

*HMS Chaudière*

Decommissioning Book  
1959-1974



LA FORTUNE SOURIT AUX BRAVES

# Commander's

# Message



Commander J.G. Comeau CD  
Present Commanding Officer

On many occasions during my months in command of HMCS CHAUDIERE, I have reflected that 'our gallant lady' wasn't getting older, she was getting better!!! Somehow it seemed that, despite her many additional years at sea since I last served in her as Operations Officer during the years 1963-65, despite a drastic reduction in her crew and a proportionally increased workload for all onboard, despite one of the most demanding and disruptive seagoing schedules in the fleet and despite the changing times that make it increasingly difficult to recruit young Canadians for service at sea and retain them in ships, despite all these odds our sparkling CHAUDIERE has remained ever ready and ever able to fulfill her role and to respond to any commitment however demanding. She has proudly rubbed shoulders with the best units in the fleet and discharged herself of any task demanded of her with honour, dignity and efficiency; her recent record unblemished. It is therefore with a great deal of sadness and with heavy hearts that we are required to prepare her and send her on her way to a cold, lifeless, uncertain and quite possibly inglorious fate.

Yet fortunately, it is the men who sail a ship that make her great and worthy of praise and thus CHAUDIERE would be just another nondescript hull if it wasn't for the exceptional crew that have made her a 'lady to reckon with', many through several years continuous service onboard. It is my good fortune and that of the Canadian Armed Forces and of the Canadian public as a whole that the men, who have given CHAUDIERE such a fine reputation, while making my command of her such a memorable year, will take their skill and dedication to another ship. Instilled with new life and manned by some of the finest 'can-do' men I have the pleasure to serve with, SASKATCHEWAN cannot but succeed as a worthy successor to our 'beloved' CHAUDIERE.

Thanks to the efforts and keen sense of team-work of one and all, CHAUDIERE will have had a glorious and flawless last chapter as a Canadian destroyer and 'workhorse' and will fade away leaving pleasant and proud memories. What more can we ask for?!!

CHAUDIERE is dead, long live SASKATCHEWAN!!!

J.G. Comeau  
Commander

## HMCS CHAUDIERE COMMANDING OFFICERS

CDR V.J. Wilgress, CD 14 Nov 59-25 Apr 61  
CDR P.J. Pratley, CD 25 Apr 61-08 Apr 63  
CDR R.H. Falls, CD 08 Apr 63-29 Jun 64  
LCDR J.W. Logan, CD 29 Jun 64-25 Aug 64  
CDR G.R. Macfarlane CD 25 Aug 64-16 Jan 66

CDR J.I. Manore, CD 16 Jan 66 - 08 Dec 67  
LCDR P.G. Bissell, CD 08 Dec 67-20 Jan 70  
CDR H. Rusk, CD 20 Jan 70-30 Jun 71  
CDR D.R. Donaldson, CD 30 Jun 71-15 May 73  
CDR J.G. Comeau, CD 15 May 73-23 May 74

Lieutenant Commander B.E. Walsh C.D.  
Executive Officer



## The HMCS Chaudiere Story-Past And Present

The first HMCS CHAUDIERE was originally named HMS HERO and was commissioned in the Royal Navy on OCTOBER 20th, 1936.

She saw action in the battle of NARVIK in 1940; and later in the Mediterranean she saw many encounters in and around TOBRUK where in 1943 she was badly damaged due to a near miss by a bomb. After a lengthy refit she was transferred to the RCN and commissioned as HMCS CHAUDIERE at Portsmouth, England, on the 15th of November 1943. Her first Commanding Officer was LCDR CHARLES PATRICK NIXON.

**Chaudiere** was almost immediately assigned to escort duty in the Atlantic. By the end of the war she had three submarine killings to her credit including the U-744 which took thirty-two and a half hours and two-hundred and ninety-one depth charges. The ship also took part in the Normandy operations.

Let us all hope, for all our sake, that the new **Chaudiere** will never have to live up to the fighting record of her predecessor.

HMCS CHAUDIERE was commissioned on NOVEMBER 14, 1959 whilst lying alongside the Halifax Shipyards Pier. Guests of Honour included the Right Hon. John Diefenbaker, Prime Minister; Vice Admiral H.G. DeWolfe, George Pearkes, Minister of Defence; Rear Admiral H.F. Pullen, Flag Officer Atlantic and the Chief of Naval Technical Services, Rear Admiral Spencer.

That was the birth of a new ship which in a span of fifteen years has played an important role in the RCN (now known as the CAF, Sea Element).

All new recruits begin their careers by training and working up to a professional standard. **Chaudiere** was no exception. She began WUP'S after successful trials, on the 16th JAN 1960, with HMCS **Columbia** off Bermuda, which was her first "Port-O-Call".

During the remaining years of service on the East Coast, **Chaudiere** became a public figure, spreading Canadian good will along the eastern sea board, throughout the Carribean and European ports such as Londonderry and Belfast, Ireland, Portsmouth and Chatham, England, and Aarhus, Denmark. She also had a part in Expo '70 in Montreal.

With the paying off pennant streaming, **Chaudiere** slipped at 1300 on the 2nd of October, 1967, from Halifax, bound for her new home in Esquimalt, British Columbia. She arrived on the 6th of November somewhat run down with 230,438.5 miles logged since commissioning.

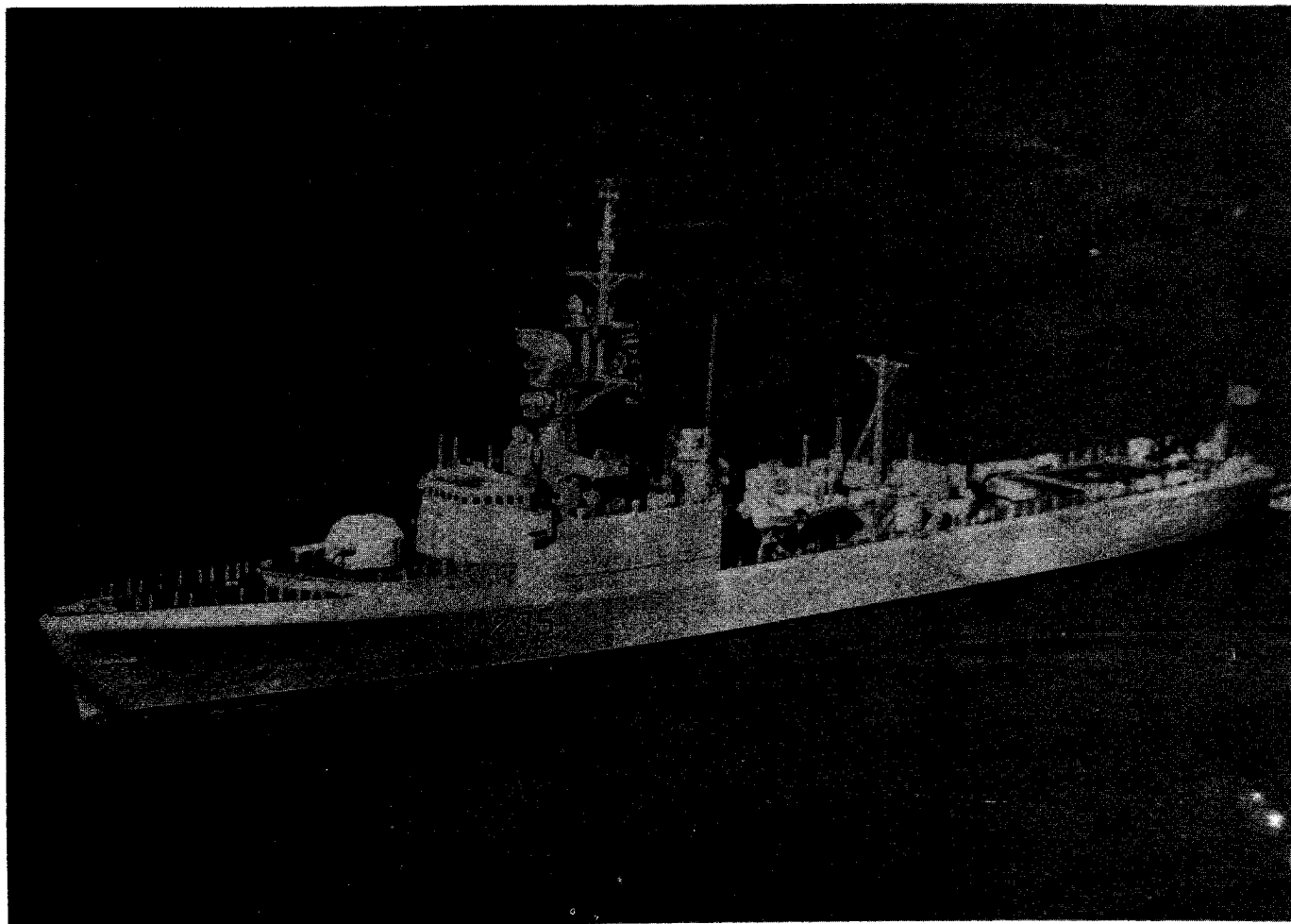
For **Chaudiere's** first year (Jan 1st 68 - Jan 12th 69) in Esquimalt she was subjected to an extensive re-fit. In August **Chaudiere** was informed that her role had been changed from fully operational to training. Coincident with this information "in" postings began and the ship's staff concentrated their work to achieve the standards of habitability and cleanliness required in domestic spaces. After an all out effort by all borne, the ship's company moved on board on the 20th of September. Achieving this goal greatly increased the enthusiasm of the Ship's Company. In December **Chaudiere** became a member of the Fourth Canadian Escort Squadron.

