

Seventh Canadian Escort Squadron



CANADIAN ARMED FORCES of the MARITIME COMMAND



SHIP'S BADGE

The blazon is described in heraldic terms as: Azure, Three cotises wavy argent, overall a flower of the Marguerite (Daisy) proper.



SHIP'S BADGE

The blazon: On a bend wavy Azure charged with two cotises wavy Argent, over all a bison's head cuboshed proper.



SHIP'S BADGE

The blazon of HMCS OTTAWA is described in heraldic terms as: Gules, a bend wavy argent charged with Two cotises wavy azure, overall a Beaver, the sinister forepaw resting on a log of Silver Birch proper.

MESSAGE FROM THE SQUADRON COMMANDER



On behalf of the officers and men of the Seventh Canadian Escort Squadron, I welcome you aboard our ships.

During our service at sea, we are fortunate to have the opportunity to visit ports in Canada and other countries. We bring greetings from our home port, Halifax, N.S., the main base for our ships on the Atlantic Coast.

It is my hope that our visit will enable you to learn more about our Navy and to promote personal contacts and friendships which develop mutual understanding amongst people everywhere.

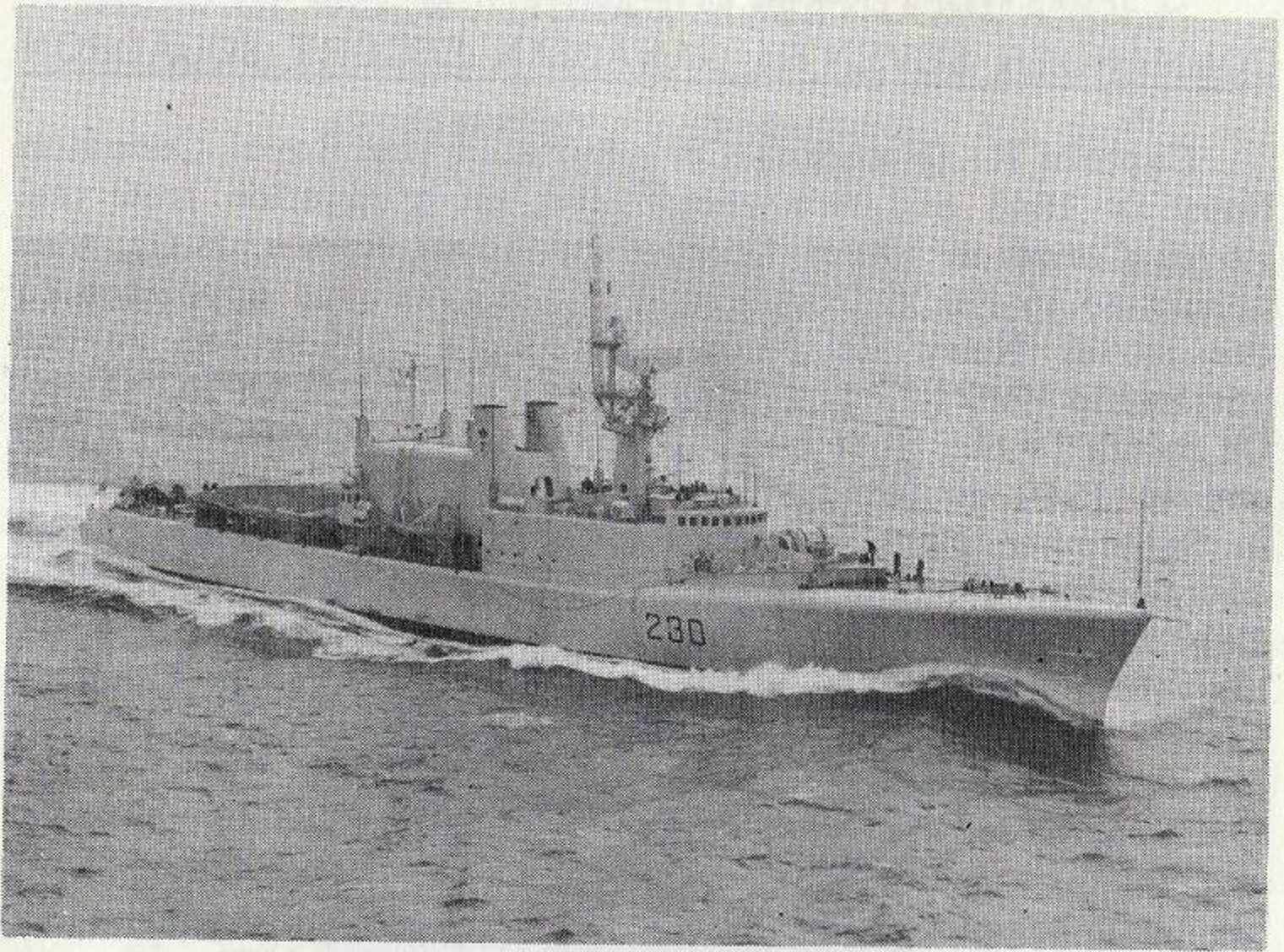
We will be pleased if you will accept this booklet which describes the ships of our squadron and something of our role in assisting with the maintenance of peace in the world.

