CONFIDENTIAL

SECRET SERIES

DEPARTMENT OF NATIONAL DEFENCE (NAVAL SERVICE)

FILE NUMBER: N.S. 18180 - 443/51

Vol. No. I

From

To

SUBJECT: COLLISIONS & GROUNDINGS H.M.C.S. "QUINTE"

Cross References: 1057-196-6

DORMANT

Central Registry	Date	P.A. or B.F.	Initials	Referred	For Remarks	DC Initials	Date
		If purpose for which referred cannot be expressed on one line, add minute to file and enter here "With Minute"					
APR 11 1944	7-4-44	PA	m I/C + L		Per Requisition C.R. APR 10 1944		
NOV 24 1944	25.11.44	PA	m I/C		Per Requisition C.R. NOV 24 1944		
~~JUN 3 1946~~	2/6	PA	E [illegible]		Per Requisition C.R. MAY 28 1945		
JUN 4 1953	3/6/53	Pa	M [illegible]		PERREQUISITION C.R. JUN 1 1953		

DORMANT

CONFIDENTIAL

N.S. 18180 - 443/51

NOTICE

1. Files should be retained no longer than absolutely necessary. If a file is frequently needed at short intervals, it is better to B.F. it for two or three days than keep it out of Central Registry indefinitely. This ensures its being completed and kept in order, and also gives other offices an opportunity.
2. Central Registry should be notified whenever a file is passed direct to another branch.
3. All outgoing letters should bear the official file number.

H.Q. 198P
1031—12-42 (6945)
H.Q. 815-7-19

PASS THIS FILE IN ENVELOPE

18180-443/.

N.S. S.1057-196-6,(E&C)
F.D. 411

January 20th, 1944.

M E M O R A N D U M

Forwarded for your necessary action are two copies of an invoice dated the 4th instant in the amount of $135,000.00, submitted by Messrs. Foundation Maritime Limited, in connection with the salvage of the H.M.C.S. Quinte.

Yours truly,

W R Ll

SECRETARY, NAVAL BOARD.

20-1-44

Director of Contracts,
Department of National Defence,
Room 729, Canadian Bldg.,
O T T A W A, Ont.

P.A. PIS
TDE
2/6

(Sgd.) A.D.P. Heeney.
Clerk of the Privy Council.

SOLD TO Department of Munitions & Supply, Ottawa, Ont.

January 4, 1944.

INVOICE No. 2879

SHIPPED FROM

YOUR ORDER No.

TERMS

Your reference numbers L.30-6-37/F.E. 4580?/ VC. 9012 Serial No. E-L-0685.

·1563

To Salvage service rendered to H.M.C.S. "QUINTE" commencing December 8th, 1942 and delivering to the R.C.N. at the port of Pictou, N. S. April 25th, 1943. $135,000.00

NOTE: Two copies of this invoice and the original mailed to Contracts Branch, Dept. of National Defence, Ottawa. One copy to Dept. of Munitions and Supply, Ottawa and three copies to Chief of Naval Engineering and Construction, Dept. of National Defence, Naval Service, Naval Bldg., Ottawa. Attention Director of Ship Repairs.

P.C. 9512

1057-196-6
F D 143

...ied to be a true copy of a Minute of a Meeting of the Committee of the Privy Council, approved by His Excellency the Governor General on the 14 December, 1943.