January 12, 1969 marked the commencement of our proud vessel as we know her today. With trials and WUP'S successfully completed we were now ready and fully capable of carrying out the numerous tasks bestowed upon us.

January 31st 1969 was very significant for the C&PO'S of **Chaudiere**. It marked the end to Navy Rum issue and the completed conversion of 3 Mess to the C&PO'S Lounge (The **Chaton Rouge**), with Wardroom spirit priviledges. **Chaudiere** was the west coast trial ship for this system and by the end of 1969 it was approved in principle to convert all ships' 3 Messes into a lounge.

February 17th, 1969 was the departure date of our first training cruise which took us to SAN DIEGO and then back to ESQUIMALT again at the end of the month. After refueling and storing ship we were off again on March 6th, this time a training cruise to San Francisco and Hawaii returning home on April 1st. The purpose of this trip was for Cadet Astro training. On the return passage from Hawaii, **Chaudiere** went to Rescue Stations to aid an American military aircraft that was running low on fuel in poor weather. Fortunately the aircraft reached its destination with only minutes of fuel remaining. **Chaudiere** then set her course for Esquimalt after remaining in the possible ditching area for five hours.

From April 8-12 **Chaudiere** was involved in transporting and sea lifting some of three hundred militia personnel in a three day strike battalion exercise. In addition, during this time the cadets commenced their pilotage training.



HMCS Chaudiere commissioned Nov. 14, 1959 Halifax Shipyards, Halifax, Nova Scotia

**Chaudiere** was consort for **Columbia's** work-ups from 22-25 April. This particular deployment exposed the Officer Cadets to a varied programme which included a search and rescue operation for survivors of a small boat in Juan de Fuca Strait on the 24th of April. At approximately 0500 the 35 foot "MV HULSIMA" was initially spotted on fire on the rocky shore. Immediately the ship went to rescue stations and sent the fire boat with a diver to assist. Heavy seas prevented the fire boat from reaching shore. The diving officer was able to swim ashore and search for the occupants of the craft but none were found. **Chaudiere** then commenced to search the area with the help of several small fishing boats. At approximately 1000 the body of a woman was found near the burning craft by a SAR helicopter. At this time two ship's divers joined the helicopter pilots in another attempt to find the remaining occupants of the vessel but they were unsuccessful. **Chaudiere** was involved in the search for six hours.

During the period of April 28th to the end of May was scheduled CFR Officers training in local waters, highlighted by a visit to Nanaimo, 9-12 MAY to participate in Navy League Week activities. An official reception was held on board and a marching contingent represented **Chaudiere** in the parade.

Upon departing Nanaimo, the ship completed three days of Combat Readiness exercises and then entered a two week short work period.

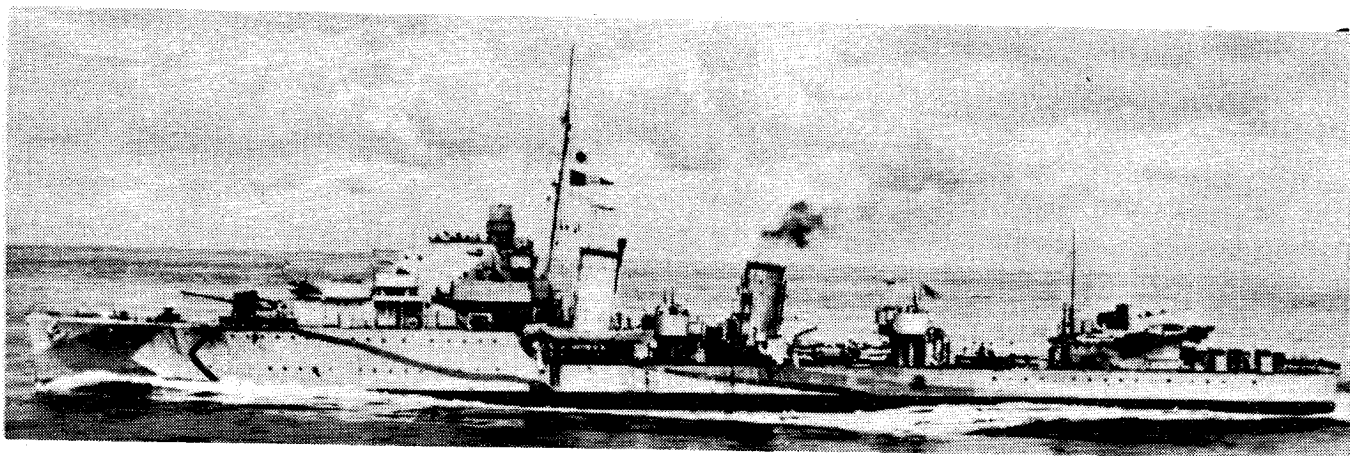
Twenty-five Officer Cadets joined the ship on 30 May for Training Cruise Alpha and our route was the "Triangle Run". **Chaudiere** visited San Diego, Pearl Harbour and San Francisco returning to Esquimalt July 5 and commenced a two week work period.

Cruise Bravo began on July 21 with twenty-three Cadets embarked and San Diego, Pearl Harbour and San Francisco were again visited. August 25 found **Chaudiere** back in Esquimalt.

The next two months consisted of some time alongside but so as not to spoil the crew; Public Relations were fitted in, showing sixty-five Royal Roads Cadets destroyer familiarization. Forty-seven guests from the United Services Institute and one hundred and twenty-nine delegates of the Colombo Plan Conference were also taken on separate cruises in local waters.