CAPTAIN, CAF,
COMMANDER,
SEVENTH CANADIAN ESCORT SQUADRON

CAPTAIN R. CARLE, CD, CAF
COMMANDER SEVENTH CANADIAN ESCORT SQUADRON

Captain R. (Richard) Carle entered the Royal Canadian Navy in 1943 and two years later on graduation from the Royal Canadian Naval College at Royal Roads, B.C., was appointed to HMCS UGANDA. In 1946, he was appointed to the Royal Navy for further training. He served in the battleship HMS NELSON and the destroyer HMS OPPORTUNE. On return to the RCN in 1948, he served in HMCS ONTARIO and in 1949 as Navigating Officer in HMCS ANTIGONISH. In September 1950, he returned to the RN for a specialist course in gunnery at HMS EXCELLENT, Portsmouth, England. He remained there on staff as an instructor until his return to the RCN in March 1953. He served as Gunnery Officer in HMCS ONTARIO and in 1954 returned to the RN for further specialization in gunnery at the Royal Naval College, Greenwich. In 1957 he was returned to the RCN and took command of the Coastal Minesweeper CHALEUR. He was appointed to HMCS NIAGARA (Washington, D.C. USA) as Staff Officer Weapons. In July 1961, he was appointed to Naval Headquarters on the Staff of the Director of Naval Fighting Equipment Requirements. He assumed command of HMCS Fraser in August, 1964 and HMCS Yukon in July, 1965. He was posted to CFB Halifax as Executive Officer in September 1966.

Captain Carle was promoted to his present rank and appointed Commander, Seventh Canadian Escort Squadron in January, 1969.



H.M.C.S. MARGAREE

The original HMCS MARGAREE (ex HMS DIANA) was commissioned in England on September 6, 1940 as a replacement for HMCS FRASER. Forty-six days later while on convoy duty in the North Atlantic she was in collision with a merchantman incurring a loss of 142 officers and men including her commanding officer.

The second Margaree was the seventh of the new Canadian Destroyer Escorts and the last of the St. Laurent Class. She was commissioned in October, 1957, with a complement of 12 officers and 198 men.

Margaree was paid off in September 1964 to undergo an extensive conversion at Victoria Machinery Depot. Since recommissioning she displaces 3031 tons and has a peacetime complement of 15 officers and approximately 210 men.

CAPTAIN C.A.F.
COMMANDER
SEVENTH CANADIAN ESCORT SQUADRON



CDR. R. HITESMAN, CD, CAF – COMMANDING OFFICER
HMCS MARGAREE

Commander R. Hitesman entered the Royal Canadian Navy in 1949 and two years later graduated from the Royal Canadian Naval College at Royal Roads, B.C. He served in HMCS ONTARIO as a Midshipman in 1951. From 1953 to 1954, he attended the Royal Naval College Greenwich in Portsmouth, for Gunnery training and on his return to Canada he served in the Destroyers CAYUGA and ATHA-BASKAN before returning to the RN for Navigation Training in HMC DRYAD in 1957. He served as Navigating Officer in SKEENA in 1958 and was Operations Officer in the Second Canadian Escort Squadron in 1961.

He returned to the Royal Naval College Greenwich in 1966 to attend the Royal Naval Staff Course on completion of which he spent six months at Canadian Forces Headquarters in Ottawa. He was promoted to his present rank in September 1966 and appointed Commanding Officer HMCS PATRIOT in Hamilton, Ontario.

Commander Hitesman assumed command of MARGAREE in August, 1968.



H.M.C.S. ASSINIBOINE

In October, 1939, the first ship of the RCN to bear the name HMCS ASSINIBOINE was commissioned. She was built for and served in the Royal Navy as HMS KEMPELFELT and was subsequently purchased by Canada early in World War II.

