

THE
Commissioning
OF
HMCS RESTIGOUCHE



**AT CANADIAN VICKERS LTD., MONTREAL, P.Q.
JUNE 7, 1958**



The Commissioning of
HMCS RESTIGOUCHE



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



The commissioning of HMCS *Restigouche* adds another link to the growing and strengthening chain of our naval defence. She is a further example of Canadian industrial capability and tangible evidence of our determination to maintain highly equipped armed forces in keeping with the challenge of the times, for she is among the very finest ships of her type in the world.

The mission of HMCS *Restigouche* is clear. Her business, and that of her ship's company, is to take an effective place at the earliest time in those maritime forces whose responsibility is to maintain the security of the seas, and the protection of our shores, in the face of a potential submarine menace more serious than the world has known at any time in the past.

I extend to the Commanding Officer, officers and men of this fine ship my warmest good wishes for successful accomplishment of the task before them, and for a happy and fruitful commission.

G. R. PEARKES,
Minister of National Defence.



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



The commissioning of HMCS *Restigouche* marks a second phase of the Royal Canadian Navy's building programme for destroyer escorts. Into this ship has gone the very best that can be provided in design, workmanship, equipment and armament. In all these respects she has benefited from the experience already gained by the seven ships of her type that have joined the fleet in the past three years. Not only is she today the newest ship in the fleet, but she represents in more than one important way a technical advance on her predecessors.

I am confident and fully expect that her ship's company, being aware of this, will take full advantage of the fact; and will remember, too, that the first *Restigouche*, whose battle honours their ship now bears, established a past record which will serve as an inspiring example. In that confidence and firm expectation I wish them good sailing and all good fortune.

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



HMCS RESTIGOUCHE at sea during trials.

A CANADIAN ACHIEVEMENT

HMCS *Restigouche* is the first of a 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 *Restigouche* 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 *Restigouche* 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 *Restigouche* was laid down at Canadian Vickers Ltd., Montreal, on July 15, 1953, and was launched on November 22, 1954. Her sponsor was the late Mrs. J. G. Knowlton, wife of Rear-Admiral Knowlton, OBE, CD, RCN, (now retired), Chief of Naval Technical Services at that time. Mrs. Knowlton will be represented at the commissioning ceremony by her daughter, Mrs. J. A. Stachon.

The *Restigouche* was originally to have been commissioned on November 30, 1957, but was in a collision on November 21 while returning from final sea trials. Although extensive repairs were necessary, the accident demonstrated the ability of the vessel to withstand successfully severe impact and shock.

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 foc's'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.

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.

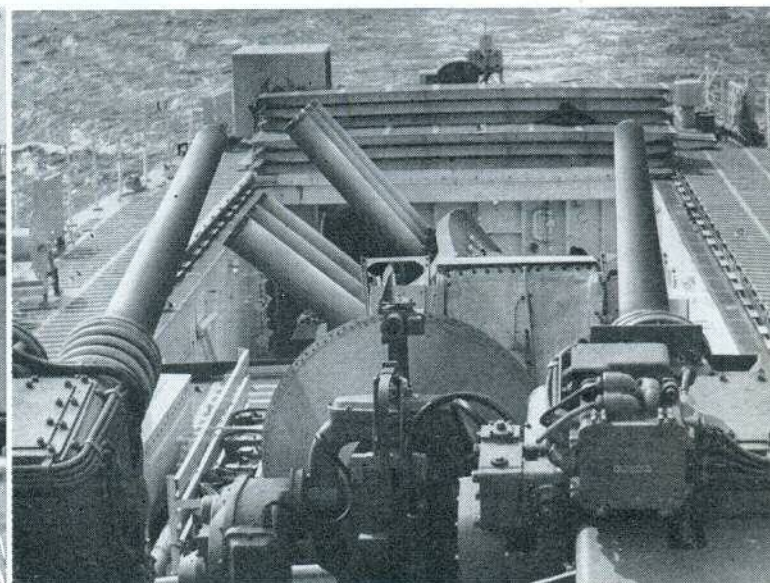
This method makes it possible for structural steel manufacturers to be given specific sections to fabricate at great speed. Drawings are such that reference to the shipbuilder would, in these circumstances, be unnecessary. The sections could be shipped to the shipyard which would, in effect, become an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

The *Restigouche* 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.

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



Barrels of the ship's two triple mortars are shown between those of the after 3-inch 50 calibre gun twin mounting.



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. The gearing, in the *Restigouche* case, is Swiss-made.

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 *Restigouche* 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 *Restigouche* 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 *Restigouche* 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 super-structure are sealed and have light-weight aluminum deadlights for blackout purposes. A bilge suction main runs throughout the ship with suction 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 *Restigouche'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.