**Chaudiere** assumed the duties of Ready Destroyer 17 October and was involved in surveillance operations while enroute to Kitimat. The ship provided a thirty man marching contingent for Remembrance Day Services and some one thousand visitors toured the ship.

The trainees and the ship in general later benefited from the experience of consorting **MacKenzie** through her final week of work-ups and ORI from 1-6 December. During the forenoon of the 6th **Chaudiere** detached and proceeded to Barkley Sound



Original Chaudiere, former HMS Hero, joined R.C.N. 15 Nov. 1943 at Portsmouth England

pilotage area, but at 1300 was diverted to answer the distress call of the "MV FORT ROSS" in Pachena Bay. The FORT ROSS was taking on water and very close to sinking when **Chaudiere** entered small bay and sent a fire boat to assist. Eventually the flooding was brought under control and the Fort Ross was pumped out to bilge level and this rescue operation was another example of the important role that a high speed destroyer can play in the Sea Rescue Organization on the West Coast.

On December 10, **Chaudiere** entered Esquimalt for a six week short work period and of course the festive season. Total days spent at sea were one hundred and sixty, steaming 34,827.9 miles.

The training role of **Chaudiere** was now in high gear which took her to Pearl Harbour and San Francisco in early January returning 25 February. Southern California was visited for Easter while conducting astro training. Next on the schedule **Chaudiere** sailed on May 27 with the Lieutenant - Governor embarked for his annual visit to villages and ports of the B.C. Coast. June found the ship in Portland, Oregon to participate in the annual Rose Festival and the Sea Fair in Seattle on July 4th was the next big event.

August and September were taken up with further cadet training which was carried out mainly in the vicinity of Barkely Sound and Mayne Bay. A most welcome change from the persistent fog was a weekend in sunny San Francisco.

October consisted of pre-refit trials and on 9th November, **Chaudiere** sailed alone for San Diego to carry out Mars III Afloat Training. The ship arrived in Esquimalt 27 November and in early December final pre-refit trials were conducted. Phase I began on December 21st and a refit expected to last until May of 1971 was underway.

The refit was interrupted on many occasions when Dockyard manpower could not be allocated to **Chaudiere**, however, despite the numerous set-backs, the noise and turmoil of refit were giving way to shining mess decks and fresh paint. Life aboard Cape Breton was coming to an end and trials were to begin. On Monday, 7 June, **Chaudiere** sailed for her first day of sea trials and returned home that same afternoon. At 1845 of the following day, during the full power trail, the forward thrust pad of the main pinion in the port main gear box disintegrated and after some delay, **Chaudiere** limped sadly homeward on the starboard engine. **Chaudiere's** next sailing would not be until the 21st of September when this time trials would prove to be successful.

With work-ups behind her, she departed Esquimalt on November 10th and sailed with **Columbia** in company on an astro-navigation training phase with visits to San Diego, Mazatlan and Mexico and San Diego again on the way back home. Upon arrival in Esquimalt on December 17th, **Chaudiere** reverted to extended notice and fell into a short work period and habitability conversion which left her alongside for the remainder of 1971 and into early 1972.

With the habitability conversion completed and a handsome new bar installed for MS and Below in the renovated main cafeteria, **Chaudiere** again put to sea Monday 28 February with **Columbia** in company. Embarked were the junior officers and cadets of Fleet School Esquimalt for their basic training familiarization cruise. After a night's anchorage in Mayne Bay and a fueling from **Provider** the ships rounded Cape Flattery bound for San Francisco. After a weekend berthed at Treasure Island, Monday noon saw the Golden Gate fading into the fog as the ships pushed northwards to arrive home Friday 10 March.

Immediately after an inspection by CANMARCOM, Rear-Admiral R.W. Trimbrell, on the morning of Tuesday 28 March, **Chaudiere** slipped, and with **Columbia** in company, proceeded to sea to join up with **Provider** and **Gatineau**, and then headed south for **Gatineau's** work-ups. This cruise was to prove the most hectic, but perhaps the most enjoyable since **Chaudiere's** operational days on the east coast. In the weeks that followed the ship, so accustomed to cadet training with its pilotage, boatwork, and seamanship found herself thrown into gun shoots, ASW exercises, screening, night encounters, and simulated FPB attacks. Though undercomplimented and rusty in such drills, **Chaudiere** came through with flying colours and kept right in pace with **Gatineau**, **MacKenzie** and **Provider**. In all modesty, the ship surpassed all others in night encounter and ASW exercises, and in addition, was highly lauded by the shore spotter at San Clemente bombardment range as being the best he had seen; **Chaudiere** putting rounds on target some twenty seconds after the call for fire.

Such efforts did not go unrewarded, and during the month away from home, **Chaudiere** spent a weekend in Long Beach, and a weekend plus a further five days in San Diego. Came Monday 17 April, and with **Columbia**, **Chaudiere** left Point Loma behind and set course for Esquimalt, arriving Thursday 20 April.

After a brief weekend at home, **Chaudiere** sailed again as consort to **St. Croix** for her workups and ORI during "a

once around the island go" jaunt, which lasted until Friday 28 April. The next three weeks were spent alongside and the on May 22 **Chaudiere** sailed for Victoria's Inner Harbour to participate in the Victoria Day celebrations. This was followed by the ship conducting pre-refit trials on a day-running basis. Then on Tuesday 6 June, with a new load of cadets and St. Croix in company, **Chaudiere** again put to sea; this time bound for Portland, Oregon and the annual Rose Festival. After five enjoyable days of R&R the ship's proceeded northward, meeting **Provider**, **Gatineau** and **MacKenzie** for brief exercises before continuing on to Kitimat.

Friday, 23 June, found the **Chaudiere** back in Esquimalt harbour, there to stay for the remainder of the year.

January 1973 brought the end of a long, extensive refit and although **Chaudiere** never left the confines of Esquimalt Harbour there were many hectic days spent conducting harbour trials and adding the finishing touches to all machinery and living quarters. With the new habitability package in force and a complete renovation of the Wardroom and Three Mess to accompany the numerous new faces throughout the ship, **Chaudiere** looked forward to the rigorous grind prepared by the work-ups staff.

February brought along all the trials necessary to ensure that all equipment was functioning properly. Consequently the first two weeks provided ample occasions for the newly embarked Mars IV and Mars II classes to see a great deal of scenic Constance Bank. Work-ups then started with us floundering around Barkley Sound and Alberni Inlet and finished with all hell breaking loose and a very exhausted crew crawling back into Esquimalt for a final weekend home before we sailed for San Francisco for some R&R in the city of hills, cablecars and bright lights.

March saw us breeze through the Operational Readiness Inspection with flying colours after which we embarked upon a rigorous pilotage training programme. However, a certain un-named OOW saw fit to hit a log which damaged our propeller, so change one took effect and we spent an extra week alongside before entering a short work period for the final two weeks of the month.

April was an eventful month with the ship getting a new XO, doing some weapons trials so our gunners could have their first of many six-hour debriefs in the Main Cafeteria. Our first port of call was Vancouver where we hosted the German training ship **Deutschland**. From there it was on to the jewel of the South, San Diego, where the ship's team played hockey against a local semi-pro team. However, the sporting highlight of the weekend was a champagne breakfast and beer baseball game between the RP'S and the Wardroom. No great stars revealed themselves but the two teams stumbled and rolled to a thrilling 12-12 draw. Now it was on to a considerably lesser jewel. Guaymas Mexico, where a Mexican gunboat circa 1910 had not heard of our presence and attempted to force us from local waters. Soon the problem was resolved and on the heels of a Banyan that defies description we let our Mexican pilot try to run us aground or take us alongside or whatever! Remember the collection Chief Ward organized? All in all we steamed 5392 miles and a good time was had by all.