During the Second War HMCS ASSINIBOINE was employed in convoy escort duties. She also took part in the capture of a German Freighter in the Carribean, the ramming of two U-boats and successful gun action along the coast of Europe against enemy trawlers. Thus the first ASSINIBOINE lived up to her Motto "Never Unprepared". At wars end she was declared surplus and sold.

The new ASSINIBOINE is a St. Laurent Class Destroyer Escort built in Sorel, Quebec and commissioned in the summer of 1956. The ASSINIBOINE served in the Atlantic Command of the RCN until early 1959 when she was transferred to the Pacific. From mid 1962 until mid 1963 she underwent a major conversion which resulted in the ship's present status. She was subsequently returned to the RCN's Atlantic Fleet as a member of the Seventh Canadian Escort Squadron.



CDR. G.L. EDWARDS, CD, RCN, COMMANDING OFFICER
H.M.C.S. ASSINIBOINE

Commander G.L. Edwards entered the Royal Canadian Navy in 1948, served as a Signalman for three years and was commissioned in 1951. He then took flying training completing in the United Kingdom where he flew Sea Hawks and Vampires.

On return to Canada he served in HMCS Magnificent with VF 871 Squadron. In 1956 joined VF 870 Squadron and qualified Jet Pilot Instructor. In 1958 served on exchange with the United States Navy in aircraft carriers.

In 1960 he returned to VF 870 Squadron as Operations Officer. In 1962 he served in HMCS ST. CROIX and later became Executive Officer of HMCS New Waterford.

He was appointed to the Directorate of Combat Aviation and Joint Warfare CFHQ in 1964. Promoted to Commander in 1966, he was then appointed to Operational Air Requirements. Commander Edwards took command of HMCS Assiniboine in July, 1967.



H.M.C.S. OTTAWA

The first HMCS OTTAWA (ex HMS CRUSADER) a river class destroyer, was commissioned in the Royal Canadian Navy at Chatham, England on June 15, 1938. She saw active service with the Halifax Escort Special Convoy Force and Newfoundland Escort Force. During her career in the North Atlantic, Ottawa rescued 115 survivors from two torpedoed merchantmen. On September 13, 1941, HMCS OTTAWA short on fuel was about to be relieved 500 miles off the Newfoundland coast. Five officers and 108 men perished in those icy waters after OTTAWA was struck by two torpedoes.

In April, 1943, the second HMCS OTTAWA joined the Mid-Ocean Escort Force and continued on 12 month escort duty between Newfoundland and Northern Ireland. Later as part of an RCN Killer Group based at Londonderry, she participated in the destruction of three U-boats.

The present OTTAWA was commissioned in November, 1956 and spent three years as an operational unit of the Atlantic Fleet. In 1963 she underwent a major conversion, equipping her with Variable Depth Sonar, a Helicopter Hangar and Flight Deck. She was recommissioned 28 October, 1964 and has since rejoined the Atlantic Fleet as a member of the Seventh Canadian Escort Squadron. In September 1968, OTTAWA became the first Canadian ship to be manned by a crew of bilingual personnel.



CDR. P. SIMARD, CD, RCN, COMMANDING OFFICER
HMCS OTTAWA

After serving two years with the Norwegian and Free French Merchant Marines, CDR SIMARD joined the Royal Canadian Navy in 1943 and served in Naval Destroyers Overseas until the end of World War II.

In 1946 he was transferred to Esquimalt where he served in Frigates until he was appointed to the aircraft carrier MAGNIFICENT in 1948. When D'IBERVILLE (Training Establishment for French Speaking Recruits) was commissioned in 1951, he was appointed Training Officer. He served subsequently in various Esquimalt based ships and as Executive Officer of HMCS NEW GLASGOW.

In 1956 CDR SIMARD was appointed Naval Advisor to the International Commission in Viet Nam until 1957 when he was appointed to the staff of the Flag Officer Atlantic Coast. After two years as Executive Officer of HMCS HURON, CDR SIMARD became Naval Staff Officer at College Militaire Royale in St. Jean, P.Q. in 1962. He took command of HMCS ST. THERESE in 1965 and HMCS BEACON HILL in 1966.

In 1967 he was promoted to his present rank and appointed Military Assistant to the Chief of Defence Staff in Canadian Forces Headquarters. In July 1968 CDR SIMARD took command of the Helicopter Destroyer HMCS OTTAWA, Canada's first bilingual ship.



