

THE
Commissioning
OF
HMCS GRILSE

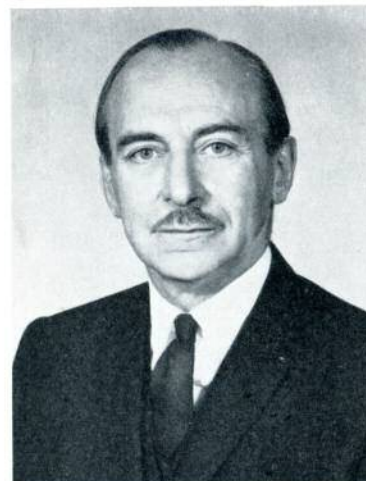
AT THE
United States Naval Submarine Base
New London, Groton, Connecticut

11th MAY, 1961





The Commissioning of
HMCS GRILSE



Hon. Douglas S. Harkness,
PC, GM, ED, BA, MP,
Minister of National Defence.

The commissioning of HMCS *Grilse* is an event of more than ordinary significance. For not only does the *Grilse* become the first submarine to be operated by the Royal Canadian Navy in a considerable number of years, but she will provide a training facility for which there has been an increasingly acute need.

I should like to take this opportunity to express appreciation to the government of the United States for authorizing the loan of this submarine to Canada, and to the United States Navy, first for making the submarine available, then for the very generous assistance provided in preparing her for service. This has been but another of the numerous instances in which the good will and close relationship between our two countries and between their armed forces have been expressed in tangible form.

To the commanding officer, officers and men of HMCS *Grilse*, I extend best wishes for a commission in which they have the enviable honour of opening a new chapter in the history of the Royal Canadian Navy.

D. S. HARKNESS,
Minister of National Defence.



Hon. Pierre Sevigny, PC, MP,
Associate Minister
of National Defence.

The transfer of the USS *Burrfish* to the Royal Canadian Navy and her commissioning as HMCS *Grilse* is another milestone in the history of the Royal Canadian Navy. It adds another page, too, to the glowing record of co-operative effort that has marked the association between the navies of the United States and Canada over the past twenty years.

Our navies, like our nations, have a common cause, and it is gratifying indeed to witness this demonstration of their willingness to share their resources in its support.

I am both proud and honoured to participate in this ceremony today, as representative of the Government of Canada. However, no matter how great my pride may be, it is exceeded, I am sure, by that of those who are to form the ship's company of HMCS *Grilse*. To them I extend best wishes for every success in the commission that lies ahead.

A handwritten signature in black ink, appearing to read 'Pierre Sevigny'. The signature is fluid and cursive, with a large initial 'P'.

PIERRE SEVIGNY,
Associate Minister of National Defence.



Vice-Admiral H. S. Rayner,
DSC, CD, RCN,
Chief of the Naval Staff



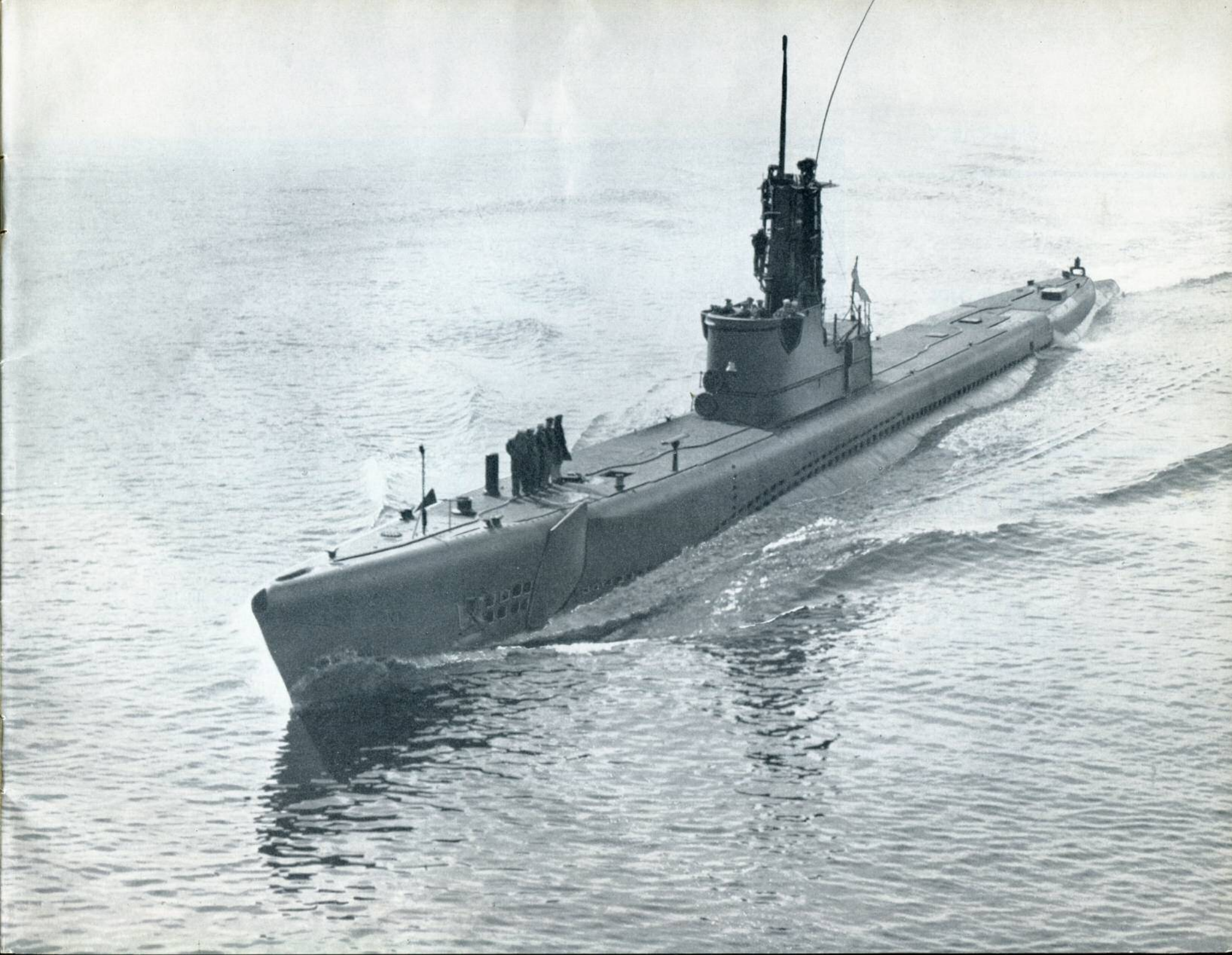
It is a particular pleasure for me to welcome Her Majesty's Canadian Ship *Grilse* into the Royal Canadian Navy.

The addition of the *Grilse* to the fleet will be a great help in providing our anti-submarine forces on the Pacific Coast with realistic training. In addition, it will give to Royal Canadian Navy personnel that experience in submarines which is particularly useful in anti-submarine operations, where knowledge of submarines and the ability to think like a submariner are distinct assets.

Many of you have already had considerable training and some experience in submarines thanks to the Submarine Force of the United States Navy. I know this will stand you in good stead.

Much will be asked of HMCS *Grilse* and of those who serve in her. I have every confidence that you, her first ship's company, will do all that is asked of you, and more. I wish the Captain, officers and men of the *Grilse* God speed and great success.

