

'No one at the wheel' destroyer's wild run needed heroes aboard

By VAL SEARS
Star staff writer

PLYMOUTH, England — A Canadian destroyer captain told last night how his ship steamed wildly through the north Atlantic Thursday morning with no one at the wheel and eight dead men in the burning engine room.

Gray and shaken from his ordeal, Commander Neil Norton faces a naval inquiry here today after HMCS Kootenay, scarred and blackened from the engine room explosion at sea, was towed into Plymouth harbor last night.

As the captain and his officers stood silently on the deck, eight coffins were taken ashore in the predawn hours. The death toll made the Kootenay fire the worst Canadian naval disaster since a ship collision killed 10 men outside Halifax harbor in 1947.

Today's inquiry is a purely technical one and will try to solve the mystery of an explosion in a massive gear box which turned the engine room into a fiery hell and filled the wildly careering ship with choking smoke.

Altogether 47 officers and men were injured, several critically, as they fought to get to the victims in the engine room and bring the ship under control.

The Kootenay, a 2,900 ton anti-submarine destroyer

See DESTROYER, page 4



CRIPPLED KOOTENAY
Towed to England

AIRCRAFT CRASHES ONTO BONAVENTURE

HALIFAX (CP) — Four crew members of a tracker aircraft escaped injury Thursday when the craft crashed on the flight deck of the Canadian aircraft carrier Bonaventure.

A Canadian Forces spokesman said early today the crash occurred at 4 p.m. ADT, 275 miles southwest of Plymouth, England, where the Bonaventure is taking part in naval exercises with other Canadian ships. The spokesman said the carrier was westbound for Halifax where she is expected to arrive Oct. 31.

She had earlier broken off formation with HMCS Kootenay, under tow to Plymouth where repairs will be made to damage caused by an explosion earlier Thursday which killed eight of the Kootenay's crew.

Friday, December 12, 1969

Bonaventure Captain Regrets Flattop Finished Active Role

ABOARD HMCS BONAVENTURE (CP) — "I've served on many types of warships but the Bonnie means more to me than any I've served on . . . It's a very sad occasion, I just can't believe she's going."

Capt. J. M. Cutts sat in a briefing room aboard his ship and recalled some memorable events from his six years aboard the aircraft carrier as she left Boston for Halifax on her final operational cruise.

Later this month he assumes command of Canada's Fifth Escort Squadron and the Bonaventure comes under the command of Cmdr. H. Vondette Jan. 9. The carrier is expected to be paid off at the end of March, 1970.

Recalling a close association with the flattop, first as navigating officer and later as skipper, he said the officers and crew had welded into a unit unusually close for a ship of her size.

The crew compiled an enviable record on NATO cruises with ships of member nations, outflying the larger United States carriers in many instances.

"It was wonderful serving aboard her," said Capt. Cutts.
SCORED HIGH

He remembered sailing to the Mediterranean during a NATO exercise in 1958 where the carrier got eight out of nine decoy submarines.

The Bonaventure's Banshee era, which ended in 1962 when the jets were replaced by the Tracker, held memories of a "fabulous aircraft.

"I remember when they were just equipped with the Sidewinder missile and we shot down every drone they put up in an exercise off the coast of England."

His most dramatic recollection was a hurricane which struck after the carrier left Portsmouth in 1959.

"We had winds of 136 knots and 85-foot seas. We just rode it out for 36 hours. It was the worst storm I ever sailed in but the old girl just took it—although there was some damage.

"When I think of outstanding seamanship, the standards aboard her have been so high nothing really stands out."

Capt. Cutts said the most exacting task the carrier undertook was the rescue operations following an explosion which took three lives aboard the destroyer-escort Nipigon Oct. 18, 1965. At the time, the Nipigon was on a training exercise in the Western Approaches of the English Channel.

"Our pilots flew at night in driving rain ferrying the injured to Portsmouth. We were able to save some of the boys."

The carrier was also involved in a rescue operation in October, when an explosion ripped through the engine room of the Destroyer-escort Kootenay, killing nine and injuring more than 40. At the time, the vessels were exercising off the coast of Britain and helicopters from the carrier transported injured men to hospital in England.

Equipment to fight the fire aboard Kootenay was also transferred by helicopter from the carrier.

"We saved Kootenay," said Capt. Cutts. "I doubt if she would be afloat if it hadn't been for Bonnie."

Ship's officers pay tribute to fire teams

TRIBUTE to the heroism of young fire control teams was paid by Canadian naval officers when the damaged destroyer escort H.M.C.S. Kootenay arrived under tow at Plymouth early today.

The bodies of eight men killed in an explosion 200 miles out in the Atlantic were landed and a number of men suffering from smoke ingestion and exhaustion were sent to hospital.

Before the ship, towed by the Royal Navy tug Samsonia, berthed six men had been flown by helicopter to the Royal Navy Hospital at Plymouth. Three others were flown to hospital at Portsmouth on Thursday and two of these have been transferred to an intensive care unit at Salisbury.

The total number of casualties is nearly fifty.

A court of inquiry has opened into the explosion.

Bouquet for the kindly British

A Canadian military leader today praised the British people for the kindness and courtesy they showed after the explosion aboard H.M.C.S. Kootenay four weeks ago.

Nine Canadian sailors died and forty-four were injured in the accident—which happened 200 miles out in the Atlantic.

The praise came from Brig.-Gen. Douglas Cunningham, Commander of the Canadian Defence Liaison Staff, London, in a letter to the British Press.

The relatives of many of the sailors were flown to England, he said.

"From the time of their arrival the sympathy, courtesy, and kindness extended to them by the people of Britain did a great deal to alleviate their sorrow," he said.

Tribute to destroyer fire heroes

TRIBUTE to the heroism of young fire control teams was paid by Canadian naval officers when the damaged destroyer escort HMCS Kootenay arrived under tow at Plymouth early today.

The bodies of eight men killed in an explosion 200 miles out in the Atlantic were landed, and a number of men suffering from smoke ingestion and exhaustion were sent to hospital.

The commander of the 10th escort squadron, Cdr. William Walton, and the ship's captain, Cdr. Neil Norton, told a news conference that the accident happened when the ship was conducting full-power trials.

FIRST TIME

The gearbox in the starboard engine exploded—the first time that had happened in a ship of the Canadian Navy.

Fire broke out, and while the crew was unable to get into the engine-room, fuel was still being pumped there automatically and the ship, which could not be steered, continued under way at 20 knots for nearly 40 minutes.

The officers praised the heroism of fire control teams, led by chief shipwright Bob George, of Halifax.

After a first fire had been dealt with, a second one broke out which could have destroyed the ship if more fire-fighting equipment had not been obtained quickly from the Canadian carrier Benaventure and other warships.

Acquittal of 45 "Great Error," Castro Charges

HAVANA (AP) — Premier Fidel Castro Tuesday denounced a Santiago tribunal's acquittal of 45 airmen of mass murder charges as "a great error" and a service to former dictator Fulgencio Batista.

Prosecutor Lieut. Antonio Cegas already has appealed the verdict and the airmen are in jail pending a new trial to be held in a few days before another tribunal.

Castro said in a statement published in *Revolucion*, organ of the revolutionary government, that the prosecution has as much right of appeal as the defence "if the sentence is not just."

Demonstrators Monday night ranged through Santiago, capital of Oriente province, shouting protests against the acquittal.

The protest abated after announcement of the prosecution's appeal.

The court had held the charges not proved. The airmen were accused of bombing and strafing civilians as part of Batista's campaign against the rebels.

The defendants claimed they deliberately dropped their bombs in open country to avoid killing civilians.

To Hold Inquest In Fire Death

KINGSTON, Ont. (CP)—Crown Attorney T. J. Rigney says an inquest will be held into the death of Frank Williams, 30, who died as a result of burns suffered in a dance hall fire last month.

Thirty-five other persons suffered burns.

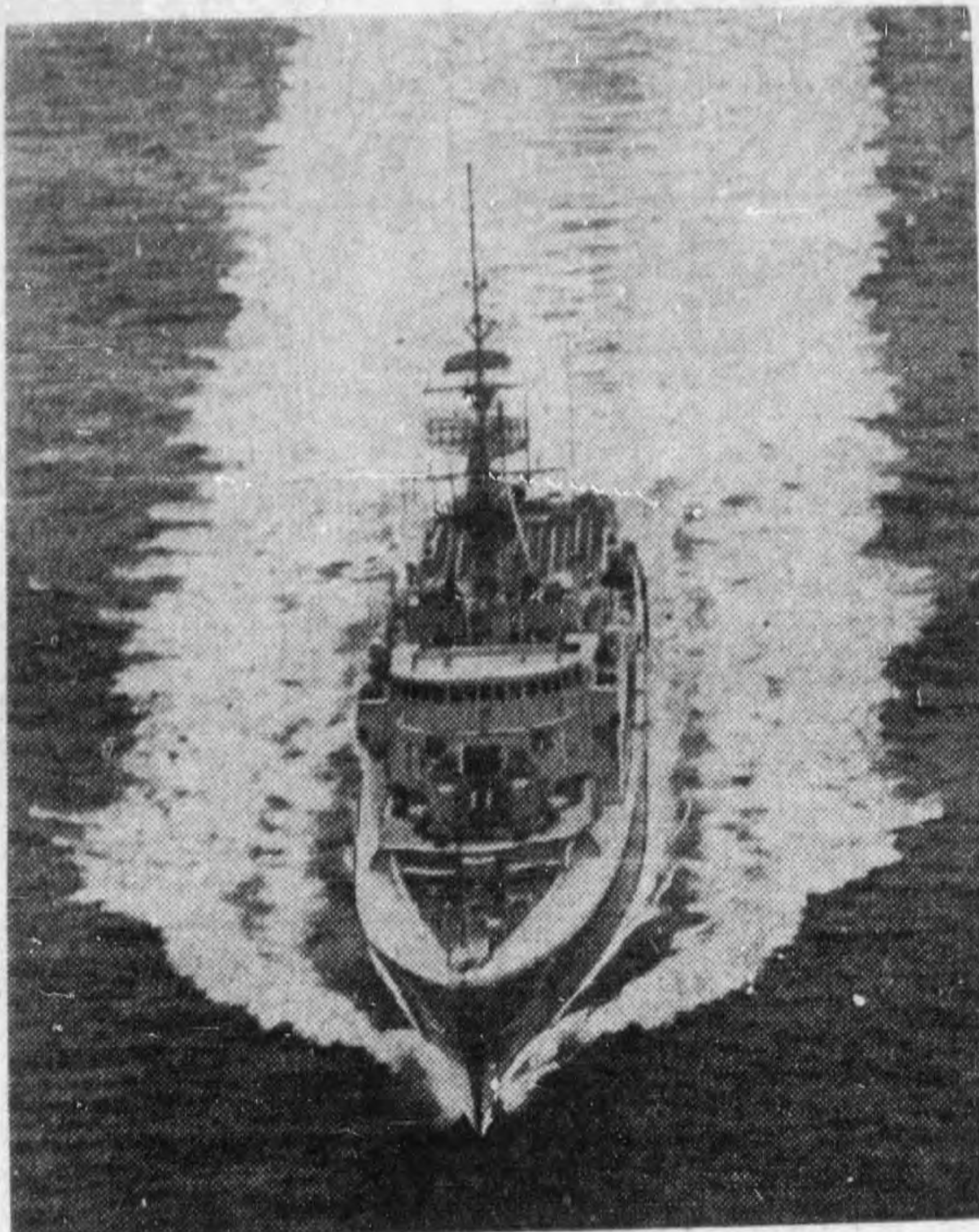
More than 100 dance hall patrons panicked when an oil burner, upset during a fight, sent flames leaping to the ceiling.