108143

The Committee of the Privy Council have had before them a report dated December 11, 1943, from the Minister of Munitions and Supply, representing that a requisition has been received from the Department of National Defence (Naval Services), requesting that the Department arrange a contract for the Salvage of the H.M.C.S. "Quinte", as required by the Royal Canadian Navy;

That Foundation Maritime Limited, Halifax, N.S., was selected for the performance of the services required by the Controller of Ship Repairs and Salvage and, accordingly, negotiations therefor were entered into with this firm only;

That Foundation Maritime Limited agreed to undertake this work on the understanding that an arbitrator would be appointed to determine the amount of compensation payable in connection therewith;

That the salvage operations have now been completed and a report has been received from Mr. D.B. Carswell, Controller of Ship Repairs and Salvage, who was appointed arbitrator on the recommendation of the Department of National Defence (Naval Services), with the concurrence of the said firm;

That Mr. D.B. Carswell has recommended that compensation in the amount of $135,000.00 be paid Foundation Maritime Limited for the salvage services rendered in connection with the salvage of H.M.C.S. "Quinte";

That funds to cover this expenditure have been provided by Department of National Defence (Navy) Financial Encumbrance No. 43807, dated October 20, 1943; and

That the proposed contract is in the public interest and the compensation payable thereunder is fair and reasonable.

The Committee, therefore, on the recommendation of the Minister of Munitions and Supply, advise that authority be granted to enter into a contract with Foundation Maritime Limited, Halifax, N.S., in accordance with the foregoing and to expend thereunder a sum not to exceed $135,000.00 accordingly.

(Sgd.) A.D.P. Heeney,
Clerk of the Privy Council.

The Honourable
the Minister of National Defence

JS

P.C. 9512

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REFERRED

TO		INIT	DATE
CNEC	✓	BR	7/1
DNC			
DNED			
DSR	✓	[illegible]	4/2/
DEE			
EX. A	✓	[illegible]	8/2
CUR.			
B.A.	✓		
D.SEC			
P.A.			

ENTERED
ON CARDS

(Sgd.) A.D.P. Heeney,
Clerk of the Privy Council.

The Honourable
the Minister of National Defence

JS

PRH/DM

NS. 77-7-2/4
NS. 1057-1-25/1
NS. 1057-196-6/1

NAVAL SERVICE

MEMORANDUM TO C.R.
I.R.

Captain Patrick Campbell and Captain Wilfrid C. Forgeron have submitted claims for pilotage in connection with the grounding of H.M.C.S. "QUINTE" in November 1942. Their claims also include an item for expenses in connection with attending the Board of Inquiry.

2. Material relating to these claims is scattered, with a magnificent disregard for system, through files NS. 1057-1-25, NS. 77-7-2 Vol. 4 and NS. 1057-196-6. It is impossible to get the complete story without scrambling from one file to another.

3. Will you please arrange to have all material relating to these claims extracted from the three files so that we may have a complete story of Captain Campbell's claim in chronological order in one place and a complete story of Captain Forgeron's claim in another place.

4. I think the logical thing to do is to make two false dockets of file NS. 77-7-2. Certainly this correspondence has no place in NS. 1057-1-25 which relates to Statements of Pilotage performed by R.C.N. since neither of the claimants is an R.C.N. Officer.

5. This matter is urgent.

for DEPUTY JUDGE ADVOCATE GENERAL (N).

OTTAWA, November 11th, 1943.

my/our initials, etc.

of June 1943

Signed, sealed and delivered)

N.S. 31057-196-6
F.D. 1234.
H.Q.R. 109.

, August 9, 1943

FD 10

Mr. D.A. McNeil,
Lightkeeper, Jerome Point,
ST. PETER'S, Nova Scotia

Dear Sir:

Enclosed herewith in your favour, Naval Service C2 Cheque No. 32589, to cover cost of repairs to your boat damaged while on loan to the Commanding Officer, H.M.C.S. "QUINTE", on December 20, 1942.

Yours truly,

Original Signed by
F. H. MURPHY

for R. C. Playfair,
Chief Treasury Officer,
Naval Service.

noted
PRA
for D/JAG
12/8/43

AUG 26 A.M.

AUG 21 A.M.

EC:RMM

Encl.

STAFF
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

TREASURY OFFICE APPROVAL

DEPUTY HEAD

(N.S. 1057-196-6)

PRH/DW

NS. 1057-196-6/1

SECRET

August 27th, 1943.