H. S. RAYNER.
Vice-Admiral, RCN,
Chief of the Naval Staff.



A SUBMARINE FOR THE RCN



USS Burrfish

HMCS *Grilse* is the former U.S. Navy Submarine *Burrfish* which has been obtained on loan for five years. She will be based at Esquimalt, B.C., and provide anti-submarine training facilities for naval and air units on the Pacific coast.

The *Grilse* has had an extensive refit to equip her for her training role in the RCN.

The officers and men who will serve in the *Grilse* have all taken special training courses at the U.S. Naval Submarine School at New London, Conn. All are volunteers for submarine service, and many have previously trained and served in submarines of the Royal Navy.

The *Grilse* is 311 feet long and has a 27-foot beam. Her displacement is 1,800 tons on the surface, and 2,425 tons submerged. The complement is seven officers and 72 men.

She has a surface speed of approximately 20 knots and a submerged speed of 10 knots, with an operational range of about 12,000 miles at 10 knots.

The *Grilse* has four bow torpedo tubes which will fire either steam or electrically driven torpedoes. Spare torpedoes are stowed in the forward torpedo room.

WEAPONS

The main propulsion machinery consists of four engine generator combinations, one auxiliary engine generator combination, and two storage batteries, which, alone or in combination, supply electric energy through the main control cubicle to the main motors, which propel the vessel.

Each main engine generator combination consists of a nine cylinder, opposed piston, Fairbanks-Morse diesel engine, rated at 1,600 HP, driving an Elliott 1,100 KW generator. The auxiliary engine generator combination consists of a seven cylinder Fairbanks-Morse diesel, rated at 450 HP, driving an Elliott 300 KW generator.

The main storage battery is of Gould manufacture, and consists of two 126-cell groups which can be operated individually, or in parallel.

The main motors, of General Electric manufacture, are double armature motors producing 2,700 HP per shaft.

PROPULSION MACHINERY

There are two Badger distilling units, located in the forward engine room, each rated at 1,000 gallons of water per day. The units produce water for domestic purposes and for the main storage batteries.

Two four-stage Hardie-Tynes air compressors are located in the pump room to produce the high pressure air required to operate the air systems. This air, stored in five main airbanks located in the ballast tanks, is used for blowing the main ballast tanks, and for the interior service air system.

A Rootes type low pressure blower is located in the pump room to provide the large volume of air required for blowing down the main ballast tanks after surfacing. A freon refrigeration unit in the pump room controls the temperature of the submarine's cool and cold rooms.

Air conditioning units are installed in the forward engine room and the pump room. Each of these freon units is rated at between seven and eight refrigeration tons.

The hydraulic system is supplied by two pumps operating in conjunction with a hydraulic accumulator. The hydraulic system is used to operate main vents, outboard exhaust valves, snorkel masts, periscopes, steering mechanism, and, in an emergency, the bow and stern planes.

AUXILIARY MACHINERY

ELECTRICAL EQUIPMENT

The *Grilse* has complex electronic and electrical systems.

The main propulsion is direct current. Lighting, which is primarily DC, is provided by either or both lighting generator sets. There are six 60-cycle motor generator sets providing AC power for radar, sonar, electronics, as well as the utility circuits for other purposes, including AC lighting. Emergency lighting is provided directly from the main storage batteries.

ELECTRONICS

The *Grilse* is fitted with radio equipment for receiving and transmitting on low, medium, high, very high and ultra high frequencies. Two active sonars and one passive sonar and an underwater telephone are fitted. One of the two navigational radars has a retractable antenna which can be raised above the surface while the submarine is submerged. One periscope has an antenna adapter enabling radar ranges to be taken with only the periscope exposed.

SAFETY EQUIPMENT

The crew of the *Grilse* has been trained in the free-ascent escape technique. Emergency escape arrangements are fitted at both ends of the submarine.

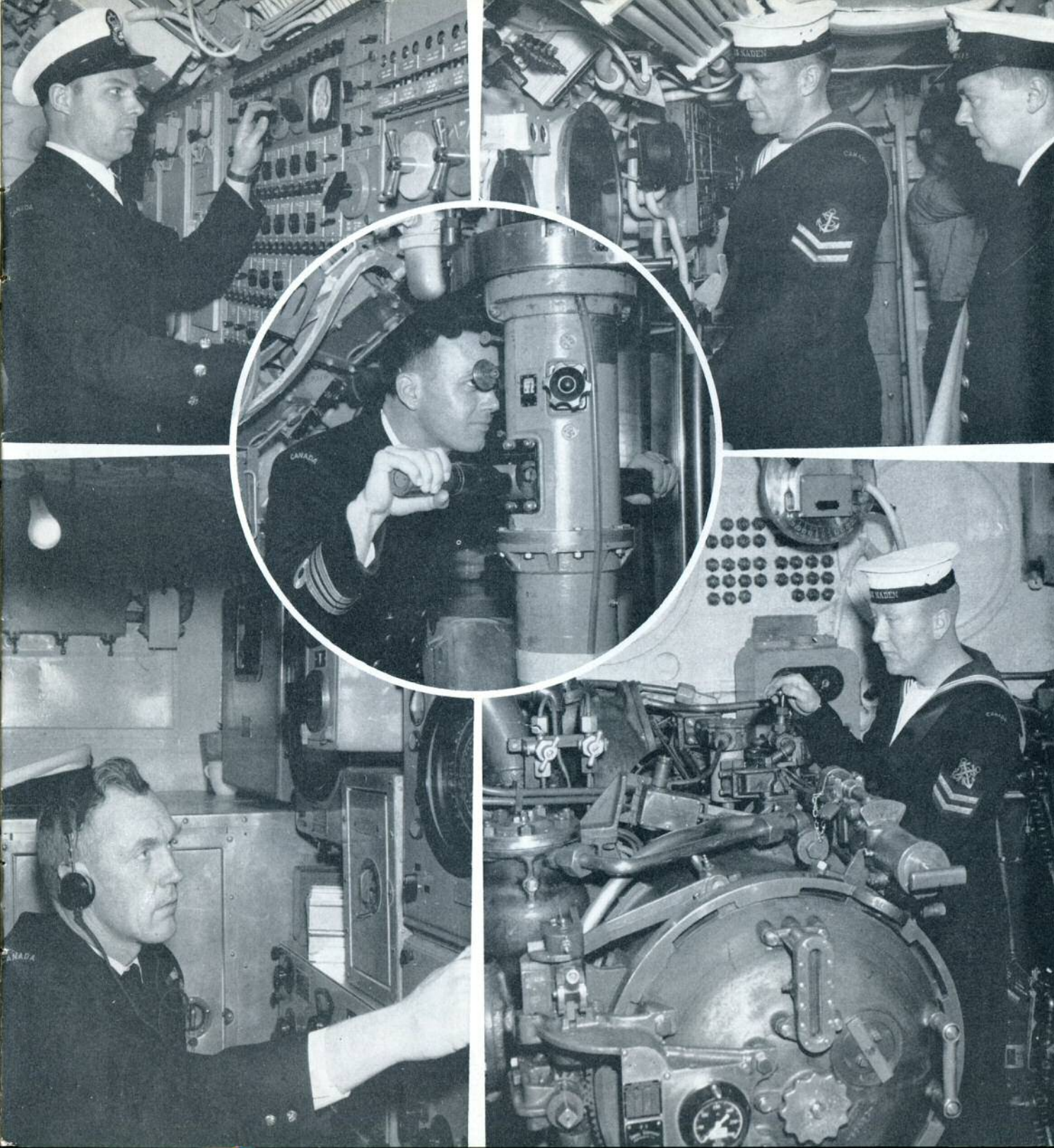
Two buoys are fitted to the superstructure forward and aft. Each buoy has over 1,000-feet of wire rope wound on a reel within the buoy. The other ends of the lines are shackled to the two escape hatches.

