

THE  
*Commissioning*  
OF  
**HMCS FRASER**



AT YARROWS LIMITED  
ESQUIMALT B.C.  
JUNE 28, 1957



The Commissioning of  
**HMCS FRASER**



Her Majesty's Canadian Ship *Fraser* is the first destroyer escort and the largest warship to be completed on Vancouver Island.

While great pride may be taken by all Canadians in this fine ship, particular pride must be felt by her builders who today add to an already impressive record in naval construction.

During the Second World War, Yarrows Limited delivered to the Royal Canadian Navy a total of 25 vessels, made up of 17 frigates, five minesweepers and three medium landing ships. Since the war, the yard has modernized two destroyers and built a minesweeper and an ammunition lighter. At present it is completing the modernization of a frigate and the construction of yet another minesweeper.

This activity is representative of the changing face of the navy which is streamlining itself to fill a vital role in the defence of the free world. Foremost among the warships filling this role are the new destroyer escorts which are among the finest and most modern anti-submarine vessels in the world.



VICE-ADMIRAL H. G. DeWOLF,  
CBE, DSO, DSC, CD, RCN, Chief of the Naval Staff



With increased emphasis being given today to the anti-submarine role of the Royal Canadian Navy, each commissioning of one of Canada's new anti-submarine destroyer escorts is an event of serious importance.

Her Majesty's Canadian Ship *Fraser* today becomes the sixth of these Canadian-designed and built vessels to go into service, and the second to join the Pacific Command.

In these ships, the navy believes it has developed an important instrument in the defence against the threat of the modern submarine, which is one of the most dangerous instruments of attack known to us.

I have every confidence that the *Fraser*, in joining her sister-ships, will uphold the traditions of the service and will justify the pride with which she is regarded by all who had a part in her construction.

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



HMCS FRASER during sea trials.

## A CANADIAN ACHIEVEMENT

HMCS *Fraser* is the sixth of the new Canadian-designed destroyer escorts to join the fleet and the second to be commissioned on the West Coast.

Laid down at Burrard Dry Dock Company, Limited, North Vancouver, B.C., December 11, 1951, she was launched on February 19, 1953, and subsequently towed to Yarrows Limited, Esquimalt for completion. Her sponsor was Mrs. E. R. Mainguy, wife of Vice-Admiral E. R. Mainguy, OBE, CD, RCN (Ret'd), then Chief of the Naval Staff.

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 13.25 feet. Her displacement is 2,800 tons. Her twin screws are powered by geared steam turbines. She has a speed of more than 25 knots and a high degree of manoeuvrability is provided by twin rudders.

She has been designed specifically to deal with the most modern submarine or its successor of the foreseeable future under a variety of weather conditions, including the worst extremes of the North Atlantic.

She is insulated and air-conditioned for both the fighting efficiency and comfort of her personnel. Her rounded lines will counter ice formation and facilitate in countering the effects of atomic fall-out. Her anchors are housed in recesses, equipped with manually-operated doors to reduce ice-forming spray. The capstan, usually located on the foc's'le, is below decks.

Previous methods of ship-handling during action have been revolutionized by modern electronic aids. Complex radar and direction-finding equipment pierces through fog and darkness. During action, the captain "fights" the ship from the operations room. The wheelhouse is on the lower deck, three decks below the bridge, for reduced vulnerability during action.

## CONSTRUCTION

Unit construction, incorporating a new Canadian fabricating technique, has been employed in this class of ship. Instead of building from the keel up, in the conventional manner, each unit is constructed separately, then carried to the building ways, to be positioned for final welding.

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

The *Fraser* 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.

