

NSS 8180-354/9

NS 18180 - 354/9 VOL "I"

SECRET SERIES

DEPARTMENT OF NATIONAL DEFENCE (NAVAL SERVICE)

FILE NUMBER	SUBJECT	Cross References
NS 18180 - 354/9		1057-154-6
Vol. No. I	COLLISIONS & GROUNDINGS	
From	H.M.C.S. "HAMILTON" DESTROYER	
To		

CENTRAL REGISTRY	DATE	P.A. OR B.F.	INITIALS	REFERRED	FOR REMARKS	DC INITIALS	DATE
FEB 21 1945	21/2/45	P.O.	gen	Ambr	If purpose for which referred cannot be expressed on line, add minute to file and enter here "With Minute"		
APR 17 1945	16/4	PEL	Q	Staff	Per Requisition C.R. APR 29 1945		
MAY 13 1958	12/5/58	PA	HR	NHIST	PER REQUISITION CR MAY 6 1958		MAY 13 1958
	13/5/54	PA	OW	NHIST	PER REQUEST CR JUL - 4 1954		
CLASSIFICATION							
CANCELLED							
Itu. triphi							
Roz (Signature) Brist							
DATE 23 Jan 70							
819659							

NOTICE

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OTTAWA, ONT.
CANADA

SECRET SERIES

DEPARTMENT OF NATIONAL DEFENCE (NAVAL SERVICE)

FILE NUMBER 1810-254/9 NS 1057-154-6	SUBJECT CANADIAN NAVAL SHIPS & AUXILIARIES. H.M.C.S. "HAMILTON" DESTROYER. COLLISIONS.	Cross References
Vol. No. 117		
From 3/3/42.		
To		

CENTRAL REGISTRY	DATE	P.A. OR B.F.	INITIALS	REFERRED	FOR REMARKS	INITIALS	DATE
			If purpose for which referred cannot be expressed on one line, add minute to file and enter here "With Minute"				
	13/3/42	PA	XX	Staff	10276		
	11/3/42	P.a	ES	Staff (D.O.O.)	WITH PAPER C.R. MAR 7 - 1942		
				Staff telegraphs	NOV 22 1943		
				Verbal			
				M (in n)			
				26 NR			
				Sup			
				Sup	Per Requisition C.R. DEC 2 1943		
				Staff D.O.P			
				Staff (in)			
				Staff A/P			
				Sup			
				Sup (DWR)			
				Staff	WITH PAPER C.R. JAN 27 1944		
				Sec NB (DJAG)			

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ON AUTHORITY OF
Th. Triplin
For (Signature) DHIST
DATE 23 Jan 76

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OTTAWA, ONT.
CANADA

SECRET

NSS 8180-354/9

SECRET

OFFICIAL COPY

NAVAL MESSAGE

S. 1320H
5 MIL.-5-40 (4975)
N.S. 815-9-1320H

To:

From:

C.O.A.C. HALIFAX
(R) N.S.H.C. OTTAWA 78
F.O.S. 643
R.A. 3 81

ADMIRALTY

8180-354/9

INFORMATION HAS BEEN RECEIVED FROM DUTCH NAVAL AUTHORITIES
IN LONDON OF DAMAGE CAUSED TO NETHERLANDS SUBMARINE O.15
BY H.M.S. "HAMILTON" AT HALIFAX ON 16TH SEPT.

2. NO REPORT OF THIS OCCURRENCE HAS YET BEEN RECEIVED IN THE
ADMIRALTY.

3. REQUEST YOU WILL ARRANGE FOR A FULL REPORT OF CIRCUMSTANCES
OF THIS INCIDENT INCLUDING AMOUNT OF DAMAGE AND ESTIMATE OF
TIME REQUIRED FOR REPAIRS IN ORDER TO SATISFY DUTCH NAVAL
AUTHORITIES.

1551A/26

PRELIMINARY COPY FOR D.S.O. AT 0800/27

TT CYPHER

REC'D S.D.O.
0607/27

FEM 27.9.41 11621

H.Q. 18 Revised
250M-6-44 (746)
N.S. 7570-H.Q. 18

Vol. 1

Referred to	Remarks	Taken off Charge
<p> <i>Omni</i> <i>Staff</i> <i>NHIST</i> <i>✓</i> </p>	<p> <i>per reg. 29-4-44</i> <i>Per Requisition C.R. 6-5-8</i> <i>4-12-63</i> </p>	<p> FEB 21 1945 APR 16 1945 APR 17 1945 </p>

File No.

H.Q. 18 Revised
250M-6-44 (746)
N.S. 7570-H.Q. 18

Vol.

18180-354/9.

10th February,

4.

MEMORANDUM:

With reference to your submission C.N.A.
46-9-1 of 22nd January, 1944, enclosing Form S.232
and relevant documents concerning the collision of
H.M.C.S. "HAMILTON" with the Canadian Pacific Rail-
way Pier at Digby, Nova Scotia, on 19th November,
1943, you are informed that your remarks are con-
curred in.

BY ORDER,



SECRETARY, NAVAL BOARD.

FOR

To *Jms*
For Despatch
Date *11-2*
Staff *Red*

The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters,
Halifax, N. S.

CLASSIFICATION CHANGED TO:

CANCELLED

ON AUTHORITY OF

Ar (signature) **DMIST**

DATE **23 Jan 70**


BC BY Hydus 14/2/44

NAVAL SERVICE --- MINUTE SHEET

FILE NO. 1057-154-6 Vol. 1. LETTER NO.

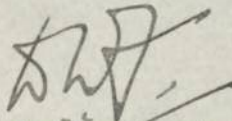
REFERRED TO REMARKS (WITH INITIALS & DATE)

~~A.C.N.S.~~


Facts as in Lt. Sivertz' summary. Recommend concurrence with N.O.I.C. and C in C C.N.A. that no blame attaches to C.O. "Hamilton."

2. Recommend concurrence with the above authorities that C.O. of H.M.S. "L-23" was primarily responsible.

3. Recommend N.F.A.


(D.W. Farmer)
Hydrographer.

7th February, 1944.


DEPT. NO.

MEMORANDUM TO HYDROGRAPHER:

FACTS

- At 1638 (+3) on 19th November, 1943, the starboard side of the stem of H.M.C.S. "HAMILTON" struck the Government Wharf, (leased to C.P.R.), at Digby, N.S. See diagram page 3, form S 232, flagged, and photograph flagged.
2. H.W. 1750 (+3) 22.4 feet. Tidal stream, flooding. It is stated there were eddies off the jetty, as indicated in diagram. Visibility good.
3. H.M.C.S. "HAMILTON" was ordered to berth on the side of the Spur jetty; see signal 191721Z, Cornwallis to General tenders flagged.
4. At 1625 (+3) 5A buoy was abeam. At 1635 (+3) engines were stopped from revs. for 10 knots, (distance run approximately 13 cables), and Starboard 10 ordered; then Starboard 20. As the "V" between the jetties opened up, H.M. Submarine L. 23 was observed in H.M.C.S. "HAMILTON'S" berth, and at 1637 (+3) helm was put hard astarboard, and "Full astern", double ring, ordered. See Narrative Report submitted by C.O. H.M.C.S. "HAMILTON" flagged. After striking the jetty at 1638 (+3) and backing off, H.M.C.S. "HAMILTON" was berthed on the end of the Spur jetty.

DAMAGE

H.M.C.S. "HAMILTON" - Form S. 232, Question 7, None
Form S. 232, Question 41, Survey |
Report not attached.
Government Wharf - Not reported in this file.

RECOMMENDATIONS

- N.O.I.C. Digby Area states, "C.O. H.M.S. "L-23" considered primarily responsible as he did not comply with berthing signal. Board of Inquiry is not considered necessary. No disciplinary action taken or proposed. C.O. H.M.S. "L-23" has been instructed to comply with berthing signals in future."
"Claim for repair of damages made by Department of Public Works, Halifax". (see letter dated 10th January, 1944, signed by Deputy Minister, flagged.)
"Approval has been granted to have damage repaired by the Dominion Construction Company."
2. C. in C. C.N.A. concurs in the remarks of N.O.I.C. Digby Area.

Samuel Sivertz
(Samuel Sivertz),
Lieutenant, R.C.N.V.R.

OTTAWA,
7th February, 1944.