May was quiet as we leisurely steamed home from Guaymas recovering from Montezuma's Revenge, graduating a Mars IV class and resting alongside for the final three weeks.

June was busy again, our new Captain, Commander J.G. Comeau, acquired in Mid-May, saw us circumnavigate Vancouver Island two or three times before we carried on to San Diego for some formal R&R training for the new Mars IV Class.

The champagne breakfast and beerball game was by now a tradition and RP's and Communicators again fought to a 12-12 draw. We spent the first couple of weeks of July off the California Coast. One will never forget the great pig hunting expedition on Santa Rosa Island where the hunters got a beautiful elk but Wilf "Dead-eye" Marquis missed a pig at 2 feet with a SMG. Quite a feat Wilf! Back to San Diego where "Breakfast at Berne's" became another tradition and then we sailed home for the summer leave period.

August was a sporting month. First we went to New Westminster to support the Canada Summer Games and meet Eric's aunt. Then on to Portland where our keen outdoorsmen canoed down river and our hockey team played a couple of games and had the pleasure of listening to Ben's friend yelling in the stands. Even Woody's ears turned red. From Portland we showed what good sports we were by assisting in **Provider's** and **Terra Nova's** work-ups.

September was a month to renew friendships in a place called Esquimalt. We spent some time in the graving dock and in general made sure everything was functional for the highlight of the year. I could only be referring to our trip to the golden north to show the flag and host members of the National Defence College. We visited exotic spots such as Kitimat, Kemano, Queen Charlotte City (remember Vic's phone booth story) and then on to Prince Rupert. The Prince Rupert Legion did a booming business and a good time was had by all. Home again with but a week of Mars IV pilotage training and then alongside for the final three weeks of November.

December was hectic as always but we found time to slip south to San Diego for our Christmas shopping. Again we perpetuated the beerball game with the Wardroom against the Chaton Rouge and of course breakfast at Berne's. Finally, after sailing a day early because the economy kick finally hit the Navy, we arrived home for the festive season on December 20th. Kris Kringle treated us all well and we looked forward to 1974 with baited breath. It would be hard to rival 1973 but as the Buffer always says, "We try harder".

The year 1974 was destined to bring an end to a glorious fairy tale that began way back in 1959. Apparently the Armed Forces do not have enough people to man all the ships so one of the finest and proudest of the "sleek greyhounds of death" was chosen to be sent to the big razor blade factory in the sky. However, this ship's company would not go out with a whimper but with a big bang. Consequently our final six months saw us San Jose, (by bus) in January, Holberg in February (WOW!) and by popular demand San Diego and Pearl Harbour on our final cruise. Of course, all the appropriate parties and ballgames were enjoyed by all and the ship's dance on March 8th was possibly the social highlight of the commission complete with flower eating and would be streakers, et al.

And so we bid adieu to a great old warrior who has been home for us for many a year. After steaming a total of 362,587.1 miles since commissioning, its - "Shalom Chaudiere - Aloha Saskatchewan".

## Command Group - Coxn, PMC, MA, ADMN CKS

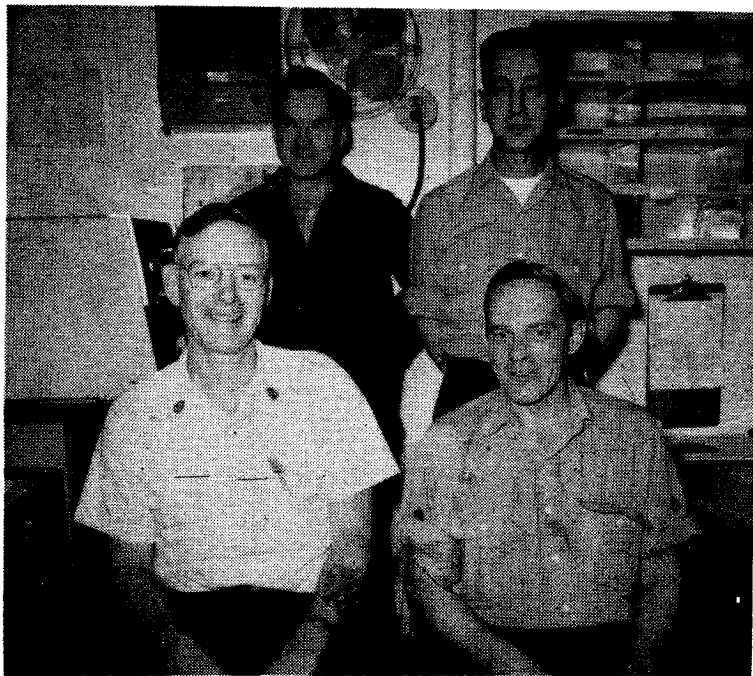
Could more appropriately be called the administrative group as this small group of personnel control all the administrative requirements of the ship. At times this is a nerve racking and arduous task as attested to by the number of grey hairs to be found in this group. (beward LS Sawler).

CPO Mac McKerracher took over the Coxn's duties from CPO Chadwick and PO "the Horse" Banwell assumed A/PMC duties from CPO George Crouch. CPO Crouch did not leave the ship but moved into the "position" of Training Co-ordinator and other related jobs. Hence the beginning of the "let George do it" era on CHAUDIERE. After two years on CHAUDIERE he got posted back to the East Coast (lots of luck George).

After three years of service in CHAUDIERE WO Herb Nairn was finally dragged ashore and gave up his duties as Med A to PO Ray Harris. That's when the group was blessed with more hair even if it is mostly grey.

PO Clay Oliver became the senior administrative clerk in Jan 73 when PO Jack Fawcett left the navy for "his day in court". This is Clay's second tour of duty as he previously served from Aug 68 to Feb of 72. Welcome back Clay. Clay is ably assisted by LS Greg Sawler, an easy going east coaster who claims his hair will never be grey.

the newest group member is PO Gene Witt who joined us in Feb 74 to be our Training Co-ordinator.



*Back Row (left to right): WO C Oliver, WO R Banwell. Front Row (left to right): CWO C McKerracher, WO R Harris. Not Shown: Cpl G Sawler, MWO G Crouch, WO H Nairn, WO J Fawcett.*

## "The Nerve Centre"



*Back Row (left to right): LS G Anderson, AB K. Noseworthy, LT D. Adamthwaite, LSD. Wilmot, OS R. Starkell, PO R. Gorsline. Front Row (left to right): MS J. Lesperance, LS G. Johnson, MS H. Dubuc, LS T. Biccum, M.S. G. Crowe, PO R. Willey. Not shown: LS E. Rohdin, LS R. Seigl, LS T. Montgomery, AB G. Pearson, AB B. Mcedwards, AB B. McLean.*

In the "Nerve Centre" of the ship, located below the Command position, are CHAUDIERE's RP's who are second to none on the West Coast. Canada is well represented from this fine group of men' from Pooch Cove, Nfld, through Rabbit Lake, Sask, to Victoria, B.C. and many more interesting centres in between.

Although shorthanded and somewhat handicapped with the likes of AB Baraniuk, they were able to successfully carry out the various tasks endured during work-ups and the following months.

The RP's were an enthusiastic lot and when it came to ship's sports. A softball team was formed and team sweaters were made up for each member. One game in particular will not be forgotten and that was the Wardroom Challenge. It was a colossal event. The fiasco began with a Champagne breakfast sponsored by the "Good Time Guys" while in San Diego. It was a tough battle through all three innings, ending in a 12-12 tie and of course a wipe out celebration.

