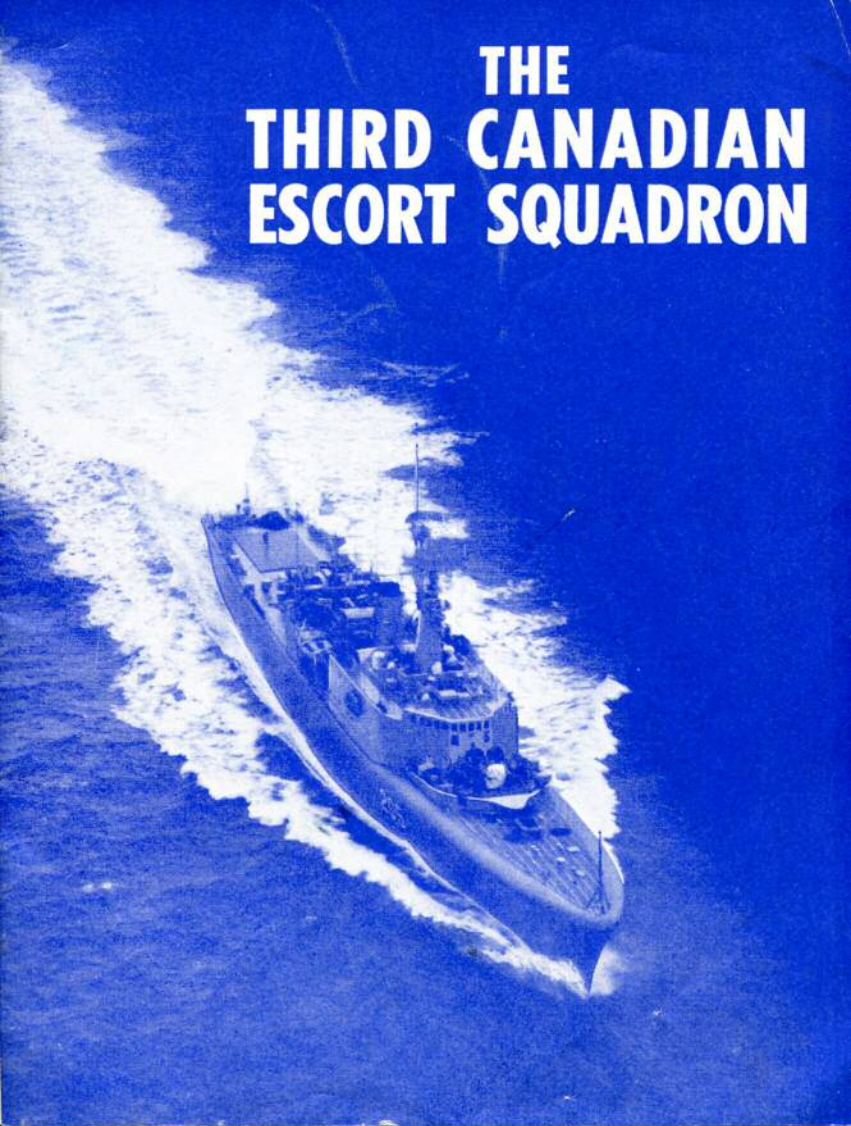
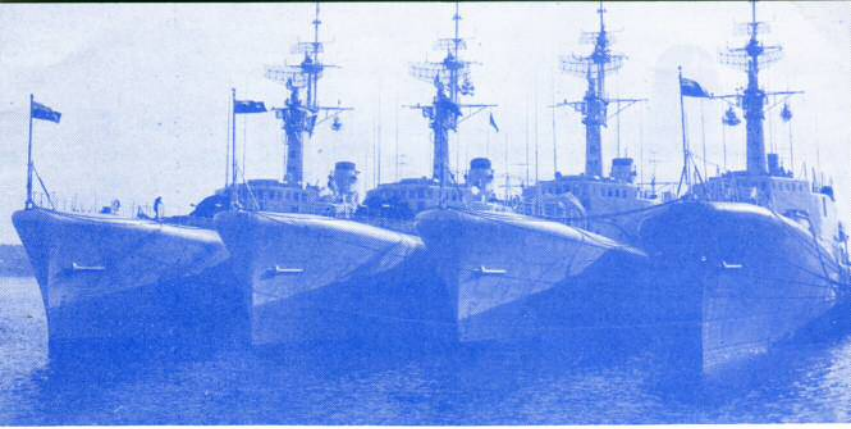
THE THIRD CANADIAN ESCORT SQUADRON





The Third Canadian Escort Squadron at Halifax, N.S.

THE NEWEST OF THEIR KIND

The Third Canadian Escort Squadron, based on Halifax, Nova Scotia, consists of Her Majesty's Canadian Ships *St. Laurent*, *Ottawa*, *Assiniboine* and *Saguenay*. These ships are a part of the Royal Canadian Navy's contribution to the work of the North Atlantic Treaty Organization.

The ships' peacetime complements are 12 officers and 198 men. They have an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.25 feet. Their displacement is 2,800 tons.

They have 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. Their twin screws are powered by geared steam turbines. They have

a speed of more than 25 knots and a high degree of manoeuvrability is provided by twin rudders.

