

THE
Commissioning
OF
HMCS CHAUDIERE



AT HALIFAX SHIPYARDS, HALIFAX, N.S.
NOVEMBER 14, 1959



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



The addition of a new ship to the fleet is always an auspicious event, and the commissioning of HMCS *Chaudiere* is particularly noteworthy, marking as it does the fulfilment of a shipbuilding programme that in several respects has been the most ambitious ever undertaken in Canada.

Although our country has had a long shipbuilding tradition, it was an entirely new venture when the decision was taken, in 1948, to design and build in Canada, to Canadian specifications, and with mostly Canadian materials, an advanced type of warship that would be wholly anti-submarine in character.

The first of these destroyer escorts was commissioned in 1955. She was followed by six more, to complete the *St. Laurent* class; then by the seven ships of the *Restigouche* class, of which HMCS *Chaudiere* is the latest and last.

Since coming into service, these ships have been extensively tested in trials and exercises and have performed up to, and beyond, expectations. In doing so they have brought great credit, to those who first conceived them and to the many Canadians—in the Navy, in the shipyards and in the numerous supporting industries—who had a part in their development and construction.

I am sure that all will share my satisfaction on this occasion, and join with me in wishing good sailing and a successful commission to the Commanding Officer, officers and men of HMCS *Chaudiere*.

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



HMCS Chaudiere during sea trials.

A CANADIAN ACHIEVEMENT

HMCS *Chaudiere* is the seventh of the *Restigouche* 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 *Chaudiere* 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 *Chaudiere* 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.

The *Chaudiere* was laid down at Halifax Shipyards on July 30, 1953 and launched on November 13, 1957. Her sponsor was Mrs. E. W. Finch-Noyes, the wife of Commodore E. W. Finch-Noyes, CD, RCN, Commanding Officer Naval Divisions.

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. Twin rudders permit a high degree of manoeuvrability.

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 focs'le, is below decks.

Previous methods of ship-handling during action have been revolutionized by modern electronic aids. Complex radar and direction-finding equipment pierces through fog and darkness. During action, the captain "fights" the ship from the operations room. The wheelhouse is on the 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 speeds. 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 *Chaudiere* 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.



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.

Auxiliary machinery is powered by turbines, electricity and 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 *Chaudiere* 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 servicing a city of 10,000. About 300 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 *Chaudiere* has three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth contains 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, and include major Canadian developments.

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 *Chaudiere* 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 superstructure 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 *Chaudiere'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.

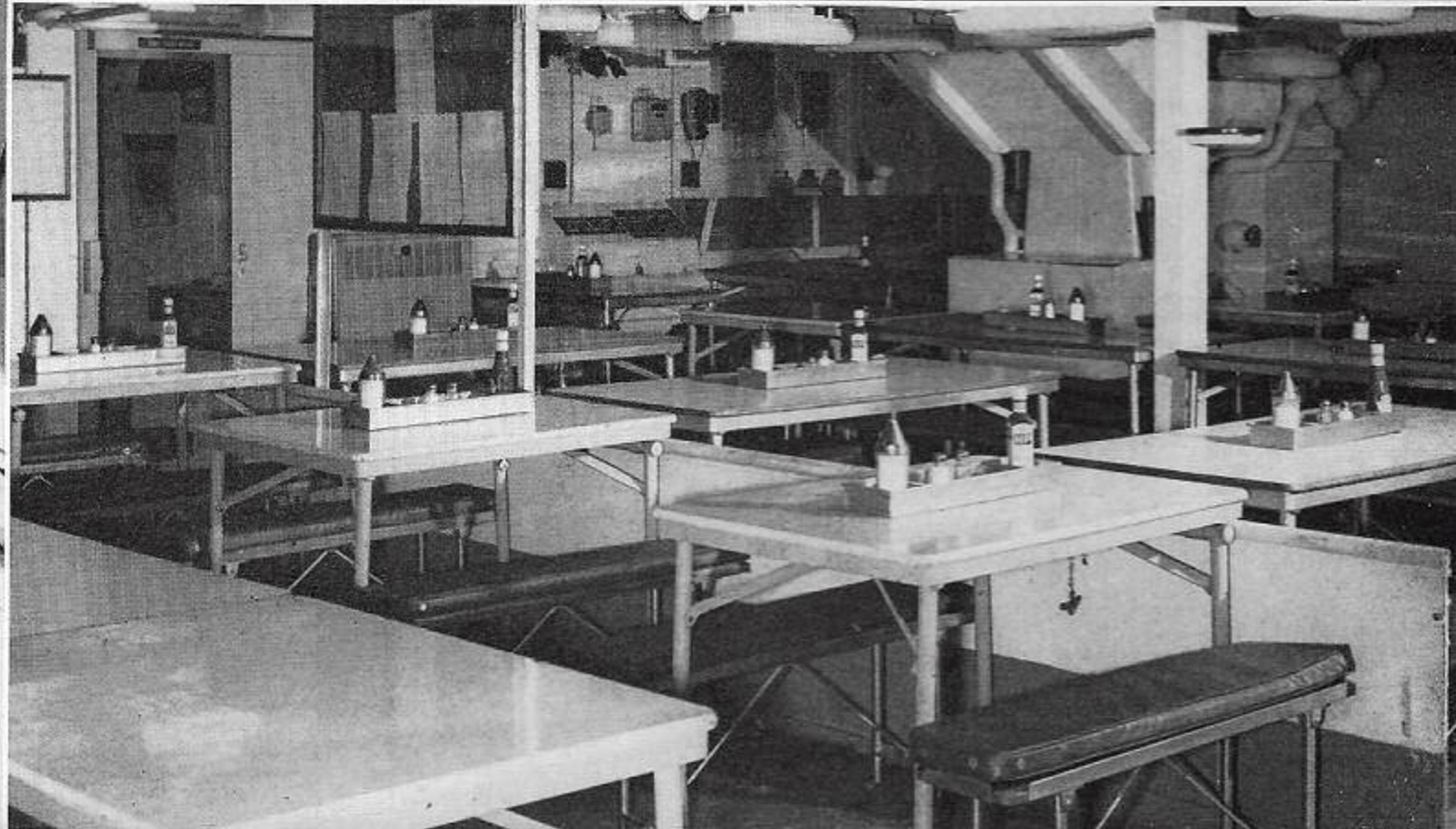
The ship has storage for 90 days' frozen provisions, compared with that for 14 days in Second World War escort ships.