In summing up, the RP's maintain a high standard of versatility and professionalism in the naval tradition to help keep CHAUDIERE number one. On behalf of the RP Branch, I would like to thank all members of Chaudiere for helping to make our task easier and extend good luck and best wishes to you in the future.

"Carry on and long may your big jib draw."

# Signalmen



*Back Row (left to right): P1SG Wybert T, LCDR Beckett B., LSSG Thomlison L, LT Brown B. Front Row (left to right): P2SG Not Shown: P2SG Burke W, MSSG Hayden G, ABSG Willis W, ABSG Ackerman W, ABSG Hurst C., mssg pomerleau LR, LSSG Leolero JC.*

The Signalmen started this cycle with a complete complement of Signalmen. But at present it has slowly dwindled down to about half normal strength. With the amount of officer of the watch manouvers, screening exercises carried out for junior officer's training, the junior signalmen have obtained good experience, as this has shown up on higher trade group course standings. During the past one and one half years, 5 Junior Signalmen have completed trade group two training, with excellent results.

## 1973

The branch that fights together to win volley ball champions (The undefeated title and trophy holders for 1973)

## NOTE:

After victory celebrations Ab Thomlison's mattress seen floating somewhere between Hawaii and Victoria with a seagull sitting on it shouting "Calice Tabarbaque".

## 1974

LSSG2 Leroux checking out camel saddles and rules and laws of running a harem.

LSSG2 Leclerc finally gets east coast posting (goes to Quebec to learn English).

LSSG2 Thomlison giving lessons on Kung Fu in Scullery.

ABSG2 Switzer checking release messages and procedures for getting released.

## CZGJ

During the last cycle the men of the Radio World have had a steady work load - handling over 25,000 incoming messages and transmitting over 2,000 messages from the ship. I might add that we have consistently been near the bottom for the number of errors picked up in out going messages. Thanks is due, in part, to all the drafters of messages from the different Departments.

We have also operated a Ham Club on board, 'VEONWA', making some 427 contacts, exchanging some 75 QSL cards, and making 311 personal phone patches for the crew onboard.

We have had a number of humorous and not so humorous events during the cycle. One I think, that stands out in most of our minds took place in San Diego. While we were there, we proved that not only can we communicate, but that we can also play ball. With PO Davis on the mound we showed the Radar Plotters how the game was played??? The end result being a 12-12 tie.

During the cycle we gained 4 new RMS from the Comm School, namely PTES Chaisson, Morin, Lavoie and Percival. During the cycle we also lost MWO Montgomery, SGT Rendall, CPL Chenier, CPL Sargent, PTE Charbonneau, PTE Legris, PTE Nansone and PTE Leyten. Our present complement consists of WO Lainchbury, WO Nelson, SGT Davis, M/CPL Whitfield, CPL Needham, PTE Peters, PTE Patterson, PTE Harrower, PTE Collins, PTE Krenz, PTE Chiasson, PTE Morin, PTE Lavoie and PTE Percival.



*Back Row (left to right): Pte Chiasson, Pte Krenz, M/Cpl Whitfield, Pte Collins, Pte Morin, Front Row (left to right): WO Lainchbury, SGT Davis, Pte Peters, Pte Lavoie, WO Nelson. Not Shown: Cpl Needham, Pte Patterson, Pte Harrower, Pte Percival.*



# DECK DEPARTMENT

The Deck Department is lead by the quiet, fearless sea dog, CAPT Nicholson (NICK), usually found in the chains on the forecastle, or the CB Vault.

Then comes our leader the one and only Chief Bosn's Mate, CPO Brian Gammon, better known as the Buffer. He is also known as the Silver Fox, or as the French Canadians call him, "Le Bosco". The Buffer can be found just about anyplace, anywere, anytime, disguised with peaked cap, Rommel sun glasses, USN winter jacket, and a cup of coffee.

WO Marcel Savard alias "Rembrandt", is our artist. He has been employed as a Training PO for Officer Cadets and can usually be found of the boat deck.

Then there is WO Wilf Marquis, alias Le Marquis or to some Maching Gun Marquie, "Big Game Pig Hunter". He is usually found in the Chief Bosn Mates Office looking after the crest business or acting as mini buffer.

Also we have PO Bill Aller who is known as the Commodore Bull. Bill was employed as the Top PO and could be heard saying "they must be lost up there, I'd better go up and take a fix."

MS Ball can usually be found any place where there are Mars II cadets who seek knowledge.

MS Duval (Benny the Bosn) is always around the upper deck doing the maintenance or the first one to do a small project.

LS Landree, better known as the "Strangler", hides in the motor cutter most of the time.

LS Everton the new father best known for his EX duties, EX coxn's writer, EX cable party, EX spray painter and now in the canteen saying "No card, no cigarettes".

LS Poirier (Vic the Lover) is better known for his good sense of humour and his magnificent wigs.



*Back Row (left to right): LT(N) R. Nicholson, MWO B. Gammon, WO W. Marquis, WO M. Savard, LS L. Johnston, Pte Parsons. Front Row (left to right): M/SMN B. Duval, Pte Paulik, Pte K. Warren, LS P. Dodwell, LS D. Landree. Not Shown: M/SMN R. Ball, LS V. Poirier, LS J. Everton.*

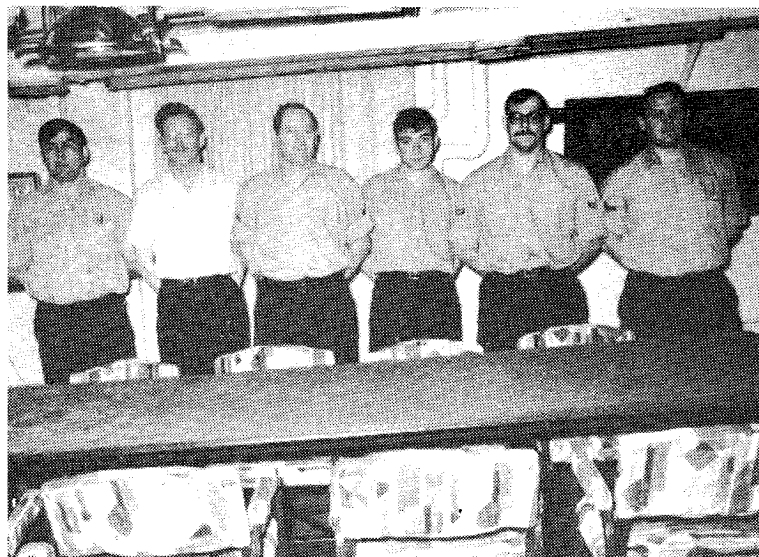
LS Johnston, Johonno the spray painter, and his favorite expression "Sunday Routine on Friday Buff?"

LS Dodwell - usually hiding the Cable Deck and always needing a hair cut.

PTE Warren - "K.D." has been here so long that there is every possibility of leaving him in the ship as part of the equipment.

PTE Parsons, "The Newf", his best expression being, "Hey Buff, you should af seen the chic I ad last night."

PTE Paulick, last but not least, new to BC paid \$25.00 to find out our expiry date is Feb 28.