CLASSIFICATION CHANGED TO
CANCELLED
ON AUTHORITY OF
[Signature]
(Signature) DWIST
DATE 23 Jan 70

Naval Service _____

MINUTE SHEET

FILE NO.

LETTER NO.

REFERRED TO

REMARKS (WITH INITIALS AND DATE)

AENS 2.

Hydra 1.

Signal T.O.O. 191721 from
Comwarhis to Tender which
intimated berth on Star side
of jetty would be clear night
be regarded as an extenuating
circumstance. No other
operational comment



DEPT. NUMBER

REFERENCE: NOIC DIGBY AREA'S C.20-43-1 OF 29TH DECEMBER, 1943.
HMCS HAMILTON'S MINUTE II OF 1st January, 1944
NOIC DIGBY AREA'S C.20-43-1 of 13th January, 1944.

SUBJECT: COLLISION WITH C.P.R. PIER, DIGBY, N.S.

IV.

1007-154-6

File...C.N.A. 46-9-1

The Secretary, Naval Board,
Department of National Defence,
OTTAWA.

4783

Submitted for the consideration of the Department
with reference to N.O.I.C. Digby's signal 201241Z/November.

2. The remarks of N.O.I.C. Digby are concurred in.

3. Form S.232, photograph, relevant signals,
extracts from Engine Room and Deck Logs together with
a narrative report covering the collision of H.M.C.S.
HAMILTON with the C.P.R. Pier at Digby, N.S., are enclosed.

The Commander-in-Chief,
Canadian Northwest Atlantic.
22nd January, 1944.

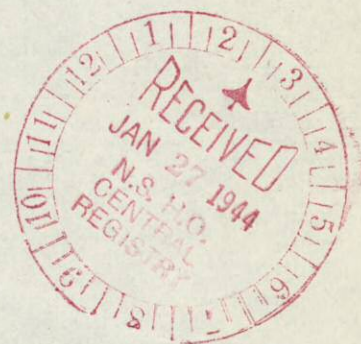
(L.W. Murray)
REAR ADMIRAL, R.C.N.

STAFF	Initials
A.C.N.S.	
D.of P.	
D.O.D.	
D.W.T.	
D.T.D.	
C.N.S.	
V.C.N.S.	
D.J.A.F.	
O.I.C.	
D.N.I.	
D.S.D.	
HYD.	
INDEX	
B.F.	
REFER TO	

OPERATIONS	
DJD	✓
SO O.	
SPD	
SIC	
KARDEX	
STAT.	
INF.	
DGR	
CEO	

seen Jan 28/44

ENTERED
ON CARDS



1382

MINUTE II

The Naval Officer-in-Charge,
Digby Area.

4783

It is regretted that my submission of 18th December and information contained in diagram (under Para. 36) were not clear.

This diagram has been amended. The original curve showed the approximate position of ship's compass platform. It is difficult to construct a curve which will show the track of a ship which is (1) under helm; (2) engines stopped; (3) engines reversed; (4) in shallow water; (5) with the tidal current on her stern; (6) with an eddy under her bow; (7) abeam wind; (8) slight list to port.

Diagram now shows as accurately as scale permits position in which H.M.C.S. "HAMILTON" struck the jetty; that is - she struck the jetty with the starboard side of her stem, the ship still having some headway.

(Signed) Douglas G. Jeffrey
Lieutenant Commander, R.C.N.R.

The Commanding Officer,
H.M.C.S. "HAMILTON"

1st January, 1944.

III

REGISTERED

File: C.20-43-1

The Commander-in-Chief,
Canadian Northwest Atlantic.

Submitted herewith Forms S.232 and enclosures corrected and amended in accordance with your Minute II CNA 46-9-1 of 9th December, 1943.

Cornwallis, N.S.

13th January, 1944.

Encl.



John J. Edwards
CAPTAIN, R.C.N.
N.O.I.C., DIGBY AREA

IV....ATTACHED....

NAVAL SERVICE

FROM: The Naval Officer-in-Charge,
Digby Area.

DATE: 29th December, 1943. FILE: C.20-43-1

TO: The Commanding Officer,
H.M.C.S. "HAMILTON"

COLLISION WITH C.P.R. PIER, DIGBY, N.S.

With reference to my C.20-4-1 of 14th December and your submission of 18th December, Forms S.232 are returned herewith. The Commander-in-Chief, Canadian Northwest Atlantic, requires that the position in which your ship struck the jetty and the part of the ship that made contact be clearly shown on the diagram under Para. 36.

2. This information is to be sketched in and the forms returned to me as soon as possible.

(Signed) J.C.I. Edwards

CAPTAIN, R.C.N.

FILE NO NS 1057-154-6 (SUPPLY
DRAFTED BY CNES

NAVAL MESSAGE

To: NOIC DIGBY
) C IN C CNA
SUPT HALIFAX

CONFIDENTIAL CODE NOT WT NSHQ

1057-154-6

VCNS
ACNS
DOD
D OF P
CNEC
D. SEC. SUP
DWT

IN VIEW OF DAMAGE DONE TO MAIN DIGBY PIER THE USE OF
EAST SIDE OF THE MAIN STEM OF THE SPUR PIER OR THE DOCK
ADJACENT THERETO BY NAVAL VESSELS IS TO BE DISCONTINUED
FORTHWITH

IT IS APPROVED TO CONTINUE THE USE OF NORTH FACE OF SPUR
PIER "L" AND SOUTH SIDE OF SPUR PIER "L" PROVIDED THAT
SHIPS ARE KEPT SUFFICIENTLY CLEAR OF SOUTH-EAST CORNER
TO PERMIT PRINCESS HELENE TO PLACE A WARPING LINE ON THIS
CORNER IF NECESSARY

011624Z

PASSED TO HALIFAX AT 012143
PASSED TO DIGBY AT 012212

T/T P/L 1-12-43 JM 0079

23849

DRAFTED BY: DWB(N) (AAY: SFD)
DATE: 27TH NOVEMBER 1943

S. 1320 D
20000M-4-43 (8240-1-2-3)
N. S. 815-9-1320-D.

NAVAL MESSAGE

FILE: NS. 1057-154-6 (SUPPLY)

From: N.S.H.Q.

1057-154-6

To: DIGBY AREA

VCNS
ACNS
D OF P
D. SEC. SUP.
DWT
ORG

YOUR 261426

DEWB HAS BEEN REQUESTED TO MAKE THE
ARRANGEMENTS SUGGESTED IN YOUR SIGNAL.

281659Z

RE : REGARDING REPAIR OF DAMAGE TO DIGBY PIER.
PASSED TO HALIFAX FOR DIGBY AT 281834Z

T/T

P/L

28/11/43

MH

6883

UNITED STATES (NAVY:RND)

NAVY:RND

NAVY:RND

NAVY:RND

NAVY:RND

NAVY:RND

NAVY:RND

NAVY:RND

23526

NAVAL MESSAGE

To: ~~MEMO~~
(R) C IN C CNA

From: NOIC DIGBY AREA

105-7-15-4-6

KGNS
D OF P
D. SEC. SUP
DWT
ORG

MY 20/1241 I HAVE BEEN APPROACHED BY MR.
O.L. COX OF THE DEPARTMENT OF PUBLIC WORKS
IN REGARD TO REPAIR OF DAMAGE TO DIGBY PIER.
MR. COX CANNOT PROCURE THE LABOUR NECESSARY
FOR THIS WORK AND HAS SUGGESTED THAT THE
DOMINION CONSTRUCTION CORPORATION UNDERTAKE
THE JOB. R E W B AND DOMINION CONSTRUCTION
ARE WILLING TO DO THIS. ACTUAL COST CANNOT
BE ESTIMATED BUT BELIEVED TO BE IN THE
NEIGHBORHOOD OF \$1500.00. MR. COX HAS WIRED

2.61476

NAVAL MESSAGE

IT IS REQUESTED THAT YOU HAVE BEEN APPROACHED BY MR.
A. J. COX OF THE DEPARTMENT OF THE ARMY
IN REGARD TO REPAIR OF DAMAGE TO HIGHWAY
AND COX REQUESTS THAT THE
FOR THIS WORK AND HAS REQUESTED THAT THE
CONSTRUCTION CORPORATION UNDERSTAND
THE COST OF THE WORK AND CONSTRUCTION
AND WILLING TO PAY THE COST OF THE
HE ESTIMATED BUT BELIEVED TO BE IN THE
AMOUNT OF \$1500.00. MR. COX HAS REQUESTED

21800

NAVAL MESSAGE

To:

From:

-2-

FOR APPROVAL TO REPAIR WHARF ON THIS BASIS FROM
PUBLIC WORKS OTTAWA, AND IT IS REQUESTED THAT
NSHQ MAY APPROVE AND ARRANGE WITH M & S FOR NECESSARY
AUTHORITY FOR DOMINION CONSTRUCTION CORPORATION
TO CARRY OUT THE REPAIRS.