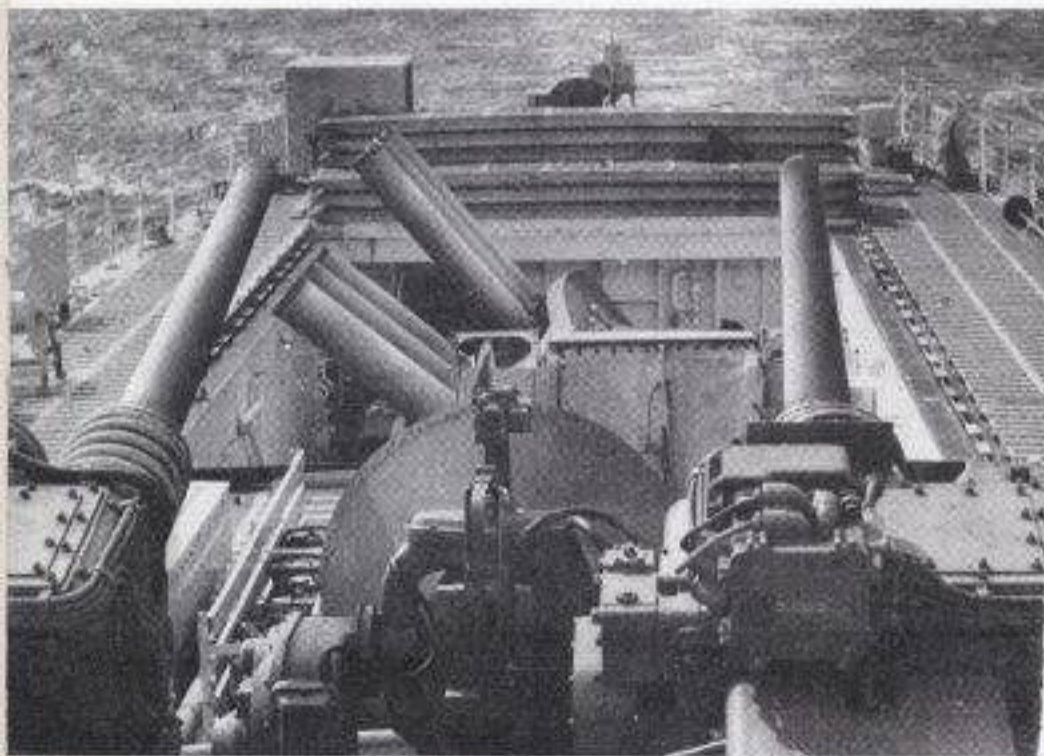
## WEAPONS

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 submarines 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 two twin 3-inch 50 calibre radar-controlled guns, each with an extremely high rate of fire. Primarily anti-aircraft weapons, they can nevertheless be used effectively in surface action. In addition, the ship has a rocket flare projector for night illumination.

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



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



## PROPULSION MACHINERY

The motive power of the ship is provided by two main turbines and two cruising turbines geared down to twin shafts. This class is the first in the British Commonwealth or the United States in which hardened and ground gearing has been used, except experimentally, reducing substantially both the gearing weight and housing dimensions.

Auxiliary machinery is powered either by turbines, electricity or diesels.

The two water-tube boilers are of extremely compact design, with steam maintained at a constant high pressure and temperature. Remote and automatic controls are used to an extent rarely used 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 *Fraser* has electronic and electrical systems more extensive and complex than those carried in Second World War ships twice her size.

Nearly every function of the vessel, including those of armament, navigation, cooking, ventilation, air-conditioning and communications, is dependent on electrical power.

She has five generators capable of producing 1,400 kilowatts, and capable of servicing a city of 10,000. About 330 motors and motor generators provide the motive force for a wide variety of equipment. The ship's main electric power is alternating current.

## ELECTRONICS

The *Fraser* has three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment. A message centre is equipped with teletype, and a cryptographic room with coding devices.

The ship had radar systems for gunnery fire control, navigation, surface warning, air warning and air early warning. Submarine detection sets are of advance design.

Her internal communications include 12 separate telephone systems, including lines for docking ship, damage control, radar maintenance and fuelling at sea. She has 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.

A shell is readied for a 3-inch 50 calibre gun.



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FLASHLESS



## DAMAGE CONTROL AND DECONTAMINATION

The *Fraser* 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 this ship with positive stability under all conditions of damage which the ship 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, and operating table with the latest-type operating light, well-stocked drug and medical lockers, and diagnostic facilities.

## HABITABILITY

The *Fraser's* men sleep in bunks with foam 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 officers' quarters comprise a bedroom, bath, dining-room and small lounge with dummy fireplace.

There is a 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, cushioned chairs and a piano. Lighting is fluorescent. The chief and petty officers have a separate dining space nearby.

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



Above: Sending a message with a 10-inch signal lamp.



Top right: At the helm in the FRASER'S wheelhouse.



Right: At main switchboard.

Below: Aerial view of HMCS FRASER.