Right: View of the galley.

Below Left: A messdeck kit locker.

Below Right: Bunks fold into settees.

Bottom: The Main Cafeteria.



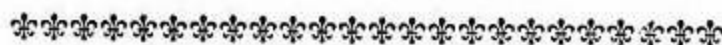
PROGRAMME

1415—Invited Guests Arrive.	1500—Commissioning Ceremony.
1430—Guest of Honour and Official Party arrive.	Guest of Honour and Official Party tour the Ship, followed by Invited Guests.
	1615—Reception begins.

THE COMMISSIONING CEREMONY

ORDER OF SERVICE

Introduction by Ordnance Captain R. V. Henning, CD, RCN, Principal Naval Overseer, East Coast.
Address by Mr. J. D. Lezie, General Manager, Halifax Shipyards Ltd.
Address by the Chief of the Naval Staff.
Address by the Rt. Hon. John G. Diefenbaker, MP, QC, Prime Minister of Canada.
Acceptance of the ship by Rear-Admiral (E) B. R. Spencer, CD, RCN, Chief of Naval Technical Services.



Commissioning Service conducted by Brig. the Ven. J. W. Forth, MBE, CD, DD, Chaplain General of the Armed Forces (P).

HYMN: Tune "Eternal Father Strong to Save"

- | | |
|---|---|
| 1. 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 sailor's cry,
And watch and guard her from on high. | 2. 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 sailor's cry,
And grant eternal life on high. |
|---|---|
- AMEN.

PSALM 107 (verses 23 to 31, 43 read 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 heaven, 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 distress.
29. He maketh the storm to calm, so that the waves thereof are still.
30. Then they are glad because they are 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. Who is wise, and will observe these things, even they shall understand the loving kindness of the Lord.

Glory be to the Father, and the Son and to the Holy Ghost; As it was in the beginning, is now, and ever shall be: world without end. AMEN.

The Chaplain shall ask for God's blessings on the ship using this ancient call; the ship's company responding heartily:

FROM THE GAELIC BLESSING, 1589

- Chaplain: I call on you to pray for God's blessing on this ship. May God the Father bless her.
- Ship's Company: Bless Our Ship.
- Chaplain: May Jesus Christ bless her.
- Ship's Company: Bless Our Ship.
- Chaplain: May the Holy Spirit bless her.
- Ship's Company: Bless Our Ship.
- Chaplain: What do you fear seeing that God is with you?
- Ship's Company: We fear nothing.
- Chaplain: What do you fear seeing that God the Son is with you?
- Ship's Company: We fear nothing.
- Chaplain: What do you fear seeing that God the Holy Spirit is with you?
- Ship's Company: We fear nothing.
- Chaplain: Our help is in the name of the Lord.
- Ship's Company: Who hath made Heaven and Earth.
- Chaplain: The Lord be with you.
- Ship's Company: And with Thy Spirit.

LET US PRAY

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 the chances of this mortal life, bring them to Thy mercy to the sure haven of Thine everlasting kingdom; through Jesus Christ Our Lord. AMEN.

THE LORD'S PRAYER

The Chaplain will pronounce a blessing on the ship:

O Lord God Almighty, who blesses those that put their trust in Thee, bless this ship and all who serve and sail in her; May good success and Thy protection be with them always. In the Name of the Father, Son, and Holy Ghost. AMEN.

THE NAVAL PRAYER

O Eternal Lord God, who alone spreadest out the heavens and rules the raging of the sea; who has compassed the waters with bounds until day and night come to an end; Be pleased to receive into Thy Almighty and most gracious protection the persons of us Thy servants, and the Fleet in which we serve. Preserve us from the dangers of the sea and from the violence of the enemy; that we may be safeguard unto our most gracious Sovereign Lady, Queen Elizabeth and her Dominions; and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Empire may be in peace and quietness serve Thee our God; and that we may return in safety to enjoy the blessings of the land, with the fruits of our labours, and with a thankful remembrance of Thy mercies to praise and glorify Thy Holy Name through Jesus Christ Our Lord. AMEN.

A PRAYER FOR THE SHIP

O Eternal Lord God, who hast united us as shipmates in the bond of fellowship; enable us to be worthy of those who have served before us; and grant us with a willing spirit to fulfill whatever duty may be laid upon us; that when our work on earth is over we may find our rest in Thine eternal services; through Jesus Christ Our Lord. AMEN.

THE BLESSING

Go forth into the world in peace; be of good courage; hold fast that which is good; render no man evil for evil; strengthen the fainthearted; support the weak; love the Brotherhood; fear God; honour the Queen.

And the blessing of God Almighty, the Father, the Son and the Holy Ghost be upon you, and remain with you always. AMEN.