(Advertisement)

Sweetest Child In The World

becomes cross, cranky, sulky, when constipation sours the system. At these times, wise mothers turn to Children's Own Tablets, made just for children over 3. Taken at bedtime, they sweeten sour stomach... relieve constipation over-night without griping, so child awakens feeling happy and bright. Sweet-tasting. Nothing to spill or stain. Get Children's Own Tablets today at your druggist and keep them handy.

To Commission HMCS Kootenay At B. C. March 7



HMCS Kootenay, the latest of the "Restigouche" class destroyer escorts, will commission at Vancouver on March 7. She is the second ship in the Royal Canadian Navy to bear the name.

HMCS Kootenay, Restigouche class destroyer escort which commissions at North Vancouver on March 7, will be the second of her name to serve in the Royal Canadian Navy.

The first was one of six former Royal Navy destroyers transferred to the Royal Canadian Navy in the winter of 1942-43 to strengthen the RCN's escort forces for what was considered to be the crucial period in the Battle of the Atlantic, the spring of 1943.

As HMS Decoy, she had served in the Royal Navy since 1933, and had won a total of seven battle honors for her service in the Sec-

ond World War before she was transferred to Canada.

During the greater part of the campaign in the North African desert, the Decoy had operated in the Mediterranean, escorting convoys or supporting the troops by bombarding enemy shore installations. She was also involved in operations off Greece and Crete.

At the evacuation of Crete at the end of May, 1941, HM Ships Decoy and Hero embarked the King of Greece and other important persons and transported them to Alexandria. In the spring of 1942, the Decoy was sent to the Far East, where reinforcements were desperately needed to stem the Japanese advance. Returning to the United Kingdom for a refit, the ship was transferred to the RCN while this work was under way.

She was commissioned as HMCS Kootenay on April 12, 1943, at Jarrow on the River Tyne. In May she joined Escort Group C-5 of the Mid-Ocean Escort Force, operating between St. John's Newfoundland, and Londonderry, N.I.

In April, 1944, the Kootenay was transferred to the newly-formed EG-11, which consisted of the five Canadian destroyers, the Ottawa, Kootenay, Chaudiere, Gatineau and St. Laurent. Their role was to join other escort groups in defence of the Normandy invasion route by patrolling a large area of open sea, just outside the English Channel.

Within a period of less than a month, HMCS Kootenay took part in the destruction of three U-boats.

On the night of July 5-6, HMS Statice got a submarine contact in the channel and the Ottawa and Kootenay joined the search. They each carried out attacks which produced large amounts of wood, clothing, oil and books from what later proved to be the U-678.

On August 18, EG-11 tracked down a U-boat in the Bay of Biscay. Attacks by the Canadian destroyers, including the Kootenay, continued for eight hours, when it was considered that the submarine had been definitely "killed." It later proved to be the U-621.

The group attacked another contact on August 20, off Cape Finistere. At the time, the authorities did not consider the target had been a U-boat but it was learned later that the U-984 had been sunk on that date and in the location and Escort II was credited with the "kill."

The Kootenay returned to Canada in the Fall of 1944 for a major refit and it was May of the following year before she returned to Plymouth to rejoin her group. Within two weeks of the German surrender on May 8, the Canadian ships were ordered back to Canada.

To ease congestion on the railways and speed up the return of servicemen to Canada, it was arranged to disembark men returning in RCN ships at St. John's, Nfld., instead of Halifax, and transport them from there directly to Quebec City.

The Kootenay was so engaged for the next three months, making six round trips in that time.

On October 26, she was paid off into the Reserve Fleet. In March, 1946, she was turned over to War Assets Corporation and was sold later that year to be scrapped.

She left the following battle honors: Atlantic 1943-1945, Normandy 1944, English Channel 1944, Biscay 1944.

HMCS Kootenay takes her name from the Kootenay river, in south-eastern British Columbia. The exact meaning of the word "Kootenay" is not known, except that it is an Indian word and is the name of the tribe that inhabits that part of the province.

To Incorporate 5,600 Companies

TORONTO (CP) — About 5,600 new companies will be incorporated in Ontario in the next year, Provincial Secretary Phillips told the legislature this week in presenting his department's estimates.

"This is by far the largest number of companies ever incorporated in a single year," he said. "No more startling proof of Ontario's rapidly expanding industrial economy can be provided."

DEMONSTRATION

SATURDAY



SAVE $\frac{1}{2}$ THE
2 COST

Get **TWICE** the efficiency...

Scientific design eliminates many feet of chimney construction, saves up to 50% of cost; assures peak draft with any type of heating system or fuel. Ideal for 1-, 2- or 3-story buildings.

FIREPROOF

Listed by Underwriters' Laboratories of Canada; complete fire protection.

ATTRACTIVE

Above the roof it perfectly resembles brick construction with masonry top.

INSULATED

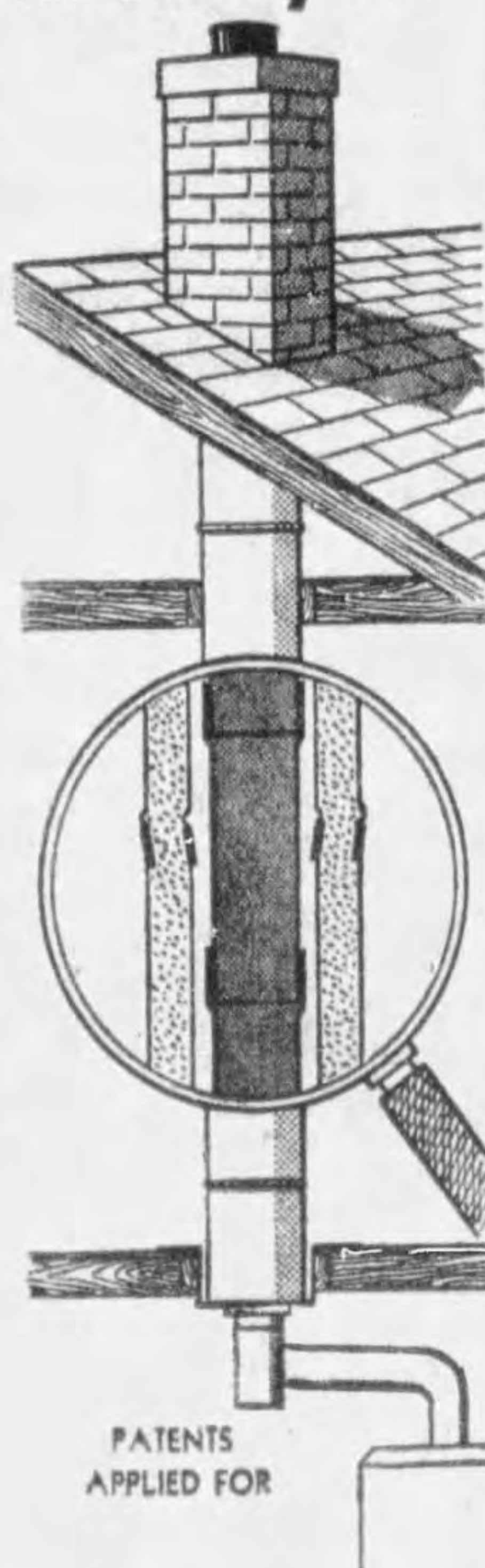
Exclusive insulation design equal to 3½ feet of solid concrete; may be safely built in direct contact with wood.

PERMANENT

All materials acid-resistant or treated to resist moisture, freezing, thawing; lifetime service with no repairs.

EASY TO INSTALL

Can be erected in as little as 2 to 3 hours; requires no special skill or tools; light weight, easy to handle, no bricks, no mortar, no scaffolding; can be installed even in sub-zero weather.



Demonstration
Saturday, March 7
9.30 a.m. to 5.30 p.m.

Free Parking While You Shop
WEEKEND SPECIAL



BEAVER LUMBER
COMPANY LIMITED

Wyld St. at Oak

GR 2-2660

Store Hours: 8 till 6 p.m. Daily—9 p.m. Fridays

Destroyer blast left no one at wheel

Continued from page 1

commissioned in 1959, was returning to Canada from NATO exercises in the eastern Atlantic and was 200 miles west of Plymouth when the explosion occurred at 8.10 a.m. Thursday.

She was undergoing routine high speed tests in a calm sea when the gear box, driving one of the ship's two screws, suddenly blew up.

Norton told a press conference in the Kootenay ward room last night that the explosion was a "violent one, filling the ship with dense smoke within 15 seconds."

"The man at the wheel below decks had to get out or choke," said Norton. "With one screw continuing to turn at high speed and no means of shutting the other engine off, we steamed for 40 minutes on an erratic course."

"Fortunately, there were no other ships in the immediate area although a merchantman was some miles ahead."

Norton said that after fighting the fire for nearly four hours, a second explosion rocked the ship, injuring more of the crew and creating an even more serious danger.

"We were almost out of firefighting equipment," he said. "Had no more equipment been airlifted to us from the carrier Bonaventure we could not have contained the fire."

He said there were many acts of individual heroism as the ship's 220 officers and men battled the flames and rescued the injured.

"I know that Chief Petty Officer Robert George went into the smoke and flames again and again as he tried to reach the men in the burning engine room. I think the people of Canada should know how bravely our men performed."

Norton was finally able to get word to the boiler room, cut off from the rest of the ship, to shut down the engine. Steering was re-established from an emergency tiller. Meanwhile, another Canadian destroyer, HMCS Saguenay, had come alongside and managed to get a line aboard the Kootenay for the tow back to Plymouth.

Norton said there was no question but that the explosion was an accident. The heavy gear box cover was torn to pieces by the force of the blast.

Flames flashed through engine room hatches within a few feet of the mess room where many of the crew were having breakfast.

No one aboard the ship could explain how the gear box, containing only lubricating oil, managed to explode. Reporters were

shown the fire-blackened corridors below decks but were not allowed into the engine room pending the inquiry.

The court, headed by Commander Noel Cogdon of the Bonaventure, will begin its investigation in Plymouth today.



TORONTO/LONDON/TORONTO
\$181.00



Photo by THE CANADIAN PRESS

Nova Scotia Premier Stephen McNeil prepares to lay a wreath at the 50th anniversary of the fire and explosion in HMCS Kootenay at the Bonaventure Anchor Memorial in Point Pleasant Park in Halifax Wednesday. Nine sailors died and 53 others were injured after an explosion aboard HMCS Kootenay off the coast of England Oct. 23, 1969.