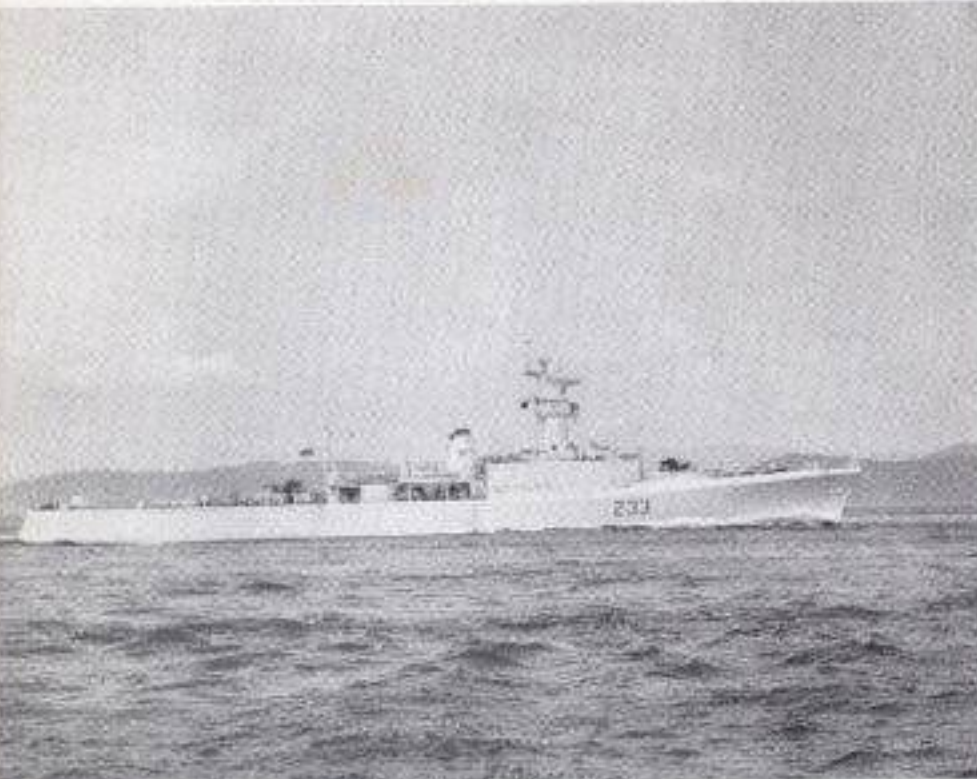
# PROGR

2:45 p.m. — Guests arrive.

3:00 p.m. — Guest of Honour, arrives.

Commissioning Ceremonies begin.

## THE COMMISSIONING ORDER OF



HMCS FRASER off Esquimalt.

The National Anthem.

Introduction by Captain (E) E. Revfem, CD, RCN, Principal Naval Overseer West Coast.

Address by Mr. H. A. Wallace, Vice President and Managing Director of Yarrows Ltd., Esquimalt.

Address by the Guest of Honour.

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

Signing of the acceptance forms by Mr. Wallace, Rear Admiral Porteous, and the Commanding Officer.

Address by Rear Admiral H. F. Pullen, OBE, CD, RCN, Flag Officer Pacific Coast.

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Commissioning Service conducted by Chaplain (P) H. R. Pike, CD, RCN, Command Chaplain (P), Pacific Command.

Hymn: Tune "Eternal Father Strong to Save"

O Father, King of Earth and Sea,  
We dedicate this ship to Thee;  
In faith we send her on her way,  
In faith to Thee we humbly pray, —  
O hear from heaven our sailors' cry,  
And watch and guard her from on high.

And when at length her course is run,  
Her work for home and country done;  
Of all the souls that in her sailed,  
Let not one life in Thee have failed,  
But hear from heaven our sailors' cry,  
And grant eternal life on high.

AMEN.

PSALM 107 (Verses 23 to 31, 43) to be said responsively.

23. They that go down to the sea in ships, that do business in great waters.
24. These see the works of the Lord, and his wonders in the deep.
25. For He commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.
26. They mount up to the 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 distresses.
29. He maketh the storm a calm, so that the waves thereof are still.
30. Then are they glad because they be quiet; so He bringeth them unto their desired haven.
31. Oh that men would praise the Lord for his goodness, and for His wonderous works for the children of men!
43. Who is wise, and will observe these things, even they shall understand the loving-kindness of the Lord.

# A M M E

3:45 p.m. — Guest of Honour tours the ship followed by other guests.

4:15 p.m. — Reception begins.

## NING CEREMONY SERVICE



Aerial view of HMCS FRASER.

### PRAYER

O Thou, that sittest above the water floods, and stillest the raging of the sea, accept, we beseech Thee, supplications of Thy servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep. In all their ways enable them truly and godly to serve Thee, and by their Christian lives to set forth Thy glory throughout the earth. Watch over them in their going forth and their coming in, that no evil befall them, nor mischief come nigh to hurt their souls. And so through the waves of this troublesome world, and through all the changes and chances of this normal life, bring them by Thy mercy to the sure haven of Thine everlasting kingdom; through Jesus Christ, Our Lord. Amen.

The Naval Prayer.

The Lord's Prayer.

The Blessing.

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Commissioning Service conducted by Chaplain (RC) J. A. Laporte, CD, RCN, Command Chaplain (RC) Pacific Coast.

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

R. Who made heaven and earth.

Let us pray:

Almighty God, our heavenly Father, hear our prayers and bless this ship with Thy right hand as Thou didst bless Noah and the ark on the waters of the flood. Send Thy holy angels from heaven to guard, assist, strengthen and encourage those who will serve therein. Preserve and deliver them from all weakness of mind and body. Endow her officers with the spirit of wisdom, knowledge and the fear of Thee, inspire her men with the spirit of truth, courage and loyalty. Strengthen and increase their admiration for honest dealing, so that they may hate that which is evil and love that which is good; that through them the tradition of the Navy of Her Majesty the Queen may be maintained, to ensure the freedom of the seas to all who have the right to use them. And under the patronage of the Blessed Mother of God, Mary, Star of the sea, of St. George, Thy Martyr, and all thy saints, may their words and works be such as to bring them the honour due to faithful servants in this Life, and an eternal reward in the Life to come, Thou who livest and reignest world without end. Amen.

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Her Majesty's Canadian Ship *Fraser* commissions.

Address to the Ship's Company by the Commanding Officer, Commander Raymond Phillips, CD, RCN.

"O Canada."

Ship's Company is marched on board.

The Commanding Officer is piped on board, receives the Guest of Honour.