Commissioning Service conducted by the Rt. Rev. Ronald MacLean, CD, RCN, Chaplain General of the Armed Forces (RC).

In the name of the Father, and the Son and of the Holy Ghost.
AMEN.

V. Our help is in the name of the Lord.
R. Who made Heaven and Earth.
V. The Lord be with you.
R. And with Thy Spirit.

LET US PRAY

Almighty and everlasting God, who didst commit the ark and its occupants to the care of the Holy Patriarch Noah to guide it and them through the waters of the Deluge, design we beseech Thee to bless and to take under Thy powerful protection and guidance this ship which is commissioned to-day, with all those in her. Guard and protect her from all danger, and from all adversity. Do thou O God, who are the strength of those who hope in Thee defend this ship against the visible and invisible snares of the enemy that she may defend the paths of justice and overcome, with Thy help, all the powers of the enemy. Through Christ Our Lord. Amen.

LET US PRAY

O God, who didst call the Holy Patriarch Abraham from his homeland, and didst give him Thy commission to lead Thy chosen people, grant that, as Thou didst guide, preserve and defend this ship and all those in her. Be their protector in all their departures, their support in all their journeyings, their strength in danger, their defence against their enemies, their haven in adversity, that under Thy guidance they ever may reach their destination unharmed and return to their port in safety and happiness. Through Christ Our Lord. Amen.

LET US PRAY

Almighty and everlasting God, strength and courage of the upright, and defender of Thy people, who didst commit to Thy holy servant Moses the mission of instructing and leading Thy chosen people, grant we beseech Thee, Thy blessing and protection upon this ship. Pour upon this ship, the Officer who Commands her, his Officers and men, the richness of Thy blessing, guidance and protection. May they ever be inspired by Thy Holy Law. May they grasp with their minds, cherish in their hearts and carry out in deed all the teachings that lead to salvation, so that they may safely reach the haven of eternal life. Through Christ Our Lord. Amen.

LET US PRAY

O Lord Jesus Christ, who didst commit Thy Holy Church to the Holy Apostle Peter, listen favourably to our prayers and with Thy right hand bless this ship and all those who sail in her. Send Thy Holy Angels to guard and deliver her from all danger, and as thou didst grant Thy servant Peter faith and grace to walk upon the waves, stretch forth Thy hand to us that through the intercession of the apostle Peter, our ship may always remain under Thy protection and blessings. Through Christ Our Lord. Amen.

LET US PRAY

O God, who didst grant to the Most Blessed Virgin Mother the commission to be Mother of Thine Only Begotten Son, grant, we beseech Thee, that as Thou preserve her from mankind, Thou wouldst preserve this ship also from all evil and adversity. Do Thou, O God, through the intercession of the Blessed Virgin Mary, be the strength of those who have chosen to defend freedom and peace, their defence against the enemy and the sure promise of victory over the powers of injustice and all iniquity. Through Christ Our Lord. Amen.

NOTRE PÈRE

JE VOUS SALUE MARIE

GLOIRE SOIT AU PÈRE

Her Majesty's Canadian Ship *Chaudiere* commissions.

Commanding Officer, Commander V. J. Wilgress, CD, RCN, addresses the ship's company.

Ship's company embark in the ship.

Commanding Officer is piped on board and stands by to receive the Guest of Honour, Official Party and Invited Guests.



Ord. Captain R. V. Henning, CD, RCN,
Principal Naval Overseer,
East Coast.



Lt. Cdr. (L) W. L. Watson, CD, RCN,
Assistant Principal Naval Overseer,
East Coast.

THE NAVAL OVERSEERS

During the construction, work in HMCS *Chaudiere* has been supervised by a naval and civilian staff representing the various professions and skills involved in the assembly and trials of the ship.

Principal Naval Overseer, Ordnance Captain R. V. Henning.

Assistant Principal Naval Overseer, Lieut. Commander W. L. Watson.

Electrical Section

Lieut. Commander(L) W. L. Watson
Chief Petty Officer J. F. Brown
Chief Petty Officer R. Christianson
Petty Officer F. C. Kramer

Engineering Section

Lieut. Commander(E) J. W. Mason
Chief Petty Officer W. T. Hatcher

Constructor Section

Const. Lieut.-Commander R. A. Billard
Chief Petty Officer E. V. Martin
Petty Officer W. J. Greenwood

Supply Section

Lt.(S) A. R. Mason
Petty Officer R. Knapman
Leading Seaman W. L. Saunders

Ordnance Section

Chief Petty Officer W. D. Wales

Civilian Staff

Mr. A. P. Bell, Trials Co-ordinator
Mr. H. C. Kingsbury, Time & Material Recorder
Mr. C. C. Hicken, Time & Material Recorder
Miss Muriel M. Crocker, Clerk Typist
Mrs. Shirley V. Walker, Typist



Lt. Cdr. (E) J. W. Mason, RCN,
Engineer Overseer.



Const. Lt. Cdr.
R. A. Billard, CD, RCN,
Constructor Overseer.



Lt. (S) A. R. Mason, CD, RCN,
Supply Overseer.



J. D. Lezie,
General Manager,
Halifax Shipyards.



G. W. Strong,
General Superintendent,
Halifax Shipyards.



P. H. Carr-Harris,
General Superintendent,
Dartmouth Marine Slips.



J. Purvis,
Project Superintendent,
Halifax Shipyards.

THE BUILDERS

Since the establishment of the Royal Canadian Navy in 1910, Halifax Shipyards has been closely associated in peace and in war, with the Senior Service.