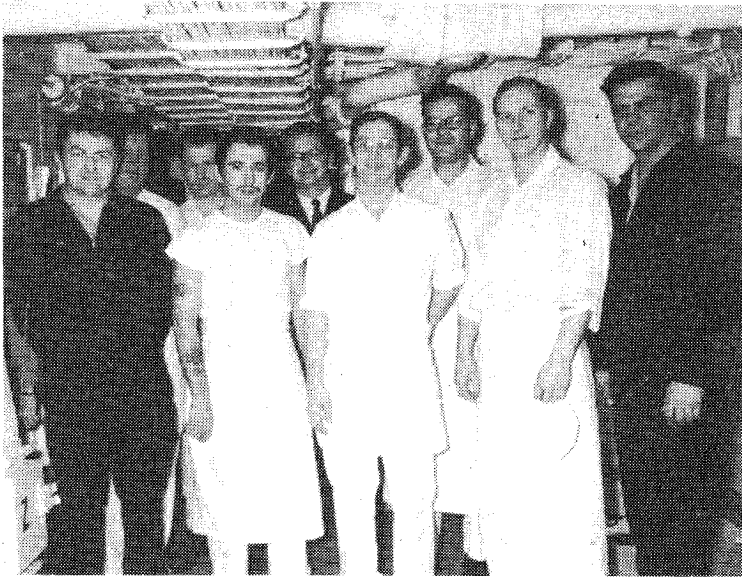
*Back Row (left to right): Cpl Flynn J., Cpl McRoberts V., MWO Thibadeau C., Pte Lamarche R., Cpl Dicaire G., Cpl Dennis. Not Shown: Sgt Plume A., Cpl Finnegan R., Cpl Mann G., Cpl Larose N., Cpl Curtis L., Cpl Taylor D., Cpl Vivier J., Pte McNeil D.*

## Stewards Branch

As any serving naval officer will tell you the success of any wardroom rests not with its mess members, but with the stewards employed there. It is with these men to whom the officers depend on for such events as VIP service, special entertainment and regular everyday service,

The success of these functions rests entirely with the type of service rendered by the stewards. Many extra types of functions which have occurred with minimum notice have been taken in stride by Chaudiere's stewards. Chaudiere's cooks and stewards base their success on three reasons: co-operation, thoroughness, and pride on such a fine ship, made that way because of the calibre of Chaudiere's ships company.

## Galley



*Back Row (left to right): Cpl E. Leedham, Cpl K. Kupitz, LT (N) B.J. Carey, MCpl D. Taylor. Front Row (left to right): WO J. Kearney, Cpl M. Salter, Cpl J. Chutter, Cpl P. Fraser, Sgt J. Beasley. Not Shown: Cpl R. Cardinal.*

### HEARD IN PASSING!

XO's famous comment on a cook's education: "He has more degrees than a thermometer."

It has been a very rewarding and interesting cycle in CHAUDIERE and now that the commissioning pennant is being hauled down, we can reflect back to some of the times (mostly good) and experiences we have had in these last eighteen months.

The workup period proved that we had the desire and spirit needed in CHAUDIERE. With the aid of and air element cook, one pongo, and an east coast boss, we put it all together and never looked back.

Our galley staff was recruited from various units, stations, and bases across the country. CPLs John Chutter and Keith Kupitz both came to us from northern stations, with enough annual leave accumulated, that we thought for a while they were going to sit out the cycle on leave. Their boss, SGT J. "Bozo" Beasley, was plucked from the gardens of Royal Roads. Our air element chef, Peter Fraser, bombed in from the wilds of Manitoba. While we were up in the air, we got MCPL Doug Taylor from the galley of a 707 out of Trenton. Then there was "Ernie", CPL Leedham, the land element gift to CHAUDIERE, who shortly after joining us, tried to convince us that you could ripen green bananas with the sick-bay heating lamps. The senior cook, WO J. Kearney, escaped from a two year stint with the army in Petawawa and was glad to be onboard. CPL Moe Salter joined us in time for the northern trip and caught the most salmon on the trip to Prince Rupert. If you prod him, he will tell you they were a gift from a tour of the local fish processing plant.

At this time now that we are all leaving, we take this opportunity to thank the officers and men for the cooperation and assistance given to us in this chapter of our service careers in CHAUDIERE 1972-1974.

## Logistics Department

The Supply Techs comprise both the Naval and the old Victualling Storesmen. To our dismay during this commission we found out that we are also known as the Logistics Branch and, lo and behold, the Finance Clerks are also part of Logistics. "HEAVEN HELP US".

We started out this commission with 75 percent new personnel and since then, the other 25 percent have also changed. Bert (I can't go into the fridges) Condie joined us for a short period and could not hack going to sea anymore. Pat Reimer joined us in Dec '73 and figured the life at sea was not for him so he retired to civilian life after a very short career. Dave Woodruff, Oliver Smith, Larry Savage and Armand Fournier escaped from the Training Squadron to the Base in Esquimalt for bigger and better things.

A few facts that seem to be interesting is that General Stores has handled in excess of 17000 vouchers, and the grocery department has issued 7000 lbs of ground beef, 5700 lbs of steak, 3500 lbs of sausages, 7000 lbs of bacon, 7000 lbs of French Fried Potatoes, and 10,000 dozen eggs or otherwise 120,000 eggs.

We have had a very successful commission and are all looking forward to the same co-operation from all departments in the Saskatchewan.



*Back Row (left to right): H. Wells Sgt. (Fin Clk), J. Woytowich Pte. (Sup Tech), M. McLellan Pte. (Sup Tech), G. Kimmitt Sgt. (Sup Tech), G. Hannah Pte. (Fin Clk), G. Croshaw Pte. (Sup Tech), S. Reimer Pte. (Sup Tech). Front Row (left to right): A. Prill Sgt. (Sup Tech), R. Cooper WO. (Sup Tech), J. McCaughey Cpl (Sup Tech), R. Green M/Cpl (Sup Tech). Now Shown: D. Woodruff Sgt. (Sup Tech), S. Smith Cpl (Sup Tech), R. Condle Cpl. (Sup Tech), A. Fournier Cpl. (Fin Clk), L. Savage Sgt. (Fin Clk).*

# ENGINEERING



*Back Row (left to right): Cpl R Norton, OC Ogilvie, Capt J Lowe, Pte R Brooks, WO V Honisch, Cpl E Mazurick. Front Row (left to right): Cpl J Neil, CWO K McKendry, Cpl E Adamowski, Cpl K Foote.*

The story of the Stokers starts with post-refit trials in January 1973, after four months refit. With a normal amount of good and bad luck, we started.

The worst of our problems stemmed from the safety valves, which probably gave us, or some of us, a little frustration. Finally, after three or four different sets were fitted, all was running smoothly, it seemed.

We went through our work-ups with very little problems, and then back to training and a little sea time.

Some of the problems have been helpful, or, I should say, not exactly unwelcome to the Ship's company as a little extra time at home is welcome at any time. As for our other problems or breakdowns, they happened as follows: propellers in February, Stern Tubes in September, Forced Lubrication pump in November, and Main Stops in February 1974. Most of these breakdowns called for a lot of time from the Engineering Department and with the Ordinary Seamen being sent to the Sweepers, the work load on the remainder was a lot heavier.

There has been a lot of co-operation and good feeling between the Chief Engine Room Artificer and the Chief Bos'n Mate mainly due to the burning of distillate fuel, instead of Bunker. Therefore, there are not more Klinkers on the Buffer's upper deck. There has always been an ample supply of fresh water for scrub outs, especially in the stores flats and nine mess.



*Back Row (left to right): Sgt J Reece, Cpl D Poole, Pte L Balcaen, Pte A Bray, WO G Walls, Pte E Knodel. Front Row (left to right): MWO E McIntyre, Cpl D Walt, Pte B Gilkinson, Pte R Jordison.*

# DEPARTMENT

The co-ordination and co-operation between the E.R.'s and E.T.'s shops was very noticeable. "Re: Hobbies".