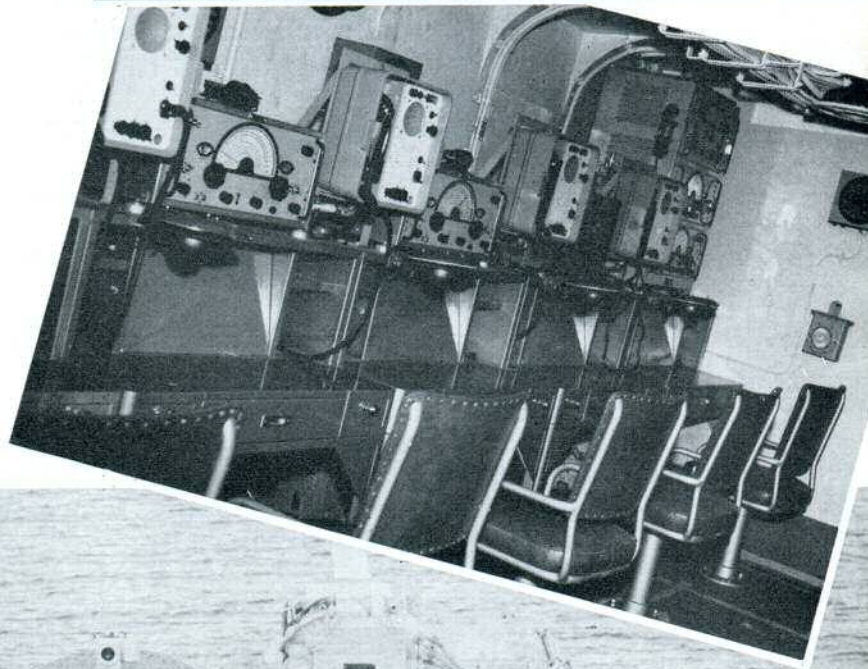


Ship's personnel in the main dining space.



General view, Chief and Petty Officers' Mess.

Interior of one of the radio rooms.



The 3-inch 50 calibre twin mounting, aft.



P R O G R

1000—Invited Guests are seated.

1005—Official Party arrives.

O Canada

The Guest of Honour, arrives.
Commissioning Ceremony.

THE COMMISSION ORDER OF

Introduction by Constructor Captain S. M. Davis, CD, RCN, Principal Naval Overseer,
Montreal Area.

Address by Mr. J. E. Richardson, OBE, Managing Director, Canadian Vickers Limited.

Address by Rear-Admiral H. N. Lay, OBE, CD, RCN.

Address by the Guest of Honour, The Hon. Leon Balcer, QC, MP, PC, Solicitor General of Canada.

Acceptance of the ship by Rear-Admiral (E) W. W. Porteous, OBE, CD, RCN, Chief of Naval
Technical Services.

Address to the ship's company by Commanding Officer, Commander J. W. McDowall, CD, RCN.

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.

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 for the children of men.
43. Who is wise, and will observe these things, even they shall understand the loving-kindness of the Lord.

R A M M E

Guest of Honour and Official Party tour the ship, followed by other Guests.

1100—Reception begins.

1230—Reception ends.



The second HMCS Restigouche.

NING CEREMONY F SERVICE

PRAYER

O Thou, that sittest above the water floods, and stillest the raging of the sea, accept, we beseech Thee, 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 normal 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. R. MacLean, RCN, Chaplain of the Fleet (RC).

V. Our help is in the name of the Lord.

R. Who made heaven and earth.

Let us pray:

Graciously hear, O Lord, our supplications, and bless with Thy Holy right hand this ship and all her company, as Thou didst deign to bless the ark of Noah passing through the flood:

Reach out to them Thy right hand, O Lord as Thou didst to blessed Peter walking on the sea:

Send Thy Holy Angel from heaven to deliver and preserve her from every kind of danger together with everything within her:

Grant to Thy servants that they may repel every enemy:

That with the security of a tranquil passage they may always safely reach the haven which they wished for:

And having successfully undertaken and completed all the business entrusted to them, may time and again return to their own with joyful thanksgiving.

Who livest and reignest for ever and ever.

R. Amen.

Her Majesty's Canadian Ship *Restigouche* commissions.

The National Anthem is played while the White Ensign and Jack are hoisted and the Commissioning Pennant broken out.



Constructor Captain S. Mathwin Davis, RCN,
Principal Naval Overseer, Montreal Area.

THE NAVAL OVERSEERS

Throughout the construction of HMCS *Restigouche*, all work has been under the supervision of the Principal Naval Overseer, Montreal Area, his staff of technical Naval officers, chief petty officers and men and civilian Government inspectors.

In addition to the supervisory duties on this ship, the overseeing staff under the Principal Naval Overseer, Montreal Area, also directs the technical efforts of the Naval Central Drawing Office in developing all the plans for the destroyer escort programme.

During the greater portion of the time HMCS *Restigouche* was building, the Principal Naval Overseer, Montreal Area, was Constructor Captain (now Commodore) Frank Freeborn, CD, RCN. On Commodore Freeborn's appointment in July 1956, as Naval Constructor-in-Chief, he was succeeded by Constructor Captain S. Mathwin Davis, RCN.

In addition to the overseeing work on HMCS *Restigouche*, the Principal Naval Overseer, Montreal Area, also directs the efforts, through Resident Naval Overseers of other naval technical activity in the Montreal Area.