Tour of the ship begins.



Lt. Cdr. (E) T. B. Robinson,  
CD, RCN, Naval Overseer,  
Victoria Area.



Captain (E) Erik Revfem, CD, RCN, Principal Naval  
Overseer, West Coast



Const. Liout. R. J. Pitcher,  
CD, RCN, Constructor  
Overseer.

## THE NAVAL OVERSEERS

Throughout the entire construction of HMCS *Fraser*, all work has been under the supervision of the Principal Naval Overseer, West Coast, a staff of technical naval officers, chief petty officers and men, and civilian government inspectors.

During the majority of the time the *Fraser* was building, the Principal Naval Overseer, West Coast, was Captain (E) C. I. Hinchcliffe, OBE, CD, RCN, who went on retirement leave in October, 1956. He was succeeded in this appointment by Captain (E) Erik Revfem, CD, RCN.

Members of the Principal Naval Overseer's staff are: Lieut. Commander (E) T. B. Robinson, CD, RCN, Naval Overseer, Victoria Area; Constructor Lieut. R. J. Pitcher, CD, RCN, constructor overseer; Constructor Lieut. F. M. Connor, RCN, constructor overseer; Lieut. Commander (L) J. A. Wilson, CD, RCN, electrical overseer; Lieut. (E) E. V. Dear, CD, RCN, engineer overseer; Ordnance Lieut. R. Brearley, RCN, ordnance overseer, and Lieut. (S) R. A. B. Fee, CD, RCN, supply overseer.

During the time the hull was being built in North Vancouver prior to being towed to Esquimalt for completion, construction was under the immediate supervision of the Resident Naval Overseer, Vancouver.



Const. Liout. F. M. Connor,  
RCN, Constructor Overseer.



Lt. Cdr. (L) J. A. Wilson,  
CD, RCN, Electrical Overseer.



Lieut. (E) V. Dear, CD, RCN,  
Engineer Overseer.



Ord. Liout. R. Brearley, RCN,  
Ordnance Overseer.



Lieut. (S) R. A. B. Fee,  
CD, RCN, Supply Overseer.



H. A. Wallace, Vice-President  
and Managing Director.

J. A. Wallace, General  
Manager.

Gilbert Anderson, Naval  
Architect.

William Maddock, Yard  
Manager.

George Forbes, New Con-  
struction Superintendent.

## THE BUILDERS

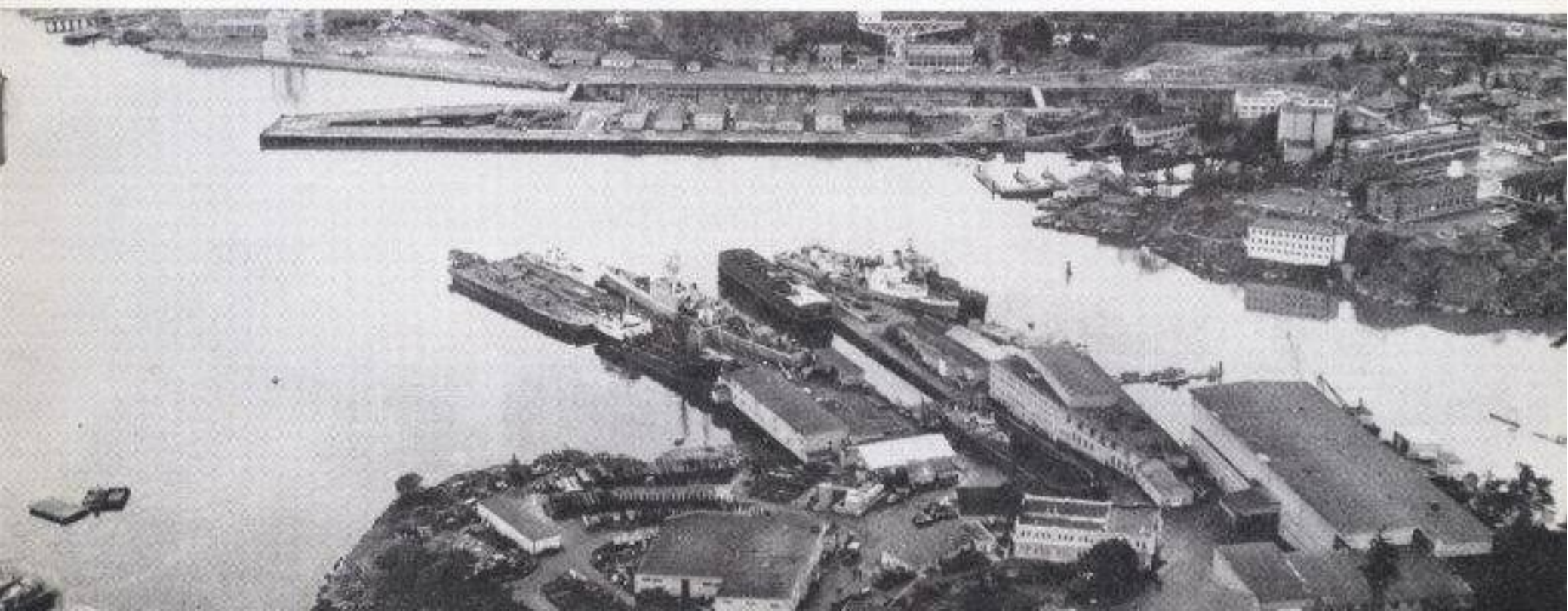
Yarrows Limited, situated in Esquimalt Harbour immediately adjacent to HMC Dockyard, has long been closely associated with the Royal Canadian Navy in matters pertaining to ships. Today the men of Yarrows look with pride at HMCS *Fraser* realizing that this represents their finest contribution to our navy.