Throughout the years, ships of the RCN have been repaired and built here; indeed, the first destroyers ever built in Canada were the product of this yard.

With the threat imposed by submarine warfare, it was necessary to develop a special vessel for tracking and destroying the underwater marauder; Canadian technological ability resulted in the Destroyer Escort.

It was with pride that Halifax Shipyards was again called upon to participate in this programme. The same skill and workmanship which went into the first *Tribal* Destroyers and the *St. Laurent* D.E.'s has gone into the building of this new D.E. and the officers and the men sailing in HMCS *Chaudiere* will be equally proud and satisfied with a fine ship.



N. J. Thompson,
Naval Architect,
Halifax Shipyards.



← Aerial View of Halifax Shipyards Ltd.

↓ Aerial View of Dartmouth Marine Slips.





THE SHIP'S BADGE

BLAZON:

Vert, three cottises in bend wavy Or, debruised in the centre with a plate voided, the inner edge invected.

SIGNIFICANCE:

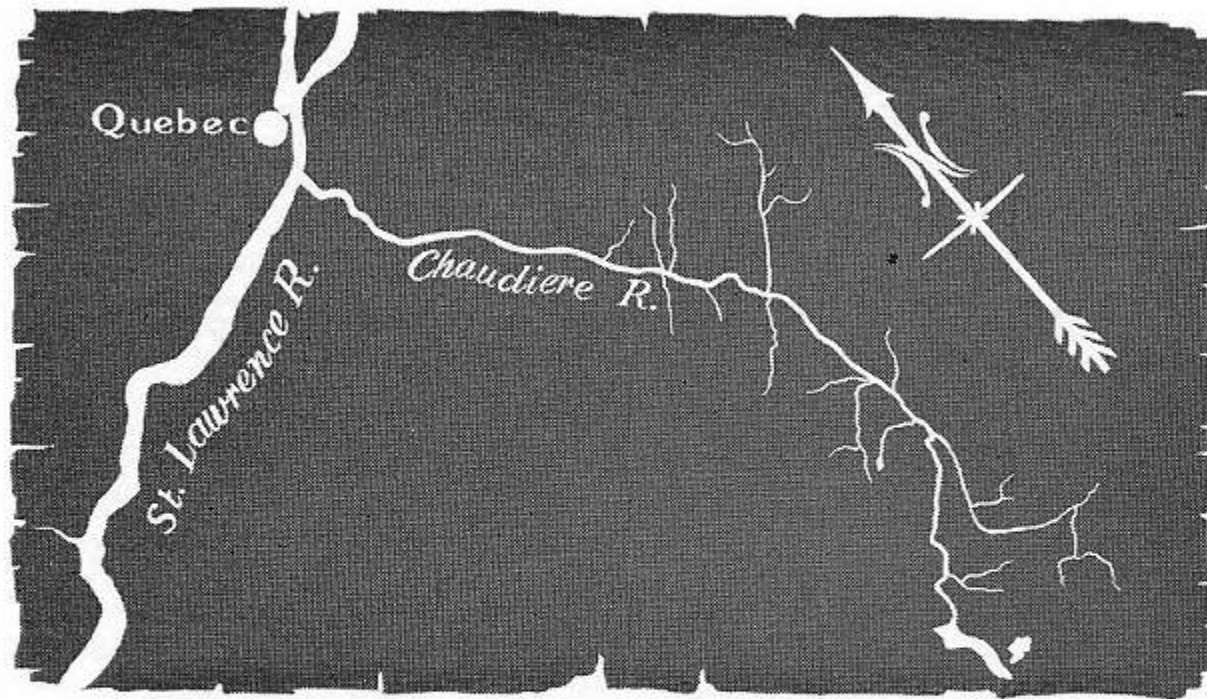
This ship derives its name from the Chaudiere River which rises in Lake Megantic and discharges into the St. Lawrence almost opposite Quebec City.

The word Chaudiere means, according to the Dictionnaire Larousse, "a large metallic vessel used for warming, cooking, boiling, etc." It is generally agreed that the river received its name because of the effect produced by the spectacular falls near its mouth, which tumbling into a great bowl-shaped basin, resembled "a pot full of boiling water".

In the badge design, the golden diagonal wavy stripes represent the river; the white circular device in the centre, termed in heraldry "a plate", has been hollowed out or "voided", with a scalloped effect on the inner rim, to symbolize the appearance of the basin with its foaming waters where the river tumbles into it.

SHIP'S COLOURS:

Gold and Green.



AN HISTORIC NAME

HMCS *Chaudiere* takes her name from the Chaudiere River, the full length of which was first traversed by a white man in 1646, when Father Duillettes, a Jesuit missionary on a diplomatic errand for the Governor of New France, travelled up the river on his way to the English colonies in an effort to persuade the settlers to side with the French against the Iroquois. Jacques Cartier and Samuel de Champlain earlier had made exploratory trips up the Chaudiere, and in later years it was used by the French in their invasions of New England.

It was down the Chaudiere, in 1775, that General Benedict Arnold led an American Revolutionary army to join with General Richard Montgomery for an attack on Quebec—an act which united the French and Anglo-Canadians for the first time in the defence of their common country and insured the preservation of Canada from American conquest.

On New Year's Eve, 1775, the Americans were routed by a gallant little garrison composed of all the racial elements which ultimately united to work out Confederation.

General Arnold's journey down the Chaudiere with his army of 1,050 is recognized as being among the more notable feats in the military history of North America.