CHSS-2 "SEA KING" Anti-Submarine Helicopter

Four models of the CHSS-2 Sea King were built for the RCN by the Sikorsky Aircraft Helicopter Division in Stratford, Connecticut, and 42 others are being assembled by United Aircraft of Canada Limited, Longueuil, Quebec.

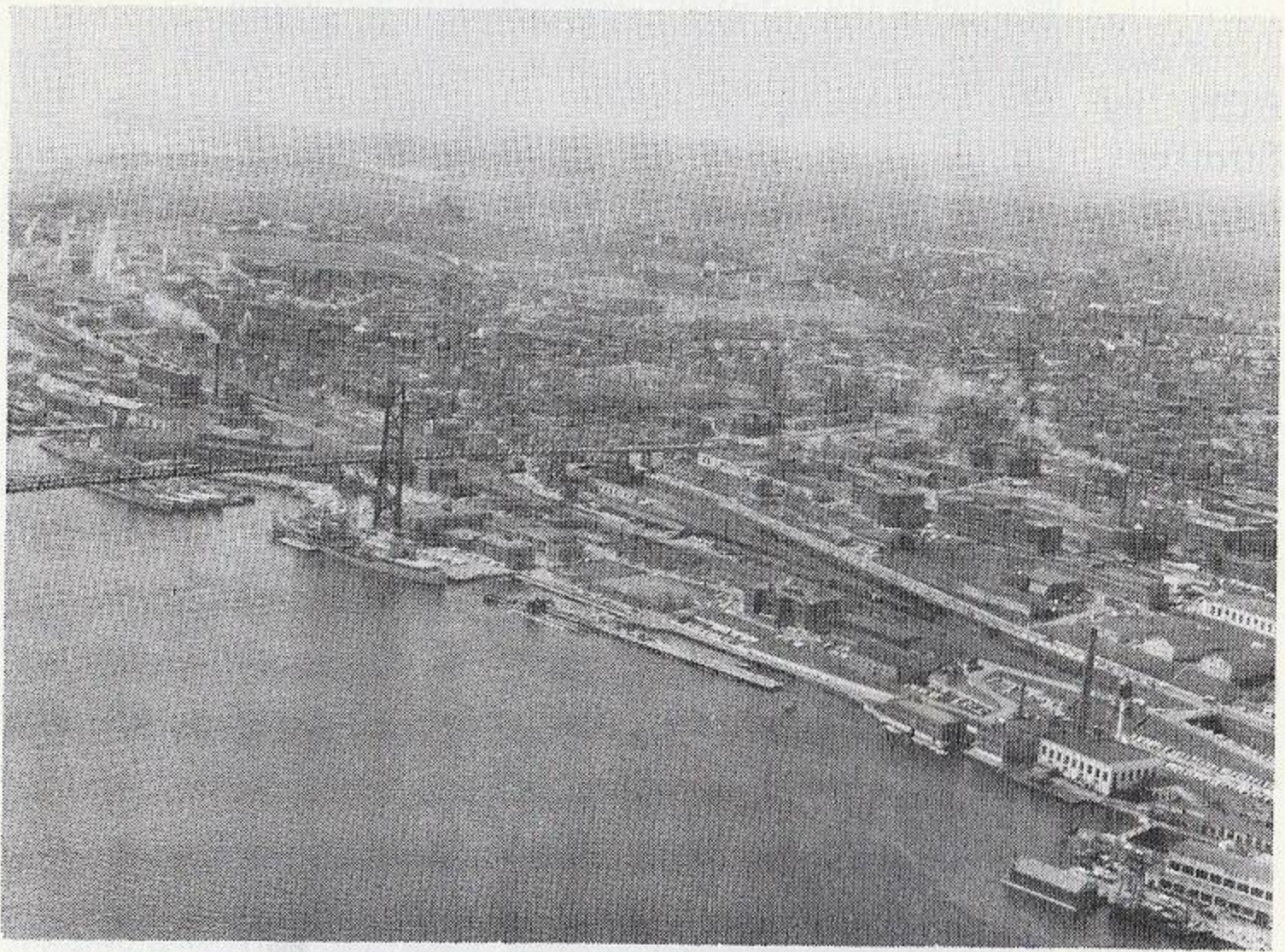
The Sea King, in addition to its vital all-weather, day-and-night features, possesses an automatic tail-folding device, winch-down equipment, hull-shaped fuselage, high speed and an automatic hovering capability. It is equipped with the most modern detection, navigation and weapons systems which enable the Sea King to search, locate and destroy any modern submarine.