261426Z

RE: HMCS HAMILTON COLLIDED WITH GOVERNMENT JETTY
DIGBY 19TH NOVEMBER.

T/T

P/L

FOR 261704Z/11/43

GP

2303Z

21792

NAVAL MESSAGE

To: C CNA
(1) NSHQ

From: NOIC DIGBY

105-7-15-4-6

VCNS

ACNS

DOD

DTD

D OF P

CNEC

D-SEC.SUP

DWT

HYDRO

DJAF

HMCS HAMILTON COLLIDED WITH GOVERNMENT JETTY DIGBY AT

ABOUT 1730P 19TH NOVEMBER.

THIS JETTY IS UNDER LEASE TO CPR FOR USE OF PRINCESS HELENE

FULL EXTENT OF DAMAGE NOT YET ASCERTAINED FORM S 232 AND

ACCOMPANYING REPORT WILL BE FORWARDED IN DUE COURSE

REQUEST DEPT OF PUBLIC WORKS HALIFAX MAY BE INFORMED

2012412

T/T

P/L

TOR 201410Z/11/43

JD

17662

NAVY MESSAGE

1909

TO DIRECTOR OF THE BUREAU OF THE NAVY

FROM THE SECRETARY OF THE NAVY

SUBJECT: REPORT OF THE SECRETARY OF THE NAVY

RE: REPORT OF THE SECRETARY OF THE NAVY

1909

1909

1909

1909

19098

REPORT OF COLLISION OR GROUNDING

(King's Regulations and Admiralty Instructions, Articles 1167 and 1170.)

C.
H.M/S. "HAMILTON"

Date 19th November 1943.

ATTENTION IS CALLED TO THE NECESSITY FOR MAKING A FIRST REPORT BY TELEGRAM OF COLLISIONS OR SERIOUS GROUNDINGS.

If it is desirable to answer any question at greater length than the space provided in the form permits, the answer (numbered) should be written on a separate sheet and attached hereto.

If all the particulars required hereunder cannot be furnished promptly, the report should not be delayed, any information that has been omitted being sent in as soon as possible afterwards.

(Any question not applicable to the report should be crossed out.)

SECTION I (Collision or Grounding)

1. Date, time, and place/position of collision/
~~grounding~~
(Strike out words inapplicable.)
19 November 1943, 1638 (zone P.)
~~Lat~~ ° ~~Long~~ °, ~~on bearing~~
and distance Off C.P.R. Pier, Digby, N.S.
2. Direction and force of the wind S.S.E. 3 - 4
3. Direction and rate of tidal stream or current 1½ hrs. before high water - flood tide
with eddies off jetty.
4. State of weather and sea Smooth
5. Estimated visibility Good
6. Was H.M. Ship at anchor or under way? Under way
7. What damage is H.M. Ship estimated to have received? None
8. Were Salvage services rendered as a result of the collision or grounding? If so, name and address of Officer in charge of salvage operations should be stated. No

SECTION II—COLLISION (with another vessel, or, with a wharf, dock, jetty, or the like)

The report should be accompanied whenever possible by a plan or tracing from the chart (see page 3) to illustrate the courses and direction of advance, the movements of own ship (and where the collision has been with another vessel, of her also), and any other information likely to be of value in enabling a decision as to liability to be reached.

- 8A. State name of other vessel, approximate tonnage, and ownership and Port of Registry if known. (In collision with jetty, etc., state authorities in control of, or responsible for jetty.)
Canadian Pacific Railway
9. Course and speed (if under way) of H.M. Ship when the other ship was first sighted, or, in the case of a jetty, etc., when course was shaped to approach it.
Course 178 deg. speed 10 knots from
No. 5A Buoy
10. Any subsequent alterations of course and speed by H.M. Ship.
1635 Engines stopped approaching berth.
Helm orders - Starboard 10, Starboard 20; on sighting submarine, Starboard 30.
Engines Full Astern at 1637.
11. *Was the other vessel at anchor or under way?
12. *Estimated course and speed of other vessel (if under way) when first sighted
13. *Any subsequent alterations of course and/or speed by other vessel
14. *~~(a) What navigation lights, if any, were exhibited by H.M. Ship?~~
~~(b) When were these first exhibited?~~
North side of jetty in view from time of leaving anchorage; course was shaped for jetty on passing No. 5A Buoy at 1625P.
15. The time when the other vessel was first seen, or, in the case of a jetty, etc., when course was shaped to approach it.
Bearing 200 deg.
16. The bearing and distance of the other vessel when first seen, or, in the case of a jetty, etc., when course was shaped to approach it.

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION II—COLLISION (Contd.)

17. *The lights, if any, of the other vessel which were first seen.

Not applicable

18. *Whether any navigation lights of the other vessel, other than those first seen, came into view before the collision.

Not applicable

19. *What sound signals (if any) were (i) sounded by H.M. Ship, and (ii) were observed to be sounded by the other vessel, and when?

Not applicable

20. What measures were taken aboard H.M. Ship to avert the collision, and when?

Helm hard starboard; both engines
full stern

21. The parts of each vessel (or of own vessel and jetty, etc.) which first came in contact.

Stem, Starboard side.

22. Whether either ship was in tow or in charge of a pilot.

Not applicable

23. What acts of negligence (if any) are alleged to have been committed by the other vessel (or, in collision with jetty, etc., by the shore authorities or berthing party)?

24. Whether blame is attributable to those on board H.M. Ship, and, if so, to whom, and in what respect.

It is considered no blame is attached
to H.M.C.S. "HAMILTON".

25. *If the collision occurred between sunset and sunrise, whether, by observation of witnesses, the position, brilliancy, etc., of the lights carried by each vessel complied with the Collision Regulations, and whether any of them were obscured by rigging or other obstructions in the direction from which the vessel under way approached.

Not applicable

26. *If sound signals are involved, state here the observations of witnesses as to the efficiency of the apparatus on each vessel for making the proper signals.

Not applicable

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION III—GROUNDING

27. The rate at which H.M. Ship was going over the ground at the time she was struck.

28. Height of tide at time of grounding.....

29. The exact time she remained on shore.....

30. The nature of the bottom.....

31. The means taken to get her off. (If assistance was rendered by any other vessels, give details and the names of the vessels.)

NOT
APPLICABLE

SECTION III—GROUNDING (Contd.)

32. (a) With what sounding equipment was the vessel provided?
 (b) What use was made of soundings, including hand lead, to check the ship's position prior to the grounding? Give details.

.....

33. The ship's draught (a) forward (b) aft.....

(a).....ft.....ins. (b).....ft.....ins.

34. The least depth of water under (a) the bows, (b) amidships, and (c) the stern, during the time she remained on shore.

(a).....ft.....ins.

(b).....ft.....ins.

(c).....ft.....ins.

35. Date, time, and position of last fix obtained prior to grounding and object(s) used to obtain it.

.....