HMCS KOOTENAY

Ceremony marks 50th anniversary of Navy's worst peacetime accident

BY THE CANADIAN PRESS

HALIFAX — Allan “Dinger” Bell has no idea how long he was in the flames that engulfed the HMCS Kootenay engine room after the destroyer was rocked by an explosion that led to the worst peacetime accident in the history of the Royal Canadian Navy.

Bell was one of 10 men on duty in the engine room 50 years ago when a bearing in the starboard gear box failed, causing the explosion on the morning of Oct. 23, 1969.

Only three of them made it out alive.

“It happened too fast for it to be a shock — time was going so fast it stood still,” Bell said at a Halifax memorial ceremony Wednesday, describing the experience as “hell on earth.”

“I don’t know how long I was in the fire,” he said. “You had ... men burning to death, and they wanted to live. It wasn’t a sweet place to be.”

In total, nine crew members were killed and 53 others were injured as fire and toxic smoke filled the vessel, which had been conducting a full-power sea trial in waters off Plymouth, England.

Bell, who was 21 at the time, sustained third-degree burns to nearly half his body.

The 71-year-old Dartmouth, N.S.,

resident, who was awarded the Canadian Armed Forces Wound Stripe earlier this year, was one of dozens of former crew, families, and dignitaries who attended the ceremony marking the anniversary Wednesday at Halifax’s Point Pleasant Park.

John Montague, a retired navy captain, was a junior officer aboard Kootenay during the disaster. He described the scene on the stricken vessel for the assembled crowd.

“The smoke was so thick and travelled so quickly even the bridge had to be evacuated,” he said. “The heat from the fire was so intense it actually melted an aluminum ladder in the engine room.”

Family Learns Seaman Safe

A former Saint John man, posted on HMCS Kootenay when the ship was hit by two explosions and a fire which killed eight men last week, has been reported uninjured in the incident by relatives here.

Mrs. Matthew Gray of 9 Belgrave Street East, a sister to Chief Petty Officer Leslie Thomas Penny, 42, of Dartmouth, N.S. and formerly of Saint John, said today that she has received word from her sister-in-law, Mrs. Penny, that her brother was aboard the ship when the blasts occurred but was not injured.

"His wife told me that she has spoken to him by telephone," Mrs. Gray said. "She said he told her that he was not hurt in the explosions. He was going in the door to the cafeteria when the explosions blew him back out the door, she said," Mrs. Gray said.

The ship was cruising about 200 miles west of Plymouth, England, when the blasts occurred. Commander of the ship Neil Norton said afterward: "There was a flash out of the engineroom and into the men's cafeteria."

Taken Into Tow

HALIFAX (CP) — A Dutch tug Thursday night towed HMCS Kootenay into port here following a 13-day Trans-Atlantic crossing from Plymouth, Eng.

Kootenay had been at Plymouth since an explosion at sea Oct. 23 that claimed the lives of nine of her crew. The ship was on an exercise when an engine room explosion occurred.

The two vessels were accompanied from England by the helicopter - destroyed HMCS Saguenay.

On board Kootenay for the Atlantic crossing was a maintenance crew.



HMCS Kootenay pictured on manoeuvres.

Kootenay blast kills 7

HALIFAX (CP) — Seven men were killed, nine injured and one is missing following an explosion today in the engine room of the Canadian destroyer-escort Kootenay, Vice-Admiral J. C. O'Brien, Maritime commander, announced here.

Admiral O'Brien said Kootenay was taking part in navy exercises in the Eastern Atlantic 210 miles west of Plymouth, England, when the explosion occurred at 4:20 a.m. ADT. A fire broke out but was quickly extinguished.

Names of the victims were withheld temporarily.

An armed forces spokesman here said three of the injured men were flown to hospital in England. The other six injured were believed still aboard the vessel.

THE KOOTENAY was taken in tow by the helicopter-destroyer Saguenay. The vessels were expected to arrive at Plymouth about 8 p.m. tomorrow.

In Ottawa a defence department spokesman said every effort was being made to identify the victims and notify next of kin.

The Kootenay, a member of the 1st Canadian Escort Squadron based in Halifax,

normally carries about 220 officers and men. She is 366 feet long and has a displacement of 2,900 tons. She was built at Burrard Dry Dock Co. in North Vancouver, B.C.

The Kootenay, along with HMCS Nipigon, was in Hamilton from Aug. 30 to Sept. 5, 1967, as a guest of the city under the centennial visits program. Close to 6,000 persons toured the two ships, including 50 Macassa Lodge residents who were taken aboard by firefighters.

The city threw open its golf course, swimming pools and other facilities for the sailors.

Toronto

By **BAS KORSTANJE**
Spectator Staff

TORONTO — Toronto has become the pornographic capital of the world . . . the smut capital of North America, the Ontario Legislature was told yesterday.

Circulating copies of two sex-oriented magazines among members to illustrate his point, Gordon Carton (PC-Armordale) made an eloquent and impassioned plea for action to halt what he termed "child pollution."

He claimed perversion for profit was running rampant on the streets of Toronto, across the province and the

Youth died where he lived: working on motors at sea

Ordinary Seaman Nelson Murray Galloway died every bit a sailor.

The Canadian Navy meant more than seeing the world to the 19-year-old Hamilton youth.

"He always liked the water and boats", his mother, Elizabeth Galloway of Harold Street, said last night. He planned to make a career of the navy she said.

BUT it was a more specific interest — motors — which ordained that Nelson would be one of the eight seamen killed Thursday when an explosion ripped through the engineroom of the Canadian destroyer-escort Kootenay while she was taking part in exercises in the Eastern Atlantic, 200 miles west of Plymouth, England.

It was this combination of interests which prompted Nelson to leave Westdale Secondary School 1½ years ago to enlist in the navy.

"He talked about joining the

navy for years, but I never though he was serious", his father, David Galloway of George Street, said last night. Mr. and Mrs. Galloway were divorced in 1965 and he has since remarried. Nelson made his home with his mother.

AFTER basic training for the engineroom technician trade at HMCS Cornwallis, Digby, N.S., Nelson was assigned to the Kootenay about one year ago. His naval record included one trip overseas and another to Bermuda.

Mrs. Galloway saw early indications of what Nelson's vocation would be.

His interest in sailing became apparent first when he joined the Hamilton Junior Yacht Club at the age of 14, she said.

He maintained the membership in the club for two years and then signed with the Lion Squadron band of HMCS Star Royal Canadian Sea Cadets.

ONE REASON for Nelson's early interest in sailing may

have been heritage, Mrs. Galloway suggested. Two of her brothers, and her father had been sea captains.

"He was born near the sea, too," she said. The Galloways were originally from Vancouver, and moved to Hamilton 17 years ago.

"He liked to work with motors", Mr. Galloway recalled. He often worked on the motors in the shop his father owns — Superweld of Hamilton.

NELSON'S other interests included scouting. He had been a member of Hamilton cub and scout troops and continued to work with scouts in Halifax after joining the navy. He was to lead a scout troop when he returned from overseas, his mother said. He was a member of Binkley United Church, Hamilton, and had attended Prince Philip and Dalewood public schools.

During the several years he had served as a Spectator carrier boy, Nelson was re-

cognized on one occasion as "carrier boy of the month".

Mrs. Galloway was told of her son's death at about 1 p.m. while at work in the offices of CUNA Mutual Insurance. Mr. Galloway received the news at about the same time.

BOTH were awaiting additional information, but did not expect to hear again from Canadian Forces Command until today.

They said it is likely Nelson will have a military funeral in London, Eng., and that they would be flown there at the expense of the Canadian Forces.

Nelson was last at home for the wedding of his sister, Mrs. James Smith (Linda) of Peterborough in July.

"IT'S HARD to believe he's dead", Albert Stamp of Harold Court said last night. "I saw him a year ago and he was having such a ball. He used to mow our lawn when he was younger".



NELSON GALLOWAY

GALLOWAY, Nelson Murray A. B.

— Accidentally killed aboard the H.M.C.S. Kootenay Nelson Murray Galloway in his 20th year. Loving son of Mrs. Elizabeth Galloway and Mr. David W. Galloway. Dear brother of Linda (Mrs. James Smith) of Peterborough. Funeral service to be held in England on Monday, October 27. In memory of Nelson, donations may be sent to the Organ Fund of Binkley United Church, Hamilton.

Death on a ship for the man who loved sea

The boy who didn't like the navy became the man who loved it.

When Petty Officer Lewis Stringer, 39, was in his early teens he refused to join sea cadets even though his older brother was in the navy and his father was commanding officer of HMCS Lion, a Hamilton sea cadet group.

But later he joined the navy anyway, and died Saturday of injuries sustained in the blast that ripped through HMCS Kootenay Thursday,

while the Canadian destroyer escort was engaged in exercises 200 miles west of England.

"WHEN HE was a boy," said his father, Joseph Stringer, of Concession Street, "he always preferred to go his own way, so he joined a boy's brigade instead of sea cadets. But the sea was in his blood."

It was completely unexpected when one day, when he was 18, he asked his father if he could leave school and join the navy. He was then in third year at Central Secondary School.

"He wanted to see the world at first hand," explained his mother. "He was always intensely interested in current events. That year, while he was failing all his other subjects, he got 95 per cent in history."

BUT IT was not only that. His father believed that family tradition had a lot to do with his decision. Not only had his eldest son served at sea during the last war, but he himself had been a boy seaman during the First World War and active in the Navy League for 17 years.

Once at sea, Lewis Stringer loved it. During his 21 years in the navy he spent an exceptionally long time at sea and served on board several ships, earning medals for long service and good conduct and the 1967 Centennial Citation for service.

The trip with the Kootenay, however, was to be his last voyage. Next year he was eligible for a navy pension and shortly expected a permanent posting ashore. He didn't have to go, but wanted to.

NEWS of his death was unexpected. His parents knew that he was one of those injured in the Kootenay explosion, and that he was being cared for on HMCS Bonaventure, but they hadn't been told how serious his condition was.

He leaves his wife, Christine, and his three young daughters at his home in Dartmouth, N.S.

"He was a holy terror on statistics," recalled his father. "When I was a commanding officer in sea cadets, he could recite the names of every ship in the Canadian, British and American navies,

Petty
Officer
Lewis
Stringer



which is something I could never do."

HE FOUND expression for this attention to detail in his ship-board job as petty officer in charge of stores. But he also enjoyed working with the men under him and frequently was petty officer in charge of shore patrol.

In this latter duty, in spite of weighing over 200 pounds, he was very proud of "never actually having had to hit anyone."

Lewis Stringer's shore based interests were few. He was a great fan of spectator sports and for some time was sports editor for a navy newspaper. When he was a boy he enjoyed football, hockey and cycling.