Arnold travelled up the Kennebec river in Maine, to the head of navigation at Lake Megantic. The expedition had 220 bateaux hurriedly knocked together to take the Americans down the Chaudiere to Quebec. They were made of unseasoned wood and soon began to cause trouble. Then Arnold's rear guard turned back without orders, depleting his force by 200 men. At times the force lost its way as it toiled through the wilderness and portaged past the Chaudiere rapids. Disease broke out, and the expedition came perilously close to starvation. But Arnold was a remarkably determined and forceful man, and he inspired his troops to carry on to the St. Lawrence, and to attack Quebec.

As Arnold closed in on Quebec from the south, General Montgomery's forces, which had just captured St. Johns, were marching on Montreal. Governor Sir Guy Carleton in Montreal decided that the position there was untenable and embarked for Quebec, where he intended to make a stand. At the same time, Colonel Allan Maclean, who was marching towards Montreal to assist Carleton, heard news of the fall of St. Johns and turned back towards Quebec. Now began a desperate race for Quebec, which was but weakly held. British possession of Canada was at stake. Carleton, racing Montgomery's advance guard, was cut off when his vessel went aground. The Americans demanded his surrender, but he escaped in a whaleboat with muffled oars. At one point he passed so close to the enemy that the crew paddled with their hands. Carleton found a British vessel in the river and arrived at Quebec in the nick of time.

The combined forces of Arnold and Montgomery greatly outnumbered the defenders. Carleton's little garrison only sufficed to man the walls. He had only 1,800 men all told, including bluejackets, merchant seamen, civilian volunteers, militia and 543 French-Canadians. The Americans had set their hopes to a large extent on French-Canadian animosity towards the British. But under Carleton's inspired leadership, French and British fought side by side, thereby laying the ground for a common Canadian nation.

Jacques Cartier, on his third voyage of exploration, found in the vicinity of the Chaudiere River "stones like diamonds, the most fair, polished, and excellently cut that it is possible for a man to see." These sparkling crystals can be seen today where Cartier saw them. But they are not diamonds. They are simply worthless auriferous deposits. Gold and silver have occasionally been found on the river bed and on the banks, and sporadic mining ventures, mostly unsuccessful, have been conducted since the middle of the last century.

Champlain, proceeding up the river by canoe, described the surrounding country as "rather unpleasant", and noted that the Indians painted their faces crimson with a dye which they obtained from a local root. But Champlain was filled with wonder at the sight of the Chaudiere Falls and remarked: "they make such a noise that they can be heard from more than two leagues away."

Champlain records in detail the respect which the Indians had for the Chaudiere Falls: "Having carried their canoes to the foot of the fall, they assemble in one place, where one of them takes up a collection with a wooden plate into which each puts a piece of tobacco. After the collection, the plate is set down in the middle of the group and all dance about it, singing after their fashion. Then one of the Chiefs makes a speech, pointing out that for years they have been accustomed to make such an offering, and that thereby they receive protection from their enemies; that otherwise the devil persuades them, and misfortune would happen to them. When he has finished, the orator takes the plate and throws the tobacco into the middle of the falling water, and all together utter a loud whoop!"

THE HERITAGE



THE first HMCS *Chaudiere* was a former Royal Navy destroyer turned over to Canada and commissioned with her new name in 1943.

As HMS *Hero* she had seen considerable action against the enemy; and as HMCS *Chaudiere* she was to take part in the destruction of three U-boats within a period of less than seven months.

Following negotiations by Canadian authorities to have several Royal Navy destroyers transferred to the Royal Canadian Navy for escort duties in the Western Atlantic, four Fleet destroyers were offered to the RCN in March, 1943.

Later, two more ships were added. One of these was HMS *Hero*.

The *Hero* was built in the 1930's. She took part in the Norwegian campaign and was present at the Second Battle of Narvik, in April, 1940. Transferred to the Mediterranean, she made several passages to Tobruk while it was under siege by the enemy. A near-miss by a bomb in April, 1943 resulted in considerable damage to her hull. It was while she was under repair that arrangements were completed for her transfer to the RCN.

The destroyer was commissioned as HMCS *Chaudiere*, at Portsmouth, on November 15, 1943, but did not sail until December 17, when she proceeded to Scapa Flow for her work-ups.

From there she went to Londonderry, and as a unit of Canadian Escort Group C-2, attached to a convoy bound from the United Kingdom to North America.

During the forenoon of March 5, 1944, while C-2 Group was escorting a convoy bound for the United Kingdom, HMCS *Gatineau* obtained an asdic contact which she promptly classified as "submarine."

It was, indeed, the U-744, which was to lead its pursuers on what was to become the second longest "hunt to exhaustion" for a submarine on record.

In command of the U-boat, which was out on its second patrol, was a 24-year-old officer, Oberleutnant zur See Heinz Blischke, who had been in command of this submarine since its commissioning one-and-a-half years before.

Shortly after gaining the initial contact, the *Gatineau* lost it when the U-boat altered course towards the Canadian destroyer. HMCS *St. Catharines* (frigate) was Senior Officer's ship of the support force and she regained the contact shortly afterwards, attacking with depth charges and hedgehog. Again, however, the contact was lost. The *Chaudiere*, HMS *Icarus* (destroyer) and the corvettes HMCS *Chilliwick* and HMCS *Fennel* now closed the *St. Catharines* to assist in the hunt. The *Gatineau* had to withdraw and proceed to Londonderry because of mechanical defects.