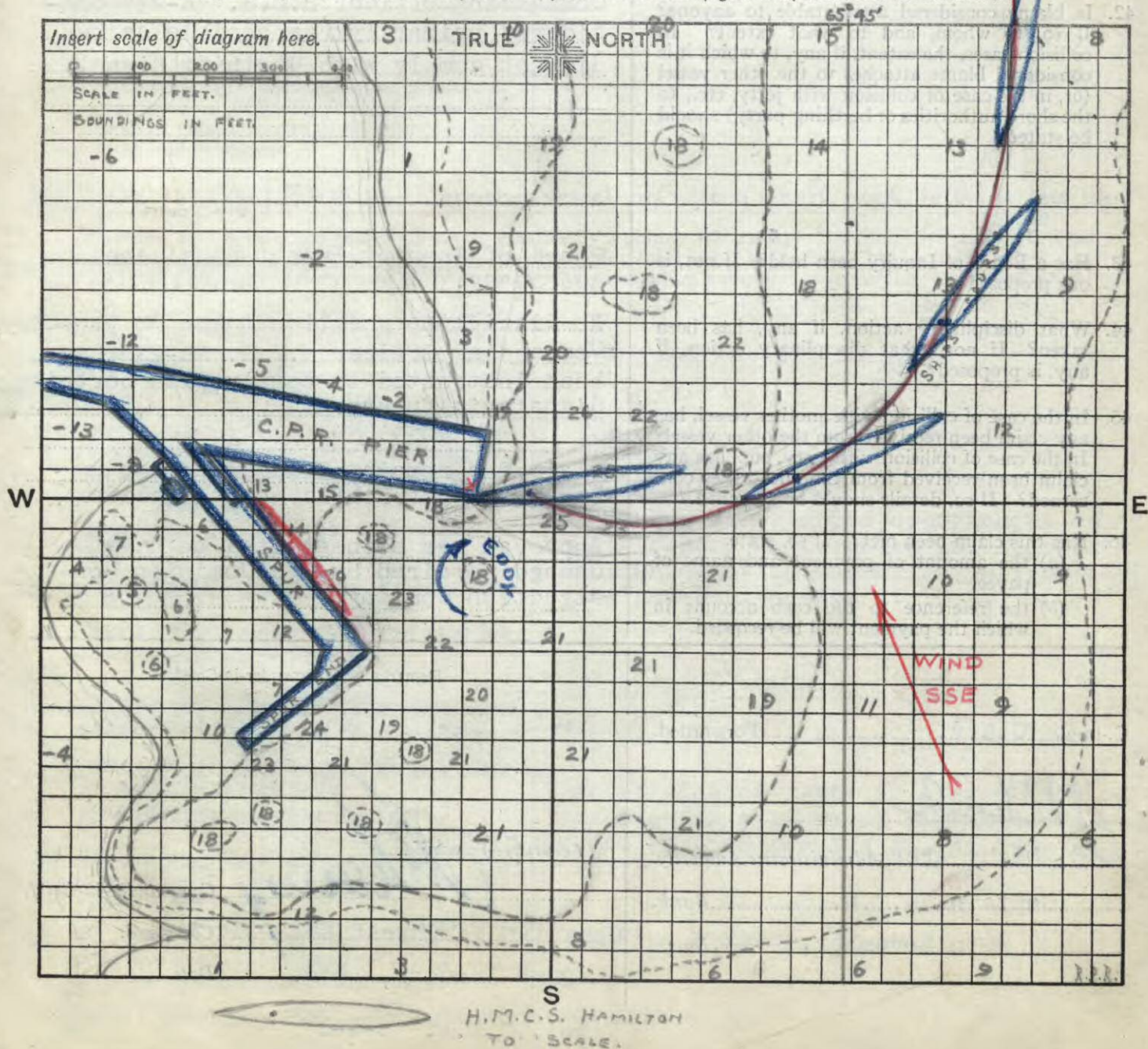
36. Number and date of chart in use, and particulars of last large or small corrections.

.....

The statement of grounding is to be accompanied by a track chart, commencing from the date when the ship last left port, and, if possible, by a clear and comprehensive plan of the place where the incident occurred, and in any case angles between as many of such prominent objects as may be in sight as will suffice to fix accurately the position when aground. When possible at least five such angles should be forwarded. Bearings taken from the standard compass of the same objects should be also given, stating the deviation of the compass.

Diagram illustrating relative positions, and movements, of vessels prior to collision, to be completed, if possible, in all cases of collision.

The diagram may also be used for the plan of the place where the ship grounded, but not for the track chart.



SECTION IV—REPAIRS (after Collision or Grounding)

37. Is H.M. Ship seaworthy?
38. If not, have arrangements been made to repair her? (Give details.)
39. What is estimated cost of making good the damage to H.M. Ship?
40. What time is required for repairs?
41. Has the damage been surveyed?
- (If so, survey report to be attached.)

In the case of collision with another vessel, state here if possible the answers to questions similar to 37 and 41 above, in respect of *the other vessel*, and, in the case of collision with jetty, etc., the answer to question similar to 41 respecting it.

Yes

Yes - see attached report

Not applicable

SECTION V—GENERAL (Collision or Grounding)

Copies of the Deck Log, and the Rough and Fair Engine Room Registers, accompany this statement.

All relative data have been inserted on this form, and are correct to the best of our belief.

Signature of
Navigating Officer (grounding)

Signature of Commanding Officer

Rank Lieut. RCNVR Date Nov. 21 1943

Rank Lt. Cdr. RCNR Date Nov. 21st. 1943

SECTION VI—REMARKS BY ADMINISTRATIVE AUTHORITY

42. Is blame considered attributable to anyone? If so, to whom, and to what extent? In collision cases, the extent, if any, to which it is considered blame attaches to the other vessel (or, in the case of collision with jetty, etc., to the shore authorities or berthing party) should be stated.

Commanding Officer H.M.S. "L-23" considered primarily responsible as he did not comply with berthing signal.

43. Has a Board of Inquiry been held? If not, is one proposed?

Board of Inquiry is not considered necessary.

44. What disciplinary action, if any, has been taken? If not, what disciplinary action, if any, is proposed?

No disciplinary action taken or proposed. Commanding Officer H.M.S. "L-23" has been instructed to comply with berthing Signals in future.

45. In the case of collision with another vessel, has any claim been received from the other vessel? In the case of collision with jetty, etc., has any claim been received from the authorities concerned? If so, details should be attached.

Claim for repair of damages made by Department of Public Works, Halifax.

46. Has this claim been met? If so, state
(a) the amount of payment and name of payee.
(b) the reference to the cash account in which the payment will be recorded.

Approval has been granted to have damage repaired by the Dominion Construction Company.

C-in-C. C.N.A. Forwarded.

Remarks by Commander-in-Chief.

NOIC. Digby Area Administrative Authority.

NSHQ - Submitted
Admiralty - Forwarded

Captain, R.C.N. Rank.

26th November, 1943. Date.

Commander-in-Chief.

Canadian Northwest Atlantic Command.

22nd January, 1944. Date.

File...C.N.A. 46-9-1

DIAGRAM

Form S-232

FROM: The Commanding Officer,
H.M.C.S. "HAMILTON".

4783

DATE: 18th December, 1943.

TO: The Naval Officer-in-Charge,
Digby Area,
Cornwallis, N.S.

COLLISION WITH C.P.R. PIER, DIGBY, N.S.

Submitted, with reference to your Signal 201244Z.

At 1609P November 19th, 1943 H.M.C.S. "HAMILTON" weighed anchor and proceeded towards Digby, N.S. in order to obtain fresh water. It was my intention to berth on "Spur Side", i.e.- on the North side of Spur, in accordance with N.O.I.C.'s Signal 191721Z.

2. I rounded No. 5A Buoy at 1625P and shaped channel course 178 deg. speed 10 knots, towards Digby Pier. Wind was S.E. 3-4, smooth sea, flood tide (one hour before high water).
3. At 1635, on approaching Pier, engines were stopped, Starboard 10 deg. and then Starboard 20 deg. was ordered, and as the "V" between piers opened up, H.M. Submarine L.23 was observed in berth on Spur side, i.e.- in berth allocated by N.O.I.C.'s Signal 191721Z to H.M.C.S. "HAMILTON". It is impossible to see into the "V" until after final swing has commenced, view being obstructed by warehouse on pier.
4. From end of C.P.R. Pier to end of Spur (the widest part of the "V") is less than 300 feet, and prompt action was necessary in order to avoid collision with L.23. Helm was put hard astarboard, both engines full astern, and the danger of hitting Pier end was accepted.
5. It is understood that Pier itself was not damaged, but "sponson" which is used as a sort of rubbing post for S.S. Princess Helene was damaged. Both C.P.R. Pier and Spur are in poor condition and need repair.
6. H.M.C.S. "HAMILTON" was not damaged.
7. After backing away from Pier, H.M.C.S. "HAMILTON" was berthed on Spur End.
8. Form S.232 and following relative data are forwarded herewith:
 - (1) Extracts from Deck Log, Wheelhouse Engine Movements Book and Engine Room Registers.
 - (2) Extract from Captain's Standing Orders, in Use of Engine Room Telegraphs.
 - (3) Tactical data - H.M.C.S. "HAMILTON".
 - (4) Relative signals.