LIVING QUARTERS

Officers accommodation consists of the commanding officer's cabin and three three-berth cabins. In addition, the wardroom settee may be made into a double berth. Accommodation for the men consists of a five-berth cabin for chief petty officers, and 67 bunks in the ends and in the midship berthing compartment.

FOOD ARRANGEMENTS

An all-electric galley makes possible cafeteria style messing for the crew. The compact equipment ensures the provision of meals that will compare favourably with meals on board surface ships. The equipment includes an ice-cream maker. There is cold storage space to carry a 60-day supply of provisions for the crew.



Interior views — HMCS Grilse

USS BURRFISH

HMCS *Grilse* is the former United States Navy Submarine *Burrfish* (SSR 312). The *Burrfish* was built by the Portsmouth Navy Yard, Portsmouth, New Hampshire and was the fifth boat of the Balao class. Her keel was laid February 24, 1943, and she was launched June 18 of the same year, sponsored by Miss Jane Elizabeth Davis, daughter of the Hon. James J. Davis, United States Senator from Pennsylvania. The boat was commissioned September 14, 1943, with Lt.-Cdr. William B. Perkins, USN, in command.

The *Burrfish* was armed with one 40mm gun and six 21-inch torpedo tubes. Her diesel engines produced 6,400 hp for a surface speed of 20 knots, while electric motors produced 2,570 hp for 10 knots submerged. The *Burrfish* had a range of 12,000 miles at 10 knots, and carried a complement of 78 officers and men.

Combining raids on enemy shipping and "lifeguard" duty, the *Burrfish* conducted six war patrols. She sank two enemy ships during operations in hostile waters and, on lifeguard duty, assisted American fliers who were forced to bail out on returning from bombing missions over Japan.

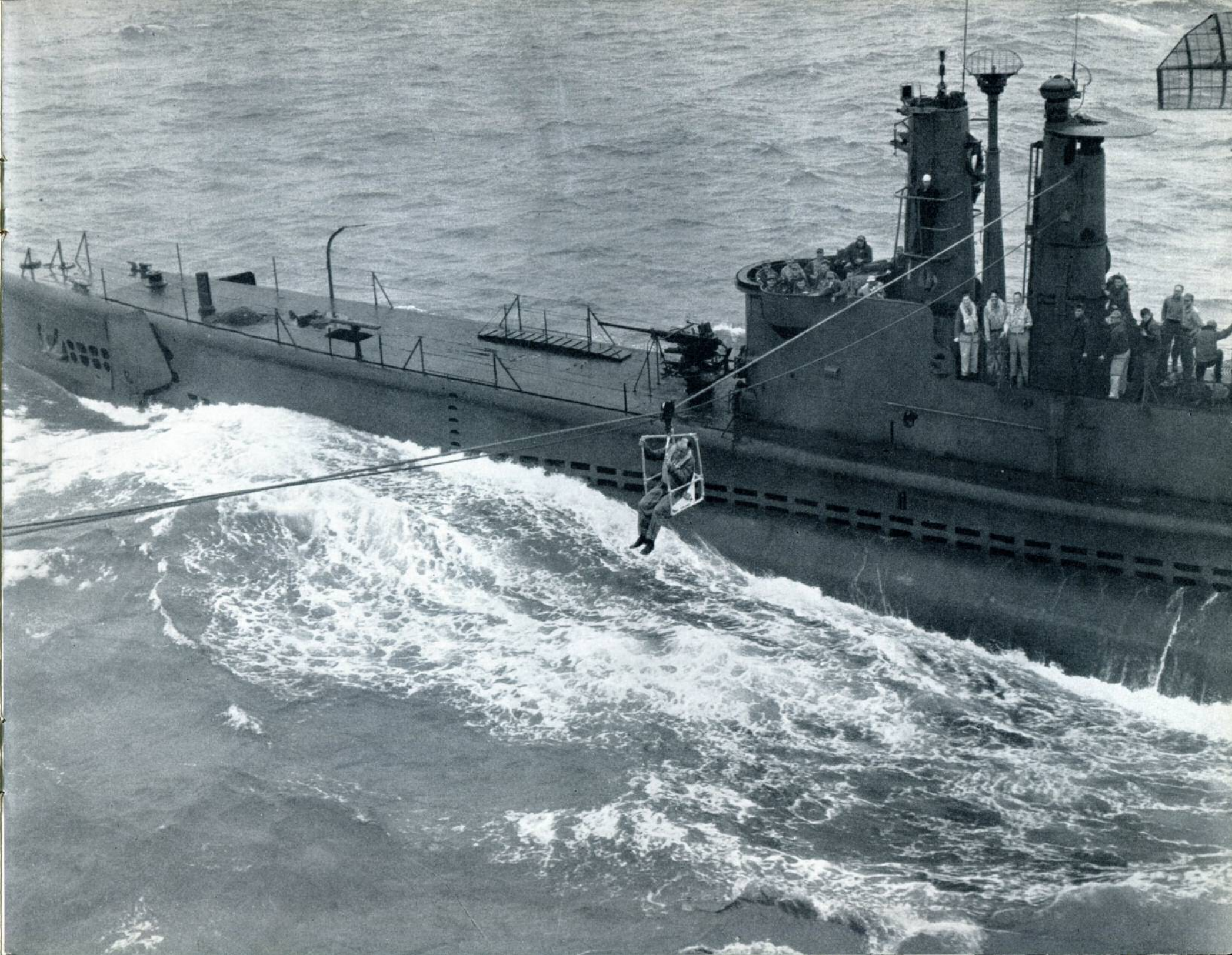
The *Burrfish* ended her sixth war patrol at Tanapag Harbour of Saipan, in the Marianas Islands, on May 4, 1945, and returned to Pearl Harbour. She was ordered back to U.S. and, after calling at San Francisco, returned to the Portsmouth Navy Yard on June 19, 1945.

After a refit, the *Burrfish* operated in the Atlantic, then was placed on the reserve list on October 10, 1946. She was recommissioned on November 2, 1948, and converted to a radar picket submarine. The boat joined Submarine Division 61 at Augusta, Sicily, on September 29, 1950, and returned to the U.S. in February, 1951.

Air defence patrols and exercises in the Atlantic, Mediterranean and Caribbean were then carried out by the *Burrfish* until March, 1955, when she returned to Norfolk, Va. In September, 1955, as the flagship of Submarine Division 62, the *Burrfish* proceeded on exercise which took her beyond the Arctic circle.

The *Burrfish* resumed air defence duties, operating out of Norfolk, in November, 1955. In June, 1956, she left for New London, Conn., where she was paid off into the reserve fleet on December 17, 1956.

Following Canadian-U.S. negotiations to provide the Royal Canadian Navy with a submarine to carry out training duties on the Pacific coast, the *Burrfish* was taken out of reserve for a refit in accordance with Canadian specifications. The boat was recommissioned into the U.S. Navy on January 12, 1961, prior to transfer to the RCN.