Other members of the overseeing staff in Montreal are: Cdr. (E) V. F. O'Connor, CD, RCN, Assistant Principal Naval Overseer and Resident Naval Overseer, Naval Engineering Test Plant (who succeeded Cdr. (E) R. J. Craig, CD, RCN, in May, 1958); Lt. Cdr. (E) W. G. Attwell, CD, RCN, Resident Overseer, Dominion Engineering Works; Lieut. (E) G. Thomas, RCN, Resident Overseer, Peacock Bros.; Lt. Cdr. (L) P. R. Munro, RCN; Ord. Lt. Cdr. G. H. Verge, CD, RCN; Lt. Cdr. (S) S. J. Lyne, CD, RCN; Shpt. Lt. Cdr. W. H. V. Loveless, RN; Lieut. (E) R. F. Keen, CD, RCN.

THE BUILDERS

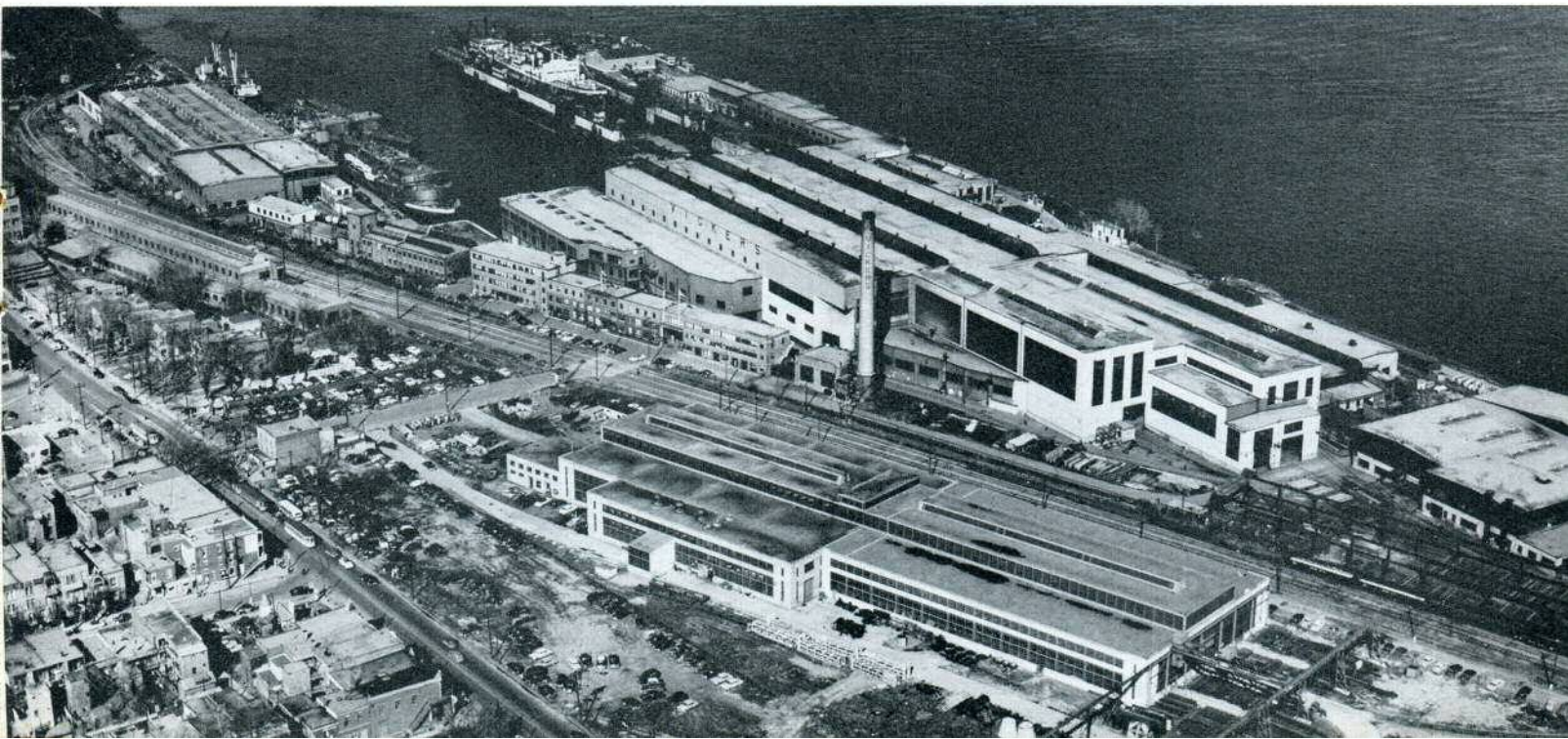
Long associated with the technical and operational progress of the Royal Canadian Navy, Canadian Vickers Limited take particular pride in the completion and commissioning of HMCS *Restigouche*. Though similar in many respects to the well known HMCS *St. Laurent*, HMCS *Restigouche* is virtually a prototype herself, due to the incorporation of improved equipment which represents a further stage in the unceasing struggle for greater operational efficiency.