They are insulated and air-conditioned for both the fighting efficiency and comfort of their personnel. Their rounded lines will counter ice formation and facilitate in countering the effects of atomic fall-out. Their 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 lower deck, three decks below the bridge, for reduced vulnerability during action.

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.

They are all-welded, with X-ray tests insuring against hidden defects. A large quantity of aluminum has been

used in the 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 an electronic apparatus which locates and tracks the submarines and fires the mortar at the correct moment. The ships are 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 two twin 3-inch 50 calibre radar-controlled guns, each with an extremely high rate of fire. Primarily anti-aircraft weapons, they can nevertheless be used effectively in surface action. In addition, the ships have two 40-mm anti-aircraft Bofors for close-range fire, and a rocket flare projector for night illumination.

Barrels of triple mortars show between those of after 3-inch 50 calibre guns.

After 3-inch 50 calibre gun's crew closed up during gunnery trials.

PROPULSION MACHINERY—The motive power is provided by two main turbines and two cruising turbines geared down to twin shafts. This class is the first in the British Commonwealth or the United States in which hardened and ground gearing has been used, except experimentally, 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 used in a warship.

The boiler-room not being pressurized, can be sealed off from contamination, like any other space on board.

ELECTRICAL EQUIPMENT—The electronic and electrical systems are more extensive and complex than those carried in Second World War ships twice their size.

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

They have 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. Main electric power is alternating current.

HMCS ASSINIBOINE, second of her name, was commissioned at Sorel, P.Q., on August 16, 1956. The first Assiniboine was commissioned at Devonport, England, on October 19, 1939, and served throughout the Second World War. She gained fame in August, 1942, when she rammed and sank a U-boat after a heated action at close quarters. She was paid off for disposal at the end of the war.

HMCS Assiniboine is named after the Assiniboine River which terminates in the Province of Manitoba.

HMCS SAGUENAY, second of name, was commissioned at Halifax, N.S., on December 15, 1956. The first Saguenay, commissioned at Portsmouth, England, on May 22, 1931, was the first warship to be built specifically for the Royal Canadian Navy. She was on active service during the Second World War until a collision in November, 1942. Following repairs, she served as a training ship in Canada until paid off for disposal at the end of the war.

HMCS Saguenay is named after the Saguenay River in the Province of Quebec.

Captain Howard L. Quinn, DSC, CD, RCN, has been in command of HMCS *St. Laurent* (destroyer escort) since March 5, 1958. He holds the additional appointment of Commander, Third Canadian Escort Squadron.

Captain Quinn was born in Vancouver on December 17, 1909, and entered the former RCNVR in 1925 as an ordinary seaman. He went on active service in the rank of lieutenant in September, 1940, and served on the North Atlantic during the Second World War, commanding HMCS *Eyebright* (corvette) and the frigates *Strathadam* and *Beacon Hill*. He was mentioned in despatches for services in the *Eyebright* and was awarded the Distinguished Service Cross while in the *Strathadam*. He transferred to the regular force in 1946 and since then has served in senior appointments ashore, and at sea in HMCS *Ontario* (cruiser) and HMCS *Magnificent* (aircraft carrier).

Commander C. R. Parker, DSC, CD, RCN, 42, of Toronto, entered the navy in June, 1941, and served in combined operations and commanded landing craft flotillas in the English Channel and Mediterranean. He also served in HMCS *Uganda* (cruiser) in the Pacific.

Commander Parker was awarded the Distinguished Service Cross for "good services" in the attack on Salerno during the Italian campaign.

Since 1945 he has served in various ships and establishments and at Naval Headuarters, Ottawa, during which time he held a number of staff appointments and was Executive Officer of two destroyer escorts.

He has been Commanding Officer of HMCS *Ottawa* since her commissioning.

Cdr. John H. G. Bovey, DSC, CD, RCN, has been in command of HMCS *Saguenay* since April 1, 1958.

Cdr. Bovey was born in London, England, on December 13, 1916, and entered the former RCNVR at Montreal early in 1939. He transferred to the regular force in 1946.

During the Second World War he commanded a motor torpedo boat, served as executive officer of a minesweeper, an armed yacht and a frigate, and later commanded an Algerine escort vessel.

Cdr. Bovey commanded HMCS *Crusader* (destroyer escort) in the Korean Theatre in 1952-53 and for his services was awarded the Distinguished Service Cross. He was also awarded the United States Bronze Star with Combat Distinguishing Device. His ship was known as the champion "train buster" of the United Nations fleet.

Cdr. James R. Coulter, CD, RCN, has been in command of HMCS *Assiniboine* (destroyer escort) since May 24, 1958.

Cdr. Coulter was born in Westmount, P.Q., on May 16, 1920, and entered the former RCNVR in May 1941. He subsequently served in HMCS *Algoma* (corvette), took a specialized torpedo course and held appointments at Naval Headquarters, Ottawa, and on the West Coast.

Following the Second World War, Cdr. Coulter served in HMCS *Ontario* (cruiser) and commanded HMCS *Crescent* (destroyer escort). He has also been Officer in Charge of the Torpedo Anti-Submarine School at Halifax and has held staff appointments at Naval Headquarters. In 1954-55 he attended the Royal Naval Staff College at Greenwich, England.