NAVAL OFFICER IN CHARGE
DIGBY AREA

DEC 22 1943

20-44-1
CORNWALLIS, N.S.

Douglas J. Jeffrey
Lieutenant Commander, R.C.N.R.
COMMANDING OFFICER

Encls. 20-43-1

NARRATIVE REPORT

NAVAL MESSAGE

For use in
Signal
Department
only

C O P Y

Originators Instructions:
(Indication of Priority,
Intercept Group, etc.)

No. of
Groups:

TO:

GENERAL TENDERS

FROM:

CORNWALLIS

Write
Across

BERTH P.M. NOVEMBER 19, HAMILTON SPUR SIDE L.23 ON ELK AT

5

SPUR END. REINDEER C.P.R. WHARF.

10

191721Z

15

20

25

30

35

40

45

50

System

P/L Code or Cypher

Time of

Receipt

Despatch

Operator

Date

CORNWALLIS

to

GENERAL TENDER

191721Z

NAVAL MESSAGE

For use in
Signal
Department
only

C O P Y

Originators Instructions:
(Indication of Priority,
Intercept Group, etc.)

No. of
Groups:

TO:

CORNWALLIS

FROM:

HAMILTON

Write
Across

PROCEEDING ALONGSIDE. PLEASE ARRANGE BERTHING PARTY.

5

191900Z

10

15

20

25

30

35

40

45

50

System

P/L Code or Cypher

Time of

Receipt

Despatch

Operator

Date

NAVAL MESSAGE

For use in
Signal
Department
only

C O P Y

Originators Instructions:
(Indication of Priority,
Intercept Group, etc.)

No. of
Groups:

TO:

FROM:

N.O.I.C. DIGBY AREA

HAMILTON

Write
Across

ARRIVED OFF SPUR END TO FIND BERTH OCCUPIED AND IN AVOIDING

5

COLLISION WITH NO. 19 DAMAGED END OF C.P.R. PIER. WRITTEN

10

REPORT FOLLOWS.

15

192030Z

20

25

30

35

40

45

50

System

P/L Code or Cypher

Time of

Operator

Date

Receipt

Despatch

NAVAL MESSAGE

For use in
Signal
Department
only

C O P Y

Originators Instructions:
(Indication of Priority,
Intercept Group, etc.)

No. of
Groups:

TO:

HAMILTON

FROM:

NOIC DIGBT AREA

Write
Across

WRITTEN REPORT IS TO BE ACCOMPANIED BY FORM S.232

5

IN TRIPLICATE VIDE D.A.S.O. 103.

10

201244Z

15

20

25

30

35

40

45

50

System

P/L Code or Cypher

Time of

Receipt

Despatch

Operator

Date

H.M.C.S. "HAMILTON" - 19th November, 1943

EXTRACT - DECK LOG

EXTRACT - ENGINE MOVEMENTS

(WHEELHOUSE)

EXTRACT - ENGINE ROOM REGISTER

TIME		<u>EXTRACT - ENGINE MOVEMENTS</u>		<u>EXTRACT - ENGINE ROOM REGISTER</u>	
		PORT	STARBOARD	PORT ENGINE (F'WD)	STARBOARD (AFTER) ENGINE
1609P	Stand by engines; weigh anchor	Main engines standing by		Stand by	Stand by
1610			1/3 Astern		Slow Ahead
1610½		1/3 Ahead		Slow Ahead	
1611		Stop	Stop	Stop	Stop
1613	Proceed to Digby Pier, speed 10 knots, both engines 1/3 Ahead	1/3 Ahead	1/3 Ahead	Slow Ahead	Slow Ahead
1616		Stop	Stop	Stop	Stop
1617	Both engines 2/3 Ahead	2/3 Ahead	2/3 Ahead	Half Ahead	Half Ahead
1625	5A Buoy abeam				
1635	Stop engines	Stop	Stop	Stop	Stop
1637	Sub. in Spur Side berth; both engines Full Astern Double ring	Full Astern (Double)	Full Astern (Double)	Full Astern Full Astern	Full Astern Full Astern
1638	Struck S.E. corner of C.P.R. Jetty on star-board bow.	Stop	Stop	Stop	Stop

TACTICAL DATA

H.M.C.S. "HAMILTON" - 10 KNOTS

Speed (knots)	Rudder		Time to turn (min-sec)				Advance and Transfer (Yards)						Tactical Diameter (Yards)
	Angle	Secs. to put over	90°	180°	270°	360°	30°		60°		90°		
							Advance	Transfer	Advance	Transfer	Advance	Transfer	
10	17°.5	6	2-51	5-30	8-16	10-58	416	72	616	283	600	520	1035
10	22°.5	7	2-26	4-37	6-36	8-42	340	60	500	212	530	425	850
10	30°	11	2-13	4-06	6-00	7-54	310	30	450	150	465	325	750

EXTRACT FROM CAPTAIN'S STANDING ORDERS * H.M.C.S. "HAMILTON"

ORDER NUMBER 41

USE OF ENGINE ROOM TELEGRAPHS

(1) MANOEUVERING

"STAND BY" When leaving a pier or anchorage a double ring on the telegraph terminating in the "STOP" position signifies "STAND BY".

"FINISHED WITH ENGINES" This order will always be passed by telephone.

COMING ALONGSIDE, ETC. The following are the normal movements when arriving at or leaving a pier or anchorage:-

	Telegraph Indicator	Rec. Pressure Lbs. per sq. in.	R.P.M.	Knots Approx.
AHEAD	Full	60	169	15
	Two-Thirds	25	114	10
	One-Third	5	64	5
ASTERN	Full	100	95	8
	Two-Thirds	40	74	6
	One-Third	10	45	3½

A DOUBLE FULL AHEAD OR DOUBLE FULL STERN will be an order to increase pressure to 125 lbs.

(2) CRUISING

For steady steaming - "Cruising" - the telegraphs will be set at Standard Ahead and the engines will be operated on speeds passed to the Engine Room by telephone vide ship's Revolution-Knot Table.

While cruising, if the telegraphs are put to FULL AHEAD it will be a signal to develop maximum speed with all despatch. Throttle will be opened as wide as possible without reducing main steam pressure below 170 lbs. per sq. inch. Similarly a ring from STANDARD AHEAD to STOP will be an emergency ring and will be complied with immediately even at risk to machinery.

If the telegraphs are moved to Two-Thirds Ahead or One-Third Ahead from Standard Ahead it will indicate to the Engine Room that a STOP or ASTERN movement may follow. This procedure will be used when entering harbour, picking up pilot, preparing to refuel at sea, etc. and the speeds will be those shown in Paragraph 1.

(3) EMERGENCY TELEGRAPH SYSTEM

1 Bell	One-Third Ahead
2 Bells	Stop
3 Bells	One-Third Astern
4 Bells	Full Ahead

6 Bells) Full Astern
3 followed by another 3	

ALL EXECUTIVE AND ENGINEER OFFICERS ARE TO BE ACQUAINTED WITH THIS ORDER - IT WILL FORM PART OF THE E.O. STANDING ORDERS

PHOTO OF S.S. PRINCESS HELENE
APPROACHING VEE.

H.M.C.S. HAMILTON
STRUCK THIS CORNER



R.P.R.

NAVAL MESSAGE

To: IN C CNA
(R) NSHQ

From: NOIC DIGBY

VCNS

ACNS

DOD

DTD

D OF P

CNEC

D-SEC.SUP

DWT

HYDRO

DJAF

HMCS HAMILTON COLLIDED WITH GOVERNMENT JETTY DIGBY AT

ABOUT 1730P 19TH NOVEMBER.

THIS JETTY IS UNDER LEASE TO CPR FOR USE OF PRINCESS HELENE

FULL EXTENT OF DAMAGE NOT YET ASCERTAINED FORM S 232 AND

ACCOMPANYING REPORT WILL BE FORWARDED IN DUE COURSE

REQUEST DEPT OF PUBLIC WORKS HALIFAX MAY BE INFORMED

2012412

2342

T/T

P/L

FOR 201410Z/11/43

JD

17662

10th January, 1944.

441-8-55 FD. 518 (Supply)
 1057-154-6 Vol. 1

Dear Sir:

RE: Digby, N.S.,
 Government Wharf,
Repairs

Further to your Memorandum of
 22nd December, 1943, relative to the above work.