HMCS *Restigouche* is the third Destroyer Escort to come from the building ways of this yard.

The personnel of Canadian Vickers—those in the Naval Central Drawing Office where all the detailed design and working drawings have been made, and those in the shops and offices who have transformed these designs into reality—are proud to have been entrusted with the production of yet another prototype.

Many specialized engineering components, incorporated into the vessel, have been manufactured by the Engineering Division of the Company and Canadian Vickers Limited, as a whole, stands ready to meet the exacting requirements of the Royal Canadian Navy.

An aerial view of Canadian Vickers Ltd., Montreal.





THE SHIP'S BADGE

BLAZON:

Or, the head of a five-pronged fish spear erect, Azure.

SIGNIFICANCE:

The gold field is derived from the field in the Arms of New Brunswick, where the Restigouche River flows.

The five-pronged fish spear is in reference to the five tributaries of this river. One authority states that the meaning of Restigouche is "river with five branches". (Rev. Ph. F. Burgeois). It is thought to be derived from a Micmac word meaning this. The fork is coloured blue in suggestion of water.

There is another inference to be seen in this device as an instrument of the hunt for the destruction of fish below the surface of the waters—subtle allusion to anti-submarine activities.

SHIP'S COLOURS:

Blue and Gold.

AN HISTORIC NAME



THE name *Restigouche* is taken from the New Brunswick salmon river which flows into the head of the Baie des Chaleurs.

Authorities disagree on the significance of the name. Versions include: "river of five branches," "the scene of the great quarrel about the squirrel," and "dead, decaying trees." They do, however, agree that it comes from the Micmac language.

"The great quarrel about the squirrel" has a legend to support it. It grew out of a squabble over a white squirrel caught by children of the Micmacs and Mohawks while their parents sat in council together. This is supposed to have led to a war lasting 40 years.

W. F. Ganong, in "A Monograph of the Place-Nomenclatures of the Province of New Brunswick," observes that, in Micmac, the Miramichi and Restigouche are called by the same, "Lust-a-gooch" (though the former has a diminutive ending making it "Lus-ta-goo-cheechk") so that it probably describes a characteristic they have in common, possibly the possession of large tributaries.

Of particular naval interest was the Battle of the Restigouche, fought in July, 1760. It is singularly important in Canadian history as the last battle between sea-going ships of the French and British in the struggle for possession of this continent.

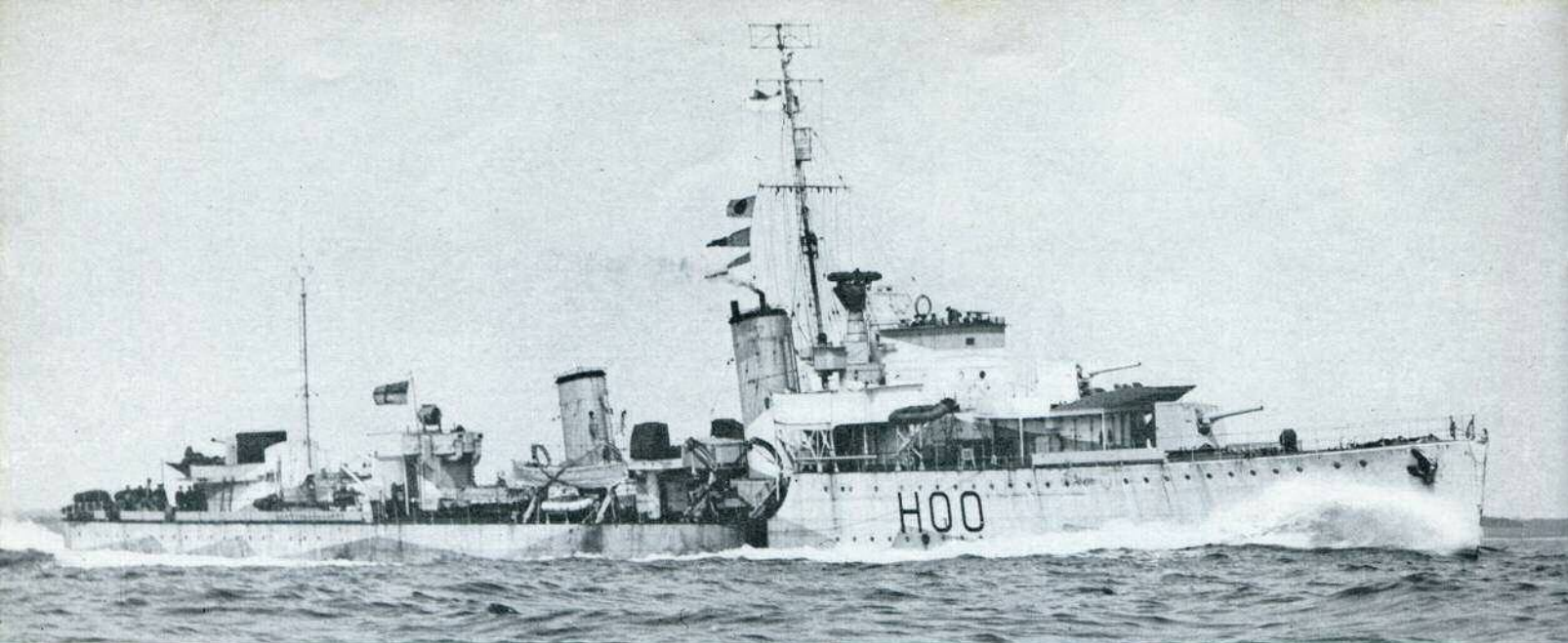
Four ships, the *Machault*, *Esperance*, *Bienfaisant* and *Marquis de Marloze*, were sent from France with munitions for hard-pressed French land forces besieged in the inner reaches of the St. Lawrence River by the victorious British army which, under Wolfe, had captured Quebec the year before. The French took haven in the mouth of the Restigouche.