THE PAYING-OFF OF THE USS BURRFISH AND THE COMMISSIONING OF HMCS GRILSE

THE CEREMONY

1440 — Guests Arrive.

1455 — The Guest of Honour Arrives.

1500 — USN Transfer Ceremony.

Introduction by the Commander Submarine Force, Atlantic Fleet, or his representative.

Address by the Chief of Naval Operations or his representative.

Address by the Secretary of the Navy or his representative.

USS *Burrfish* pays off.

Signing of transfer documents by The Honourable Pierre Sevigny and the Secretary of the Navy, or his representative.

1530 — Ship is re-named by Mrs. Pierre Sevigny.

1536 — Introduction of Guest of Honour by Commodore O.C.S. Robertson, GM, RD, CD, RCN.

Address by the Guest of Honour, The Honourable Pierre Sevigny, PC, MP, Associate Minister of National Defence.

Address by Vice-Admiral H. S. Rayner, DSC, CD, RCN, Chief of the Naval Staff.

THE SERVICE

Conducted by the Rev. Dr. E. G. B. Foote, OBE, CD, RCN, Deputy Chaplain General (P) or his representative.

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 responsively.

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 thereof.*

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 for His wonderful works to the children of men!*
43. *Whoso 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 of Thy mercy to the sure haven of Thine everlasting kingdom; through Jesus Christ Our Lord. Amen.

The Naval Prayer—The Lord's Prayer—Benediction—National Anthem and raising White Ensign.

Conducted by the Rev. J. E. Whelley, RCN, Deputy Chaplain General (RC).

Almighty God, our heavenly Father, hear our prayers and bless this ship with Thy right hand as Thou didst bless Noah and the ark on the waters of the flood. Send Thy holy angels from heaven to guard, assist, strengthen and encourage those who will serve therein. Preserve and deliver them from all weakness of mind and body. Endow her Officers with the spirit of wisdom, knowledge and the fear of Thee, inspire her men with the spirit of truth, courage and loyalty. Strengthen and increase their admiration for honest dealing, so that they may hate

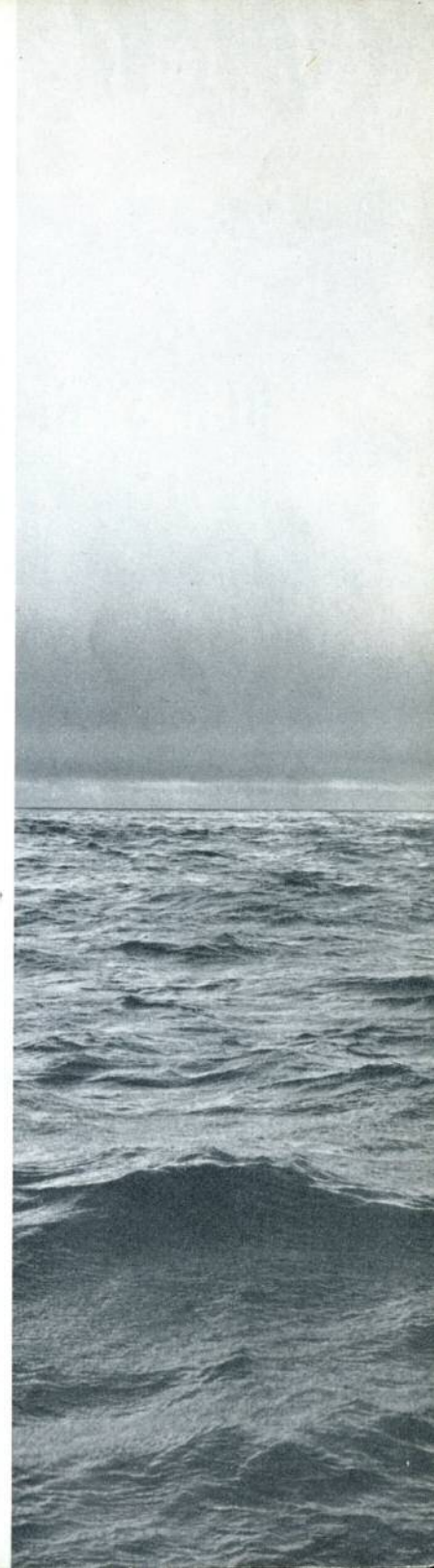
that which is evil and love that which is good. That through them the tradition of the Navy of Her Majesty the Queen may be maintained, to ensure the freedom of the seas to all who have the right to use them. And under the patronage of the blessed Mother of God, Mary, Star of the sea, of St. George Thy Martyr, and of all Thy saints, may their words and works be such as to bring them the honour due to faithful servants in this Life, and an eternal reward in the Life to come Thou who livest and reignest world without end. AMEN.

Her Majesty's Canadian Ship *Grilse* commissions.

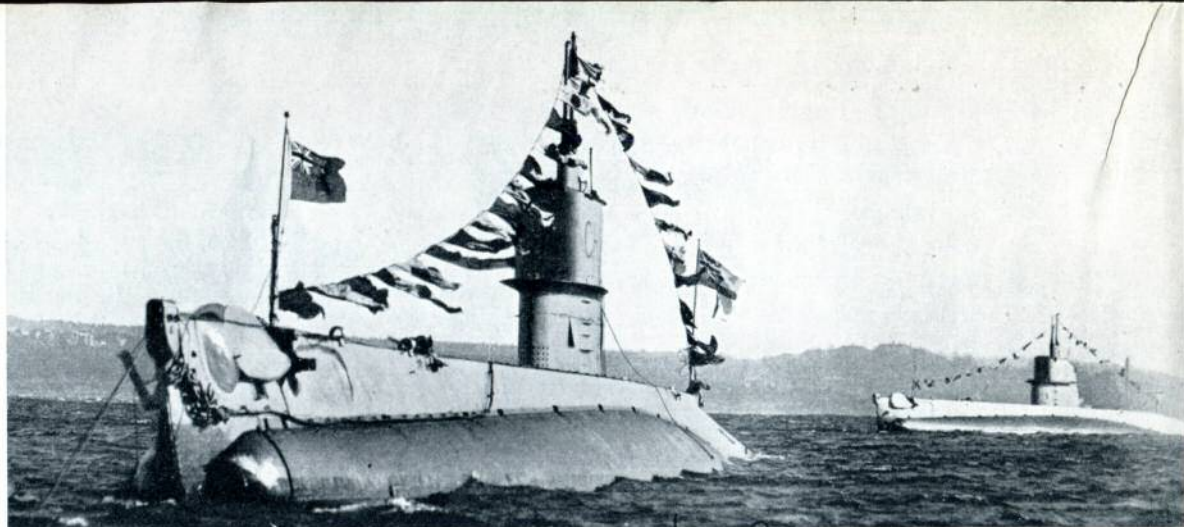
The Commanding Officer, Lt.-Cdr. E. G. Gigg, RCN, addresses the ship's company.

Ship's company embarks in the ship.

Commanding Officer is piped on board.



RCN SUBMARINES OF THE PAST



CH-14 and CH-15

HMCS *Grilse* is the seventh submarine to be operated by the Royal Canadian Navy.

The first two submarines were the *CC-1* and *CC-2* which were purchased by the Province of British Columbia on August 5, 1914, out of concern over the lack of coastal protection as Canada moved into the First World War.

The two boats were built in Seattle for the Chilian Navy for \$818,000, and when only part of that amount was received the builders negotiated the Canadian sale for \$1,150,000.

