy in 1943 and two years later he was appointed to the Royal Navy for further training. He returned three years later and was subsequently promoted to the rank of Lieutenant. In January 1949 he joined the cruiser HMCS ONTARIO. In 1950 Commander Hebbert specialized in Torpedo Anti-Submarine Warfare. In 1955 he was appointed to the Joint Maritime Warfare School and in 1956 was selected for exchange duty with the Royal Navy. On his return in 1958 he was appointed to Naval Headquarters on the Staff of the Director of Under Sea Warfare and in the following year he took command of HMCS BUCKINGHAM. Commander Hebbert was promoted to his present rank in 1964 and served on the Staff of Commander Maritime Command for 2 years before taking command of HMCS ASSINIBOINE in January 1966.

H.M.C.S. MARGAREE



The blazon is described in heraldic terms as: Azure, Three cotises wavy argent, overall a flower of the Marguerite (Daisy) proper.

The ship's badge of HMCS MARGAREE symbolizes her association with the Cape Breton Island river after which the ship was named. The field of blue on the badge, with its three silver diagonal stripes depicts the river itself, while the Marguerite or Daisy flower is superimposed in representation of the river's name, said to have been a corruption of the name "Marguerite".

H.M.C.S. OTTAWA



The blazon of HMCS OTTAWA is described in heraldic terms as: Gules, a bend wavy argent charged with Two cotises wavy azure, overall a Beaver, the sinister forepaw resting on a log of Silver Birch proper.

This design is derived from the unofficial wartime badge of HMCS OTTAWA, a beaver on a log of birch. The white and blue wavy "Bend" represents the Ottawa river after which the ship is named. The Red Field refers to those Indians, the Outaousai or Ottawas, who travelled this river at the time of its discovery by the white man.

H.M.C.S. ASSINIBOINE

The blazon: On a bend wavy Azure charged with two cotises wavy Argent, over all a bison's head cubo-shed proper.



The Assiniboine River is named after a western Canadian Indian tribe renowned for their skill in the buffalo hunt.

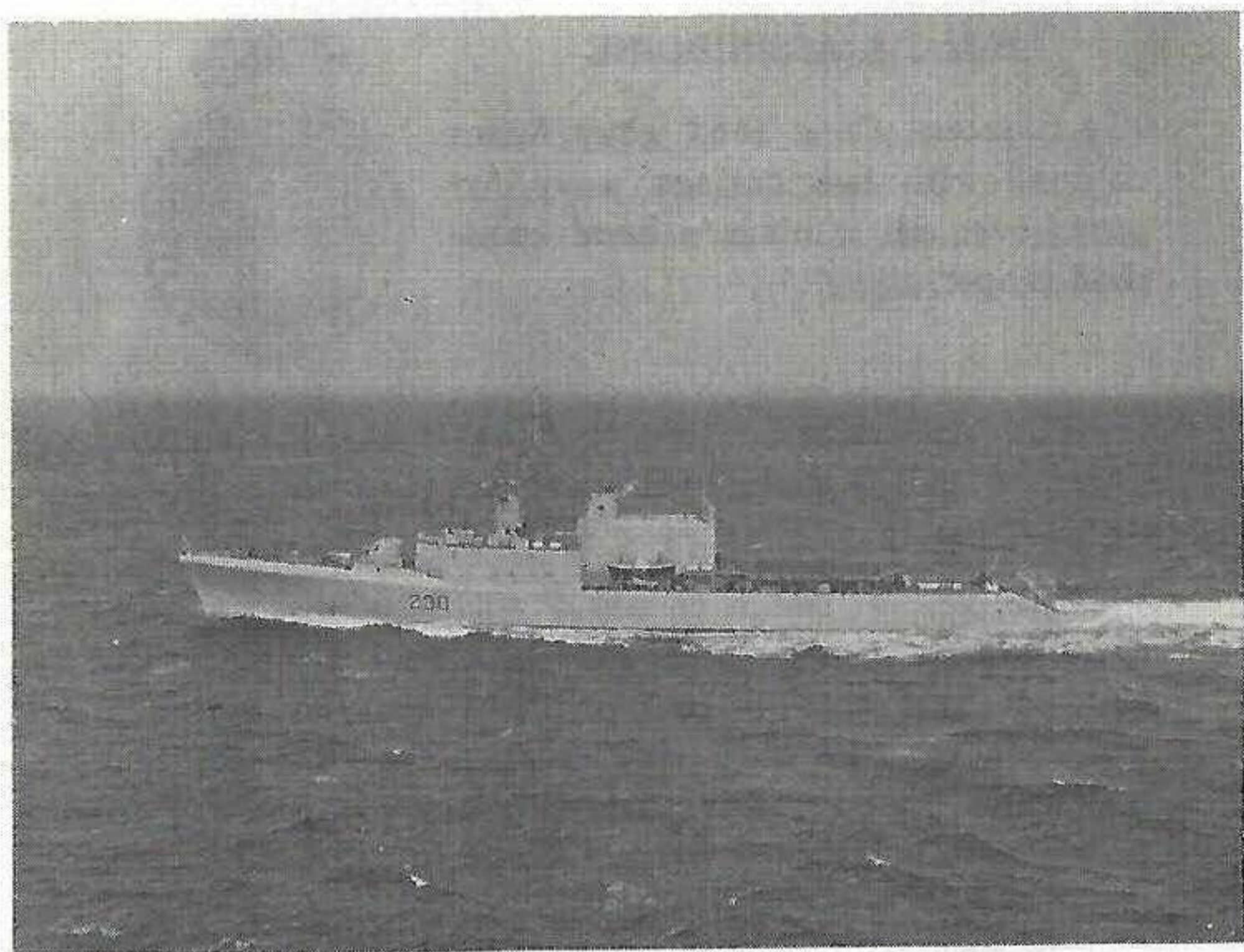
The official badge of HMCS ASSINIBOINE contains a buffalo head in reference to that Indian tribe. The field of gold represents the wheat growing region of Manitoba through which the river flows, and the blue and white "bend" is the heraldic way of depicting the river Assiniboine.