The French ships were attacked by a British squadron under the command of Commodore the Hon. John Byron, grandfather of the poet. Commodore Byron's squadron consisted of three ships of the line, the *Fame*, *Dorsetshire* and *Achilles*, and two frigates, the *Repulse* and *Scarborough*. In the battle which followed, the French vessels were either captured, sunk or scuttled, following a courageous struggle.

SHIP'S MOTTO

"Rester Droit," the motto of Her Majesty's Canadian Ship *Restigouche*, is literally translated as "Remain Straight," or, nautically, "Steer a straight course."

A play on words, it is derived from "Rester Gauche" (*Restigouche*) and, thus, its opposite, "Rester Droit."



The first HMCS *Restigouche* (ex-HMS *Comet*).

THE HERITAGE

Although HMCS *Restigouche* was commissioned into the Royal Canadian Navy in 1938, she had an earlier and unusual association with the RCN.

As HMS *Comet*, she was one of four destroyers built for the Royal Navy under the 1929 programme.

Five years later, on February, 1934, HM Ships *Kempenfelt*, *Crescent*, *Crusader*, *Comet* and *Cygnat*, in company with a force of battleships and cruisers were lying in St. Kitts, B.W.I., when they were joined by HMC Ships *Saguenay*, *Skeena*, *Champlain* and *Vancouver*, which had come from both coasts of Canada.

Thus were assembled in one place, for the first and probably the only time, the seven ships which formed the fighting strength of the RCN at the beginning of the Second World War: HMC Ships *Saguenay*, *Skeena*, *Assiniboine* (ex-*Kempenfelt*), *Fraser* (ex-*Crescent*), *Ottawa* (ex-*Crusader*), *Restigouche* (ex-*Comet*), and *St. Laurent* (ex-*Cygnat*).

HMCS *Restigouche* was commissioned on June 15, 1938, the same day that the former HMS *Crusader* was commissioned into the RCN as HMCS *Ottawa*. After "working-up" exercises at Portland, the two ships sailed for Canada, arriving at Gaspé on September 13. They arrived on the West Coast on November 7 and in the spring of the following year they formed part of the escort for King George VI and Queen Elizabeth when they sailed in the Canadian Pacific Steamship *Princess Marguerite* from Vancouver to Victoria.

Restigouche and the *Ottawa* joined the Halifax Force on December 7, 1939. Three days after their arrival, *Ottawa* and *Restigouche*, with *Fraser* and *St. Laurent*, sailed as local escort to the troop convoy carrying the first men of the First Canadian Division to the United Kingdom. The same destroyers formed the local escorts for the remaining convoys carrying the rest of the First Division.

On May 24, 1940, the *Restigouche*, *Skeena* and *St. Laurent* were despatched overseas from Halifax to aid in the defence of Britain against threatened invasion.

On the morning of June 25, following operations off the Channel and Biscay coasts, *Restigouche* entered the harbour of Bayonne and picked up a total of 59 people, refugees and

Polish Army personnel. For this action, Commander H. N. Lay (now a Rear-Admiral) and three members of the ship's company were awarded the Krzyz Wacznych ("Cross of Valour") by the Polish Government.

Late that same evening, in company with HMS *Calcutta* (anti-aircraft cruiser), HMS *Beagle* (destroyer) and *Fraser*, the *Restigouche* received a signal that *Fraser* was sinking immediately astern of *Calcutta* and asking her to pick up survivors. The collision, in which *Fraser* was cut in two, occurred when *Fraser* was changing station on the flagship, *Calcutta*. *Restigouche* transferred 50 or 60 survivors from the stricken ship, rolling against the other ship's after section as she did so. She then manoeuvred towards the forward section, to which about 30 men were clinging, but before she could come alongside it capsized and sank. All survivors were picked up.

A small party from the *Fraser* went aboard the after section of *Fraser* to open scuttles and sea-cocks to sink her in view of the confidential books still aboard.

The *Restigouche* rescued eleven officers and 96 ratings from the *Fraser* and six men from the *Calcutta*.

Later, on July 7, while searching in the Western Approaches for a submarine which had torpedoed a tanker, the *Restigouche* picked up 17 survivors from another ship which had been sunk the previous day.