HE WAS extremely proud of his ship, the Kootenay, and enjoyed showing his parents around on board when it stopped in at HMCS Star for a six-day centennial visit to Hamilton in 1967.

"He was every bit a sailor," said his father. "He lived by the book and for the navy." So much so, that he never wore his uniform when on leave because he felt that the respect for it by the man in the street had gone.

Mr. and Mrs. Stringer are still awaiting notification of when the funeral will be held. Their son's body is being flown to Dartmouth from England and they plan to go to Nova Scotia for the services.

Tenders call for weather office

Tenders have been called for a district weather office at Hamilton Civic Airport.

The closing date for tenders is Oct. 31. The relocation of the weather department from the federal building on Main Street West to the second floor of the airport's control tower will probably be completed by the end of the year.

Meteorologist Jack Wingfield said the office would house teletype equipment, a wire-photo machine to receive weather maps and other instruments.

With the weather office below them, control tower personnel will be able to pilots the exact weather, rather than rely on their judgment.

Winter checkup for car urged

Remember those winter traffic tie-ups caused by a car with a dead battery?

At least 55,000 area motorists, members of the Hamilton Automobile Club, can help prevent sometimes costly embarrassment by taking advantage of the club's annual free winter check-up program and safety inspection. The tests are available from Nov. 1 to Dec. 1 at selected garages in the club areas.

Non-member motorists can take advantage of the program, too, but at normal garage costs.

The club adds, however, that it's up to the individual motorist to have any defects remedied as quickly as possible.

Fired p

Kenneth Law, the former Burlington policeman fired in August after seven months on the job, is in custody in Hamilton's Barton Street jail.

Mr. Law was arrested at his RR 1, Campbellville address Sunday by two Burlington police constables he formerly worked with. The officers were acting on committal warrants from the Hamilton Police Department.

The warrants placed him in custody for non-payment of fines for traffic violations of

GALLOWAY — We wish to express our sincere thanks to friends and neighbours for their many acts of kindness during the loss of our dear son and brother, Nelson. Special thanks to the Royal Canadian Navy, Members of the H.M.C.S. Kootenay and Rev. R. G. Hazlewood.
—The Galloway Family.

Kootenay arrives

HALIFAX (CP) — A Dutch tug last night towed HMCS Kootenay into port here following a 13-day transatlantic crossing from Plymouth, England.

Kootenay had been at Plymouth since an engine-room explosion at sea Oct. 23 claimed the lives of nine of her crew.

The two vessels were accompanied from England by the helicopter-destroyer HMCS Saguenay.

OCTOBER

Three men charged in the January shooting death of Edward Kozak were sentenced Oct. 3 on charges of manslaughter. Each was jailed for 12 years.

Murder grabbed the headlines when 76-year-old grandmother Mrs. May Harrison was found beaten, strangled and stabbed in an alley between two houses on Bay Street South Oct. 4. A young man was charged and is awaiting trial.

Developer Joseph Pigott Jr., boss of First Wentworth Ltd., went before city council Sept. 7 to explain why he had failed to get financial backing for Civic Square.

Frank Doherty, a 44-year-old Hamilton salesman, went to Baltimore, Md., for the World Series and died Oct. 11 after being attacked with an axe-like implement. His killer has never been found.

City council voted unanimously Oct. 14 to build a theatre-auditorium costing \$7.6 million.

At board of control the next day, a \$134,000 plan to give Gore Park a face-lift was presented by the parks board and given the green-light.

The biggest news of this month came Oct. 19 when Stelco workers voted to end their 80-day strike and return to work.

Hamilton got its first taste of winter Oct. 22 when an early evening drizzle turned to snow.

Two seamen from Hamilton were among those who died as a result of an Oct. 23 explosion aboard HMCS Kootenay while the Canadian destroyer was 200 miles west off the British Isles. The Hamiltonians were Petty Officer Lewis Stringer, 39, whose home was in Dartmouth, N.S., and 19-year-old Ordinary Seaman Nelson Gallo-way.

Late in the month, Hamilton and area carpenters voted to end their 174-day strike and accept a contract giving them \$7.10 in wages and fringes by Feb. 1, 1971.

Plane crashes on carrier

HALIFAX (CP) — Four crew members of a tracker aircraft escaped injury Thursday when the craft crashed on the flight deck of the Canadian aircraft carrier Bonaventure.

A Canadian Forces spokesman said early today the crash occurred at 4 p.m. ADT, 275 miles southwest of Plymouth, England, where the Bonaventure is taking part in naval exercises with other Canadian ships.

The spokesman said the carrier was westbound for Halifax where she is expected to arrive Oct. 31.

She had earlier broken off formation with HMCS Kootenay, under tow to Plymouth where repairs will be made to damage caused by an explosion earlier Thursday which killed eight of the Kootenay's crew.

M



Navy board of inquiry to study ship explosion

Michener expresses sympathy

By JOHN LeBLANC

PLYMOUTH, England (CP) — A Canadian navy board of inquiry Saturday begins efforts to determine the cause of two explosions and a fire which killed eight men and injured 44 others aboard the destroyer escort Kootenay.

The Canadian warship limped into this southwest England port early Saturday, under two and with much of its interior badly damaged by the fire.

Eight coffins draped with maple leaf flags were carried ashore from the 2,360-ton vessel.

Four of the dead were to be buried at sea and the others at a Commonwealth cemetery near Aldershot, 150 miles northeast of here.

Many of the 44 casualties were men suffering minor injuries as a result of the explosions but others were badly hurt.

In Halifax, a Canadian Forces spokesman said Friday night that relatives of all men injured in any way following the explosion now have been notified.

He said that next-of-kin had been told the extent of injury and all relevant details available.

Next-of-kin of the 225 men aboard the Kootenay who had not received any word from the armed forces could assume that their relatives on the ship were not injured, the spokesman said.

After the gruelling trip to Plymouth was completed, Victoria born Cmdr. Neil Norton, skipper of the Kootenay, praised the way his crew reacted to the violent blast which burst through a gearbox in the ship's engine room Thursday.

"In a few seconds the ship filled with smoke," Cmdr. Norton told a post-midnight news conference.

"There was a flash out of the engineroom and into the men's cafeteria."

Air Canada change seen

OTTAWA (CP) — Transport Minister Don Jamieson said Friday his department is drafting legislation that would make Air Canada a separate Crown corporation.

He said in an interview the corporation would remain wholly owned by the government but as an autonomous agency it would be able to seek financing on the open market.

It was breakfast time for members of the crew coming off the morning watch as the ship cruised about 200 miles west of Plymouth.

The explosion spattered the engineroom with hot oil, which caught fire, apparently from electrical wiring, and sent smoke and flame through the Kootenay.

"The crew reacted beyond anyone's expectations," the 42-year-old Cmdr. Norton said. "They were magnificent."

The first explosion came at 8:20 a.m. on the ship's clocks and the men aboard the Kootenay thought by noon that they had the resulting fire under control.

But at 3 p.m. a further blast burst upon them, this one believed by officers to have been caused by electrical arcing.

The second explosion caused no serious casualties. The eight dead were killed immediately by the initial blast.

Cmdr. Norton said that after the initial engineroom flare-up the ship was in danger.

It might have been lost, he added, had it not been for a rapid helicopter airlift of fire-fighting equipment from the Canadian aircraft carrier Bonaventure and other Canadian vessels on the scene.

The commander said that the starboard engine, to which the ill-fated gearbox was attached, was disabled by the blast.

The ship's steering also was put out of commission but the Kootenay kept going on her port engine for about 40 minutes, Cmdr. Norton said.

"We were going at random," he went on. "The wheelhouse was filled with smoke and had to be evacuated."

First reports said seven men were killed in the explosion and one was missing.

Officers today explained that it was hard to get into the engineroom for a considerable time after the blast, with lower parts of the room particularly inaccessible.

Several hours went by before the search could be pressed for the bodies of all those who had died immediately.

First figures for the number of injured also were far short of the 44 listed today.

The explanation given to reporters was that a number of cases of shock and exhaustion did not show up until Friday.

Some casualties were cases of smoke inhalation.

The initial explosion came as the 10-year-old vessel, built in

British Columbia, was holding a power trial.

Cmdr. William Walton, in charge of the Kootenay's First Escort Squadron, said the ship was working up to full power at the time and that it had frequently done this before.

"What caused the explosion is, I am afraid, a subject for a board of inquiry," Cmdr. Walton said.

The inquiry board, which begins taking evidence behind closed doors today, was set up by Ottawa naval headquarters and is headed by Capt. C. G. Pratt of High River, Alta., commander of the 5th Canadian Escort Squadron.

Pending the inquiry's results, the other ships in the Kootenay's squadron were ordered to keep speeds down to 26 knots, two less than the speed registered by the now-stricken vessel when the explosion occurred.

As the Kootenay—towed first by the Canadian helicopter destroyer Saguenay and later by a pair of British tugs—neared Plymouth, two of her injured were flown to a hospital in the port by a Royal Navy helicopter.

Earlier, four others were flown from the Saguenay and ambulances stood by at Plymouth to receive any other injured men from the Kootenay requiring hospital treatment.

Two of three injured crew members flown to a Portsmouth hospital Thursday were taken to another medical centre in Odstock, Wiltshire, Friday for grafting operations.

All of the trio had suffered bad burns in the Kootenay explosion but were reported resting comfortably Friday and showing some signs of improvement.

Singled out for honorable mention by Cmdr. Norton as he praised the Kootenay's 230-man crew was CPO Bob George, 35, of Halifax.

As leader of a damage control team, CPO George continuously advanced into the smoke-filled engineroom while it was still on fire.

The gearbox mechanism reduces the high speed of the ship's turbine to the speed of the propeller and is filled with oil.

The Kootenay, part of a Canadian group which had participated in NATO exercises, had left Plymouth Tuesday bound with its sister ships for Canada.

Today it was towed into dockyards at the port for extensive



CMDR. NORTON

repairs that might take weeks to complete.

Some relatives of the dead and injured were being flown to Britain from Canada.

Following the accident, some of the injured were placed aboard the Bonaventure for treatment and are continuing to Halifax with that ship.

OTTAWA (CP) — Governor-General Roland Michener Friday expressed sympathy for the eight Canadian seamen killed Thursday in a shipboard explosion west of Plymouth, England.

In a message to Defence Minister Leo Cadieux, the Governor-General said:

"As Commander-in-Chief and on behalf of all Canadians, I should be grateful if you would convey to the families of the members of the ship's company killed on board the destroyer-escort Kootenay our deepest sympathy."

"I join the captain, officers and men of HMCS Kootenay in mourning the untimely death of these public-spirited Canadians in the course of duty for their country and in wishing a full and speedy recovery for those who have been injured."

OTTAWA (CP) — Defence Minister Leo Cadieux said today that the explosion aboard the Canadian destroyer escort Kootenay near Plymouth, England, Thursday points out that "the lives of servicemen are full of hazards and dangers, a fact not always appreciated."