M E M O R A N D U M :

Re: Claim of Mr. D.A. McNeil for
Damage to boat - H.M.C.S. "QUINTE"

With reference to your memorandum C.O.A.C. 28-1-1 of the 3rd March, 1943, Mr. McNeil's claim has been settled in full by delivery to him direct of a cheque for $75.00.

2. You may therefore consider this matter closed.

BY ORDER.

Deputy SECRETARY, NAVAL BOARD.

PRH

The Commander-in-Chief Canadian North West Atlantic.

Despatched by
Sec. N. B.
Date 27. 8. 43
1800

REFERRED

TO	INIT	DATE
CNEC		
DNC		
DNEI		
DSR		
DEE		
EX.		
CUR.		
B.A.		
D.SEC		
P.A.		

OCT 22 A.M.

TREASURY OFFICE APPROVAL

DEPUTY HEAD

C.T. 17A
100M 5-42

REQUISITION FOR CHEQUE

TO BE USED FOR ADVANCES OR AUTHORIZED PAYMENTS FOR WHICH THERE ARE NO ACCOUNTS

DEPT. No. NS 1057-196 FD 1034

FILE No. NTR 109

TREAS. No.

DEPARTMENT ~~of National Defence~~ Treasury (Naval)

BRANCH ..... DATE July 29, 1943.

APPLICATION IS HEREBY MADE FOR THE ISSUE OF THE FOLLOWING CHEQUE OR CHEQUES:—

CHEQUE No.	IN FAVOUR OF	AMOUNT
	D.A. McNeil, Esq., Lightkeeper, Jerome Point, St. Peter's, N.S.	FD 1034 $75.00
ES/JG	To revenue division for transmission.	

STATE BELOW WITH DETAILS IN EVERY CASE, WHETHER (*a*) STANDING ADVANCE, (*b*) ADVANCE FOR SPECIFIC JOURNEY—ESTIMATING NUMBER OF DAYS, (*c*) OTHER ACCOUNTABLE ADVANCE, OR (*d*) AUTHORIZED PAYMENT.

To cost of repairs to a small boat owned by D.A. McNeil, Esq., damaged while on loan to the Commanding Officer, H.M.C.S. "Quinte" on December 20, 1942. Authority: P.C. 58/4120, dated May 19, 1943, file N.S. 1057-196-6.

CHARGE TO { VOTE 9999-400-99-45. ENC. No. ..... ALLOTMENT ..... SUB-ALLOTMENT .....

I CERTIFY, THAT THIS APPLICATION IS MADE UNDER THE REQUISITE AUTHORITY, AND THAT THE EXPENDITURE IS NECESSARY IN THE INTERESTS OF THE PUBLIC SERVICE.

A. Murphy
HEAD OF BRANCH

TREASURY OFFICE APPROVAL

W P M
DEPUTY HEAD

my/ont ... of June 1943

C.T. 17A
100M—5-42

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DEPT. No. NS 1057-196-6 FD 1034

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ALLOTMENT
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A. Murphy
HEAD OF BRANCH

TREASURY OFFICE APPROVAL

W P M
DEPUTY HEAD

My/Oct [illegible]

of June 1943

N.S.1057-196-6,
F.D.102

RELEASE

KNOW ALL MEN BY THESE PRESENTS that

48640

I/we ✱ D.A.McNeilOn behalf of myself/ourselves and my/our heirs, executors, administrators and assigns, do hereby remise, release and forever discharge His Majesty the King in the right of the Dominion of Canada, his officers and servants and ✱ The Commanding Officer, H.M.C.S. "Quinte" his/their heirs, executors and administrators of and from all actions, causes of action, claims or demands of whatsoever kind and nature arising out of or directly or indirectly attributable to a certain accident which occurred at ✱ St.Peters NS on ✱ December 20 1942

FD102

Provided, however, that this release shall be null and void unless His Majesty the King in the right of Canada shall within a reasonable time from the date hereof pay to ✱ D.A. McNeil, Light Keeper, Jerome Point, N.S. the sum of $...75.00.....