For some people Upper Deck Stokers humorous times of the Year's trips was having to fuel in Guaymas, Mexico. We fuelled from a truck taking on 560 barrels of fuel in eight and one-half hours, whereas in Esquimalt it takes one-half hour for the same amount. We also did a number of replenishments at sea with AOR 508, and all went fairly well, once we knew which side.

The CHAUDIERE Stokers are also doing their part in helping to conserve energy. We steam on one Boiler and employ speed restrictions.

In June, the Stokers provided officials for a soft ball game between the Radar Plotters and the Wardroom. The game proved to be quite interesting and a lot of fun; the score twelve to twelve.

The Stokers carried on tradition by winning the cake for Rounds in June 1973, under the new Captain. The cake didn't seem to go too far, so we had to improvise, as usual, to give the Captain a slice. He cleared lower decks to show his appreciation, and proceeded to cut the cake with a hacksaw.

We have had a fair exchange of personnel over the past year, with the change of Chief Engine Room Artificers in June and the posting of Lieutenant Purdy standing out.

The good have come, and the good have gone, but, the best remain.



*Back Row (left to right): WO C Keighan, Pte J Cousineau, CWO L Wood, WO R Regan, Sgt J Latham. Front Row (left to right): Pte L McVee, Cpl G Cucksey, Cpl S Horton, Pte J Ledoux.*



*Back Row (left to right): Pte M Brousseau, Pte L Anderson, Sgt J Hutchinson, Pte G Dreger, Pte B Edwards, WO R Levin. Front Row (left to right): MCpl R Haldane, WO A Dachuk. Not shown WO T Nichol, Cpl W Williamson, Pte G Beauchemin, Pte J Dyck.*



## Firecontrol

The complete firecontrol system in **Chaudiere** was assembled, tested, tuned and aligned by ship's staff. During the workup period and O.R.I., it was found that these "BIG BOYS" feared no one.

Although many hours of hard work went into preparing the forward system for firings, the 3"70 gun seemed doomed. For to this date, other than gun functions carried out during trials, the left and right guns have yet to fire together. However, we still have time and hope and are always honed to a razor's edge!

Since Jan. 1972 to Feb. 1974, the following firing runs have been carried out by **Chaudiere**.  
Surface -- 49 runs, A.A. -- 45 runs, Bombardment -- 46 runs, Illumination -- 7 runs.

*Back Row (left to right): Cpl Courchene, Cpl R Wastrodowski, Cpl D Brand, Cpl P Dumoulin, Pte B Donohue, Sgt D Rix, WO L Roy. Front Row (left to right): Pte W Taylor, Pte M Moger. Not Shown: WO R Boomer, WO J Beech, CPL Briggs, CPL Wesolowski, Pte Racine, Pte P Hart.*

## Sonar Department

The Sonar Branch started off this cycle with practically a new crew, most of us being posted from CFB Esquimalt and HMCS Mackenzie.

We started phase two of the cycle with eight men in the department. Shortly thereafter, this number dropped to the six who now comprise our sonar crew.

Even in our limited sonar role, we have managed to take an active part in several sonar exercises during the cycle.

Our Kung Fu and Karate expert, Sgt Brian Eccles, was posted to Halifax in December for I.R.E. and 280 training and possibly Kung Fu lesson number five.

He was replaced by Sgt Jack Hennis, who still claims he ran into a door in San Francisco.

MCpl Glen Huxley now has the bandage off his hand and its feeling a lot better.

We lost Cpl "Hot Rod" Golby to a one car collision near the city of Portland and Pte Miller to the lure of big money and civilian life. They are soon to be followed by Pte Harback at the end of cycle posting period.

The remainder of us are looking forward to another cycle as good as the last when posted to the Saskatchewan in May.



*Front Row (left to right): Cpl G Huxley, Sgt J Hennis, WO B Mackie, Cpl A Dubetz, Pte D Harback. Not Shown Cpl E Frazier, Cpl R. Golby, Sgt B Eccles, Pte A Miller.*

# Weapons Surface Department

## Great Moments in Department's History

After six years of silence and two years of dockyard's labour, the 3"70 finally became operational. It spelled doom to one of the finer night spots, "The Bay of Pigs", where only the elite would congregate.

The opening of the ordinance workshop coffee boat has attracted some of its own elite over the years.

Generally speaking, it has been a reasonably successful three years. Considering our numbers have been spread quite thin at times, we feel we have done quite well.

Our thanks go to those departments who supplied loading numbers for the 3"50 when we were short-handed.

### NOTE:

To remind the Firecontrol personnel who are the upper half and controlling factor of the team, we have increased the price of empty brass cylinders. (3 for \$50.00)



Back Row (left to right): Cpl R Egger, WO D Ferguson, Sgt K Carter, Cpl B McMullan, Front Row (left to right): Cpl C Liebeck, MCpl L Westman, Not Shown: Cpl M Maccambridge, Pvt S Dokan, Pvt A Perrin, Pvt B. Clark, WO J Balfour, WO J Bond.



Front Row (left to right): WO H Ferguson, LT D Page, CPL R Dale, Cpl B Burr.

# Weapons Underwater Department

The personnel that are now serving on *Chaudiere* in the Weapons Underwater Department include WO Ferguson "S.S.", WU leader, CPL's Le Boutillier, Burr and Dale. This is the extent of the Weapons Underwater Department personnel. Before WO Ferguson, there was WO Flett "E.I." who periodically sent smoke signals from the metadyne compartment.

Since the unification of the Canadian Armed Forces, we now have Army and Air Force personnel serving onboard. One particular pongo, Cpl Dennis, the Captain's Steward, was so impressed with his first jackstay transfer that he did a two and one half gainer into the mortar well.

Even though the mortar crew was very short handed, we had numerous shoots: HE, Inerts, and lights which always went smoothly thanks to the Weapons Surface personnel who assisted.

## Electrical Tech 331



Back Row (left to right): Pte C Lennox, Cpl R Calam, Cpl R Richardson, Sgt M Fairley. Front Row (left to right): Pte. G Darch, Pte M Delmaire, Pte N Fortin, MWO L Smith. Not Shown Cpl J. Friars.

The electrical workshop on **Chaudiere** has, at many times, been referred to as the Hobby Shop. You never know what is being manufactured, fishing reels to rebuilt generators and to games to keep the body amused at sea. When a job arrives, all personnel dig in and work. The shop personnel are an efficient group, striving to keep the ship's electrical equipment operational. When the need arises they assist other departments in chasing down and correcting their electrical faults. Officer cadets are often assessed by the electrical department in their knowledge of the ship's power generation and distribution.

The "L" department comes from many areas within the fleet. PO Fairly, LS Calam, and LS Friars were here from the previous cycle. Chief Smith and LS Richardson arrived after a stint ashore at MARPAC. AB Darch returned from a stay at "L" school in Halifax. AB Lennox was on **Mackenzie**. Our two newest members, OS Delmaire and OS Fortin come by way of basic training and familiarization in Halifax. This is our department at the time of our decommissioning.

## Hull Department

The Hull Department has, over the last year or so, conducted several courses in plumbing theory titled "Why There is No Hot Water at the Shower Head When the Isolating Valve is Shut Off". Another subject is "Why Plugged Deck Drains Do Not Pass Water". Interested personnel from other branches met these courses with varying degrees of derision, galeity, anger, frustration, and incredulity regardless of the success attained.

A certain member (branch 2 1/c) with vibrating fingers, discovered himself promoted from #11 Mess to #3 Mess. He still couldn't catch fish.

CPL R. Hunter had more success with his Hunter's hunting courses. Even the Chief got a diploma, ancient as he may seem.

CPL D. Brososky, who retired to the civilian enterprise system, was replaced by CPL Doyon who joined from Fleet School.