Replying to questions in the Commons by J. Angus MacLean (PC—Malpeque), Mr. Cadieux said the explosion, which took eight lives and seriously injured nine other persons, apparently was caused by an engine room malfunction.

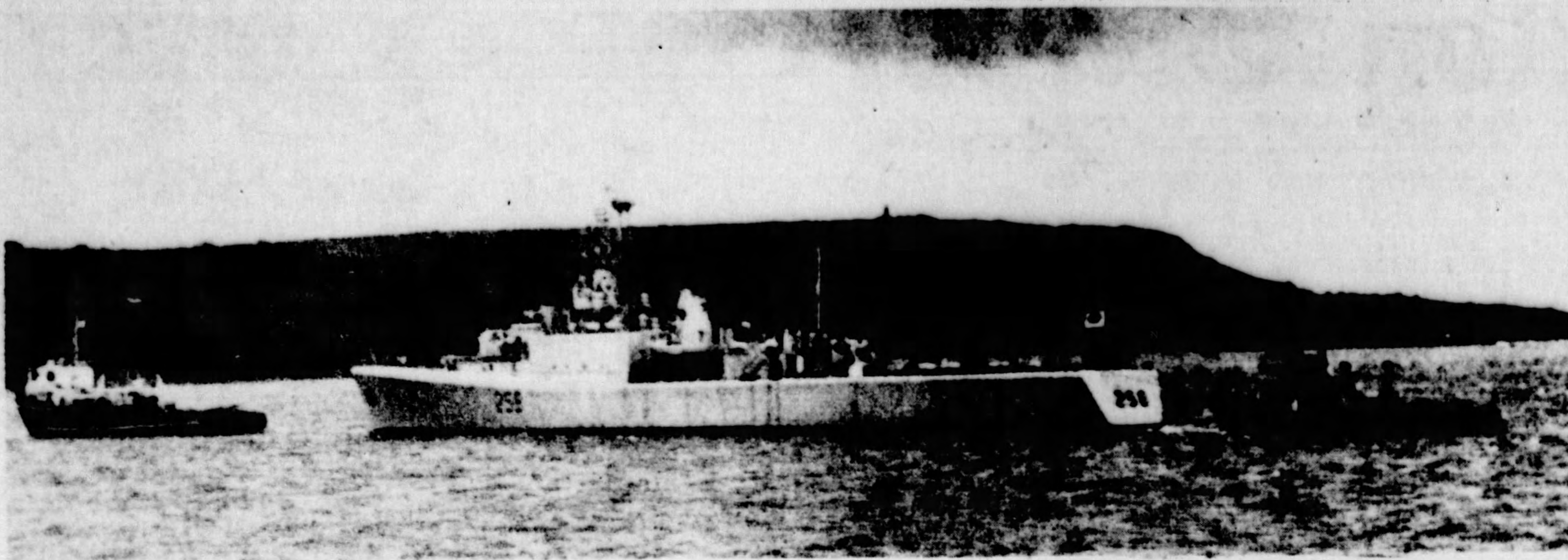
"Smiths sure were good neighbors"

"Remember how we used to visit, borrow and gossip over the back fence? Too bad they were transferred."

"Let's pay them a visit — like right now. They may be miles from here, but they're only seconds away by long distance."

Go ahead! Call them, you'll be glad you did; so will the Smiths.

SASK TEL



OWED HOME — Canada's HMCS Kootenay is towed from harbor at Plymouth, England Sunday into Plymouth Sound to start her journey back — under tow — to Halifax, Nova Scotia. Towing the vessel is the Dutch tug "Elbe" with the Devonport Dockyard tug "Alastian" giving assistance

at stern. In background is the famed Drakes Island. The Canadian ship has a towing crew aboard — approximately forty — for the journey which is expected to take several weeks. (AP Wirephoto)

BONNIE'S FINAL CRUISE

"I Just Can't Believe She's Going"

By JOHN SOOSAR

ABOARD HMCS BONAVENTURE (CP) — "I've served on many types of warships but the Bonnie means more to me than any I've served on . . . It's a very sad occasion, I just can't believe she's going."

Capt. J. M. Cutts sat in a briefing room aboard his ship Wednesday and recalled some memorable events from his six years aboard the aircraft carrier as she left Boston for Halifax on her final operational cruise. The carrier is expected to arrive in Halifax Friday.

Later this month he assumes command of Canada's Fifth Escort Squadron and the Bonaventure comes under the command of Cmdr. H. Vondette Jan. 9. The carrier is expected to be paid off at the end of March, 1970.

Recalling a close association

with the flattop, first as navigating officer and later as skipper, he said the officers and crew had melded into a unit unusually close for a ship of her size.

The crew compiled an enviable record on NATO cruises with ships of member nations, out flying the larger United States carriers in many instances.

"It was wonderful serving aboard her," said Capt. Cutts.

He remembered sailing to the Mediterranean during a NATO exercise in 1958 where the carrier got eight out of nine decoy submarines.

The Bonaventure's Banshee era, which ended in 1962 when the jets were replaced by the Tracker, held memories of a "fabulous aircraft.

"I remember when they were just equipped with the Sidewin-

der missile and we shot down every drone they put up in an exercise off the coast of England."

His most dramatic recollection was a hurricane which struck after the carrier left Portsmouth in 1959.

"We had wins of 136 knots and 85-foot seas. We just rode it out for 36 hours. It was the worst storm I ever sailed in but the old girl just took it—although there was some damage.

"When I think of outstanding seamanship, the standards aboard her have been so high nothing really stands out."

Capt. Cutts said the most extoek was the rescue operations following an explosion which took three lives aboard the destroyer-escort Nipigon Oct. 18, 1965. At the time, the Nipigon was on a training exercise in

the Western Approaches of the English Channel.

"Our pilots flew at night in driving rain ferrying the injured to Portsmouth. We were able to save some of the boys."

The carrier was also involved in a rescue operation in October, when an explosion ripped through the engine room of the Destroyer-escort Kootenay, killing nine and injuring more than 40. At the time, the vessels were exercising off the coast of Britain and helicopters from the carrier transported injured men to hospital in England.

Equipment to fight the fire aboard Kootenay was also transferred by helicopter from the carrier.

"We saved Kootenay," said Capt. Cutts. "I doubt if she would be afloat if it hadn't been for Bonnie."

Eight dead in blast

Ship under tow into English port

Canadian Press

PLYMOUTH, England — The 2,900-ton Kootenay, a Canadian destroyer-escort shaken yesterday by an engine-room explosion that killed eight of her crew, was expected back in this port today after a 200-mile journey under tow from the scene of the accident.

Nine crew were injured as a result of the explosion, which was followed by a quickly-extinguished fire.

Last night, the condition of three seriously-burned members of the crew was reported somewhat improved at a naval hospital in Portsmouth.

They had been lifted from the Kootenay by a long-range helicopter from the Canadian aircraft carrier Bonaventure and then were flown to Portsmouth.

Choppy seas prevailed around the Kootenay at the time.

Later, fog and choppy water were reported as the British tug Samsonia headed for the destroyer-escort to take over towing duties from HMCS Saguenay, a destroyer. The Samsonia was making good progress, a navy spokesman said.

The six injured members of the Kootenay's crew still at sea last night were reported suffering from minor burns and smoke inhalation.

The explosion took place west of Plymouth while the

Kootenay was escorting the Bonaventure. This followed a visit by the carrier to Portsmouth and one by the smaller vessel to Plymouth.

Both had participated in NATO exercises as well as visits to European ports.

The vessels had left Britain Tuesday. Their departure date from home base at Halifax was Sept. 9.

The Kootenay, whose 230-man crew was under Cmdr. N. S. Norton, was reported making slow speed as the process of towing her back to Plymouth went forward.