Shortly after this, the sub-hunting ships received reports that the convoy they had been escorting was in danger. The *Chaudiere* and the *Icarus* were detached to overtake the convoy while HMS *Kenilworth Castle* (corvette) was detached from the convoy's close escort to assist the ships which were still hunting their elusive quarry. The *Kenilworth Castle* joined the hunt because she was fitted with the then new anti-submarine projectile, "Squid", and it was hoped this would prove successful against the deep-lying U-boat.

The attacks were carried on through that night but the submarine managed to remain on the margin of the attack area.

The *Chaudiere* and *Icarus* returned to join the hunt as soon as the convoy was clear of the threatened area.

With the return of daylight on March 6, the *Fennel* opened the day's assault. By this time the U-744 had taken some 20 hours of punishment and the air in the submarine was becoming foul. Other attacks continued throughout the morning.

Finally, during the late afternoon, the U-744 surfaced. Blischke believed, as he had from the start, that two destroyers only were present.

It was his hope, on surfacing, to torpedo one and engage the other with his 37-mm. gun. When the U-boat surfaced it came up a short distance ahead of the *Chilliwack*. The corvette immediately opened fire—her first round blowing one set of anti-aircraft guns off the U-boat—and bore down at full speed on the submarine.

Blischke, the first to emerge on surfacing, was mortally wounded by fire from the corvettes and fell inside the conning-tower fairing. His engineer officer then gave the orders to abandon ship.

It had taken 32½ hours and 291 depth charges to vanquish the U-boat. As the weather was deteriorating it was finally decided not to take the craft in tow but to sink it. The *Icarus* torpedoed the U-744 to send it beneath the waves.

In the latter part of April, the *Chaudiere* was assigned to EG-11, a hunter-killer group of RCN destroyers based at Londonderry. HMCS *Ottawa* was the senior officer of this group. Besides the *Chaudiere*, other ships in the group were the *Kootenay*, *Gatineau* and *St. Laurent*.

During May the group was assigned to patrolling different sections of the English Channel.

For D-Day, EG-11 was ordered to begin patrol shortly after midnight on June 5 in the area between The Lizard and Start Point to cover the "build-up" convoy route from the west.

Later, the group was sent to the Channel Islands area. Patrols, with occasional spirited actions against E-boats, surface shipping and suspected U-boat contacts, formed the routine during the months of June and July.

On the afternoon of August 10, while west of St. Nazaire, the *Chaudiere* obtained a contact following a report by an aircraft that it had sighted a submarine on the surface.

The *Chaudiere* was accompanied by the *Ottawa* and attacks were carried out by the two destroyers until late that night when, it was believed, the enemy was destroyed. An assessment committee, however, ruled that there had been insufficient evidence of damage.

On August 18, EG-11 was returning from a patrol west of La Rochelle when the *Kootenay* obtained a contact. Attacks were carried out throughout that day by the *Chaudiere*, *Ottawa* and *Kootenay*. The following morning, August 19, the *Chaudiere*, which had been left overnight to guard the area, attacked three times with hedgehog, hitting on each occasion.

A small amount of wreckage appeared which the *Chaudiere* was able to recover. It included a letter from a German seaman to his wife, dated August 11, 1944, a printed candy wrapper marked with the name "Berlin", numerous bits of wooden wreckage and three gloves. There was also thick oil.

Because of this action, the *Ottawa*, *Kootenay* and *Chaudiere* were given official credit for the destruction of U-621, the second submarine "kill" in which the *Chaudiere* had been involved.

The third U-boat sinking in which she was to play a part took place only two days later.

The same three ships—*Ottawa*, *Kootenay* and *Chaudiere*—were returning to Londonderry on August 20 when, during the evening, the *Ottawa* gained a good contact about 20 miles southwest of Ushant. The three Canadian destroyers carried out vigorous attacks with hedgehog. Later, the *Chaudiere* was obliged to leave the hunt due to shortage of fuel. By this time it was too dark to see if any tell-tale signs were rising to the surface from the target. The *Ottawa* and *Kootenay* also left the scene, deciding that they had been attacking a wreck.

It was not until some time later, when official credit was received, that the *Chaudiere*, *Kootenay* and *Ottawa* realized that they had destroyed the U-984.

EG-11 continued with a variety of duties in the months that followed. Then, in November, 1944, three Canadian destroyers, the *Chaudiere*, *Qu'Appelle* and *St. Laurent* were ordered to return to Canada for refit. They sailed as additional escorts for a west-bound convoy and reached Halifax on November 29.

Following repairs which were carried out at Halifax, the *Chaudiere* sailed to Sydney, N.S., where she began her refit on January 22, 1945.

EG-11 was finally disbanded on June 6, 1945, and seven days later the *Chaudiere* was declared surplus to requirements.

Eventually sold to the Dominion Steel Corporation, Sydney, for scrap, the *Chaudiere* lay alongside a jetty in Sydney harbour for several years following the end of the war.