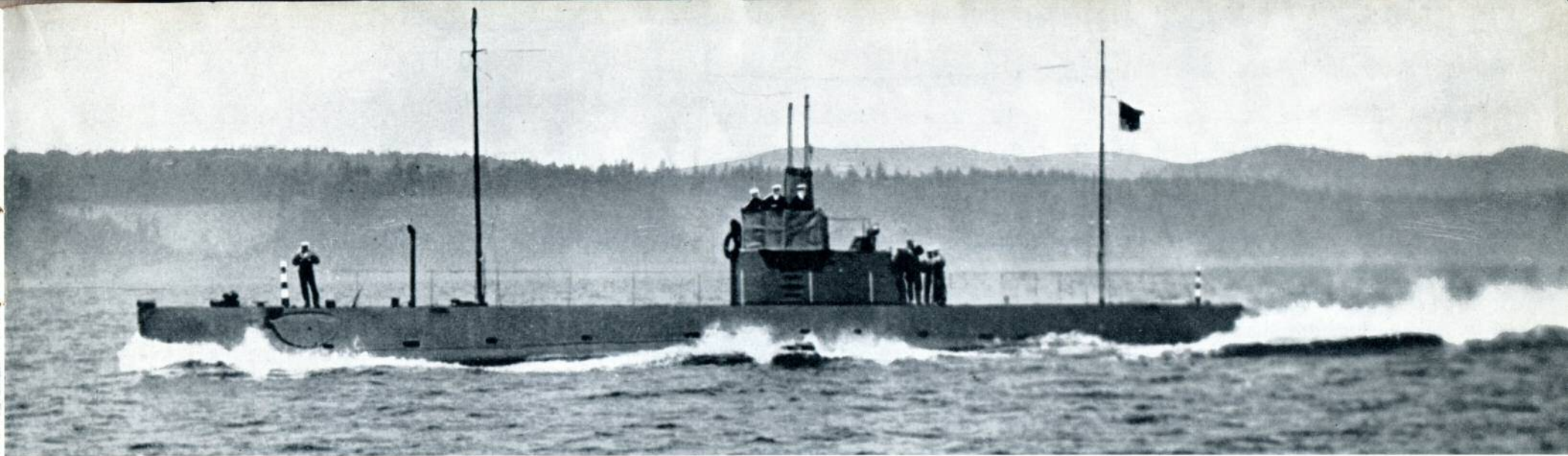
The builders manned the two submarines with their own crews and, under cover of darkness on August 4, sailed secretly out of Seattle for a rendezvous with Lt. Bertram Jones, RN (Ret), who had volunteered his services to the navy as war approached.

Lt. Jones inspected the two boats, then turned over the provincial government's cheque, and the submarines sailed for Esquimalt. They patrolled off Canada's west coast for three years, and have been credited with deterring any German incursions into those waters.

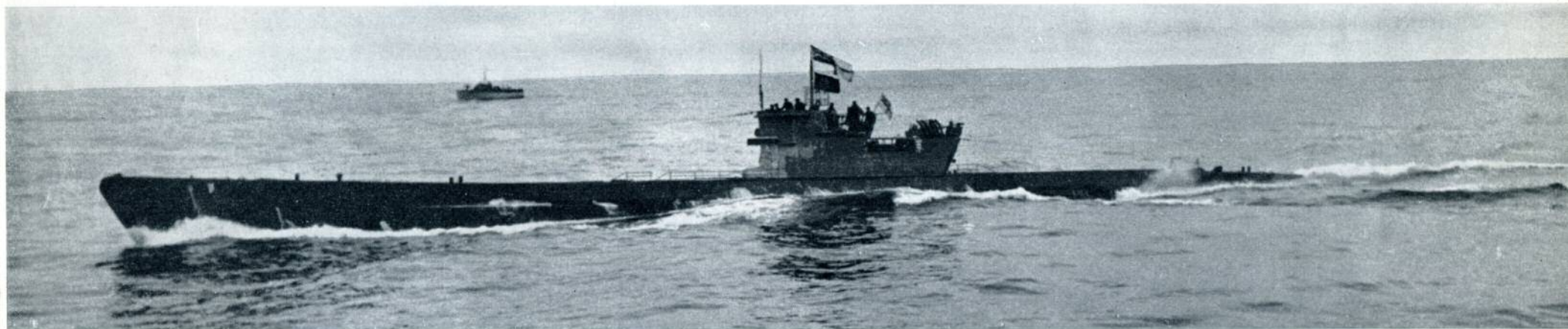
In 1917 the two submarines were transferred to the east coast and were accompanied by HMCS *Shearwater*, a sloop transferred from the Royal Navy to the RCN. The vessels were the first warships wearing the white ensign to pass through to the Panama Canal. The submarines were used for training in the Bras D'Or Lakes and in 1920 were sold for scrap along with the cruiser HMCS *Niobe*.

The next two submarines were given to the RCN in January, 1919, by the Royal Navy.

They were included in an order for 10 submarines built in the United States for the RN. Identified as *H-14* and *H-15*, the two boats were on their way to England when the First World War ended and they were subsequently ordered to Bermuda where they remained a year.

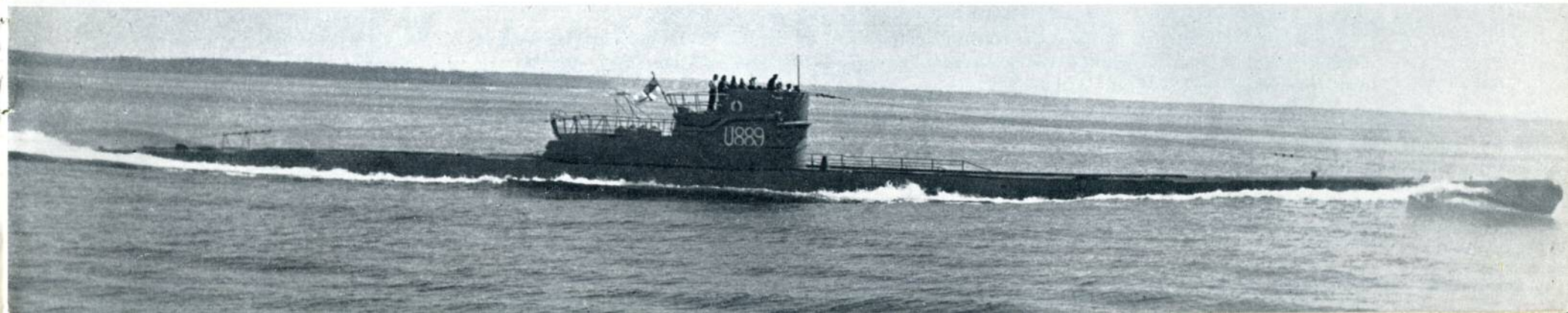


Above CC2



Above U-190

Below U-889



Sir Robert Borden was in Europe in January, 1919, and agreed to accept a gift of the two submarines for the RCN. Following the war the RCN underwent a period of retrenchment and in 1922 the *CH-14* and *CH-15*—as they were then identified—were paid off, along with the cruiser HMCS *Aurora*.

During the First World War 24 submarines of the same class as the *CH-14* and *CH-15* were built in Canada for Britain, Italy and Russia.

Early in the war, Canadian Vickers Ltd., of Montreal, under contract from the Electric Boat Company of Groton, Conn., began building ten boats for the Royal Navy. Six boats sailed for England on July 22, 1915, and became the first submarines to cross the Atlantic under their own power. The other four later sailed for the Dardanelles.