Instructions issued to the District Engineer, Works and Buildings, Navy, Halifax, were that all possible steps should be taken to facilitate the repairs of the Government Wharf at Digby by the Dominion Construction Company under the supervision of the District Engineer, Department of Public Works. Further, that necessary materials such as piles, etc., presently at Deep Brook, should be released to the Department of Public Works for the repair work.

It is understood that all accounts will be rendered to your Department by the Dominion Construction Company, for payment.

Yours truly,

(W. G. Mills)
 DEPUTY MINISTER.

The Deputy Minister,
 Dept. of Public Works,
 OTTAWA, Ontario.

EAG/LMF

CIRCULATED FOR ACTION OR INFORMATION	
INITIAL DATE	
CNES	
DNO	
DV/C	
IQ3	
DTD	
SED	
D. MAN	
SLO	
DN2	
DWB N	14/1
SEC SUP.	13/1

Information
 noted.

C. M. E. S. BRANCH
REFERRED TO:

LETTER NO:

FILE NO:

F. D. NO.



Directorate of Works and Bldgs.(N)
Internal File Circulation Slip

File No. 45122 F.D. max

Date Routed 26/11/47

SECTION INITIALS DATE

A

Mr. Young

(2) Mr. Dick

RM

26/11

B

Mr. MacKenzie

(1) Lt. Hand

Mr. Brown

RM

26/11/47

C

Lt. Wilcox

Mr. Cawthray

Mr. Taylor

D

Mr. Moffatt

Mr. Mills

Mr. Self

E

Mr. Gilbert

Mr. Roche

Mr. Gardner

Mr. Birrell

Mr. Dineen

Mr. Elder

RETURN TO SEC. FOR DISPOSAL

IMPORTANT

File pass slip must be completed when
file passes between sections ruled off
by double lines.

DEPARTMENT OF NATIONAL DEFENCE
NAVAL SERVICE

Memorandum to: Mr. W.L. Fraser,
D.E.W.B.(N).,
Halifax, N.S.

Memorandum from: D.W.B.(N).

Subject: Digby Government Wharf - Repairs.

Further to my telephone message of
this morning, I enclose a copy of instructions from
C.N.E.S. for your guidance.

4

(Alex. A. Young)
Director of Works and Buildings (N).

OTTAWA, Canada,
26th November, 1943.

AAV:SPD

DEC 10 PM

NAVAL SERVICE.

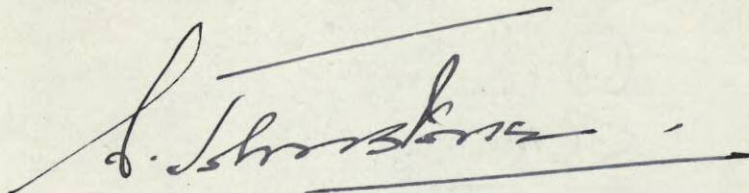
MEMORANDUM TO: DIRECTOR OF WORKS AND BUILDINGS.

RE: DIGBY GOVERNMENT WHARF - Repairs.

Confirming our telephone conversation of this morning, all possible steps should be taken to facilitate the repair of the Digby Government Wharf by the Department of Public Works.

2. I understand from Mr. Murphy that he wishes to give the job to the Dominion Construction Co., who will have to take some of their men from working on the Deep Brook pier for this purpose, and that some piles will also be required. Please instruct your representative to release the piles for this purpose and to co-operate with Public Works in the matter.

3. It should be noted that this action is not to be construed as an acceptance of the cost of repairing the wharf, which question will be submitted to the Deputy Minister when full reports with regard to the accident and damage have been received from the Commanding Officer, Deep Brook.



(E. Johnstone)
A/Captain, R.C.N.
CHIEF, NAVAL EQUIPMENT AND SUPPLY

OTTAWA, 26th November, 1943.

STAFF

REFERRED TO: Initials Date

~~V.C.N.S.~~

F.C.T. 24/11.

C.N.E.S.

26.11.47

File No.

F.D.

Vol.

Letter No.

NOV 23 P.M.



C.D. 2X

CLASS OF SERVICE

Full Rate	
Day Letter	
Night Message	
Night Letter	
Evening and Sunday Messages	

Please mark an X opposite
the class of service desired.

CANADIAN PACIFIC TELEGRAPHS



World Wide Communications

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS MONTREAL

CHECK

TIME FILED

Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

Ottawa, November 23rd, 1943.

Mr. T. C. MacNabb,
c/o Canadian Pacific Steamships,
Saint John, N. B.

Retel Navy are vitally interested in safe operation your mail
ship Stop Have directed steps be taken to repair damage
with least possible delay

Angus L. Macdonald.

Charge: Minister of National Defence
for Naval Services.

R. H. WOODFELLOW, Assistant Manager, Montreal, Que.

R. R. BACON, Supt., Sudbury, Ont.

H. S. INGRAM, Supt., Toronto, Ont.

W. S. EMERY, Supt., Montreal, Que.

C. W. MACDONALD, Supt., Saint John, N.B.

W. M. THOMPSON, Assistant Manager, Winnipeg, Man.

P. G. McLEAN, Supt., Vancouver, B.C.

L. A. RAYMOND, Supt., Calgary, Alta.

T. H. HOLMES, Supt., Moose Jaw, Sask.

A. J. CLARK, Supt., Winnipeg, Man.

TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER No. 49274 DATED DECEMBER 5th, 1932, OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, AND PUBLISHED IN THE CANADA GAZETTE.

It is agreed between the sender of the message, on the face of this form and this Company, that said Company shall not be liable for damages arising from failure to transmit or deliver, or for any error in the transmission or delivery of any unrepeatable telegram, whether happening from negligence of its servants or otherwise, or for delays from interruptions in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same.

To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case the Company shall be liable for damages, suffered by the sender to an extent not exceeding \$200, due to the negligence of the Company in the transmission or delivery of the telegram.

Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: one per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavor to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers he acts for that purpose as the sender's agent; if by telephone the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission.

No employee of the Company shall vary the foregoing.

CLASSES OF SERVICE

FULL RATE TELEGRAM

A full-rate expedited service.

NIGHT TELEGRAM

Accepted up to 2 a.m. at reduced rates, to be sent during the night and delivered on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the ten-word day telegram rate for the transmission of 50 words or less, and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Day letters may be forwarded by the Company as a deferred service, and the transmission and delivery of such Day Letters are, in all respects, subordinate to the priority of transmission and delivery of full-rate telegrams.

Day Letters may be delivered by the Company by telephoning the same to the addressees and such deliveries shall be a complete discharge of the obligation of the Company to deliver.

Day Letters are received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of full-rate telegrams under the conditions named above.

NIGHT LETTERS

Accepted up to 2 a.m. for delivery on the morning of the next day after their date at places where the Company's offices are open on Sundays, and on the morning of the next ensuing business day at places where the Company's offices are not open on Sundays, at rates still lower than its standard night telegram rates as follows: The standard day rate for 10 words for the transmission of 50 words or less and one-fifth of the initial rate for such 50 words for each additional 10 words or less.

Night Letters may, at the option of the Company, be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night-Letters at destination, postage prepaid.

EVENING AND SUNDAY MESSAGE

An expedited service admitting up to 40 words at the same rate as a 10 word full rate telegram, each additional 10 or a lesser number of words is charged at the rate of 1/5 of the cost for the initial 40 word telegram. Evening and Sunday messages may be filed at any hour where circumstances permit and will be delivered on week days after 7 p.m. point of origin or destination time whichever provides for earlier delivery. The service is also available all day Sunday. If the message should require a reply and the sender prepays same at the time of filing the reply will be charged at 50% of the normal rate for an Evening and Sunday telegram. If the reply exceeds 40 words, each additional ten or a lesser number of words will be charged at 1/5 of the reply paid telegram rate.

Commodore Hibbard arrives by
plane tomorrow to discuss this.

Captain Edwards was
hastened yesterday by phone
re a report on the situation.

Suggest reply.

Many are vitally interested
in safe operation of your
mail ship and I have
directed that steps be taken
to repair damage with as little
delay as possible.