To her successor she left the battle honours:

Atlantic 1944
Normandy 1944
Biscay 1944

FORMER COMMANDING OFFICERS

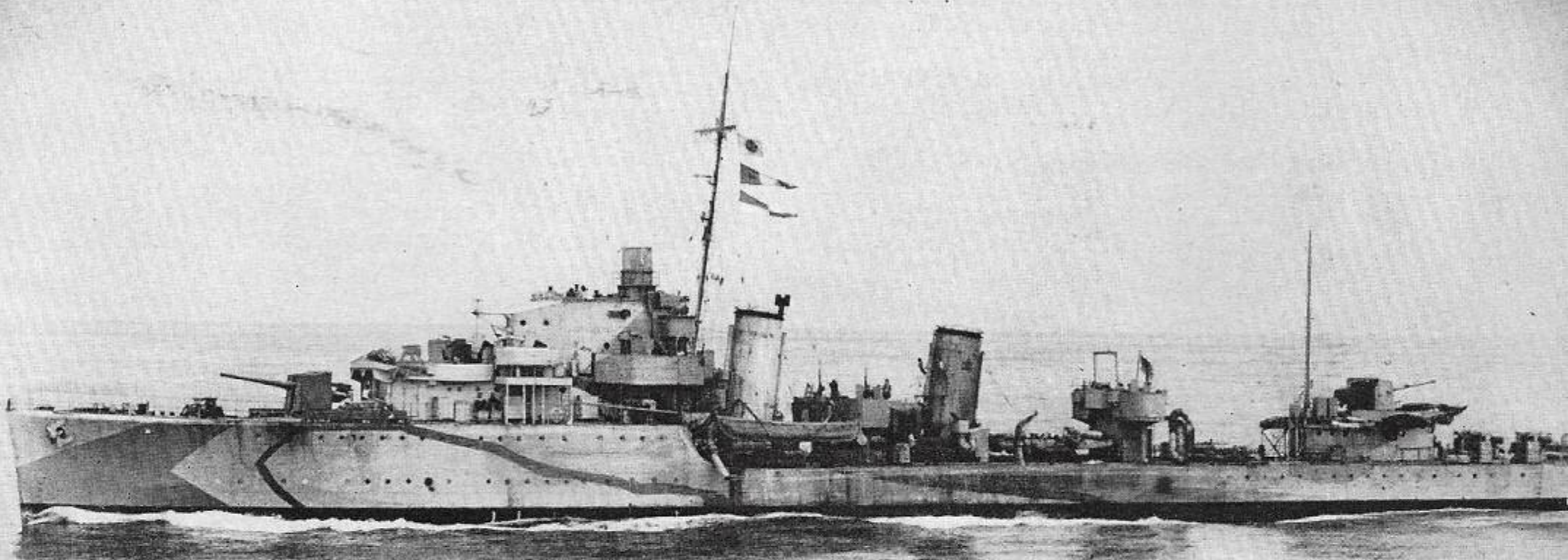
During the major portion of her one year and nine months' service in the Royal Canadian Navy, the first HMCS *Chaudiere* was commanded by Acting Lieutenant-Commander C. P. Nixon, DSC, CD, RCN (November 15, 1943, to March 21, 1945), now serving in the rank of Captain as Assistant Chief of Staff (Personnel and Administration) on the staff of the Supreme Allied Commander Atlantic, in Norfolk, Va.

Two other officers who held command temporarily were:

Acting Lieutenant-Commander W. Davenport, RCNR, (March 22, 1945, to June 20, 1945).

Lieutenant-Commander G. M. Kaizer, RCNR (August 2 to August 12, 1945).

The first HMCS *Chaudiere*.





Commander V. J. Wilgress, CD, RCN,
Commanding Officer.

THE SHIP'S COMPANY

OFFICERS

Commander V. J. Wilgress, C.D., R.C.N.	Commanding Officer
Lieut. Commander H. M. Belanger, C.D., R.C.N.	Executive Officer
Lieut. Commander(E) J. W. Mason, R.C.N.	Engineer Officer
Lieut. Commander(L) R. H. Arthur, R.C.N.	Electrical Officer
Lieut. Commander(S) A. P. Stewart, R.C.N.	Supply Officer
Lieut.(D) J. H. A. Huxtable, R.C.N.	Direction Officer
Lieut. E. A. Makin, R.C.N.	Gunnery Officer
Lieut. (TAS) E. L. Anderson, R.C.N.	Torpedo Anti-Submarine Officer
Lieut. A. E. Young, C.D., R.C.N.	Navigating and Communication Officer
Act. Cmd. Ord. Off. E. Alexander, C.D., R.C.N.	Ordnance Officer
Act. Cmd. Gnr. J. Norris, R.C.N.	Training Officer (Men)
Act. Sub. Lieut. M. Hodgson, R.C.N.	Asst. Communication Officer
Act. Sub. Lieut. H. P. Hansen, R.C.N.	Asst. Navigating Officer

MEN

Chief Petty Officer W. Brown.....Coxswain

SEAMAN BRANCH

Chief Petty Officer..W. Mellish	Leading SeamanF. Edwards	Able SeamanD. Wood
Petty Officer L. Flanagan	Leading SeamanJ. Parent	Able SeamanJ. Couture
Petty OfficerD. Kurts	Leading SeamanR. Whiteside	Able SeamanR. Phillips
Petty OfficerT. McCabe	Leading SeamanL. Joyce	Able SeamanK. Freeland
Petty OfficerR. Chalmers	Leading Seaman ... J. Robson	Able SeamanC. Gibson
Petty OfficerA. Vanzielegham	Leading SeamanE. Thibbidao	Able SeamanP. Watt
Petty OfficerC. Scrivens	Leading SeamanT. Newton	Able SeamanM. Lalande
Petty OfficerB. Pask	Leading SeamanJ. Steffens	Able SeamanT. Crocker
Petty OfficerA. Notheast	Leading Seaman ...J. Desroches	Able SeamanB. Flegg
Petty OfficerM. Caine	Leading SeamanW. Squires	
Petty OfficerH. Crocket	Leading SeamanH. Collins	Ordinary Seaman ...L. Robinson
Petty OfficerS. Leveck		Ordinary Seaman ...D. Hogue
Leading SeamanD. Tinsley	Able SeamanJ. Mills	Ordinary Seaman ...J. Bracken
Leading SeamanR. Rollin	Able SeamanH. Small	Ordinary Seaman ...T. Webb
Leading SeamanP. Hooper	Able SeamanJ. Pratt	Ordinary Seaman ...R. Lake
	Able SeamanG. Bunting	