In the weeks to follow, *Restigouche* was employed on anti-invasion patrol along the south coast of England and convoy work.

HMCS *Restigouche* was the first of HMC ships to return to Canada from overseas operations, except from the Caribbean Sea, and she reached Halifax on September 5, 1940. From the time she had left Canada, on 24 May, *Restigouche* steamed 26,181 miles.

Restigouche returned to the United Kingdom on 26 January, 1941, being assigned to the Clyde Escort Force, doing convoy work until late in May. She returned to St. John's, Newfoundland, in company with *Ottawa*, arriving there on 10 June.

By mid-1941, with corvettes coming into service in appreciable numbers on both sides of the Atlantic, *Restigouche* and *Ottawa* joined the Newfoundland Escort Force on May 30. Until August, 1943, when she went in for refit, *Restigouche* was employed on ocean convoy escort.

In March, 1944, while escorting a convoy from Londonderry westward, *Restigouche* rescued the crew of a ditched Swordfish aircraft from a merchant aircraft carrier, *Empire MacMahon*.

With the invasion of Europe imminent, *Restigouche* joined Escort Group 12, which was made up of HMC Ships *Qu'Appelle* (senior officer), *Skeena*, *Saskatchewan* and *Assiniboine*. The Group was formed at the end of April, 1944. Their duties in Operation Neptune was to be anti-submarine patrols. On June 7, the day following D-Day, *Restigouche* got an asdic contact while on patrol. Following attacks which yielded no evidence of a hit on the U-boat, which fired torpedoes at the Canadian ships, the Group withdrew to allow the more powerful Tribal Class destroyers to deal with five German Narvik Class ships which had appeared on the scene. The Group investigated several U-boat sighting reports made by aircraft, but did not again make contact with the enemy.

In July, while on a patrol off Finisterre, *Restigouche* picked up 36 survivors, including the captain, of U-243, which had been sunk by a Sunderland flying boat of the Royal Australian Air Force earlier in the month.

Following several attacks on U-boat contacts which proved fruitless, HMC Ships *Ottawa*, *Kootenay*, *Chaudiere* and *Restigouche*, now attached to Escort Group 11, combined on 18 August,

in the sinking of a submarine, later identified as U-621. *Ottawa*, opening the attack, scored one hit with her first salvo of hedgehog.

Restigouche and *Ottawa* sailed for St. John's and Halifax on 26 September.

Early in July *Restigouche* and other ships of EG-12 took part in the destruction of three armed trawlers which were escorting two U-boats south of the Island of Ushant. On August 8, off Finisterre, the *Restigouche* was in company with other EG-12 ships when they encountered three armed trawlers escorting two small transports. Two of the trawlers ran ashore, on fire, early in the action and the remaining trawler was set on fire shortly afterwards.

Restigouche and *Ottawa* sailed for Canada on 26 September, and reached Halifax on 5 October, 1944. Her refit and trials period kept her there until February, 1945.

Now an old and tired ship, driven hard in all sorts of weather for over five years, she was reassigned to the Halifax Force where she remained until after VE-Day. She was then employed on the transportation of naval personnel, bringing home officers and men from HMCS *Niobe*, the depot at Greenock, Scotland.

Finally, on 5 September, 1945, she sailed for Sydney. She paid off there on 6 October, 1945, and in November was sold to Foundation Maritime Ltd., and towed up the St. Lawrence River to be broken up.

For all that HMCS *Restigouche* never achieved great distinction in action and had no U-boat kill to her credit, hers was a long and useful career.

She left the following battle honours:

Atlantic	1939-45
Normandy	1944
Biscay	1944

FORMER COMMANDING OFFICERS

During her wartime career, the *Restigouche*, was commanded by: Commander W. B. L. Holms, RCN, who retired in the rank of Captain (September 10, 1939 to December 25, 1939); Commander H. N. Lay, RCN, now Rear-Admiral (December 26, 1939 to June 29, 1941); Lt.-Cdr. D. W. Piers, RCN, now Commodore (June 30, 1941 to June 5, 1943); Lt.-Cdr. David W. Groos, RCN, now Captain (June 6, 1943 to December 3, 1944); Lt.-Cdr. P. E. Haddon, RCN, now Captain (December 4, 1944 to April 15, 1945); Lt.-Cdr. R. J. Herman, RCNR (April 16, 1945 to September 4, 1945).

Taken while the *Restigouche* was on convoy escort in July, 1940, this photograph shows personnel on the ship's bridge. Identified here are: Lt.-Cdr. H. N. Lay, commanding officer (now Rear-Admiral), wearing helmet, centre; Lt. D. W. Groos (now Captain, RCN, who commanded the *Restigouche* from June 6, 1943, until December 3, 1944) fourth from left; Lt. P. F. X. Russell (now Captain, RCN, who, at time photograph was taken, was in the *Restigouche* for a short period while on the Staff of the Commander-in-Chief, Western Approaches) centre foreground; Lt. D. W. Piers (now Commodore, RCN, who commanded the *Restigouche* from June 30, 1941 until June 5, 1943) in background holding binoculars.