This firm was founded in the year 1894 and has been in continuous operation since that date. In 1913 the yard, then known as B.C. Marine, was acquired by Mr. Norman Yarrow and became known as Yarrows Limited. In 1946 ownership again changed hands and Yarrows Limited became a subsidiary of Burrard Dry Dock Company Limited in North Vancouver, still retaining its same name.

During the Second War, Yarrows Limited delivered to the Royal Canadian Navy 17 frigates, five minesweepers and three LSM's. Since 1946, the yard has converted the destroyers *Sioux* and *Algonquin*, and constructed the minesweeper *James Bay* and an ammunition lighter. At present the yard is completing the conversion of the frigate *New Waterford* and the construction of the minesweeper *Cowichan*.

The men of Yarrows are strongly aware of their bond with our navy and know that in HMCS *Fraser* lies the best of their experiences, skills and pride of workmanship. Yarrows will follow with pride and best wishes the career of this ship.

Aerial view of Yarrows Ltd., Esquimalt, B.C.





## THE SHIP'S BADGE

ALTHOUGH the name passed on by her predecessor to the second *Fraser* was taken from that of the British Columbia river, the ship's badge has been derived from the crest of Fraser, Lord Lovat, an ancestor of Simon Fraser the explorer, after whom the river was named.

The blazon of the badge is set out in heraldic terms as: azure, a buck's head erased or, attired argent, charged on the shoulder with a maple leaf gules.

This golden buck's head with silver antlers is the crest in the armorial achievement of Fraser, Lord Lovat, and, as Simon Fraser, a descendant, did not bear arms, it was considered appropriate in designing the ship's badge to use Lord Lovat's crest.

To achieve the dual purpose of conforming with the correct heraldic practices and of denoting association with Canada while retaining the basic design of the original crest, a red maple leaf was placed on the buck's shoulder.

The ship's colours are gold and blue.



C.W. JEFFERYS

COURTESY OF THE CANADIAN BANK OF COMMERCE



## AN HISTORIC NAME

THE BRITISH COLUMBIA RIVER after which HMCS *Fraser* is named was discovered by Alexander Mackenzie in 1793 and was subsequently explored to its mouth in 1808 by Simon Fraser in whose honour the river was named.

Simon Fraser, a partner in the Northwest Company of Montreal, was born in 1776 near Bennington, Vermont. Fraser's father, a descendant of the titled family of Lovat, was killed while fighting in the American Revolution as a United Empire Loyalist and his widow fled with her family to St. Andrew's near Cornwall in Upper Canada.

Young Simon joined the Northwest Company in 1792 at the age of 16. He became a partner in 1802, and in 1805 was assigned the duty of establishing posts as far westward as the Pacific coast.

He reached the headwaters of the river that bears his name in 1806 but regarded it as the Columbia or one of its affluents. However, in the spring of 1808, Fraser, with John Stuart, Jules Maurice Quesnel and a party of 21 men, including two Indians, embarked on this unknown river with the determination to follow it to its mouth. This they did and, after emerging from the canyons, reached the mouth of the river on July 2, 1808.





The first HMCS FRASER at Bridgetown, Barbados, March 30, 1937.  
(Photo loaned by George Hughes of Yarrows Ltd.)

## THE HERITAGE

The first HMCS *Fraser* was one of two destroyers acquired from the British Admiralty by the Royal Canadian Navy to replace two over-age destroyers, HMC Ships *Champlain* and *Vancouver*. One, the *Cygnnet*, was to become HMCS *St. Laurent*, while the other, the *Crescent*, was re-named HMCS *Fraser*. Both destroyers were laid down in the Royal Navy's 1929 program. Construction began in 1930 and they were launched the same day, September 29, 1931.

The two warships were commissioned into the RCN on February 17, 1937. Captain (later Rear-Admiral) V. G. Brodeur was the *Fraser's* first commanding officer. The destroyers sailed for Canada from Portland, Dorset, on March 12 of the same year. Twelve days later they entered Carlisle Bay, Barbados, to rendezvous with HMC Ships *Skeena* and *Saguenay*. On March 25, Captain Brodeur exchanged commands with Commander (later Vice-Admiral) H. E. Reid of the *Skeena*.

At Barbados, the *Fraser* and *St. Laurent* parted company, the *St. Laurent* proceeding to Halifax in company with the *Skeena* and *Saguenay*, and the *Fraser* sailing for Esquimalt, B.C., where she arrived on May 3.