These helicopters will be flown in HS-50, RCN anti-submarine helicopter squadron, for operations from the aircraft carrier Bonaventure and from platform-equipped destroyer escorts.

Vital Statistics

Crew:	4 (Two pilots, two crewmen).
ASW Endurance:	4 hours or 500 miles.
Speed:	120 knots (cruising).
Gross Weight:	19,000 lbs. maximum.
Dimensions:	Fuselage Length - 54'9" Width - 7'1" Height Over-all - 16'8"
Engines:	2 General Electric T-58-GE-8B twin-turbines.
Detection Equipment:	Sonar-ranging set and self-contained navigation system.
Armament:	Homing torpedoes and depth bombs.

With the anti-submarine warfare equipment removed, the CHSS-2 can transport up to 25 troops or up to 4,000 pounds of stores.



MARITIME COMMAND

Canada's Maritime Command, with its headquarters in Halifax, embraces the anti-submarine warfare forces of the Canadian Armed Forces. It is an amalgamation of the two integrated RCN-RCAF commands, one of which used to be based in Halifax, the other in Esquimalt, B.C.

The Command directs all of the Canadian Maritime Forces based on the Atlantic and Pacific Coasts, together with their logistic and administrative support facilities.

The Commander of the Maritime Command has the additional appointment of Commander of the Canadian Atlantic sub-area, under NATO's Supreme Allied Commander Atlantic. The Deputy Commander Maritime Command has the title of Maritime Commander Pacific. In order to facilitate direction and control of ships and aircraft based on Canada's West Coast his headquarters is in Esquimalt, B.C.

Forces allocated to the Maritime Commander are: the RCN's warships, including the aircraft carrier Bonaventure, destroyer escorts, helicopter destroyers, submarines, and fleet replenishment ships; two squadrons of RCN anti-submarine aircraft (one Tracker and one CHSS-2 helicopter), two utility squadrons and an experimental squadron based at Canadian Forces Base Shearwater; and an RCN utility squadron at Patricia Bay, B.C.

RCAF forces are based at CFB Greenwood (N.S.); CFB Summerside (P.E.I.); and CFB Comox (B.C.).

Greenwood provides two squadrons of Argus anti-submarine aircraft, a rescue squadron and an Argus Conversion Unit.

Summerside is equipped with a squadron of Argus, a Neptune Operational Training Squadron and an experimental unit.

Comox provides a squadron of Neptune anti-submarine aircraft.

The naval dockyards at Halifax and Esquimalt provide direct support to the fleet, including repairs and stores.

With the exception of personnel attached to CFB Shearwater, the three services in the Halifax-Dartmouth area are provided with personnel facilities, i.e. pay, service documentation, welfare services, by CFB Halifax. This base also provides civil engineering services to shore establishments in the surrounding area as well as logistic and administrative support to local militia units. The Commander, CFB Halifax, also administers a large complex of married quarters in the two cities.

CFB Esquimalt, B.C. provides similar services as CFB Halifax on the west coast.

Stadacona, the hub of the CFB Halifax wheel, houses the Fleet School, which carries out operational and formal trades training for the fleet, and the Maritime Warfare School which provides specialized anti-submarine warfare training for RCN and RCAF officers.

A BRIEF HISTORY OF THE ROYAL CANADIAN NAVY

The Royal Canadian Navy officially came into being with the signing of the Naval Service Act of 4 May, 1910.

The Naval Service Act provided for a permanent force, a Reserve and Volunteer Reserve. In the same year, two old cruisers, the NIOBE and RAINBOW, were purchased from Britain.

In January, 1911, the Royal Naval College of Canada was opened at Halifax for the training of Naval Officers.

With the outbreak of war, the NIOBE and RAINBOW were assigned to patrols on both coasts. Converted yachts, motor launches, tugs and fishing craft were pressed into service. On the West Coast, two submarines were purchased by the Government of B.C. and were manned largely by men of the RCNVR.

More than 1,700 volunteer reservists went to serve with the Royal Navy, including 43 Surgeon-Lieutenants. Another 580 Canadians joined the Royal Naval Air Service. The strength of the RCN and Reserve reached a total of nearly 9,000 officers and men, most of them attached to the Royal Navy.