Commander J. W. McDowall, CD, RCN,
Commanding Officer.

THE SHIP'S COMPANY

OFFICERS

Lieut. Commander (P) J. P. Cote, CD, RCN	Executive Officer.
Lieut. Commander (E) G. H. Somers, CD, RCN	Engineer Officer.
Lieut. Commander (S) E. Adamic, CD, RCN	Supply Officer.
Lieut. Commander (L) B. L. Wilkins, RCN	Electrical Officer.
Lieut. Commander D. F. Slocombe, RCN	Direction Officer.
Lieut. Commander (P) E. A. Fallen, CD, RCN	Operations Room Officer.
Ordnance Lieut. Commander R. J. F. Donnithorne, CD, RCN	Ordnance Officer.
Lieut. (TAS) A. F. Morris, RCN	Torpedo Anti-Submarine Officer.
Lieut. A. H. Brookbank, RCN	Gunnery Officer.
Act. Lieut. (CLD) L. M. Lafontaine, RCN	Training Officer (Men).
Cmd. Rad. Off. D. Tripp, CD, RCN	Second Electrical Officer.
Sub. Lieut. M. S. Bistrisky, RCN(R)	Asst. Gunnery Officer.
Act. Sub. Lieut. R. V. M. Hardy, RCN	Asst. Torpedo Anti-Submarine Officer.
Act. Sub. Lieut. L. L. MacDonald, RCN	Asst. Direction Officer.
Act. Sub. Lieut. (E) H. R. Coutts, RCN	Asst. Direction Officer.

MEN

Chief Petty Officer L. J. Fryer Coxswain

SEAMAN BRANCH

Chief Petty Officer L. J. Roussel	Leading Seaman G. C. Burnett	Able Seaman J. Leblanc
Chief Petty Officer J. B. Doyle	Leading Seaman R. L. Kelly	Able Seaman H. D. Valentin
Chief Petty Officer W. C. Carruthers	Leading Seaman J. L. Doan	Able Seaman N. C. Saunders
Chief Petty Officer R. S. Coupe	Leading Seaman G. T. Duffy	Able Seaman G. A. Abbott
Chief Petty Officer T. H. Torrents	Leading Seaman W. T. Bagnell	Able Seaman J. H. Sealey
Petty Officer J. L. J. Grimard	Leading Seaman J. A. Strachan	Able Seaman G. L. Riberdy
Petty Officer G. J. Furey	Leading Seaman R. Mathews	Able Seaman J. A. Walters
Petty Officer G. J. Brown	Leading Seaman W. H. Hutton	Able Seaman D. O'Neil
Petty Officer I. C. Brooks	Leading Seaman J. Deslauriers	Able Seaman R. E. Neal
Petty Officer H. Moffatt	Leading Seaman M. P. Frigault	Able Seaman T. A. Haley
Petty Officer G. R. Yuille	Leading Seaman D. E. Knickle	Able Seaman W. A. Cashman
Petty Officer T. A. Miller	Leading Seaman J. P. DeWolfe	Able Seaman G. E. Philip
Petty Officer D. V. Ball	Leading Seaman K. Snider	Able Seaman G. J. Bujold
Petty Officer L. R. Brown	Able Seaman W. L. Wells	Able Seaman L. P. Fillion
Petty Officer R. W. Ayres	Able Seaman D. Ness	Able Seaman P. D. Gould
Petty Officer B. Howles	Able Seaman R. B. Wright	Able Seaman R. Lawrence
Petty Officer R. D. Ruttan	Able Seaman R. J. Dennis	Able Seaman F. Amos
Petty Officer D. J. Foster	Able Seaman A. E. Keep	Able Seaman J. Morin
Leading Seaman E. M. Chisholm	Able Seaman M. Lynch	Able Seaman G. Brown
Leading Seaman C. E. Hartwick	Able Seaman J. Beauchamp	Able Seaman W. A. Hands
		Able Seaman W. J. Mortimer

Able SeamanD. H. Lucier
Able SeamanG. E. Austin
Able SeamanC. G. Boyer
Able SeamanR. D. Donnelly
Able SeamanG. F. Hearn
Able SeamanC. N. Westaway

Chief Petty Officer N. W. Haynes
Chief Petty Officer N. W. Lennox
Chief Petty Officer C. L. Bush
Chief Petty Officer H. S. Butters
Chief Petty Officer H. Blair
Chief Petty Officer R. H. Wark
Petty OfficerS. J. Simmons
Petty OfficerB. P. Hull
Petty OfficerR. H. Wilson
Petty OfficerK. J. Orchard
Petty OfficerR. A. MacMillan
Petty OfficerJ. P. Valois
Petty OfficerT. J. Young
Petty OfficerJ. Hurdle
Petty OfficerR. M. Settingerton

Petty OfficerE. G. Duncan
Petty OfficerW. F. Wickson
Petty OfficerK. L. Redman
Petty OfficerG. A. Friis
Leading SeamanW. C. Clarke
Leading SeamanD. J. Dunlop
Leading SeamanK. Nielson