H.M.C.S. CHAUDIERE

The blazon: Vert, three cotises in bend wavy or debruised in the centre with a plate voided, the inner edge inverted.



In the badge design of HMCS CHAUDIERE the golden diagonal wavy stripes represent the Chaudiere river; the circular hollowed device in the centre with a scalloped effect on the inner rim symbolize the appearance of the river basin with its foaming waters where the river tumbles into it. This foaming basin is also the basis of the name Chaudiere, literally "A boiling Cauldron".



H.M.C.S. MARGAREE

The original HMCS MARGAREE (ex HMS DIANA) was commissioned in England on September 6, 1940 as a replacement for HMCS FRASER. Forty-six days later while on convoy duty in the North Atlantic she was in collision with a merchantman incurring a loss of 142 officers and men including her commanding officer.

The second Margaree was the seventh of the new Canadian Destroyer Escorts and the last of the St. Laurent Class. She was commissioned in October, 1957, with a complement of 12 officers and 198 men.

Margaree was paid off in September 1964 to undergo an extensive conversion at Victoria Machinery Depot. Since re-commissioning she displaces 3031 tons and has a peacetime complement of 15 officers and approximately 210 men.



H.M.C.S. OTTAWA

The first HMCS OTTAWA (ex HMS CRUSADER) a river class destroyer, was commissioned in the Royal Canadian Navy at Chatham, England on June 15, 1938. She saw active service with the Halifax Escort Special Convoy Force and Newfoundland Escort Force. During her career in the North Atlantic, OTTAWA rescued 115 survivors from two torpedoed merchantmen. On September 13, 1941, HMCS OTTAWA short on fuel was about to be relieved 500 miles off the Newfoundland coast. Five officers and 108 men perished in those icy waters after OTTAWA was struck by two torpedoes.

In April, 1943, the second HMCS OTTAWA joined the Mid-Ocean Escort Force and continued on 12 month escort duty between Newfoundland and Northern Ireland. Later as part of an RCN Killer Group based at Londonderry, she participated in the destruction of three U-boats.