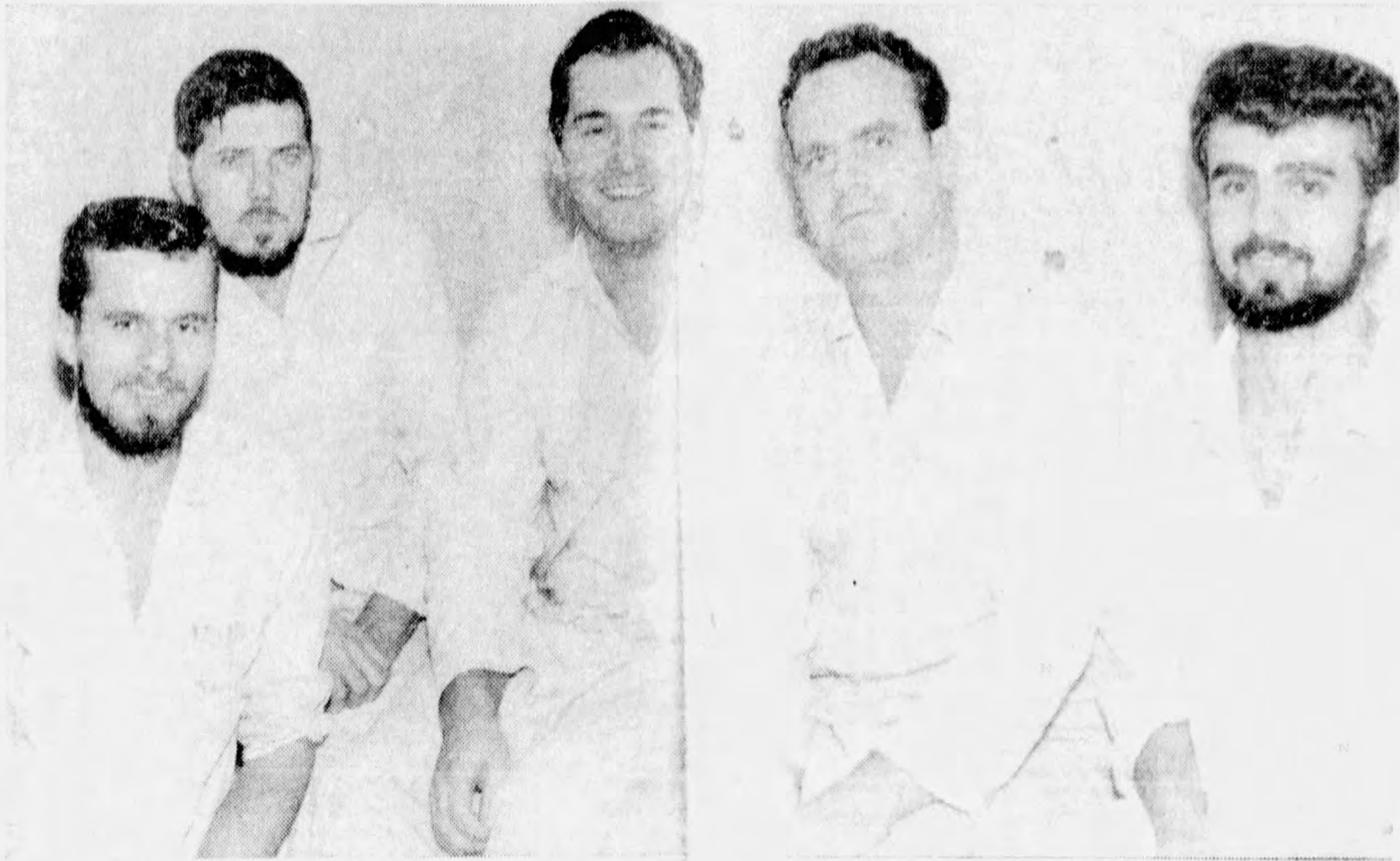
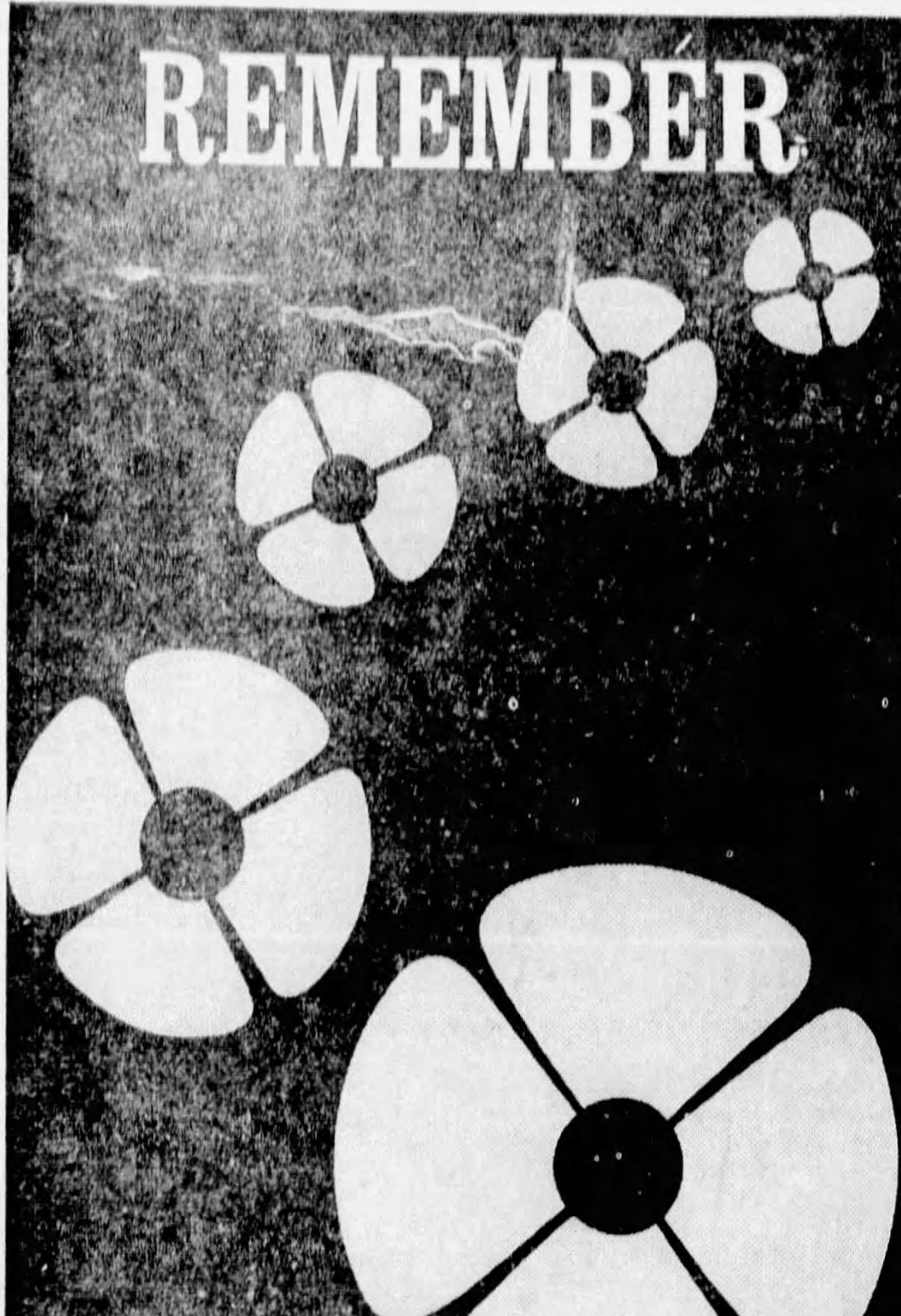
The three men taken to the Portsmouth hospital were taken there by a Sea King helicoptered and were immediately placed in the institution's intensive care ward.

List of dead

The eight men killed in the accident were: LS Pierre S. Bourret, 24, Halifax; LS Thomas Gordon Crabbe, 29, PO Eric George Harman, 42, OS Michael Allen Hardy, 21, CPO Vaino Olavi Partanen, 41, all of Dartmouth; CPO William Alfred Boudreau, 40, Halifax; LS Gary Wayne Hutton, 24, Bedford, N.S.; OS Nelson Murray Galloway, 19, Hamilton.

Seriously injured were Lieut. Allan Francis Kennedy, 27, PO John Ray MacKinnon, 39, Halifax, and OS Allan George Bell, 21, CFB Petawawa, Ont.

PARTANEN, (Ski) Vaino Olavi.
Accidentally aboard H.M.C.S. Ko-
otenay. Beloved husband of Ethel
Noel, loving father of Lesley, dear
son of Mr. and Mrs. Ivari Partanen.
Interment Commonwealth Cemetery,
England.



HALE AND HEARTY — Five members of HMCS Kootenay's ships company who were victims of smoke inhalation and obstruction by plegm mucus, pose for HMCS Bonaventure's photographer aboard the aircraft carrier. They are left to right - Able Seaman Ken MacEachern of Port Arthur, Ont. and Dart-

mouth, N.S.; Petty Officer John H. Gregory of St. Catherines, Ont. and Dartmouth; Corporal (A) Russell W. Saunders of Chester, N.S.; Leading Seaman Ashley D. Cheeseman of Halifax, N.S. Able Seaman Joseph Arimare of Kitimat, Bonaventure Photo

Recreation

BOAT



End of the line

Canada's aircraft carrier Bonaventure

Retirement sad—Bonnie's capt.

By John Soosar
Canadian Press staff writer

ABOARD HMCS BONAVENTURE (CP) — "I've served on many types of warships but the Bonnie means more to me than any I've served on... It's a very sad occasion, I just can't believe she's going."

Capt. J. M. Cutts sat in a briefing room aboard his ship Wednesday and recalled some memorable events from his six years aboard the aircraft carrier as she left Boston for Halifax on her final operational cruise. The carrier is expected to arrive in Halifax Friday.

Later this month he assumes command of Canada's Fifth Escort Squadron and the Bonaventure comes under the command of Cmdr. H. Vondette on Jan. 9. The carrier is expected to be paid off at the end of March, 1970.

Recalling a close association with the flattop, first as navigating officer and later as skipper, he said the offi-

cers and crew had melded into a unit unusually close for a ship of her size.

The crew compiled an enviable record on NATO cruises with ships of member nations, outflying the larger United States carriers in many instances.

"It was wonderful serving aboard her," said Capt. Cutts, recounting the high points.

Decoy submarines

He remembered sailing to the Mediterranean during a NATO exercise in 1958 where the carrier got eight out of nine decoy submarines.

The Bonaventure's Banshee era, which ended in 1962 when the jets were replaced by the Tracker, held memories of a "fabulous aircraft."

"I remember when they were just equipped with the Sidewinder missile and we shot down every drone they put up in an exercise off the coast of England."

His most dramatic recollection was a hurricane

which struck after the carrier left Portsmouth in 1959.

"We had winds of 136 knots and 85-foot seas. We just rode it out for 36 hours. It was the worst storm I ever sailed in but the old girl just took it — although there was some damage.

"When I think of outstanding seamanship, the standards aboard her have been so high nothing really stands out."

Capt. Cutts said the most exacting task the carrier undertook was the rescue operations following an explosion which took three lives aboard the destroyer-escort Nipigon Oct. 18, 1965. At the time, the Nipigon was on a training exercise in the Western Approaches of the English Channel.

"Our pilots flew at night in driving rain ferrying the injured to Portsmouth. We were able to save some of the boys."

The carrier was also involved in a rescue operation in October, when an explosion ripped through the engine room of the Destroyer-escort Kootenay, killing nine and injuring more than 40. At the time, the vessels were exercising off the coast of Britain and helicopters from the carrier transported injured men to hospital in England.

Equipment to fight the fire aboard Kootenay was also transferred by helicopter from the carrier.

"We saved Kootenay," said Capt. Cutts. "I doubt if she would be afloat if it hadn't been for Bonnie."

Hospital on the way to Biafra

MONTREAL (CP) — The Montreal-based Action-Biafra has announced it plans to send a 50-bed mobile tent hospital to war-torn Biafra

how did Carlsberg get to be one of the world's



MIRACLE MART

Damaged destroyer ran wild for 40 minutes

Canadian Press

PLYMOUTH, England — Eight coffins draped with the Maple Leaf flag were carried ashore early today by companions of the men who died at sea Thursday in an engine room explosion aboard HMCS Kootenay.

The Kootenay was towed into this dockyard port for extensive repairs and is expected to be tied up for weeks.

At a news conference, officers said a "violent explosion" in a gearbox in the engine room killed eight men

and caused 44 other casualties.

The explosion in the gearbox — which reduces the speed of the high-speed steam turbines for the propellers — spattered the engineroom with hot oil which ignited, apparently from electrical wiring, and spread smoke and flame through the ship.

William Walton, commander of the First Escort Squadron to which the Kootenay belonged, said it was the first time a gear box had been known to explode in a Canadian ship.

An inquiry is under way and, pending its results, other ships in the squadron have been told to keep speeds down to 26 knots — about two knots less than the speed of the Kootenay when the blast occurred.

Officers of the vessel had the highest praise for members of the crew for heroism during rescue operations.

Special mention was given to chief shipwright Bob George, 35, of Halifax, who led the damage control team.

Walton said that after the first explosion, there was a second blast and it was likely the ship would have been lost but for a helicopter airlift of additional firefighting equipment from accompanying vessels.

COULDN'T STOP

At one stage, the wheelhouse was evacuated and with fuel being fed through the engine the vessel travelled for about 40 minutes at a speed of 20 knots without steering.

"We were unable to stop the ship," Walton said.

Walton said the gearbox belonged to the vessel's starboard engine and the blast occurred while the vessel was holding a power trial. He said the ship was working up to full power, which it had done many times before.

"What caused the explosion is, I am afraid, a subject for a board of inquiry."

INQUIRY TODAY

This board has been set up by Ottawa naval headquarters and will begin taking evidence behind closed doors here today.

It is headed by Capt. C. G. Pratt of High River, Alta., commander of the 5th Canadian Escort Squadron.

Cmdr. Neil Norton, skipper of the Kootenay, said that with the starboard engine disabled, and the ship's steering put out of commission, the Kootenay kept going on her port engine for about 40 minutes.