And further provided that the acceptance of this release or the payment of th said sum of $...75.00.shall not be deemed to be an admission of liability on the part of His Majesty the King in the right of Canada or any officer or servant of His Majesty.

IN WITNESS WHEREOF I/we have hereunto set my/our hand(s) and seal(s) this 22 day of June 1943

Signed, sealed and delivered in the presence of

Dan MacLeish
.....
Witness

D.A. McNeil (SEAL)
.....
Signature of Claimant.

✱ name of member or members of the Armed Forces out of whose negligence the claim arises

✱ place of accident

✱ date of accident

✱ name of person to whom money is to be paid.

ON

RAP/MJR

NS. C.1079-4-183
NS. C.1079-3-230
NS. C.1057-196-6

~~CONFIDENTIAL~~

June 18th, 1943.

M E M O R A N D U M:

Grounding - H.M.C.S. "QUINTE"

The evidence given at the Board of Inquiry and subsequent Court Martial has been studied and, whilst the findings placed the responsibility chiefly on the Commanding Officer, it is clear that the Operational and Administrative Authorities cannot entirely be absolved.

Although the ultimate responsibility of ensuring that his ship is in all respects prepared for war before proceeding to sea is that of the Commanding Officer, a serious view is taken of conditions which permit a Commanding Officer to be negligent in certain essential matters such as failing to verify the accuracy of Gyro and Magnetic Compasses, swinging the ship for adjustment of compasses after structural alterations on the bridge, etc. It is the duty of operational and administrative authorities to satisfy themselves that sailing orders are not issued which would entail a ship being sailed until she is in all respects ready for sea and prepared for war.

In this particular case, the ship has been placed out of commission for an indefinite period and the cost of repairs is expected to exceed $350,000.00 in addition to salvage charges.

Your attention is directed to Naval Order 2838 of 12th June, copy of which is attached hereto. You are to ensure that suitable precautions are taken to reduce to a minimum the possibility of a recurrence of the circumstances which eventually led to the grounding of H.M.C.S. "QUINTE".

BY ORDER.

SECRETARY, NAVAL BOARD.

Despatched by
Sec. N. B.
Date 19/6
Time 1300
Enc.

Commander-in-Chief, Canadian North West Atlantic,
H.M.C. Dockyard,
HALIFAX, N. S.

NS 1057-196-6
FD 1034
NTR 109

, Ontario,
June 4, 1943.

FD.1034

D.A. McNeil, Esq.,
Lightkeeper,
Jerome Point, N.S.

Dear Sir:

Your claim in connection with a small boat owned by you which was damaged beyond repair while on loan to the Commanding Officer, H.M.C.S. "Quinte", has been approved for payment in the amount of $75.00.

Enclosed herewith are release forms in duplicate. Will you please complete and return the two forms at your earliest convenience. Upon receipt of executed Release, arrangments will be made for the issuance of a cheque in the amount of $75.00 in your favour.

Yours truly,

for R.C. Playfair,
Chief Treasury Officer,
Naval Service.

RRS/JG
Encl.

SYDNEY, N.S.

FILE: 34-5-

PLAN NORTHWEST

St. Peters Canal
St. Peters, N.S.,
May 13, 1943.

Dear Sir:-

One of your officers called to see me this morning to examine the canal grounds after the salvage operations on the naval vessel which was here until recently and to find out from me if the same have been left in a condition satisfactory to me. He also advised that you have requested I write you a short report stating how I find the condition of the said grounds at this date.

I beg to report that the grounds have been placed in a pretty satisfactory condition by the Salvage Company. All the temporary buildings have been removed and the grounds on which the men were working have been levelled off and the holes filled in. There are a few soft spots still and there will be some settlement but this cannot be avoided. I consider that a satisfactory clean-up has been made.