The present OTTAWA was commissioned in November, 1956, and spent three years as an operational unit of the Atlantic Fleet. In 1963 she underwent a major conversion, equipping her with Variable Depth Sonar, a Helicopter Hangar and Flight Deck. She was recommissioned 28 October, 1964, and has since rejoined the Atlantic Fleet as a member of the Seventh Canadian Escort Squadron.

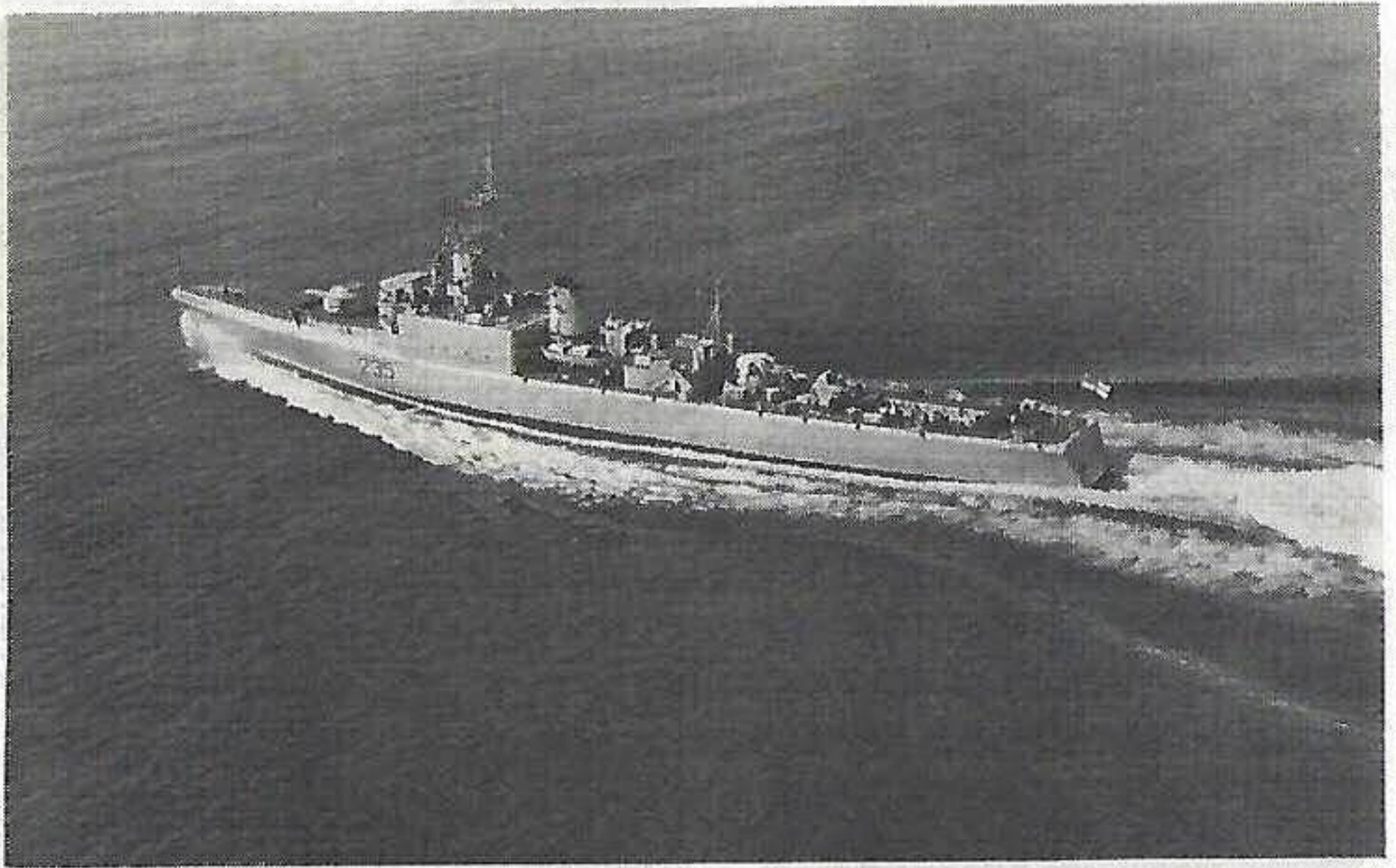


H.M.C.S. ASSINIBOINE

In October, 1939, the first ship of the RCN to bear the name HMCS ASSINIBOINE was commissioned. She was built for and served in the Royal Navy as HMS KEMPELFELT and was subsequently purchased by Canada early in World War II.