23.11. G. L. Jones
V. L. N. S.

of the Parent Ship or Base together with all vo

6. The quantities shewn as remain~~ing~~ at
"Remains from last account" line of a new acc
checked and initialled by an Officer. This new a

7. A new Fair account with certified rema
or Base. The opening stock in the new Rough
Fair account and any adjustments necessary are

I certify that all stores on charge in this
successor and books relating thereto are posted

.....Supply rating or Co

.....Supply rating or Co

.....Date

Approved

V. 6965/41

3M-3-43 (9003)

N.S. 815-1-26

STAFF

23/11

REFERRED TO:

Initials

Date

VMS
Y

File No.

F.D.

Vol.

Letter No.

NOV 23 A.M.

1057-154-6

C.D. 1R



CANADIAN PACIFIC TELEGRAPHS

World Wide Communications

W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

RAA266 RS

SAINTJOHN NB 22

1943 NOV 22 PM 12 15

HON ANGUS L MACDONALD **433**

MINISTER OF NATIONAL DEFENCE FOR NAVAL SERVICES OTTAWA

~~RESPEAK~~ YOUR PERSONAL INTEREST IN REPAIRING DAMAGE TO DIGBY

WHARF CAUSED BY NAVAL CRAFT ON 19TH SO AS TO PERMIT CONTINUANCE

OF SAFE OPERATION BY OUR MAIL SHIP THANK YOU

T C MACNABB

"HAMILTON"

*W.C. Neil
What about
this please?
D.H. 22.11.43*

141-8-55 (Supply)

23rd November, 1943.

M E M O R A N D U M

The Naval Officer-in-Charge, Digby, has reported that H.M.C.S. "HAMILTON" collided with the Government Jetty, on the 19th November. The full extent of the damage has not yet been received, but will be forwarded to you shortly.

It is understood that this Pier is under lease to the C.P.R. for the use of "PRINCESS HELENE", and you will obviously wish to repair it as rapidly as possible. Your representative at Halifax has been informed.

I shall be grateful if you will let me know if there is any action which you wish me to take in the matter.

(W.G. Mills)
Deputy Minister.

*Seen
signed by
DM(N)*

The Deputy Minister,
Department of Public Works,
Ottawa, Canada.

ENGINE MOVEMENTS

ENTERING HALIFAX HARBOUR FEBRUARY 10, 1942

Time Zone 13

1332 Passed Gate Ships Both Engines Standard Ahead
1355 Both engines one third ahead.
1400 Stop both.
1400 $\frac{1}{2}$ Two thirds astern starboard.
1401 Stop starboard.
1401 $\frac{1}{2}$ Two thirds astern starboard.
1402 Stop starboard.
1403 one third astern starboard.
1403 $\frac{1}{2}$ Stop starboard.
1411 Finished with engines.

INTER-DEPARTMENTAL MINUTE SHEET

TO BE RETURNED TO:

REFERRED TO:

C.R. FILE NO. 1057-154-6 Vol. 1

C.R. LETTER NO. 10276

STAFF #2283

D.O.D. remarks:

"Recommend N.F.A."

Concurred in by D.N.I. and C.N.S.

J. May
Dep. Sec. Staff
13th March, 1942.

STAFF	Initials	Date
D. N. I.		
D. T. D.		
A/SOK	<i>DRS</i>	<i>10/3</i>
<i>Wm</i>		
D. of P.		
D. S. D.		
VCNS.		
C. N. S.		
STAFF		
INDEX		
REFER TO:		

50765

(NAVAL SERVICE)

FROM....THE COMMANDING OFFICER, ATLANTIC COAST, H.M.C. DOCKYARD,
HALIFAX, N. S.

DATE....3RD MARCH, 1942.

FILE...COAC. 46-9-1

TO.....THE SECRETARY, NAVAL BOARD, DEPARTMENT OF NATIONAL
DEFENCE, OTTAWA.

10276

REPORT OF COLLISION - H.M.C.S. HAMILTON

DEPT. NATIONAL DEFENCE

MAR -7 1942

N.S. 1057-154-6
CANADA

Submitted for the information of the
Department, the attached Report of Collision of
H.M.C.S. HAMILTON, with H.M.C.S. ST. CLAIR on
10th February, 1942.



G. C. Jones
(G. C. Jones)
REAR ADMIRAL, R.C.N.

2283

R 12
509

REPORT OF COLLISION OR GROUNDING.

(King's Regulations and Admiralty Instructions, Articles 1167 and 1170.)

H.M.S. HAMILTON

Date 11th February 1942

ATTENTION IS CALLED TO THE NECESSITY FOR MAKING A FIRST REPORT BY TELEGRAM OF COLLISIONS OR SERIOUS GROUNDINGS.

If it is desirable to answer any question at greater length than the space provided in the form permits, the answer (numbered) should be written on a separate sheet and attached hereto.

If all the particulars required hereunder cannot be furnished promptly, the report should not be delayed, any information that has been omitted being sent in as soon as possible afterwards.

(Any question not applicable to the report should be crossed out.)

SECTION I (Collision or Grounding).

1. Date, time, and place/position of collision/
~~grounding~~
(Strike out words inapplicable.)

10th February 1942, 1404 R.D. (zone 4.3)
at Jetty 4, Long H. M. S., or bearing and
distance Dockyard Halifax

2. Direction and force of the wind ...

N'ly 4

3. Direction and rate of tidal stream or current ...

Half-flood

4. State of weather and sea ...

Overcast Sea smooth

5. Estimated visibility ...

10 miles

6. Was H.M. Ship at anchor or under way? ...

Under way

7. What damage is H.M. Ship estimated to have received?

None

8. Were Salvage services rendered as a result of the collision or grounding? If so, name and address of Officer in charge of salvage operations should be stated.

No

SECTION II—COLLISION (with another vessel, or, with a wharf, dock, jetty, or the like).

The report should be accompanied whenever possible by a plan or tracing from the chart (see page 3) to illustrate the courses and direction of advance, the movements of own ship (and where the collision has been with another vessel, of her also), and any other information likely to be of value in enabling a decision as to liability to be reached.

8A. State name of other vessel, approximate tonnage, and ownership and Port of Registry if known. (In collision with jetty, etc., state authorities in control of, or responsible for jetty.)

H. M. C. S. ST. Blair

9. Course and speed (if under way) of H.M. Ship when the other ship was first sighted, or, in the case of a jetty, etc., when course was shaped to approach it.

Course 290° 3 Kts approaching H.M.C.S.
ST. Blair to berth on her

10. Any subsequent alterations of course and speed by H.M. Ship.

Stopped alongside ST. Blair

11. *Was the other vessel at anchor or under way?

Moved to Jetty 4 outside H.M.C.S.

12. *Estimated course and speed of other vessel (if under way) when first sighted.

Unknown

13. *Any subsequent alterations of course and/or speed by other vessel.

None

14. (a) *What navigation lights, if any, were exhibited by H.M. Ship.

None Daylight

(b) *When were these first exhibited?

15. The time when the other vessel was first seen, or, in the case of a jetty, etc., when course was shaped to approach it.

1308 Course shaped to approach

16. The bearing and distance of the other vessel when first seen, or, in the case of a jetty, etc., when course was shaped to approach it.

290° 1 cable when course shaped to approach

Sta. 11684/40.

N.L. 9353/40.

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION II—COLLISION (contd.)

17. *The lights, if any, of the other vessel which were first seen.
18. *Whether any navigation lights of the other vessel, other than those first seen, came into view before the collision.
19. *What sound signals (if any) were (i) sounded by H.M. Ship, and (ii) were observed to be sounded by the other vessel, and when?
20. What measures were taken aboard H.M. Ship to avert the collision, and when?
21. The parts of each vessel (or of own vessel and jetty, etc.) which first came in contact.
22. Whether either ship was in tow or in charge of a pilot.
23. What acts of negligence (if any) are alleged to have been committed by the other vessel (or, in collision with jetty, etc., by the shore authorities or berthing party)?
24. Whether blame is attributable to those on board H.M. Ship, and, if so, to whom, and in what respect.
25. *If the collision occurred between sunset and sunrise, whether, by observation of witnesses, the position, brilliancy, etc., of the lights carried by each vessel complied with the Collision Regulations, and whether any of them were obscured by rigging or other obstructions in the direction from which the vessel under way approached.
26. *If sound signals are involved, state here the observations of witnesses as to the efficiency of the apparatus on each vessel for making the proper signals.

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION III—GROUNDING.

27. The rate at which H.M. Ship was going over the ground at the time she struck.
28. Height of tide at time of grounding
29. The exact time she remained on shore
30. The nature of the bottom
31. The means taken to get her off. (If assistance was rendered by any other vessels, give details, and the names of the vessels.)