For the few remaining pre-war years, the *Fraser* carried out a busy schedule of training cruises. In the early months of 1938 she sailed south to join Halifax-based units at Panama for a cruise down the west coast of South America. A year later, under her third and last commanding officer, Commander (later Rear-Admiral) W. B. Creery, she sailed with other Pacific coast units through the Panama Canal to join with ships from Halifax for exercises in West Indies waters. Later, in company with a squadron of Royal Navy cruisers, the Canadian destroyers sailed as far north as Bermuda before the west coast ships detached to return to their Esquimalt base.

Other activities of the *Fraser* included the embarkation of Lord Tweedsmuir, Governor General of Canada, during his 1937 visit to British Columbia; participation in the escort of President Roosevelt during his visit to the province in September of the same year, and in the four-destroyer escort of Their Majesties King George VI and Queen Elizabeth during their crossing to Victoria from Vancouver in May, 1939, during the Royal Visit.

The *Fraser's* officers and men were present at the consecration and presentation by His Majesty of the King's Colour to the RCN in an impressive ceremony at Beacon Hill Park, Victoria, on May 30.

A little over three months later, Canada was at war. On August 31, four destroyers, *Fraser*, *Ottawa*, *St. Laurent* and *Restigouche*, lay at anchor just off Coal Harbour in Vancouver where they were to take part in the celebrations for the city's annual exhibition.

The same day, a message was received from Naval Service Headquarters at Ottawa ordering *Fraser* and *St. Laurent* to Halifax. The ships were rapidly prepared. One hour and 49 minutes after orders had been received, the destroyers were steaming at high speed for the Panama Canal.

Canada declared war on September 10 while they were still en route to their destination. The *Fraser* secured to an oiling jetty at Halifax at 2030, September 14, exactly 14 days and 35 minutes after weighing anchor at Vancouver. The *St. Laurent* followed at 0045, September 15.

Joining the Halifax Force, the *Fraser* spent the next few months on convoy duties. Among the vessels she assisted in escorting into Halifax Harbour were ships bringing gold bullion from England to Canada for safe-keeping.

In March, 1940, the ship was ordered south to join the Jamaica Force in the Caribbean where the allied naval forces had been bottling up German shipping caught in that area by the war. However, her time with this force was to be short. The Nazi tide was rolling down to the coastline of western Europe and Canadian ships were urgently requested to help protect British shores against threatened invasion, and keep open the vital supply routes to the British Isles. In the latter part of May, 1940, the *Fraser* was one of the Canadian destroyers sent overseas.

Following her arrival, she was assigned mainly to convoy duties, including the escort of troopships carrying Canadian soldiers to the United Kingdom.

On June 21, the day Hitler imposed the armistice at Compiègne, the *Fraser* was dispatched to assist in the evacuation of St. Jean de Luz, a small town on the Bay of Biscay coast near the Franco-Spanish border and one of the last outlets for refugees attempting to leave the continent.

On the evening of June 22, she carried out anti-submarine patrols in the bay off the town, and later helped cover the vessels arriving to embark the refugees. At dawn on June 23, she was ordered northwards to Arcachon, on the Biscay coast southwest of Bordeaux. Her commanding officer, Commander Creery, carried two secret hand messages: one addressed to Sir Ronald Campbell, the British Ambassador to France, and the other to Admiral Darlan. It was believed Sir Ronald was in Arcachon at the time.

As she approached the coastal town, the *Fraser* sighted a small sardine boat tossing in the rain-swept waves. When she came alongside, it was found the boat was carrying the British ambassador, the Canadian Minister to France (Lieutenant-Colonel Georges P. Vanier), and the South African Minister to France, as well as naval, military and air attachés.

The refugees were embarked and the two secret messages handed to Sir Ronald. It had been the intention that one of Sir Ronald's staff should take the message to Admiral Darlan and then seek to escape to safety over the Franco-Spanish border, but, when Sir Ronald read the message for Admiral Darlan, he decided it was too late for the message to be of any use, and the *Fraser* returned to St. Jean de Luz where the rescued diplomatic personnel were transferred to the British cruiser *Galatea*.

At St. Jean de Luz, the evacuation continued smoothly and efficiently and by 1250 on June 25 the evacuation was practically complete. The last warships in the harbour were the *Fraser*, another Canadian destroyer, the *Restigouche*, and the British cruiser *Calcutta*. When they stood out to sea shortly after, the *Fraser* had embarked five officers and 33 men of the Royal Navy, one British army officer, one French naval officer and four Polish seamen.

The three ships next headed north toward the mouth of the Gironde River, up which lay the port of Bordeaux. German vessels had been reported in the area, but when the Canadian and British units arrived nothing was seen of the enemy, and the *Calcutta* ordered a return to the United Kingdom.



The first HMCS FRASER.