Some light repair is still to be made to the concrete wall on the canal west side which was damaged by the salvage operations but I am advised by the Company that they wish us to make the necessary repair and to render them an invoice to cover the cost of same. This repair will be made at a later date when we have a repair crew employed and I have no reason to believe that the Salvage Company will not pay the account when it is rendered. There is, as I brought to the attention of your officer on the ground this morning, a considerable quantity of fuel oil on the canal side walls and on the lock gates but I do not know what, if anything, can be done about this. I hope that when the weather becomes warmer the action of the sun combined with the water action may wear the most of it away.

Yours truly,

K. M. Matheson,
Superintendent St. Peters Canal.

Captain C.M.R. Schwerdt,
N.O.I.C.
H.M.C. Dockyard,
Sydney, N.S.

N.S. 1057-196-6
Vol. "1"

K/ERT

SECRET

(NAVAL SERVICE)

MEMORANDUM TO D.M.(N):

Reference C.in.C CNA's submission of 26th May, 1943, forwarding account of Foundation Maritime Limited covering service of tug "OCEAN EAGLE" towing H.M.C.S. "QUINTE" from St. Peter's, N.S. to Pictou, N.S. after completion of salvage operation by this Company.

2. This cost is separate from that involved for salvage operation which covered taking H.M.C.S. "QUINTE" into safe anchorage. The cost of $1,000.00 per day for services of tug "OCEAN EAGLE" is in accordance with rate of hire of salvage tugs as promulgated by Controller of Ship Repairs and Salvage, Department of Munitions & Supply. The total cost involved is $4,564.83 which has been certified by C.in.C. C.N.A. as being fair and just.

3. Payment recommended please.

(1)

APPROVED

Deputy Minister
for Naval Services.

8/6/43

OTTAWA, 1st June, 1943.

(G. L. STEPHENS)
ENG. REAR ADMIRAL RCN
C.N.E.C.

REFERRED			
TO		INIT	DATE
CNEC	✓		
DNC			
DNED			
DSR	✓	mm	10/6
DEE			
EX. A			
CUR.			
B.A.	✓		10/6/43
D.SEC			
P.A.	✓		

(2)

B.A.
To note approval (on commission).
R.S.R.
for necessary action.

Chief Naval Engineering and Construction
Naval Service Headquarters.

(3) Issued 4/6/43

(4) BA/ERC
Account for payment please arm for DSR.
10/6/43
Acct removed and passed for payment
10/6/43

C.N.A./D.H. 701-5-6 "2"

NATIONAL DEFENCE
MAY 29 1943
105 7-196-6

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

FROM:

THE COMMANDER IN CHIEF, CANADIAN NORTHWEST ATLANTIC,

H.M.C. DOCKYARD,

HALIFAX, N.S.

TO: Sec. 7-B-2-1/5.

THE SECRETARY, NAVAL BOARD,

DEPT. OF NATIONAL DEFENCE,

OTTAWA, CANADA.

May 26, 1943.

39583

Submitted for the consideration of the Department, with reference to towing of H.M.C.S. "QUINTE" from St. Peters, Nova Scotia, to Pictou, N.S., after completion of salvage operations by the Foundation Maritime Limited, Halifax, N.S.

2. Attached are copies of my letter D.H. 701-5-4 "3", dated April 21, 1943, and Foundation Maritime Limited's letter dated April 24, 1943, regarding towage. These are self explanatory.

3. Foundation Maritime Limited's account No. 2093, dated May 14, 1943, in the amount of $4,564.83, is forwarded herewith in quintuplicate. This has been certified as being fair and just, and it is requested that further action be taken as necessary by Headquarters, regarding payment.