Ordinary Seaman L. Contant
Ordinary Seaman G. Melville
Ordinary Seaman A. Bolduc
Ordinary Seaman A. Levesque

Ordinary Seaman J. Hunting
Ordinary Seaman E. Dillon
Ordinary Seaman R. Bickle
Ordinary Seaman E. Reid

Ordinary Seaman W. Phillips
Ordinary Seaman D. Ketly
Ordinary Seaman E. Leblanc

SUPPLY BRANCH

Chief Petty Officer.. E. Moslin
Chief Petty Officer.. P. Mondoux
Chief Petty Officer.. C. Thompson
Chief Petty Officer.. D. Newton

Leading Seaman L. Jones
Leading Seaman R. Bremmer
Leading Seaman J. Gallant
Leading Seaman B. Martin

Able Seaman M. Cooper
Able Seaman B. Parkin
Able Seaman M. Buckle
Able Seaman W. Grady
Able Seaman W. Wilson
Able Seaman A. Sherren
Able Seaman J. Gaffield
Able Seaman F. Legge
Able Seaman J. McKinley

Petty Officer N. Drabble
Petty Officer R. Leeming
Petty Officer A. Boucher
Petty Officer G. Desjean
Petty Officer F. Barrett

Able Seaman R. Crocker
Able Seaman J. Langlois
Able Seaman T. Doyle
Able Seaman T. McLean
Able Seaman T. Willard

MEDICAL BRANCH

Petty Officer C. McLeod

CONSTRUCTION BRANCH

Chief Petty Officer.. E. Martin

Petty Officer W. Greenwood

Petty Officer F. Steeves

COMMUNICATIONS BRANCH

Chief Petty Officer.. C. Crawley
Chief Petty Officer.. J. Layton

Leading Seaman J. Walter
Leading Seaman S. Sheals
Leading Seaman J. Holdsworth
Leading Seaman J. Dawe
Leading Seaman W. Shattuck

Able Seaman L. Delaplante
Able Seaman E. Cameron
Able Seaman J. McEwan

Petty Officer B. Turcotte
Petty Officer L. Sculthorp

Able Seaman P. Townsend

Ordinary Seaman J. Andrews
Ordinary Seaman M. Jones

Leading Seaman R. Woods

ELECTRICAL BRANCH

Chief Petty Officer.. C. Bennett
Chief Petty Officer.. R. Rimmer
Chief Petty Officer.. J. Osborne
Chief Petty Officer.. R. Christianson

Leading Seaman J. Allan
Leading Seaman A. Stone

Ordinary Seaman J. Wilson
Ordinary Seaman L. Folden
Ordinary Seaman L. Lowey
Ordinary Seaman E. Koski
Ordinary Seaman M. Smith
Ordinary Seaman L. Patrick
Ordinary Seaman J. Brewer
Ordinary Seaman W. McAuliffe
Ordinary Seaman R. Sawyer

Petty Officer J. Helsby
Petty Officer W. Easton
Petty Officer N. Dugal
Petty Officer H. Price
Petty Officer G. Coyle

Able Seaman C. Bedard
Able Seaman C. Cartile
Able Seaman L. Carter
Able Seaman M. Foisy
Able Seaman J. Beck

Ordinary Seaman D. Bowman

ENGINEERING BRANCH

Chief Petty Officer.. W. Hatcher
Chief Petty Officer.. H. Cannon
Chief Petty Officer.. J. Sindall
Chief Petty Officer.. A. Morash
Chief Petty Officer.. J. Wagner
Chief Petty Officer.. H. Bennett

Petty Officer L. Legard
Petty Officer C. Grist
Petty Officer R. Eldridge

Able Seaman G. Cunningham
Able Seaman M. McCrimmon
Able Seaman J. Sharpe
Able Seaman H. Bernhard
Able Seaman K. Ellis
Able Seaman R. Stoddard
Able Seaman E. Dort
Able Seaman D. Clubb
Able Seaman R. Walker
Able Seaman G. Veinotte

Petty Officer L. Murchy
Petty Officer J. Charter
Petty Officer J. Thomas
Petty Officer W. Bryson
Petty Officer A. Dawson
Petty Officer R. Faulkner
Petty Officer W. Macklin
Petty Officer C. Nolan
Petty Officer A. Fass
Petty Officer T. Thompson

Leading Seaman C. Ford
Leading Seaman J. Reid
Leading Seaman M. Kanasewich
Leading Seaman F. Young
Leading Seaman R. Ward
Leading Seaman K. Derosie
Leading Seaman B. Hickey
Leading Seaman J. Dodd

Ordinary Seaman D. Pitre
Ordinary Seaman R. Aldworth
Ordinary Seaman G. Tufford
Ordinary Seaman D. Bird
Ordinary Seaman W. Michaluk
Ordinary Seaman J. McPherson

Able Seaman E. Klein
Able Seaman L. Murch
Able Seaman L. Patton
Able Seaman B. Walker
Able Seaman F. Whitney

ORDNANCE BRANCH

Chief Petty Officer.. W. Wales

Able Seaman D. Downs

Petty Officer R. Houle

Ordinary Seaman R. Couture

Leading Seaman K. Davis

Ordinary Seaman D. Wilson

Leading Seaman C. Bugg