"We were going at random," he said. The wheelhouse was filled with smoke and had to be evacuated.

A spokesman in Halifax said Friday night that two more crew members of the Kootenay have been taken to the navy hospital at Plymouth.

He said earlier that four men who became ill Friday after fighting the fire on the ship were taken to the hospital.

B.C. MAN ILL

Two other men, listed as very seriously ill, are AB P. E. Millar, of Galt., Ont. and AB J. D. Judd, of Sutton, Que.

Flown to hospital earlier were OS Joseph William Bellefeuille of Smiths Falls, Ont., who was listed as very seriously ill; AB David J. Bushell, Manning Park, B.C.; PO Theodore M. Teepell, Halifax, and LS Reginald K. Williams of Dartmouth, N.S., all listed as seriously ill.



Saturday, October 25, 1969

★★★★★

Warning issued

POTTERY DANGER

OTTAWA — The consumer affairs department warned Friday that use of hand-crafted pottery as a container for fruit juices or other foods may cause lead poisoning.

Lead poisoning has recently taken the life of a child in Canada, the department said and all evidence points to the glaze on handmade pottery as the source.

Poisoning is caused when lead in the glaze of the pottery is absorbed into liquids or other foods.

The announcement gently recommended that glazed earthenware handcrafted pottery not be used for storing foods, specially acidic foods.

The department emphasized the type of pottery involved should not be confused with harmless chinaware.

Income tax incentive urged for shipowners

Canadian Press

OTTAWA — Alarmed at the decline in Canada's shipping and shipbuilding industries, the Canadian Labor Congress Friday called on the federal government to take radical counter-measures, including removal of income taxes on Canadians operating ocean-going ships.

In a three-page brief from its 20-union maritime committee, the CLC proposed that the only taxes on Canadian citizens or Canadian-controlled corporations which operate such ships should be nominal annual registration fees.

The brief, presented Friday to Transport Minister Don Jamieson and Industry Minister Jean-Luc Pepin, said only four ocean-going merchant ships now fly the Canadian flag. Since 1967, several shipyards had folded and the number of employees fell to 7,500 from more than 12,000.

The CLC's program to re-

● Restriction of all coastal shipping to Canadian-flag ships, with the resulting higher transportation costs to be offset by government subsidies.

● Freedom from income tax for Canadians operating ocean-going ships, and government guides indicating the percentage of exports and imports which should be carried in Canadian-flag ships.

● A Crown corporation to own and operate ocean ships if a privately-owned merchant fleet did not grow up by 1971.

● Incentives to the shipbuilding industry to consolidate present facilities into "viable, competitive operations," and to modernize facilities.

● Increases in the shipbuilding subsidy program.

● Federal co-operation with industry in research and development for new types of

Eight Dead, Three Injured

Damaged Canadian Destroyer Being Towed To Plymouth

PLYMOUTH, England (CP) — Three Canadian navy men badly burned in an explosion that killed eight of their fellow crew members aboard the destroyer escort Kootenay spent a comfortable night in Portsmouth hospital, a spokesman at the institution said today.

Meanwhile, the British tug Samsonia has taken over from the Canadian helicopter destroyer Saguenay the job of towing the Kootenay to Plymouth.

The Kootenay was expected to arrive here later today with six other men injured in the Thursday blast.

The blast, which ripped the vessel's engine room, took place about 200 miles west of Plymouth, a Royal Navy base near the southwest tip of England.

A Royal Navy spokesman said that ambulances would be awaiting the Kootenay at the Plymouth dock to take off any of the injured men who need hospital treatment.

The three Canadians were reported Thursday night to have shown some improvement since being brought to the Portsmouth navy hospital from the Kootenay by long-range helicopter.

Choppy seas prevailed in the area of the accident at the time. Later fog was said to have developed.

The helicopter came from the

Canadian aircraft carrier Bonaventure.

The spokesman in Plymouth said he did not expect the Bonaventure to come here with the Kootenay.

LS Ken Corbett, a St. Catharines native serving on the Kootenay, is reported safe following yesterday's explosion.

A phone call last night from naval authorities informed LS Corbett's mother, Lillian Corbett of 380½ Queenston St., of the good news. A hull technician in the RCN destroyer escort, he was not injured in the mishap.

A former Lakeport Secondary School student, LS Corbett has been in the RCN for the past five years. He is married with two children and makes his home in Dartmouth, N.S.

But he added that the Saguenay is due to accompany the destroyer escort and her tug when they arrive at the base.

The six men injured not flown ashore were suffering from minor burns and smoke inhalation.

The explosion took place west of Plymouth while the Kootenay was escorting the Bonaventure. This followed a visit by the carrier to Portsmouth and one by the smaller vessel to Plymouth.

Both had participated in NATO exercises as well as visits to European ports.

The vessels had left Britain Tuesday. Their departure date from home base at Halifax was Sept. 9.

The Kootenay, whose 230-man crew was under Cmdr. N. S. Norton, was reported making

DESTROYER

(Continued on page 2)



HMCS KOOTENAY

Destroyer blast left no one at wheel

Continued from page 1

wealth cemetery at Buckwood in Surrey. About 40 dependants of the injured and dead have arrived from Canada, flown over by service aircraft.

Today's inquiry is a purely technical one to try to solve the mystery of an explosion in a massive gear box which turned the engine room into a fiery hell and filled the wildly careering ship with choking smoke.

Altogether 47 officers and men were injured, several critically, as they fought to get to the victims in the engine room and bring the ship under control.

The Kootenay, a 2,900 ton anti-submarine destroyer commissioned in 1959, was returning to Canada from NATO exercises in the eastern Atlantic and was 200 miles west of Plymouth when the explosion occurred at 8.10 a.m. Thursday.

She was undergoing routine high speed tests in a calm sea when the gear box, driving one of the ship's two screws, suddenly blew up.

Norton told a press conference in the Kootenay ward room last night that the explosion was a "violent one, filling the ship with dense smoke within 15 seconds."

"The man at the wheel below decks had to get out or choke," said Norton. "With one screw continuing to turn at high speed and no means of shutting the other engine off, we steamed for 40 minutes on an erratic course."

"Fortunately, there were no other ships in the immediate area although a merchantman was some miles ahead."

Norton said that after fighting the fire for nearly four hours, a second explosion rocked the ship, injuring more of the crew and creating an even more serious danger.

"We were almost out of firefighting equipment," he said. "Had no more equipment been airlifted to us from the carrier Bonaventure we could not have contained the fire."

He said there were many acts of individual heroism as the ship's 220 officers and men battled the flames and rescued the injured.

"I know that Chief Petty Officer Robert George went into the smoke and flames again and again as he tried to reach the men in the burning engine room. I think the people of Canada should know how bravely our men performed."

Norton was finally able to get word to the boiler room, cut off from the rest of the ship, to shut down the engine. Steering was re-established from an emergency tiller. Meanwhile, another Canadian destroyer, HMCS Saguenay, had come alongside and managed to get a line aboard the Kootenay for the tow back to Plymouth.

Norton said there was no question but that the explosion was an accident. The heavy gear box cover was torn to pieces by the force of the blast.

Flames flashed through engine room hatches within a few feet of the mess room where many of the crew were having breakfast.

No one aboard the ship could explain how the gear box, containing only lubricating oil, managed to explode. Reporters were

shown the fire-blackened corridors below decks but were not allowed into the engine room pending the inquiry.

The court, headed by Commander Noel Cogdon of the Bonaventure, began its investigation in Plymouth today.



TORONTO / LONDON / TORONTO

\$181.00

RETURN!

(Subject to Government approval)

Now accepting registrations for Air Canada's new group plan.

Call or write:

GILBERT TRAVEL AGENCY

369 Keele St., Toronto, Ontario

763-4343-4-5



Something
to kick up your heels about

La Daz

Kootenay towed in to port in Halifax

HALIFAX (CP) — A Dutch tug towed HMCS Kootenay into port here last night following a 13-day trans-Atlantic crossing from Plymouth, England. The Kootenay had been at Plymouth since an explosion at sea Oct. 23 that claimed the lives of nine of her crew. The ship was on an exercise when an engine room explosion occurred.

CANADA

Saluting the fallen, survivors of naval disaster look back

The HMCS Kootenay was in the English Channel in 1969 when a gearbox exploded, killing nine

JOHN LEWANDOWSKI
THE CANADIAN PRESS

HALIFAX—Once a week, Hugh MacPhee and about a dozen or so former shipmates gather for coffee, swap stories as old friends do, and sometimes share memories that 42 years on remain as dark as the brew in their cups.

They are survivors of the Canadian navy's worst peacetime disaster, the Oct. 23, 1969 explosion and fire that crippled the HMCS Kootenay, killing nine and injuring 55.

The destroyer was doing power trials in the English Channel when its starboard gearbox exploded, sending a fireball through the engine room and along the main passageway.

MacPhee was among almost 100 members of the original crew who gathered at a seaside park on Sunday to lay wreaths and remember their fallen friends.

"Our ship's motto was 'We are as one' and we still gather strength from that," he said, his voice shaking a bit. "We talk about it, help each other, because a lot of the guys suffered from post-traumatic stress afterwards."

Joe Homer, now a family physician in Hamilton, was the first medical officer to be lowered to the Kootenay's deck as it heaved from side to side, out of control at top speed, with no one at the helm.

"I was about seven miles away on Saguenay and was helicoptered

over, lowered onto the deck and from there started looking at people who were hurt and killed," said Homer, a Surgeon-Lieutenant at the time.

"The ship was totally engulfed in smoke and fire and we couldn't get at any of the medical facilities on board so we were left with what we could do on the upper deck."

“

The ship was totally engulfed in smoke and fire and we couldn't get at any of the medical facilities on board

JOE HOMER, MEDICAL OFFICER AT THE TIME

Homer said he was surrounded by men who were suffering from burns, smoke inhalation and broken bones, all clustered around the afterdeck.

Rear-Admiral Dave Gardam, the commander of Maritime Forces Atlantic, told the survivors that the tragedy helped the navy improve its firefighting techniques and the way it addresses military families.

The Kootenay was retired from service in 1996.



ANDREW VAUGHAN
/THE CANADIAN PRESS

A remembrance ceremony for HMCS Kootenay was held at the Canadian Peacetime Sailors Memorial in Halifax on Sunday.

LASTMAN'S
BAD BOY
SUPERSTORE

UP
TO

80%
OFF

SELECT
MERCHANDISE

PLUS

You see it. We'll beat it!

Regular Prices, Sale Prices,
**EVEN COMPETITOR'S
GRAND OPENING PRICES!**

Visit our **MISSISSAUGA** store
at 1480 Dundas St. East
or any of our other great locations!

Starts Thursday, October 27th at 11 am

WHO SAVES YOU MORE?

(Even more than at the other guy's Grand Opening!)

NOOOBODY!



ANDREW VAUGHAN/THE CANADIAN PRESS

Alex Boyles, a former leading seaman on HMCS Kootenay, honours the fallen in the navy's worst peacetime disaster that took place in 1969.