Later, eight boats were ordered for the Italian government and six for the Russians. The last six were built as hulls only and were shipped in a "knockdown" condition.

After the *CH-14* and *CH-15* were paid off, no submarines were operated by the RCN until after the Second World War.

During the Second World War, however, a number of Canadians trained and served in Royal Navy submarines. RN boats were also based at Canadian ports to provide RCN personnel and ships with realistic anti-submarine training.

When Germany capitulated in 1945, two enemy U-boats—the *U-889* and *U-190*—surrendered to Canadian warships. The *U-889* was the first U-boat in the western Atlantic to surrender when she gave herself up to HMC Ships *Oshawa* and *Rockcliffe* (Algerines) and the corvettes *Dunvegan* and *Saskatoon* off Shelburne, N.S., on May 10, 1945. In January, 1946, the *U-889* was turned over to the United States Navy and she was eventually destroyed.

The *U-190* surrendered to the frigate *Victoriaville* and the corvette *Thorlock* on May 12, 1945, and was brought into Bay Bulls, Newfoundland. Later she was taken to Halifax. The *U-190*'s last victim had been the minesweeper HMCS *Esquimalt*, which was torpedoed off Halifax in April, 1945, on the eve of the war's ending. The *Esquimalt* was also the RCN's last ship sunk in the war. The *U-190* was kept for over two years and, along with the *U-889*, visited Montreal and other ports.

On October 21, 1947—Trafalgar Day—having been thoroughly checked, tested and evaluated, the *U-190* was taken out into the Atlantic to the position where she had torpedoed HMCS *Esquimalt*. There, in an anti-submarine exercise, Seafire and Firefly aircraft of 883 and 826 Squadrons attacked with rockets and bombs as HMC Ships *Haida* and *Nootka* (destroyers) and *New Liskeard* (frigate) prepared to open fire. The U-boat lasted only minutes and the *Haida* and *Nootka* barely managed to fire their opening salvos before she sank.

While HMCS *Grilse* becomes the seventh submarine to fly the White Ensign in the RCN, the Royal Navy's Sixth Submarine Squadron is now based at Halifax and provides training facilities for East Coast ships and aircraft. HMCS *Grilse* will provide similar facilities for the West Coast.



THE BADGE

BLAZON

Azure, the conventionalized outline of a finless fish, Argent.

SIGNIFICANCE

GRILSE is a term, of unknown origin, commonly applied to young salmon on their first return from the sea. Although originally used in reference to the Atlantic Salmon, the name is now also applied to Pacific Salmon.

Ounce for ounce, the grilse probably has more fight than any other fish that swim in freshwater. Grilse are distinguishable from salmon by their more forked tail, more slender body, thinner scales and more numerous spots that are blue rather than black.

In this badge, as many as possible of these attributes have been incorporated into a clean, smooth-flowing design which is quite distinctive from fish forms used in other badges.

COLOURS

White and blue.

THE HERITAGE

The name "*Grilse*" to the Royal Canadian Navy represents an exciting account of the courage and endurance of a sturdy little ship that drew the attention of the whole country by literally coming back from the dead.

The story of the first HMCS *Grilse* is marked by her encounters with severe Atlantic storms, and what she endured in bettering the odds. She was battered and beaten by the storms, members of her company were washed overboard, and once she was officially listed as lost at sea with all hands. Each time, however, she emerged the victor, until she sank during a hurricane while in apparent safety alongside a jetty in harbour.

The *Grilse* was built as a yacht in Glasgow, Scotland, in 1912, along the lines of a "torpedo boat destroyer", which was the fashion of the time. She was owned by Peter W. Rouss, an American, and was named "*Winchester*".

She had two squat, flat-sided funnels, one tall mast amidships and a small deck-house aft. She was 202 feet long and 18 feet wide. She had two shafts developing 6,000 horsepower. This gave a top speed of 32 knots, allegedly the highest yacht speed in the U.S.A.

The *Grilse*, classed as a torpedo boat in the RCN, was named by her first captain, Lieutenant J. K. L. Ross, RNCVR, who purchased her in New York in June, 1915, to present to the navy.

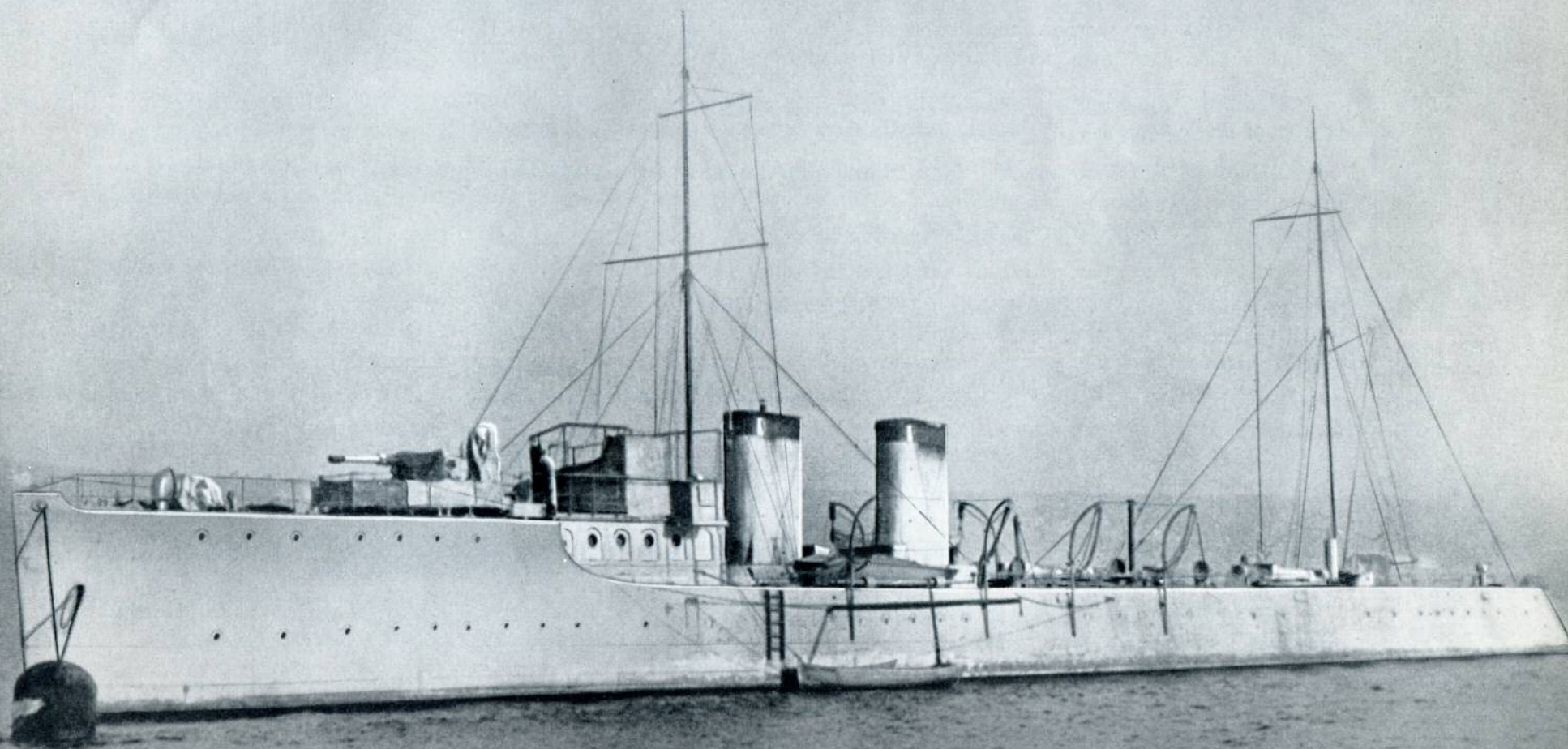
Before the outbreak of the First World War, J. K. L. Ross was a captain in the 5th Royal Highlanders of Canada (the Black Watch), a militia unit in Montreal.