PTE R. Allard escaped ashore for higher learning in the trade.

Seen in passing: MWO Wapola lecturing interested passers-by in theory, construction and final usage of "Glugg" boxes alongside in San Francisco. The results of the lecture proved very successful.



Back Row (left to right): P. Szeponski Pte., R. Hunter Cpl, F. Wapola MWO, J. Doyon Cpl, S. Beliveau Pte., L. Chattell Sgt. Not Shown D Brososky Cpl, R Allard Pte, A Parkes Pte, A Janssens Pte.

## Mars IV

Chaudiere's last Mars IV class came onboard February 2nd to what was, for many of them, a new world. The newness soon wore off, however, and these embryo officers of the watch got down to the business of becoming proficient shiphandlers. The first months training, which consisted mostly of pilotage around the Island, gave the Mars IV an opportunity to try their navigational skills in some fairly tricky waters, including Barkley Sound, Seymour Narrows, and Holberg Inlet. Some OOW manoeuvres and man-over-boards were thrown in along the way for variety and at times it did appear to be an amateur variety show, nevertheless it was all part of the learning experience. Transporting an infantry assault party up into Mayne Bay, chasing a Japanese fisherman, and a weekend in Vancouver gave the class a further taste of things to be encountered on and off the sea.

The beginning of March saw Chaudiere alongside for two weeks and while repairs were completed on the ship the Mars IV class worked away hectically on their harbour requirements trying to meet the deadline for their board and also avoid the one-in-three harbour watches which was to be the fate of those who did not succeed. In the end some made it, some did not.

As we finish our training and go to other ships we would like to thank all those in Chaudiere who made our training both enjoyable and worthwhile. We shall not soon forget our time in this ship. Farewell CHAUDIERE, hail SASKATCHEWAN.



Back Row (left to right): Jeronimus, C.J. S/LT, Snook, D.B. S/LT, Bechard, J. S/LT, Fleury, A., S/LT, Siscoe, D.B. S/LT, Houle, B. S/LT. Front Row (left to right): Walker, R. S/LT, Hardy, J. S/LT, Lemieux, D. S/LT, McEwen, H. S/LT. Not Shown: Poitras, M. S/LT.

The following Officers have graduated from MARS IV training on the Chaudiere.

Capt (R) RP Harrison, Lt Al Vey, Lt SC Doucette, Lt J Lafontaine, Lt R Gustafson, Lt JG Tremblay, Lt JCY Forcier, Lt R Hein, Lt P Gaynor, Lt S Cowen, Lt JL Mallet, Lt JDD Messier, Lt RRP Schoolcraft, Lt DC Letby, Lt DR Douglas, Lt PA Yocom, Lt RW Blake, Lt SJ Blythe, Lt NH Jellinek, Lt DS Mackay, Lt GR Madison, Lt BD Neal, Lt NP Nicholson, Lt MP Palmer, Lt RJ Sloat.

The following Officers have completed MSE Training on the Chaudiere:

Capt DW Purdy (Certificate of competency - part II), Lt J Costantini, Lt L Mosley, Lt J Lockhart, Lt R Logan.



Back Row (left to right): Lt M Genest, Lt R Bilodeau, Lt D Powell, Lt C Peachment, Lt S McCulloch, Lt B Carrier.

## Combat Systems Engineers

We are not the guys with the monkey wrenches, chisels, and sledge hammers working in the howels of the ship providing power for the ship.

We are those clean, white monkey suited maintainers who try to keep the fighting capability of the ship in a ready use state.

It is though amongst a small facet of the ship's company that we are only interested in planned maintenance time but this is not true. It seems that we also partake of partying and the occasional harbour watch.

All in all, we enjoy our work and its close proximity with the men in various trades making up the combat systems branch. It produces a sense of achievement to eventually leave the classroom and work for a living.

The following Officers have completed Combat Systems Engineering Training (CSE) on CHAUDIERE. Lt B Braun, Lt A Hu, Lt A Lacasse, Lt J Seiler.





C.W.O. McKerracher and L.S.R.P. Johnson quite happy at their work.



Master Seaman Larry Westman "Resting".



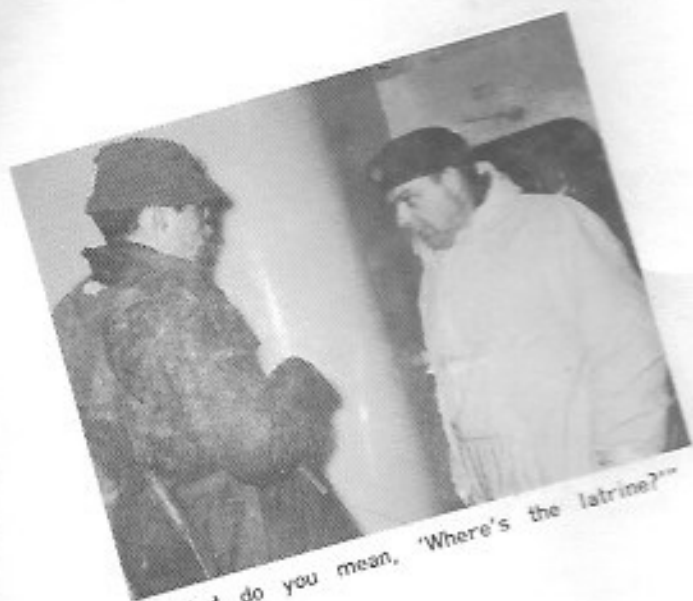
These fellows are fine? It's the ship that's lost.



The ship's medic Ray Harris on right being assisted in eye surgery? By the Ship's Barber, Jim Beech.



Our two laundry experts preparing for a "Soap Commercial".



"What do you mean, 'Where's the latrine?'"



"I just know it won't work, Len."



"I wonder where the other half got to!"



"Payday again?"



"I'll drink to that!"



Sgt. Jack Hennis and Admirers.



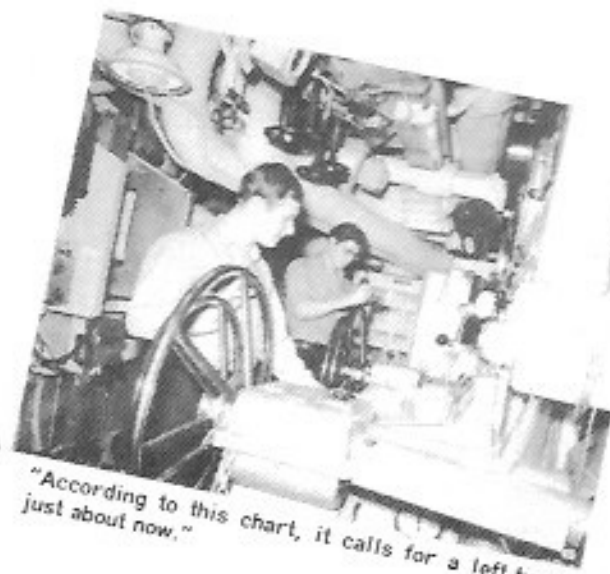
The gunnery Officer pointing out the top of the bullet.



Part of the "Happy Gang".



"Maybe we better check with 'Nasty'."



"According to this chart, it calls for a left turn just about now."



The "Ocean Fox". Eat your heart out, Rommel.



Kenny smiling.



A view from the top.



Chaudiere's own little mermaid.



Chaudiere showing how.



"The job is made!"



Extra special sea sailors.



"Radar" Biccum and Sgt. Willey try to outhustle Andy.



Low card carries the extras!



"Dance? Why thank you, I'd love to!"