The *Fraser* was never to reach her destination for, late that same night, June 25, she was in collision with the *Calcutta* while the ships were forming into line ahead. Shortly before 2030, 12 miles due west of Pointe de la Coubre light at the Gironde River mouth, the *Calcutta's* bow sliced into the *Fraser's* starboard side, cutting through to the centre line of the destroyer and stopping inside the crushed wheelhouse. The *Fraser's* bow broke off at the break of the forecastle, while the after portion, engines still going astern in obedience to the order which sought to avoid the collision, moved quickly off the cruiser's port side.

The *Fraser* went to the bottom in the early hours of June 26 — Canada's first naval loss of the Second World War. Rescue efforts by the *Restigouche* and the *Calcutta*, and by the officers and men of the *Fraser* themselves, saved many, but 45 of her ship's company were lost. Most of those who survived went down four months later, on October 23, with HMCS *Margaree*. In addition to those of the *Fraser's* ship's company, 19 of the 33 men of the Royal Navy evacuated from St. Jean de Luz were lost.

There may have been others who died, for, in the confusion of the last moments at St. Jean de Luz, several appear to have come on board who did not have their names registered.

It was a tragic end for HMCS *Fraser* and the men who went down with her, but in her few years as an active unit of the RCN the *Fraser* had upheld the highest traditions of the fleet.

To her successor she left the battle honour:

"Atlantic                      1939-40"

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## FORMER COMMANDING OFFICERS

All three officers who had command of the first *Fraser* became officers of flag rank.

They were:

Rear-Admiral V. G. Brodeur, CB, CBE, RCN, who, in the rank of Captain, commanded the ship from February 17, 1937, to March 24, 1937, and was her first commanding officer. He was later Commanding Officer Pacific Coast from September, 1943, until his retirement in August, 1946.

Vice-Admiral H. E. Reid, CB, RCN, who commanded the ship from March 25, 1937, to August 31, 1938, in the rank of Commander. He became Chief of the Naval Staff in February, 1946, and retired in September, 1947.

Rear-Admiral W. B. Creery, CBE, CD, RCN, who commanded the ship from September 1, 1938, to June 25, 1940, also in the rank of Commander. He was Flag Officer Pacific Coast from August, 1950, to January, 1953, and Vice-Chief of the Naval Staff from January, 1953, until his retirement in August, 1954.



COMMANDER R. PHILLIPS, CD, RCN,  
Commanding Officer

## THE SHIP'S COMPANY

### OFFICERS

Lieut. Commander G. C. McMorris, RCN.....	Executive Officer
Lieut.-Commander (E) A. C. Karagianis, CD, RCN.....	Engineer Officer
Lieut.-Commander (L) J. L. Belyea, RCN.....	Electrical Officer
Lieut.-Commander (S) B. A. Campbell, CD, RCN.....	Supply Officer
Lieut. F. A. H. Webb, CD, RCN.....	ABCD Officer
Ordnance Lieut. G. T. Mainer, CD, RCN.....	Ordnance Officer
Lieut. (TAS) D. N. Mainguy, RCN.....	Torpedo Anti-Submarine Officer
Lieut. (N) E. B. Stolee, RCN.....	Navigation Officer
Sub-Lieut. J. Harwood, RCN.....	Gunnery Officer
Sub-Lieut. M. N. Elrington, RCN.....	Communications Officer
Midshipman W. Matiachuk, RCN.....	

### MEN

C1Q14 Max Bernays, Coxswain

### SEAMAN BRANCH

C2G14	Charles Schulz	LSTD2	Kenneth Jeffries	LSQM2	Clarence Forsberg
C2QR3	David Freeman	LSTD2	George Day	LSQM2	Robert Heans
C2T14	Dennis Mann	LSTD2	Clarence Dockstader	ABQM1	Kenneth Hunter
PIPI4	Richard Carter	LSTD2	Frederich White	ABQM1	Ian McIntyre
PIAA3	Ernest Wackett	LSTD2	Carl Kniert	ABQM1	James Kirby
LSAA2	Bruce Murch	LSTD2	Harold Ferguson	ABQM1	Leonard Moss
ABAA1	Patrick Bremner	ABTD1	Robert Percival	ABQM1	Gilbert Crothers
ABAA1	James Chalk	ABTD1	Ronald McFeeters	ABQM1	Marshall Smith
ABAA1	Wayne Wood	ABTD1	Donald Hilbery	ABQM1	Herbert Spooner
ABAA1	Tanner Rodway	ABTD1	Chester Carpenter	ABQM1	Alphonse Plessis
ABAA1	Edward Rasmussen	ABTD1	David Cowen	ABRP1	Joseph White
ABAA1	Gordon Harvey	ABTD1	Desmond Cunnings	OSRPS	James Soles
		ABTD1	Sidney Fuhr	ABRP1	Raymond Braun
LSRC2	John Waddell	ABTD1	Victor Smith	ABRP1	Gordon Henderson
LSRC2	Clifford Charters	ABTD1	Brian Elliott	OSRPS	Michael West
LSRC2	Thomas Newton	ABTD1	Russell Poag	OSRPS	Adolf Plewa
ABRC1	Andrew Browett	ABTD1	Thomas Fay	OSRPS	Albert Wood
ABRC1	Thomas Atkinson			OSRPS	Raymond Willey
ABQR1	Rodney Jacobson	P2RP3	Roydon Dunbar	OSRPS	Lloyd Rolmeiser
ABQR1	Peter Friesen	LSRP2	John Friend	ABAA1	William McClusky
ABQR1	Frank Crawford	LSRP2	William Elliott	ABAA1	James Severn
ABQR1	Patrick Warburton	LSRP2	Raymond Peterson	ABTD1	Gordon Provins
P1TD3	Norman Keane			ABAA1	Dennis Thomas
P2TD3	George Smith	P2QM3	Edgar Barlow	ABAA1	Robert Ritchie
P2TD3	Wilbert Robinson	LSQM2	James Jenkins		
LSTD2	Peter Bro	LSQM2	Lawrence Arrowsmith		
ABTD2	Lorne Ashton	LSQM2	LeRoy Christianson		