During the Second War HMCS ASSINIBOINE was employed in convoy escort duties. She also took part in the capture of a German Freighter in the Carribean, the ramming of two U-boats and successful gun action along the coast of Europe against enemy trawlers. Thus the first ASSINIBOINE lived up to her Motto "Never Unprepared". At wars end she was declared surplus and sold.

The new ASSINIBOINE is a St. Laurent Class Destroyer Escort built in Sorel, Quebec and commissioned in the summer of 1956. The ASSINIBOINE served in the Atlantic Command of the RCN until early 1959 when she was transferred to the Pacific. From mid 1962 until mid 1963 she underwent a major conversion which resulted in the ship's present status. She was subsequently returned to the RCN's Atlantic Fleet as a member of the Seventh Canadian Escort Squadron.



H.M.C.S. CHAUDIERE

HMCS CHAUDIERE is a Restigouche Class Destroyer and the second ship in the Royal Canadian Navy to bear that name. The first was commissioned as HMS HERO in 1936. She served in the Royal Navy until 1943 when she was recommissioned into the RCN.

During her service with the RCN CHAUDIERE saw service in the North Atlantic on convoy duty and anti-submarine patrols. She was also active during the Normandy landings and the sea blockade in the Bay of Biscay. By the end of August 1944, CHAUDIERE had sunk or contributed to the sinking of three German U-boats. After a worthy record of wartime service CHAUDIERE was paid off in August of 1945.

The present HMCS CHAUDIERE was laid down in 1953 at Halifax, Nova Scotia. She was launched in 1957 and commissioned into the RCN on 14 November, 1959.

Her lines are a drastic change from her predecessor. She was designed to perform a major role, that of hunting and killing enemy submarines. Her main armament includes an anti-submarine mortar which is automatically controlled by the ship's sonar. She also carries a battery of anti-submarine homing torpedoes. Her surface and air armament consists of 3" mountings forward and aft.

ARMAMENT

Of the four ships in the Seventh Squadron, three are of the converted 205 class, HMCS MARGAREE, HMCS OTTAWA, HMCS ASSINIBOINE and one is of the 257 Class, HMCS CHAUDIERE.

Armament in the 205 class consists of one ASW mortar mounting, homing torpedoes and one twin 3''50 calibre gun. They also carry a CHSS 2 Helicopter and are fitted with two new Canadian developments, Variable Depth Sonar and a Beartrap Hauldown System.

HMCS CHAUDIERE carries two ASW mortar mountings, homing torpedoes, a twin 3''70 calibre gun forward and a twin 3''50 calibre gun aft.