(F. H. Jefferson)
Engineer Captain, R.C.N.
(For) COMMANDER IN CHIEF, CANADIAN NORTHWEST ATLANTIC

FHJ
JJB:ECH

67907

STAFF | Initial | Date
D.N.I.
D.T.D.
D.O.D.
D. of P.
D.S.D.
V.C.N.S.
N.M.S.
STAFF
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ENCLOSURES CHECKED IN N.C.R.
ACTION | NO. | INIT.
Mail
Index

Enclosure

REFERRED
TO | | INIT. | DATE
C.N.E.C.
D.N.C.
D.N.E.D.
D.A.
EX.
CUR.
B.A.
D.S.
P.A.

FOUNDATION MARITIME LIMITED
125 Lower Water St.
HALIFAX, N. S.

Salvage - Towing
MARINE CONSTRUCTION

April 24th, 1943.

Engineer Captain F. H. Jefferson, R.C.N.,
Supervising Naval Engineer Maritimes,
H. M. C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "QUINTE" - SALVAGE & TOWAGE
YOUR FILE D.H. 701-5-4 "3"

We acknowledge receipt of your letter of April 21st and we understand that arrangements are being made for the formal delivery of the vessel to Naval Authorities at St. Peter's today, together with an acknowledgement that salvage services under Lloyd's Standard Form of Salvage Agreement have been successfully completed.

As soon as this formality has been attended to arrangements have been made that our tug "OCEAN EAGLE" will tow H.M.C.S. "QUINTE" to Pictou, N.S. via Mulgrave,N.S.

The services of this tug will be supplied at the rate of One Thousand Dollars ($1,000.00) per day, time to commence when tug and tow leave St. Peter's and to end upon return of the tug to St. Peter's following completion of the towage.

We also understand that you will require certain of our pumps to be retained on board for the voyage from St. Peter's to Pictou together with certain of our personnel to operate pumps, etc. in case of necessity. These services will be provided in accordance with our standard schedule of daily hire of pumps and personnel.

The services of the "OCEAN EAGLE" will be supplied upon the condition that neither the tug nor her owners, operators, managers or agents shall be liable for any loss, damage or delay resulting from Act of God, perils of the sea, enemies, fire, explosion, strikes, labour, troubles, hostilities, war, epidemic, quarantine, embargo,

restraint of any governments, rulers or people; nor shall the tug, her owners, operators, managers or agents be liable for any loss, damage or delay arising from errors in the navigation or management of the tug, or from any latent or other defect in the hull, machinery and equipment of the tug, or unseaworthiness thereof, even though existing at the commencement of the voyage, not resulting from failure to use due diligence to make the tugs seaworthy.

Yours very truly,

FOUNDATION MARITIME LIMITED

E. M. Woollcombe
GENERAL MANAGER

EMW/M

D.H. 701-5-4 "3"

April 21st 3

H.M.C. Dockyard,
HALIFAX, N.S.

Messrs. Foundation Maritime Ltd.,
135 Lower Water St.,
Halifax, N. S.

H.M.C.S. "QUINTE" - SALVAGE AND TOWAGE

Gentleman:

With reference to salvage of the above-mentioned vessel, in accordance with Lloyd's Standard Form of Salvage Agreement, which provides in Clause 1 for the vessel to be taken to safe anchorage after completion of salvage operations, it is required that additional services shall be rendered in connection with towage to Pictou, N. S., port of repair.

2. It is understood that you anticipate to complete salvage operations about the end of the current week, when arrangements will be made for a survey of the vessel by the Resident Engineer Overseer, Pictou, N. S., with a view to reaching a decision as to whether she is in a safe condition for towage to Pictou, N. S. If it is decided that all work necessary for safe passage has been carried out, it is requested then that you will arrange towage, taking all reasonable precautions to ensure safety of the vessel during passage.

Yours faithfully,

Sgd. (F.H.Jefferson)

(F. H. Jefferson)
Engineer Captain, R.C.N.
SUPERVISING NAVAL ENGINEER MARITIMES

FHJ:MM
CC: Resident Engineer Overseer, Pictou, N.S.