Chief Petty Officer L. J. Garnett

Chief Petty Officer H. A. Balcome
Chief Petty Officer L. Cooper
Chief Petty Officer R. McNeil
Chief Petty Officer R. J. Burbine
Petty OfficerR. O. Dunham
Petty OfficerJ. J. Stonge
Petty OfficerC. W. Rambo
Petty OfficerJ. F. Patenaude
Petty OfficerS. McGregor
Petty OfficerN. J. Neve

Chief Petty Officer C. C. Hancock
Chief Petty Officer G. D. Lothian
Chief Petty Officer H. S. Snow
Chief Petty Officer L. S. Tedds
Petty OfficerJ. P. Dussault
Petty OfficerJ. W. Huckle
Petty OfficerR. B. Brett
Petty OfficerW. B. Cosby
Petty OfficerL. M. Daisley
Petty OfficerR. B. Norris

Chief Petty Officer W. C. Martin
Petty OfficerR. White
Petty OfficerE. L. Hemming

Able SeamanT. F. Maniece
Able SeamanD. Findlay
Able SeamanJ. G. Siggers
Able SeamanT. J. Murphy
Able SeamanJ. Powell
Able SeamanC. J. Kaiser

ENGINEERING BRANCH

Petty OfficerI. A. Urquhart
Petty OfficerR. C. Herron
Petty OfficerJ. S. Joncas
Petty OfficerD. McDonald
Petty OfficerT. Laughrane
Leading SeamanG. J. Mortlock
Leading SeamanC. Jones
Leading SeamanM. R. Sovie
Leading SeamanL. D. Inwood
Leading SeamanD. M. Ferris
Leading SeamanE. D. Mitro
Leading SeamanF. D. Garel
Leading SeamanA. Wilson
Able SeamanA. G. Russell
Able SeamanR. R. Darbison

COMMUNICATIONS BRANCH

Leading SeamanR. I. Pelletier
Leading SeamanG. Frazer
Leading SeamanG. J. Smith
Leading SeamanH. A. Whitehorn
Able SeamanE. M. Bunn
Able SeamanG. C. Batsford
Able SeamanJ. J. Blackburn

CONSTRUCTION BRANCH

Chief Petty Officer J. E. McSweeney

SUPPLY BRANCH

Leading SeamanJ. E. Moisan
Leading SeamanP. McLure
Leading SeamanJ. P. Kearney
Leading SeamanJ. Comeau
Leading SeamanT. N. Tully
Leading SeamanR. Clark
Able SeamanR. C. Barbour
Able SeamanA. Boudreault
Able SeamanG. G. Register
Able SeamanD. J. Robichaud

MEDICAL BRANCH

Petty OfficerB. L. Burroughsford

ELECTRICAL BRANCH

Leading SeamanR. E. Wilton
Leading SeamanW. E. Bradbury
Leading SeamanH. G. Lucas
Leading SeamanW. Martin
Leading SeamanA. J. MacEachern
Leading SeamanC. Wells
Leading SeamanJ. E. Guay
Able SeamanD. G. Stalker
Able SeamanD. J. Schock

ORDNANCE BRANCH

Leading SeamanP. A. Hollywood
Leading SeamanF. J. Thibodeau

Able SeamanJ. L. Ott
Ordinary SeamanA. S. Gillis
Ordinary SeamanJ. F. McInnis
Ordinary SeamanH. Slade

Able SeamanA. R. McCallum
Able SeamanT. C. Hearn
Able SeamanD. R. Killough
Able SeamanJ. P. Remy
Able SeamanD. J. Trevelyan
Able SeamanL. J. Mills
Able SeamanR. Gray
Able SeamanJ. Marshall
Able SeamanR. G. Baillargeon
Able SeamanD. A. Delaney
Able SeamanH. S. Wall
Able SeamanW. L. Jennings
Ordinary SeamanD. R. Steel
Ordinary SeamanJ. B. Sutherland
Ordinary SeamanP. R. Kenny

Able SeamanM. W. Abram
Able SeamanH. D. Dewan
Able SeamanW. MacDonald
Ordinary SeamanE. V. Howard
Ordinary SeamanG. Wilson

Petty OfficerJ. Gaskin

Able SeamanR. Caza
Able SeamanG. Lefebvre
Able SeamanJ. P. Beauregard
Able SeamanP. Shannon
Able SeamanJ. Boone
Able SeamanA. H. Rolfe
Able SeamanB. M. Tonelli
Able SeamanG. J. LeFleche

Ordinary SeamanD. J. Allard
Ordinary SeamanR. P. Friars
Ordinary SeamanR. M. Newman
Ordinary SeamanM. S. Tomiczek
Ordinary SeamanR. Williams
Ordinary SeamanD. Stewart
Ordinary SeamanR. Smith
Ordinary SeamanC. MacDonald
Ordinary SeamanD. M. Letourneau
Ordinary SeamanB. J. Carroll

Able SeamanW. Goral
Able SeamanR. P. Dutrisac
Able SeamanK. J. Ross

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