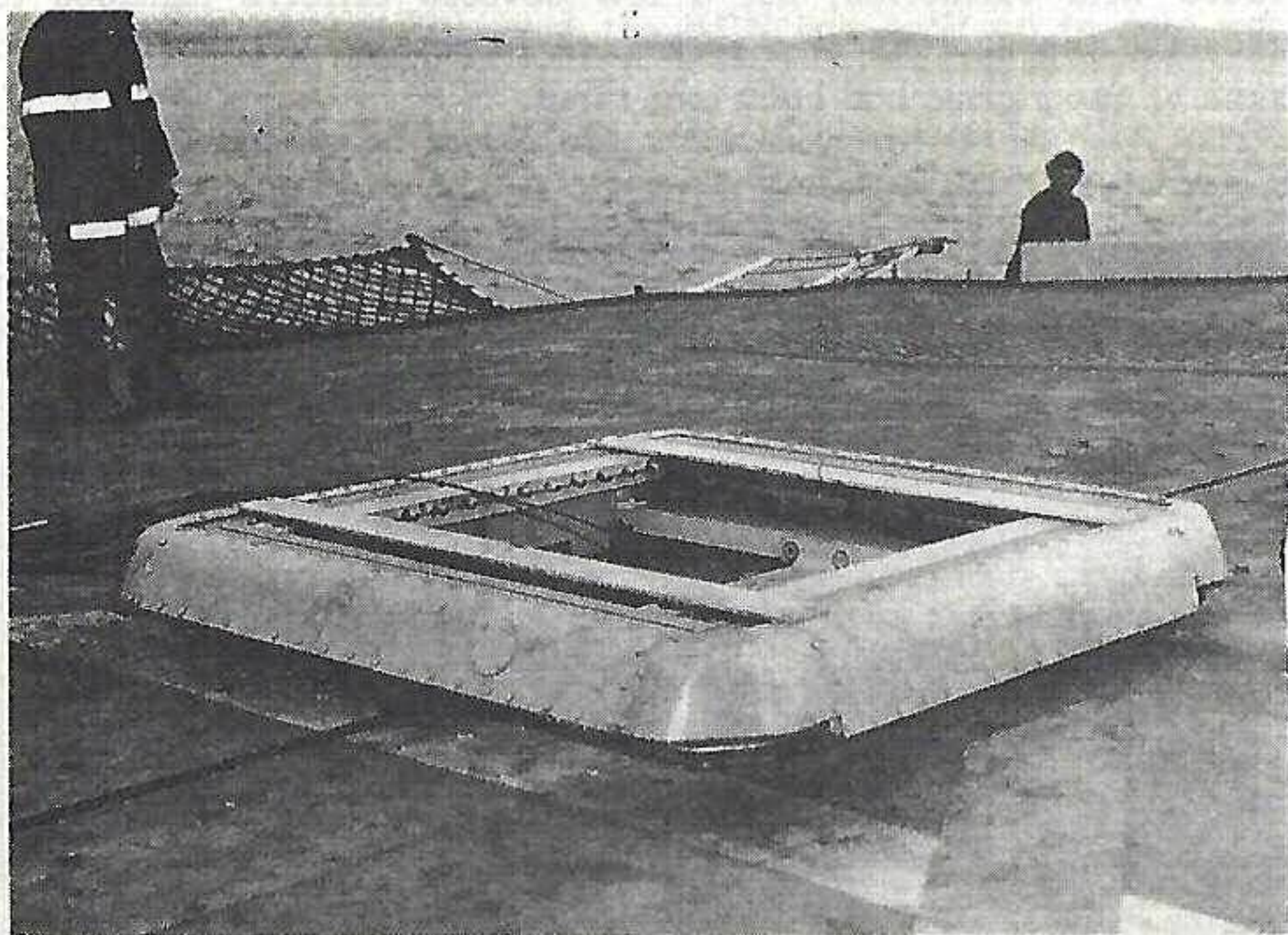
V.D.S.

Variable Depth Sonar is another new feature appearing on Canadian destroyers. The ocean is not of uniform temperature but consists of temperature layers which tend to reflect sonar waves. Because of this, submarines are able to hide in these layers in relative safety. However with Variable Depth Sonar these layers can now be penetrated thus increasing the effectiveness of the ship.



BEARTRAP

In order to carry such a large helicopter as the CHSS 2 and to utilize it effectively the RCN realized that it would have to operate from a small platform under conditions which would not always be ideal. For this reason a system was devised which is capable of hooking on to the helicopter in flight, hauling it down to the ship and then, while it is still under complete control, transport it to a safe stowage in a hangar. Called a Beartrap this device is capable of handling the helicopter when the ship rolls as much as 30 degrees and in winds of up to 45 knots. The system employs a probe on the helicopter which is trapped in the jaws of the Beartrap after it is winched down to deck level. Once it is on the deck the Beartrap is winched forward into the hangar. The controls are situated on the flight deck where the Landing Control Officer is in direct communications with the helicopter pilot. The system is controlled by cables at all times and if the tension should become too great before the helicopter has actually landed it is still possible for it to break away and resume normal flight. This idea was conceived by the RCN and built by Fairey Aviation Limited of Canada.