P.C. 58/4120

N.S.1057-196-5

COUNCIL

CANADA

Certified to be a true copy of a Minute of a Meeting of the Treasury Board, approved by His Excellency the Governor General in Council, on the 19th May, 1943.

NATIONAL DEFENCE
MAY 22 1943
N.S.
CANADA

NATIONAL DEFENCE FOR NAVAL SERVICES

37506

F.D. 1034

The Board recommend payment in the amount of $75.00 to D. A. McNeil, Lightkeeper, Jerome Point, N.S., in full and final settlement of all claims in connection with a small boat loaned to the Commanding Officer H.M.C.S. "QUINTE" which was damaged beyond repair.

A. P. Heeney.

Clerk of the Privy Council.

STAFF	Initials	Date
D.N.I.		
D.T.D.		
D.O.D.		
D. of P.		
D.S.D.		
V.C.N.S.		
C.N.S.		
STAFF		

(2)

C.T.O.(N)

For action please.

26-5-43

(W.G. Mills)
Deputy Minister

The Honourable
The Minister of National Defence for Naval Services

66332

D.H. 701-5-4

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

29119
1057-196-6 (4)

TO:

HE SUPERVISING NAVAL ENGINEER
MARITIMES,

H.M.C. DOCKYARD,

HALIFAX, N.S.

THE COMMANDER IN CHIEF, CANADIAN
NORTH WEST ATLANTIC,

H.M.C. DOCKYARD,

HALIFAX, N.S.

April 23,1943.

H.M.C.S."QUINTE" BANGOR CLASS
MINESWEEPER - SALVAGE OPERATIONS

Submitted in connection with the above, and for necessary action.

2. My Department has now been informed by the Foundation Maritime Co. Ltd., that "QUINTE" is now afloat and trimmed, ready for movement to Pictou, Nova Scotia, for necessary repair.

3. Subsequent to an examination yet to be conducted under Naval Service auspices, such examination to determine the soundness of the Hull prior to movement, it is the intention to move the Ship under tow from her present position at the entrance to the Bras D'Or Lakes, St. Peter's, N.S., to either Mulgrave or Port Hawkesbury, N.S., commencing tomorrow afternoon, April 24,1943. The Ship will then be towed from that point early on the morning of Sunday, April 25,1943, on route to Pictou,N.S. The E.T.A. at that point has been given as possibly late evening of the same day.

4. This information is conveyed regarding the possibility of an escort being provided for the movement set forth in this letter. All armament has been removed from the Ship for necessary repair.

(F. H. Jefferson)
Engineer Captain, R.C.N.
SUPERVISING NAVAL ENGINEER MARITIMES

II...P.T.O.

FHJ
WB:ECH

Quinte arrived Pictou 25/5/43

60487

BGR 3/5/43

APR 23 1943 DNED
14-A-153
ATLANTIC COAST

DSPL 3/5

3/5/43

MAIN FILE 1
CHARGED TO See NB.
SINCE 14-4-43

DRAFTED BY D.S.R. (JWK)
N.S. S. 1057-196-6 VOL. 1.

S. 1320D
10 Mil. 8—42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

From: N S H Q

1057-196-6

C IN C CNA

CNEC REFERENCE TELEPHONE CONVERSATION WITH S.N.E.M. THERE IS NO OBJECTION TO PICTOU FOUNDRY COMPANY USING LUMBER PROVIDED FOR TEMPORARY BUNK HOUSE AT ST. PETERS FOR OTHER NAVAL REPAIR REQUIREMENTS AT PICTOU PROVIDING NO COST INCURRED BY NAVAL SERVICE

122024Z

(PASSED TO C IN C CNA AT 122056Z)

T/T P/L 13/5/43 GD 2871

1057-196-6 JWK/ T 7th May, 1943.