In line with post-war economy measures, however, all but the PATRICIAN and PATRIOT were disposed of. By 1922, the RCN had been cut to 366 officers and men, the Naval College closed and the Fleet reduced to two destroyers and four trawler-type minesweepers.

In 1928, the destroyers CHAMPLAIN and VANCOUVER replaced the PATRICIAN and PATRIOT. In 1931 the SAGUENAY and SKEENA were commissioned. They were the first warships, other than auxiliary vessels, to be built for the RCN.

In 1937, the FRASER and ST. LAURENT replaced the VANCOUVER and CHAMPLAIN. In 1938, the Navy numbered 1,770 officers and men, while the Reserves totalled 1,800. Six destroyers, five minesweepers and two training vessels made up the Fleet.

Six days after Canada went to war, the first convoy sailed from Halifax for the United Kingdom. A mobilization plan formulated earlier was thrown into gear and worked with remarkable smoothness.

The Royal Canadian Navy grew from 11 to almost 400 ships, and from a handful of officers and men to 95,705 officers, men and wrens – the third largest allied Navy.

Under Canadian escort, 25,343 Merchant Ship voyages carried 181,643,180 tons of cargo from North American ports to the United Kingdom. From the Spring of 1944, North Atlantic Convoys (excepting troop convoys) were escorted mainly by Canadian ships. Canadian warships fought in the Caribbean, the Mediterranean, on the perilous Northern Route to Murmansk, in the English Channel, the North and Irish Seas, and the Pacific Ocean. Canadian ships, by themselves or in company with other allied ships or planes, sank 27 U-Boats, and sank, destroyed or captured 42 enemy surface ships.

A total of 1,797 officers and men of the RCN lost their lives, 319 were wounded and 95 taken prisoner. Twenty-four ships and seven motor torpedo boats were lost. Decorations and mentions in despatches were awarded to 1,748 officers and men.

When the Second World War ended, demobilization brought about a reduction in strength. In February, 1947, the RCN consisted of ten ships in service and by the end of the year the personnel strength had dropped to 6,776. However, the 10 ships included an aircraft carrier and two light cruisers.

In the years that followed, the RCN was again built up for the Defence of Canada and to meet the country's international commitments.

During the United Nations operations in Korea, from 1950 to 1953, the RCN provided a squadron of three destroyers to serve under U.N. Command. All told, eight ships and more than 3,500 officers and men saw service in Korean waters.

On the basis of experience, the Royal Canadian Navy decided after the Second World War to produce a force that

would be primarily anti-submarine in composition and capability. This conviction was sustained when, with the formation of NATO's Allied Command Atlantic in 1952, the RCN was asked to assume a specialized anti-submarine role. This was in keeping with the principle that there should be a balanced international force to which member Nations would contribute the kind of forces they were best able to produce and equip.

Early in 1957, the new aircraft carrier BONAVENTURE joined the RCN's growing anti-submarine Fleet. The angle-deck carrier is equipped with Canadian-built tracker anti-submarine aircraft and sonar equipped anti-submarine helicopters.

From 1949 to 1964 Canadian shipyards constructed Canadian designed anti-submarine destroyer escorts for the RCN. The first of the seven ST. LAURENT class was commissioned in 1955 and these were followed by seven of the improved RESTIGOUCHE class, the last of which was commissioned in late 1959. In October, 1962, the first of six MacKENZIE class anti-submarine destroyer escorts was commissioned. The last two were commissioned in 1964 and were equipped with variable depth sonar and facilities for operation of anti-submarine helicopters. These were later classed as ANNAPOLIS class destroyer escorts and later became known as helicopter destroyers.

Following this, the ST. LAURENT class destroyer escorts completed a conversion program in which the seven ships of that class were fitted with variable depth sonar, helicopter landing decks and hangars. The last of the seven was recommissioned in late 1966.

In 1963, a 22,000 ton fleet replenishment ship joined the Fleet and in 1965, the RCN took delivery and commissioned HMCS OJIBWA, Oberon class submarine. She was the first of three ordered for the Fleet, the second, ONONDAGA, joined the Fleet in 1967 and the last OKANAGAN, in 1968.

HMCS BRASD'OR the Navy's first Hydrofoil joined the Fleet in July, 1968.

Projected ships for the future, include four destroyer helicopter carriers (DDH-280 class) equipped with two Sea King helicopters, one 5 inch gun and powered by gas turbines. In addition, two Operational Support Ships (AOR) are being built.