Mr. Ross was a millionaire and, as a member of the Royal St. Lawrence Yacht Club, was well known in yachting circles in Canada and the U.S.A.

Found medically unfit for active service with the Canadian Expeditionary Force, he went to New York early in August, 1914, and purchased the steam yacht *Tarantula*, which he took to Halifax. He then applied for transfer to the Naval Service and was promptly accepted and placed in command of this yacht, which was renamed HMCS *Tuna*. His commission as a Lieutenant, RNCVR, and the commissioning of the *Tuna* were both dated 25 September, 1914. He sold the yacht to the navy for \$1.

Lt. Ross then took gunnery and torpedo courses to qualify him to take up his command. A year later he returned to New York to purchase the yacht *Winchester*.

At Halifax on July 15, 1915, the yacht *Winchester* was commissioned as HMCS *Grilse* with Lt. Ross in command, and immediately sailed for Montreal to be armed with 12-pounder guns on the forecastle and quarterdeck, and a 14-inch torpedo tube.



Lt. Ross intended the *Winchester* as a gift, but found himself short of funds and asked Naval Headquarters for a loan equal to her price to tide him over for nine months. The reply was that there was no authority for the Navy to lend money, but it would be happy to buy the ship at the price he paid and give him "first refusal" rights. Ross agreed, and the purchase was authorized August 12, 1915.

Lt. Ross sailed his ship on various missions along the coast until December 12, 1915, when she was ordered to the West Indies for four months because she was not suitable for winter operations in Canadian waters.

En route the *Grilse* ran into a storm with winds up to 75 miles per hour. The high winds and seas combined to force the *Grilse* to burn fuel too quickly and on the fourth day (she was due in Bermuda on the night of the 15th), she was still 150 miles from her destination. Fuel was low and the storm was then only starting to abate and the only thing to do was stop engines, rig a sea anchor and call for help. The following day (December 17) HMS *Cumberland* (cruiser) took her in tow and on December 18 the *Grilse* arrived at Ireland Island Dockyard at Bermuda.

The return voyage also ended with the *Grilse* out of fuel and under tow. This, however, was the result of a miscalculation of her consumption. By May 1, 1916, the *Grilse* was undergoing a much needed refit.

Before the refit was over, the Prime Minister, Sir Robert Borden, appointed Lt. Ross Chairman of the Pensions Commission, which was then being established. Lt. Ross was supervising the post-refit trials at the time. The trials were suspended until his relief, Lt. Walter Wingate, RNCVR, arrived.

When the *Grilse* was ready, she was based at Sydney for patrol and escort work in the Gulf of St. Lawrence and its approaches. However, in September, 1916, Vice-Admiral Kingsmill, Director of the Naval Service, decided she was too extravagant on fuel and ordered her to Halifax. He also ordered she be used only on special patrols and her cruising speed was not to exceed 13 knots.

Again, in December, 1916, the *Grilse* sailed to spend the winter in the Caribbean. She cast off from No. 4 jetty at Halifax dockyard at 1425 on Monday, December 11.

Early the following day she reported a moderate southeast wind. At 1500 the *Grilse* radioed that the weather was worsening and she was heading for Shelburne, N.S.

Three hours later listeners heard her SOS. She radioed that she was in danger and required immediate assistance and gave a position. Two minutes later Sable Island radio reported her as "Now sinking..." Nothing more was heard.

All ships in the area headed for the given position, and after a thorough search, not a trace of the *Grilse* or her crew was found.

Authorities gave up hope, and on December 14, Ottawa issued a bulletin: "The Minister of the Naval Service regrets to report that it is feared that HM Torpedo Boat *Grilse* (Lt. Walter Wingate, RNCVR) has been lost at sea with all hands." There was little doubt in anyone's mind that the RCN had lost its first ship, along with her 56 officers and men.

A few hours after this message, just before midnight on December 14, a battered hulk limped into Shelburne harbour. She was obviously in trouble, down by the head, showing a severe list, running lights out, rigging, mast and boats gone and one funnel stove in.

Battered as she was, she was the *Grilse*. A marine disaster had turned into a miraculous survival and when word of her return was flashed, the *Grilse* became the RCN's best known ship.

In her struggle for survival the *Grilse* had indeed tried to find shelter at Shelburne, but heavy seas pounded her until she started to settle by the head. Huge waves smashed over her, opening hatches and flooding the engine room. Artificers worked up to their necks in water at times to keep the ship going.

An unfortunate error in reporting her position had sent would-be rescue ships searching fruitlessly in the wrong area. During the second day of the storm the *Grilse* wallowed helplessly with the seas even pouring down her funnels.

The plucky little ship fought her way, taking a battering on each of the 150 miles to Shelburne. In the storm, six of her company were lost overboard.

On December 21, 1916, HMCS *Margaret* sailed for Halifax with the battered *Grilse* in tow. On arrival the *Grilse* was paid off for refitting.

The *Grilse* was recommissioned May 10, 1917, under Commander John T. Shenton, RCN, with a new ship's company. She was paid off soon after the Armistice, and on April 26, 1920, she was reported stripped of her fighting equipment and later was advertised for sale. The only tender received was for \$1,025, which was considered "too absurd for consideration." In 1921 and 1922 the *Grilse* was attached to the Youth Training Establishment, HMCS *Guelph*, located in the dockyard at Halifax.

During a cut-back in defence spending in 1922, the *Grilse* was again put up for sale, along with the cruiser *Aurora* and HMC Submarines *CH-14* and *CH-15*. This time two tenders were received and the purchaser was Solomon R. Guggenheim of New York, a mining magnate, who paid \$25,000 on May 10, 1922. He renamed her *Tillora* and had her fitted out again as a yacht.

She served as a yacht in Mr. Guggenheim's possession until 1938, when, in a hurricane on September 21, the sea finally beat the sturdy craft. She foundered alongside the jetty while secured in the harbor of Roslyn, on Long Island Sound. The wreck was later ordered removed by the U.S. Coast Guard, and Mr. Guggenheim turned her over to a salvage firm at no cost.

From 1947 to 1960, the name *Grilse* was borne by a sloop rigged yacht belonging to the Halifax Squadron of the RCN Sailing Association, but when a new HMCS *Grilse* was announced, the yacht's name was changed to *Goldcrest*.

FORMER COMMANDING OFFICERS

Lieutenant John K. L. Ross, RNCVR, 15 July, 1915, to 15 July, 1916.

Lieutenant Walter Wingate, RNCVR, 16 July, 1916, to 10 January, 1917.

Commander John T. Shenton, RCN, 10 May, 1917, to 25 May, 1917.

Lieutenant-Commander Wilfred T. Walker, RCN, 26 May, 1917, to 16 December 1917.

Lieutenant Herbert H. D. Wood, RNCVR, 17 December, 1917, to 16 January, 1918.