Second war veteran Battle dinner guest

A veteran of 29 years in the navy, Commodore Reginald John Pickford will be guest speaker at the annual Battle of Atlantic dinner Saturday at 7 p.m. at HMCS Hunter.

Spanning a career which began in 1940 when Cmdr. Pickering joined the RCNVR as a sub-lieutenant, he was promoted to Director General equipment requirements, Ottawa, last September.

During the Second World War, he served with the Royal Navy and was cited "for preventing war materials from falling into enemy hands. He commanded the HMCS Rimouski, a corvette, from 1942 to 1944 in the North Atlantic and at the Normandy landings.

Born in Outremont, Quebec, in 1920, Cmdr. Pickering took command of HMCS Kootenay, a destroyer escort, in 1959 and was appointed Director of Naval Plans, Ottawa in July, 1960.

In 1964 he was appointed commander Second Canadian Escort Squadron and the following year promoted to his present rank as chief of staff to the flag officer Atlantic coast. In 1967 Cmdr. Pickering was appointed Senior Canadian Officer Afloat.

He will be taking part in the ceremonies which open Navy Week, sponsored by the Naval Officers association.

The Navy Week Parade will take place Sunday with about 450 Sea Cadets marching down Ouellette Ave. to the riverfront where a wreath will be thrown on the water in memory of those who died in the Battle of the Atlantic at 1 p.m.

The Navy Week Parade celebrates the end of the battle. Following the ceremony at Dieppe Gardens, the parade will march back to HMCS Hunter where it will be disbanded.



COMMODORE PICKFORD

Kootenay blasts

(Continued from Page One)

destroyer-escort to take over towing duties from HMCS Saguenay, a destroyer. The Samsonia was making good progress, a navy spokesman said.

The six injured members of the Kootenay's crew still at sea Thursday night were reported suffering from minor burns and smoke inhalation.

The explosion took place west of Plymouth while the Kootenay was escorting the Bonaventure. This followed a visit by the carrier to Portsmouth and one by the smaller vessel to Plymouth.

Both had participated in NATO exercises as well as visits to European ports.

The vessels had left Britain Tuesday. Their departure date from home base at Halifax was Sept. 9.

The Kootenay, whose 230-man crew was under Cmdr. N. S. Norton, was reported making slow speed as the process of towing her

back to Plymouth went forward.

The three men taken to the Portsmouth hospital were taken there by a Sea King helicopter and were immediately placed in the institution's intensive care ward.

Others killed in the accident were: LS Pierre S. Bourret, 24, Halifax; LS Thomas Gordon Crabbe, 29, PO Eric George Harman, 42, CPO Vaino Olavi Partanen, 41, all of Dartmouth; CPO William Alfred Boudreau, 40, Halifax; LS Gary Wayne Hutton, 24, Bedford, N.S.; OS Nelson Murray Galloway, 19, Hamilton.

Seriously injured were Lieut. Allan Francis Kennedy, 27, PO John Ray MacKinnon, 39, Halifax, and OS Allan George Bell, 21, CFB Petawawa, Ont.

Arrangements are being made to fly the next-of-kin of three injured crew members to Portsmouth, England, a Canadian Armed Forces spokesman said Thursday.



SON SAFE—The family of Mr. and Mrs. William Warren of Baxter St., Chatham, were overjoyed over the weekend to learn that their son, Bill, 19, serving aboard HMCS Kootenay, was safe. They were saddened though by the fact that Bill's friend, Michael Hardy of Sarnia, was among those who died in the explosion aboard the naval vessel. The family spent several anxious hours following the first reports of the tragedy until they could contact naval authorities, and then they finally talked to Bill by telephone. He had suffered from shock and smoke inhalation. With Mr. and Mrs. Warren is their daughter, Debbie, 9.

Seaman's father backs Cullen bill

SARNIA—A Sarnia man, whose son died in the explosion that rocked the HMCS Kootenay Oct. 23, has come out in strong defence of Liberal MP Jack (Bud) Cullen's private members bill to have the bodies of Canadian service men who die overseas returned to Canada.

Allan Hardy, 1757 Murphy Rd., said he was told it is against regulations for the government to bring his son's body back to Canada for burial.

His son, Michael Thomas Hardy, 21, married last spring, was working in the boiler room of the ship when it exploded. An investigation is underway.

Mr. Cullen has placed the bill on the House of Commons' orders paper and hopes to have the legislation reviewed, if not changed.

Michael Hardy was buried in a cemetery in London, England. Four other crewmen were buried at sea. Mr. Hardy Sr. said his son was buried in England against his wishes.

Aircraft carrier 'retires'

Bonnie's last trip a sad one

ABOARD H M C S BONAVENTURE (CP) — "I've served on many types of warships but the Bonnie means more to me than any I've served on . . . It's a very sad occasion, I just can't believe she's going."

Capt. J. M. Cutts sat in a briefing room aboard his ship Wednesday and recalled some memorable events from his six years aboard the aircraft carrier as she left Boston for Halifax on her final operational cruise. The carrier is expected to arrive in Halifax Friday.

Later this month he assumes command of Canada's Fifth Escort Squadron and the Bonaventure comes under the command of Cmdr. H. Vondette on Jan. 9. The carrier is expected to be paid off at the end of March, 1970.

Recalling a close association with the flattop, first as navigating officer and later as skipper, he said the officers and crew had melded into a unit unusually close for a ship of her size.

The crew compiled an enviable record on NATO cruises with ships of member nations, outflving the larger United States carriers in many instances.

Capt. Cutts said the most exacting task the carrier undertook was the rescue operations following an explosion which took three lives aboard the destroyer-escort Nipigon Oct. 18, 1965. At the time, the Nipigon was on a training exercise in the Western Approaches of the English Channel.

The carrier was also involved in a rescue operation in October, when an explosion ripped through the engine room of the destroyer-escort Kootenay, killing nine and injuring more than 40. At the time, the vessels were exer-

cising off the coast of Britain and helicopters from the carrier transported injured men to hospital in England.

Equipment to fight the fire aboard Kootenay was also

transferred by helicopter from the carrier.

"We saved Kootenay," said Capt. Cutts. "I doubt if she would be afloat if it hadn't been for Bonnie."

People ...Things

Board kills die-free bid

ATTICA, N.Y. (UPI)—Willie "The Actor," Sutton, aging bank robber and jailbreak artist, was foiled in a bid for parole that would have fulfilled his wish "to die a free man."

The state Parole Board, rejecting Wednesday the 69-year-old convict's plea for freedom, said he can apply again in August, 1971.

Sutton, who has spent more than half of his life in prison, is serving 30 years to life in Attica State Prison for robbing a New York City bank of \$64,000 in 1950.

Under New York law, Sutton's record of four felony convictions should make a life sentence mandatory. Recent legal manoeuvres, involving modification of some early convictions, made him technically eligible for parole.

Sutton is in poor health and needs a serious operation. If he had been paroled, he would have lived in New York with a sister while undergoing medical treatment.

"I want to die a free man," Sutton has been quoted as saying. "I don't want to die in prison."

Santa up to bat in blue

PITTSBURGH (UPI) — A 15-year-old boy, whose Christmas gift for his mother was stolen last week, had a new present Wednesday with the help of some Pittsburgh policemen.

John Evans, of suburban Brookline, went shopping at a downtown department store last Wednesday and bought a toaster for his mother. As he walked toward a bus stop, the package was snatched.

The youth found a policeman who directed him to the Public Safety Building to report the theft.

Then, still crying, he left for home.

His tears moved the policemen, who took up a collection from officers as they reported in. By the weekend he had collected the cost of the gift and \$5 extra.

Wednesday the police at the station recieved this note from John:

"To all the Pittsburgh policemen at the No. 1 station. Thank you very much for giving me the money. You police are really nice guys. I bought my mother a new gift with the money and this time I got it home."

Coquitlam Man Dies In Warship Blast

A Coquitlam man, stoker Petty Officer Eric Harman, was one of the eight killed in Thursday's engine-room explosion aboard the Canadian destroyer-escort HMCS Kootenay.

Harman, 41, was father of six children.

The dead man joined the army during the Second World War, then transferred to the navy. He was educated in Winnipeg.

He and his wife and chil-

Rabies Bite Victims Recovering

PORT ABLERNI — Three persons bitten by a cat that has since died of rabies are now reported in good condition.

"They're up and around after treatment by their family doctors and are just fine," said Dr. P. J. Reynolds, director of the Central Vancouver Island health unit.

Names of the victims have not been released.

A dog which was also bitten by the cat is under observation," Dr. Reynolds said.

Another cat in the same household has been confined and

dren, ranging in age from six to 16, lived in Halifax.

Meanwhile, the British tug Samsonia has taken over from the Canadian helicopter-destroyer Saguenay the job of towing the Kootenay to Plymouth, England, where three Kootenay crew members badly burned in the explosion are in hospital.

The blast, which ripped the vessel's engine room, took place about 200 miles west of Plymouth, a Royal Navy base near the southwest tip of England.

A Royal Navy spokesman said that ambulances would be awaiting the Kootenay at the Plymouth dock to take off any of the injured men who need hospital treatment.

The three Canadians were reported Thursday night to have shown some improvement since being brought to the Portsmouth navy hospital, from the Kootenay by long-range helicopter.

Inquiry Begins Into Fatal Blasts

By JOHN LeBLANC

PLYMOUTH, England (CP)

— A Canadian navy board of inquiry today begins efforts to determine the cause of two explosions and a fire which killed eight men and injured 44 others aboard the destroyer-escort Kootenay.

The Canadian warship limped into this southwest England port early today, under tow and with much of its interior badly damaged by the fire.

Eight coffins draped with Maple Leaf flags were carried ashore from the 2,360-ton vessel.

Four of the dead were to be buried at sea and the others at a Commonwealth cemetery near Aldershot, 150 miles north-east of here.

Many of the 44 casualties were men suffering minor injuries as a result of the explosions but others were badly hurt.

In Halifax, a Canadian Forces spokesman said Friday night that relatives of all men injured in any way following the explosion now have been notified.

I REQUIRE THE SERVICES OF A BOOK SALES MANAGER AND AN INVESTMENT OF \$2450 FOR A HALF INTEREST IN THIS PROJECT.

The first edition will return the investment back to the investor also he will retain his half interest in book sales and royalties. "This book tells God's reason for cursing this bastard civilization and how he will change it back to him." Being the author of this book I have a contract with a publisher who will distribute it among all English-speaking nations. This will be an opportunity for a lifetime business career. Apply Victoria Press, Box 123.

**P.S. THIS BOOK FILLS IN ALL THE ANSWERS TO ALL LANCE-
LOT LAW WHYTE'S LECTURES IN CANADA. THE BRITISH PHYSIC-
IST, PHILOSOPHER OF SCIENCE.**



When dentures cause sore spots get fast relief with Ora-Jel d. 3 way action soothes, helps heal and prevent infection. Promotes comfortable adjustment.

ora-jel