.....

.....

.....

None.

1/3 astern when collision seemed imminent, but due to wind on high superstructure forward ship unmanageable. Fenders were not large enough.

Port anchor head of H.M.C.S. Hamilton and Sthd side of Bridge structure of H.M.C.S. St. Clair.

None.

None.

No.

Daylight

Not used.

SECTION III—GROUNDING (contd.)

32. (a) With what sounding equipment was the vessel provided?
(b) What use was made of soundings, including hand lead, to check the ship's position prior to the grounding? Give details.

.....

.....

.....

.....
33. The ship's draught (a) forward (b) aft

(a)ft.....ins. (b).....ft.....ins.
34. The least depth of water under (a) the bows, (b) amidships, and (c) the stern, during the time she remained on shore.

(a)ft.....ins.

(b)ft.....ins.

(c)ft.....ins.
35. Date, time, and position of last fix obtained prior to grounding and object(s) used to obtain it.

.....

.....

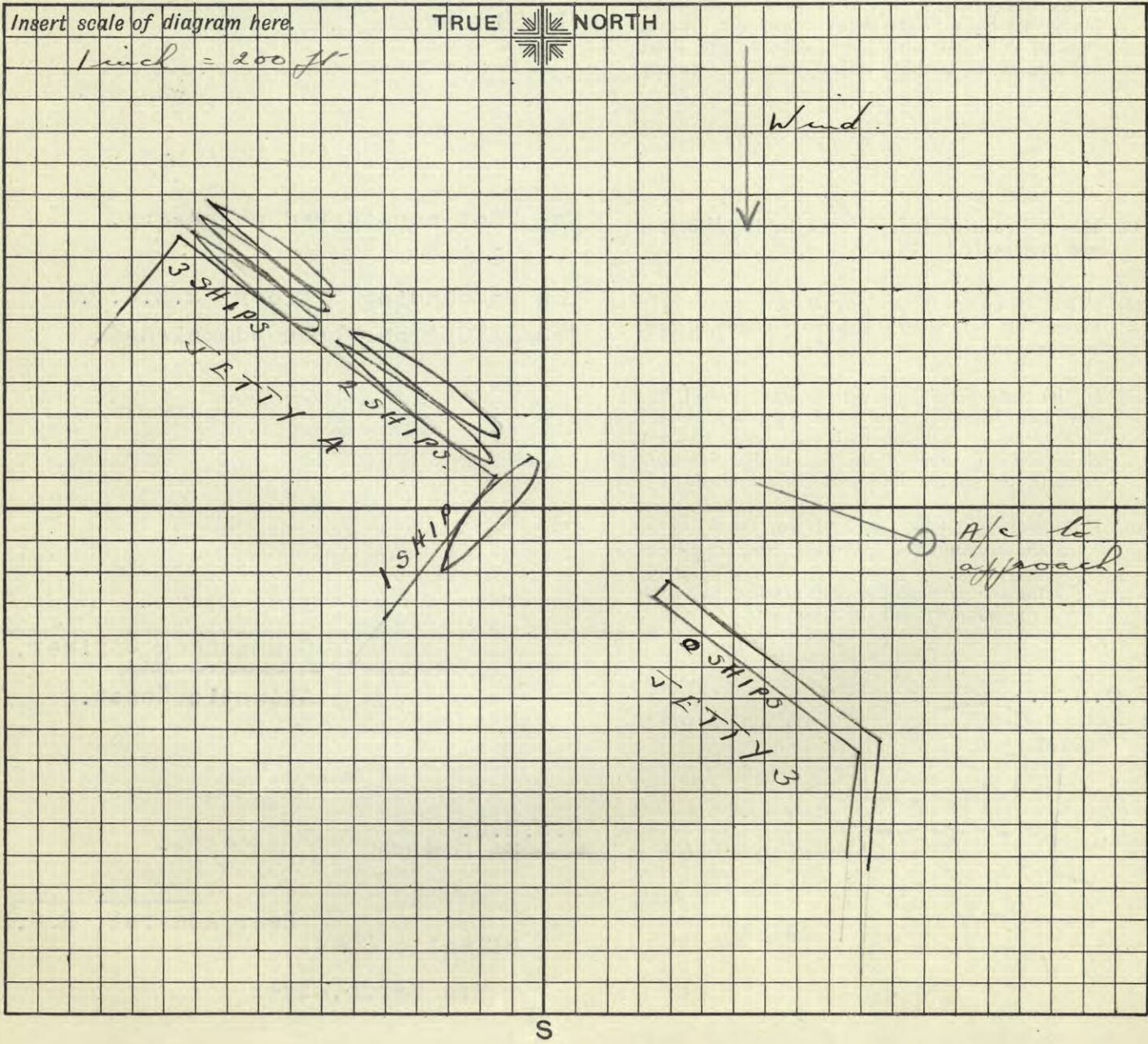
.....
36. Number and date of chart in use, and particulars of last large or small corrections.

.....

.....

The statement of grounding is to be accompanied by a track chart, commencing from the date when the ship last left port, and, if possible, by a clear and comprehensive plan of the place where the incident occurred, and in any case angles between as many of such prominent objects as may be in sight as will suffice to fix accurately the position when aground. When possible at least five such angles should be forwarded. Bearings taken from the standard compass of the same objects should also be given, stating the deviation of the compass.

Diagram illustrating relative positions, and movements, of vessels prior to collision, to be completed, if possible, in all cases of collision. The diagram may also be used for the plan of the place where the ship grounded, but not for the track chart.



SECTION IV—REPAIRS (after Collision or Grounding).

- Yes.....

37) Minor damage only, sustained by.....
41) "St. Clair".

SECTION V—GENERAL (Collision or Grounding).

Copies of the Deck Log, and the Rough and Fair Engine Room Registers, accompany this statement. All relative data have been inserted on this form, and are correct to the best of our belief.

Signature of Commanding Officer. *[Signature]*

Rank 4th Ind. Regt. Date Dec 11 1942

SECTION VI—REMARKS BY ADMINISTRATIVE AUTHORITY.

- Error of judgement on part of the
Commanding Officer of H.M.C.S.
"HAMILTON".

No. Not considered necessary.

The Commanding Officer, H.M.C.S.
"HAMILTON" has been admonished.

Commanding Officer,
Remarks by ~~Commander-in-Chief~~.
Atlantic Coast.

C.-in-C.....Forwarded.

Administrative Authority

.....Rank.

21/ May 1952 Date.

N. S. H. Q.
Admiralty—Forwarded.

T. C. Connor
Commander in Chief.

Atlantic Coast Command.

3rd March, 1942 Date.

OFFICIAL COPY

S. 132
5 MIL.-5-40 (4)
N.S. 815-9-1320H

NAVAL MESSAGE

To:

ADMIRALTY
(R) N.S.H.Q. OTTAWA 99
F.O. SUBMARINES
F.O.C. 3.

From:

G.O.A.C.

8180.354/9

YOUR 1651A 26. SEPT.

INCIDENT OCCURRED WHEN BOTH VESSELS WERE ALONGSIDE SAME
JETTY, SUBMARINE LYING AHEAD OF H.M.S. "HAMILTON" AND
WAS RESULT OF AHEAD THROTTLE IN H.M.S. "HAMILTON" BEING
OPEN WHEN MAIN BOILER STOP VALVE WAS OPENED TO WARM
THROUGH MAIN ENGINES. SHIP TOOK CHARGE AND STRUCK
SUBMARINE WHICH WAS FORCED PARTIALLY UNDER THE JETTY.
FULL EXTENT OF DAMAGE CANNOT BE DETERMINED UNTIL
SUBMARINE IS HAULED OUT WHICH WILL BE DONE AT FIRST
OPPORTUNITY.

1414Z/28

T/T GYPHER REC'D S.D.O. L.W. 28/9/41 1217Z

1540/28

1. Escort Ocean

2. Escort West Local N.

3. Escort West Local S.

4. No. of Ships in Convoy

5. Attacked

Date

Sailing
Arrival

6. Ships Lost

7. Attacks by Escorts

8. Analysis

9. Air Coverage

10. Remarks Narrative

CONVOY NO.

FILE NO.

Admiralty's

261651A Sep 41
removed



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Ottawa, ON K1A 0N4

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Collisions

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DATE : **26/03/2025**