A BRIEF HISTORY OF THE RCN

On 29 March, 1909, the Honourable G. Foster, drafted and introduced the resolution in the House of Commons that Canada should have a Navy. The resolution was known as the "Naval Service Act", and was piloted through parliament by Sir Wilfred Laurier, when on 4 May, 1910, the Royal Canadian Navy was born. The "Naval Service Act" set up a permanent naval force and provision was made for a reserve and a volunteer reserve force. In the same year two cruisers, the HMCS NIOBE and HMCS RAINBOW, were purchased from Britain and became the first two ships of the new RCN.

With the outbreak of World War I the NIOBE and RAINBOW were assigned to coastal duties in an effort to discourage German cruiser activities off the coasts of Canada. Close to 9,000 men served in the RCN and RCNVR and some 1,700 Reservists saw service in ships of the Royal Navy during the war. In the Canadian service, 51 trawlers, 56 drifters and 16 armed ships were engaged in minesweeping, patrolling, convoying and in the examination of shipping in the North Atlantic.

In the interval between the two World Wars the RCN appeared faced with extinction, but a few devoted officers managed to preserve the nucleus of a permanent force, and a soundly based reserve programme had been instituted.



On the outbreak of World War II in 1939, Canada's Navy consisted of 6 destroyers, 5 minesweepers and 2 training vessels. During the war, the RCN underwent a phenomenal expansion to become the third largest naval power on the Allied side. This expansion was essential in order that Canada fulfil its task of safeguarding the lifeline of supply convoys across the North Atlantic to Britain. At the end of the war Canada's fleet consisted of some 475 armed ships, from Motor Torpedo Boats used in the English Channel and Mediterranean to Aircraft Carriers, and was manned by a force of 95,000 men.

As a member of the United Nations, Canada participated in the Korean War. Eight Canadian destroyers operated in the Far East, three at a time. They covered landings and withdrawals, bombarded shore positions and troops, screened aircraft carriers and destroyed enemy mines.

As compared with the days of World War II the recent developments in submarine warfare have increased immeasurably the possibility of a large-scale attack from the sea against the North American continent, and for this reason the need for a modern navy of first class fighting ships will continue to be a prime requirement of Canada's defence system.

To meet this requirement the RCN has built up to date warships and support ships such as form the Seventh Canadian Escort Squadron and which are capable of anti-submarine operation off Canada's coasts or wherever their services are required by NATO or the UN.



ROLE OF THE ROYAL CANADIAN NAVY

The purpose of the RCN is to ensure that Canada, in co-operation with allied and friendly nations will have unrestricted use of the seas in peace and war.

In support of this purpose, the Royal Canadian Navy is charged with the defence of sea lines of communication through control, escort and convoy of shipping; the guarding of our shores from attack from the sea – in these days of submarine launched missiles a more serious threat than ever known before – and the contribution of forces to the NATO mutual defence system. It may be asked to lend support to the United Nations, whenever and wherever it is required.

The Royal Canadian Navy must therefore be ready at all times to undertake all or any of a variety of operational tasks varied only by the circumstances, which could be a police action, a conventional war, a limited or an all-out nuclear conflict.