Mate Thomas C. M. Cotton, RNCVR, 17 January, 1918, to 11 February, 1918.

Lieutenant-Commander Wilfred T. Walker, RCN, 12 February, 1918, to 3 May, 1918.

Mate Thomas C. M. Cotton, RNCVR, 4-5 May, 1918.

Lieutenant Arthur F. Thomas, RNCVR, 6 May, 1918, to 10 December, 1918.



Lt.-Cdr. E. G. Gigg, RCN,
Commanding Officer

THE SHIP'S COMPANY

OFFICERS

Commanding Officer Lieutenant-Commander E. G. Gigg
Executive Officer Lieutenant J. Rodocanachi
 Lieutenant J. O. Fitzgerald
 Lieutenant R. A. MacKay
 Lieutenant R. G. Capern
 Lieutenant M. Tate
 Lieutenant J. C. Wood

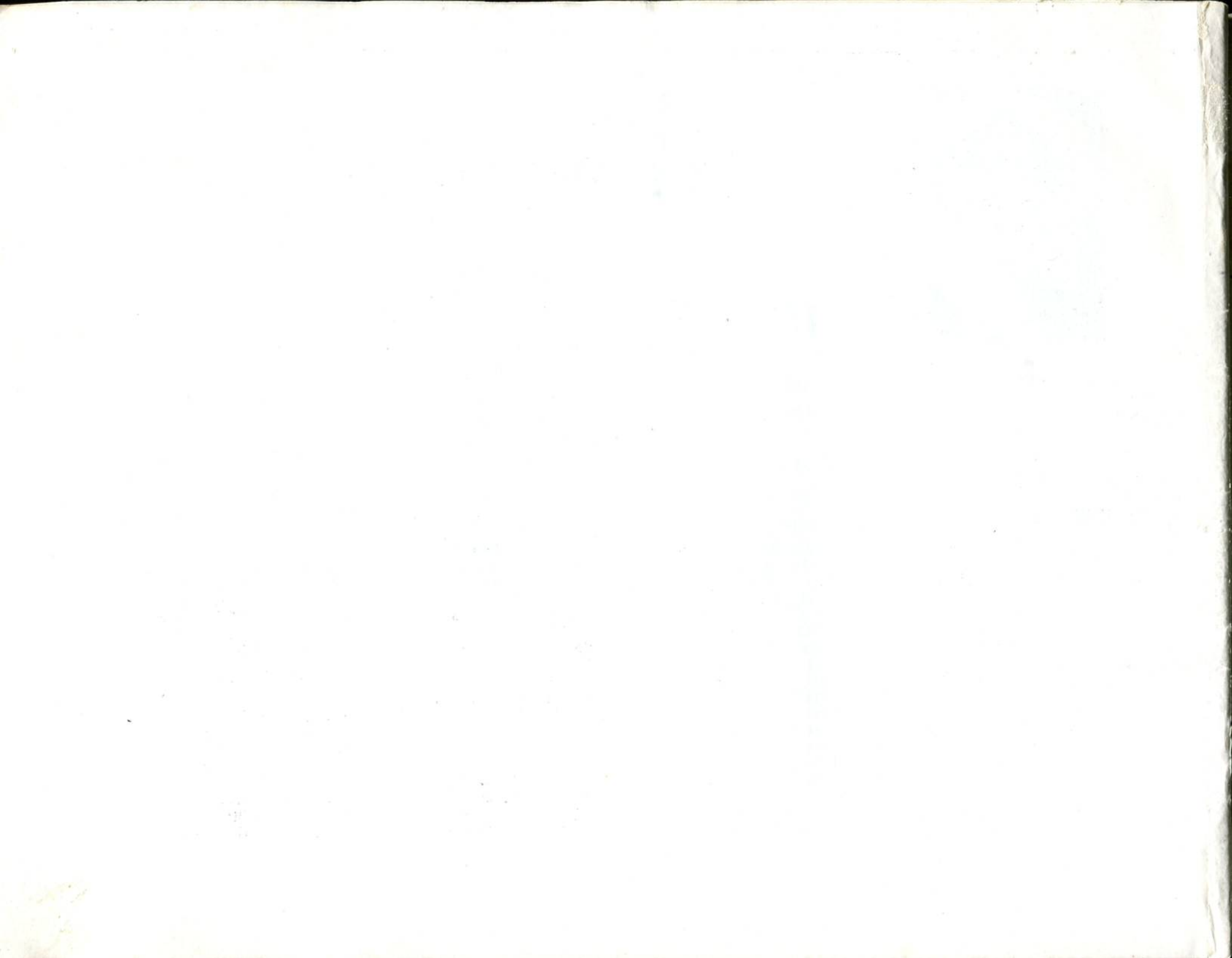
MEN

C1FC4 E. V. Jones
 P1FC4 J. C. Bell
 LSBN2 J. Merryfield
 LSBN2 D. Brown
 P1SN4 R. W. Gray
 LSSN2 W. Greenfield
 LSSN2 F. White
 LSSN2 J. Bond
 LSSN2 R. Marginet
 LSSN2 M. E. Rye
 LSSN3 W. L. Wavryk
 ABSN1 B. Jennings
 C2SN4 D. McKee
 P2WU2 G. Huzzey
 LSWU2 F. Button
 LSWU2 W. Nasby
 ABWU1 M. Campbell
 ABWU1 R. Recknagle
 LSRP2 R. Thompson

LSRP2 B. Rasmussen
 ABRP2 R. P. Fournier
 LSRP2 E. J. Paquette
 C2RM3 G. Smith
 P1RM2 J. D. Girvin
 ABRM2 A. Fast
 LSRM2 N. Deen
 LSSG2 I. Reeves
 C2ER4 S. Fullerton
 C2ER4 H. Zerbin
 C2ER4 A. Arthurs
 P1ER4 K. MacAdams
 P1ER4 P. Severny
 P2ER4 J. Bowcott
 P2ER4 W. Coldwell
 P2ER3 W. Yurgensen
 LSEM2 C. Pringle
 LSEM2 R. J. Rougeau

LSEM2 B. Farrell
 LSEM2 J. Elliott
 LSEM2 J. W. Contois
 LSEM1 W. D. Wright
 LSEM2 W. Brown
 ABEM2 W. F. Tyler
 LSEM2 E. Fahlman
 ABEM1 D. Birchard
 LSEM1 L. Pepper
 ABEM1 R. Hamilton
 ABEM1 D. Akers
 ABEM1 R. Coulter
 ABEM1 J. Wilsher
 P1SN4 D. Gibbard
 P2ET3 R. Crayford
 C2LT4 W. Slade
 LSET3 R. Orton
 LSET3 R. MacPhee

LSLT2 D. Scott
 P2ET3 R. Siemens
 ABET2 I. Bower-
 Berkhover
 LSET2 D. M. Brygadyr
 ABLM1 D. N. Tarrant
 ABLM1 B. Murray
 ABLM1 R. Conroy
 ABET2 M. Pain
 ABLM1 W. MacDonald
 P2CK3 H. Langlois
 LSCK2 A. W. Bryan
 LSNS2 S. A. Salaga
 ABCK1 C. G. Reekie
 LSVS2 W. J. Plourd
 LSSW2 R. Lemire
 ABSW1 H. Strandberg
 P2TM3 L. K. Beaton







The Submarine Badge of the Royal Canadian Navy

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OTTAWA, 1961