## ENGINE ROOM BRANCH

C1ER4	Keith Toll	P2ER3	Norman Kennedy	ABEM1	Peter Penner
C2ER4	William Erickson	P2ER3	Leslie Stevens	ABEM1	Raymond Duggan
C2ER4	Eldon Martin	P2EM2	Clayton Sterling	ABEM1	Gary Machan
C2EM4	Harold Minckler	P2EM2	William Gabel	ABEM1	Melvin Browsell
C2EM4	Allen Wise	P2EM2	John Welch	ABEM1	Robert McConachie
C2EM4	David Naysmith	P2EM2	William Billey	OSEM1	John Stanway
P1ER4	Melvin Hiles	LSEM2	Robert Hendy	ABEM1	Ivan Sherlock
P1ER4	Harold McGowan	LSEM1	Frederick Walls	OSEM1	Ross Haynes
P1EM4	William Kennedy	LSEM2	William Brown	OSEM1	Donald Forsythe
P1EM4	James Cameron	LSEM1	Courtney Lock	OSEM1	Richard McGregor
P1EM4	Floyd Dekker	LSEM1	Jack Ferguson	OSEMS	Thomas Gillies
P1EM4	Edward Bryson	LSEM1	Robert MacLaughlin	OSEMS	Dale Hamilton
P1EM4	Douglas Lockhart	LSEM2	William Wilmot	OSEMS	William Layman
P2ER3	Arthur Hayward	LSEM2	Ernest Read	OSEMS	Lloyd Alcock
P2ER3	Robert Irwin	ABEM1	Lorne Lindsay		

## SHIPWRIGHT BRANCH

C2SH4	William Fraser	P1SH4	James Reid
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## COMMUNICATIONS BRANCH

C2VI4	Kenneth McLeod	ABCV1	William Moffat	LSCR1	Lorne Atkins
P2CV2	Harry Ruppel	OSCVS	John Gerrard	ABCR1	Chester Weller
LSCV2	Roy Premach	C2CR3	Alexander Ireland	ABCR1	John Feetham
LSCV2	William Blades	P2CR2	Robert Simm	OSCRS	Gerald Kinsey
ABCV1	John Comis	LSCR2	John Greasley		

## SUPPLY BRANCH

C2AW3	Richard Dickson	ABVS1	Merville Reid	P1SW3	John Campsall
P2PW3	Henry Hoffart	C2CK3	Arthur Cownden	P2SW3	Jack Weatherbee
C2ST4	Russell McDowell	P1CK3	Gordon Perry	LSSW2	Earl Salter
P2NS3	Bob Strange	LSCK2	Allan Cameron	ABSW1	George Dixon
ABNS2	Paul Gregorash	ABCK2	James Smith	OSSW1	Victor Koczur
ABNS2	Byron Kindrid	OSCKS	Kenneth Dorosh	OSSW1	Frank Morris
P1VS3	Peter Lesoway	OSCKS	Hans Haugen	P1LA4	Kenneth Jackson
LSVS2	Norman Fraser	ABCK1	Clifford Migneault	ABAW1	Howard Pinckard
+ ABVS1	David Gallo	ABCK1	Lawrence Smith		

## ELECTRICAL BRANCH

C1ET4	Clayr Henderson	C2RT4	Kenneth Munro	ABLM1	Roland Preston
C2ET4	Eric Maple	P2RT4	James Hinde	ABLM1	Alexander Ross
C2ET4	Robert Watson	LSRT3	Harrington Blyth	ABLM1	Emil Pulak
P1ET4	Norman Bourne	LSRT3	Bruce Cooke	ABLM1	Robert Laplante
P1ET4	Roger Masse	LSRW3	Clifford Stutter	OSLMS	Barry Durie
P2ED3	George Goossen			OSLMS	David Brown
P2EF3	Denis Dekergommeaux			OSLMS	Wayne Russill
LSEF2	Bruce Brown			OSLMS	Richard Menzies
				ABLM1	Danny Dan

## ORDNANCE BRANCH

C1OT4	Norman Langton	P1GA4	Ronald Caught	LSAM2	Clifford Nearing
P1TA4	Norman Town	P1TA4	Edward Parham	ABAM2	Robert Halbert
				ABAM2	Walter Gray