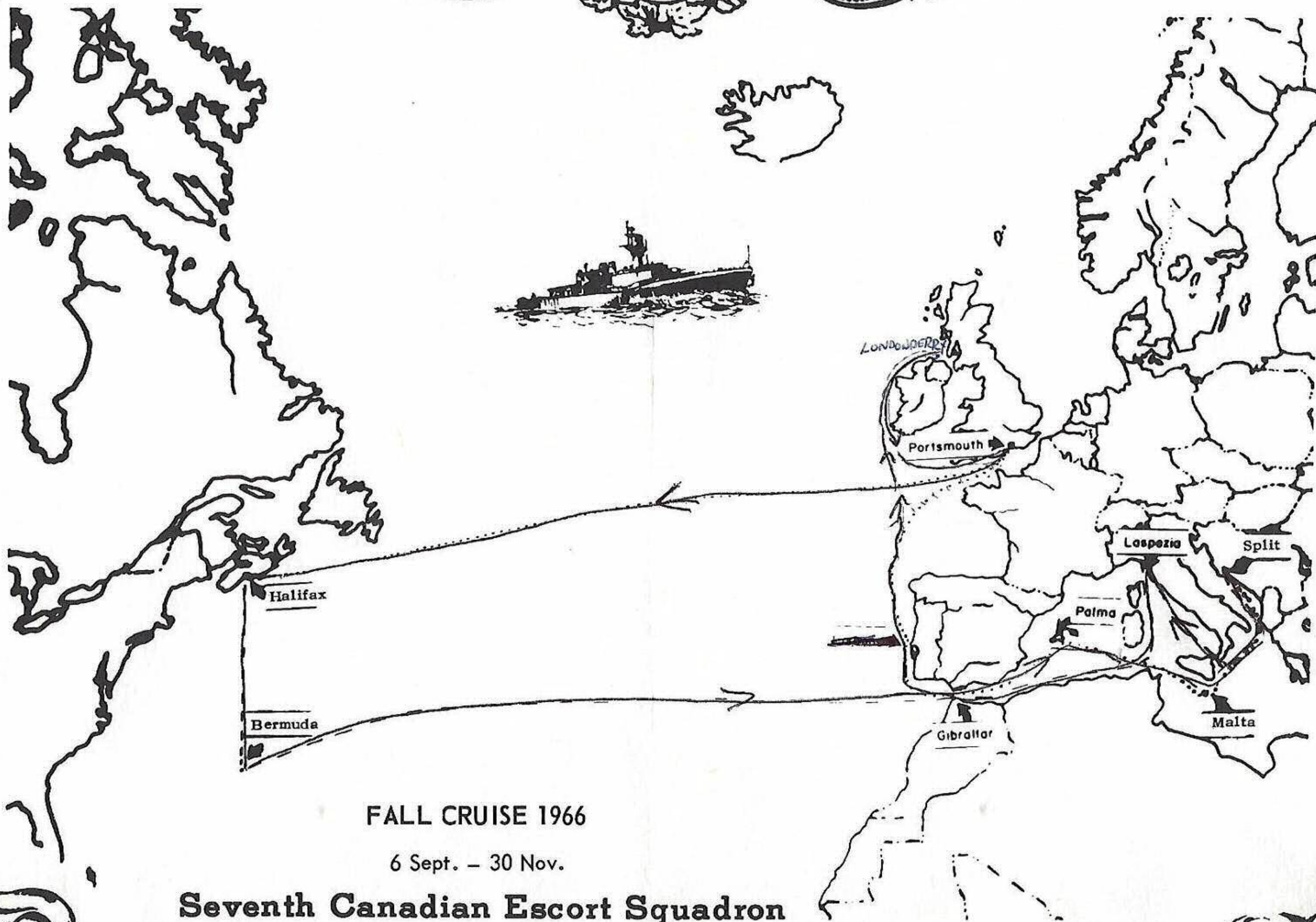
Although the RCN's main function lies in the field of anti-submarine warfare, other eventualities must be taken into consideration. It must be ready to transport, disembark and support Canadian Army units. It must be ready to provide a mobile Command and Base Facility for military undertakings far from home.

The RCN must give protection to Canada's coastline, by off shore patrols. It must contribute early warning attack from over, on or under the sea.

The most demanding task of all is based on the ability to find and destroy enemy submarines -- a science which has been highly developed in the Royal Canadian Navy. This is essential to the safeguarding of convoys, the destruction of submarines proceeding to and from their areas of operation or the prevention of missile-armed submarines from coming within firing range.

In peacetime the skills and equipment of the RCN are called upon time and again to take part in search and rescue operations and to perform other humanitarian services. Should war come, these same resources will be available in the cause of national survival.

But ships and weapons are not enough, behind them must be a highly trained, alert and loyal body of officers and men. Such are to be found in the Royal Canadian Navy.



FALL CRUISE 1966

6 Sept. - 30 Nov.

Seventh Canadian Escort Squadron