SECRET

Dear Sir:-

Salvage operations in respect to H.M.C.S. "QUINTE" Bangor Class Minesweeper have been completed by Foundation Maritime, Ltd. Halifax, N.S. and ship accepted in accordance with Lloyd's Standard Form Agreement if no cure, no pay, at St. Peters, N.S. on 24th April, 1943, and has since been towed to Pictou, N.S. for survey and repair.

2. It is now necessary that an Arbitrator be appointed to act on behalf of the Naval Service relative to assessment of claim of the Foundation Maritime, Ltd. with respect to salvage. It will, therefore, be appreciated if Mr. D. B. Carswell, Controller of Ship Repairs and Salvage, could be appointed to act on behalf of the Naval Service in this matter. This appointment, according to information received from The Commander-in-Chief, Canadian North West Atlantic, Halifax, N.S. will be satisfactory to the Foundation Maritime Ltd. who agree to accept jointly with Naval Service the award decided by Mr. D. B. Carswell as sole Arbitrator.

3. The Contract cost of H.M.C.S."QUINTE" at the Builders is $669,600.00 including Sales Tax.

Yours truly,

(W. G. MILLS)
DEPUTY MINISTER

The Deputy Minister,
Department of Munitions & Supply,
O T T A W A.

FOR INFORMATION
CIRC
TO
DNED
DSR
DEE
EX. A
CUR.
B.A.
P.A.
10/5/43
D.G.D.
D.N.C.
DNEP
DSR
MAIN FILE
CHARGED TO See N.B.
SINCE 14-4-43

PRH/TF

N.S.1057-196-6

Attention: Mr. W.C. Ronson

5th May, 1943

Dear Mr. Ronson:

Receipt is acknowledged of your letter of April 1st in connection with a recommendation for payment of compensation in the amount of $75.00 to Mr. D.A. McNeil, for loss of a boat loaned to the Commanding Officer, H.M.C.S. QUINTE.

The following signal has been received from the Commander-in-Chief, Canadian North West Atlantic in reply to an inquiry of this Department:

> Reference N.S. 1057-196-6 of 7th April, my 101724Z April and NSHQ's 011448Z Mr. McNeil's boat clinker built approximately 18 feet long. Bentley and Flemming Halifax estimated value when destroyed from description given by former C.O. HMCS. Quinte between $75.00 and $80.00. Request approval to reimburse Mr. McNeil may be signalled.
>
> 041302Z

The firm of Bentley and Flemming is an independent firm of the City of Halifax well qualified to estimate the value of boats of the type of the one in question.

PRH.

Yours truly,

Despatched by
Sec. N.S.

(W.G. Mills)
Deputy Minister

5/5/43
Date
5:30 pm.
Time

Secretary,
Treasury Board,
Ottawa.

D. & D.
of P.
D.N.C.
D.N.E.D.
MAIN FILE
CHARGED TO See NB
SINCE

S. 1320D
10 Mil. 8—42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

From:

BILGE KEEL CRUSHED. STARBOARD "A" BRACKET FRACTURED ON OUTSIDE STRUT. BOTH PROPELLERS BEYOND REPAIR. HEAVY DAMAGE ON THE "A" STRATE, PORT AND STARBOARD UNDER NO. 1 AND NO. 2 BOILER ROOMS. ASDIC DOME CRUSHED. PORT SIDE AMIDSHIPS BETWEEN "E" AND "D" STRIKE HEAVILY INDENTED."

042107Z

262215Z - DRAFTED BY C N E C RE REQUEST ARRANGEMENTS MADE FOR ASSESSING CLAIMS IN CONNECTION WITH SALVAGE.)

TH-100 CODE TOR 050620Z/5/43 CBS 3131

S. 1320D
10 Mil. 8—42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

From: C IN C CNA

NSHQ OTTAWA

1057-196-6

DOD
CNEC
D.SEC.SUP
DJAF
CTO (N)

REFERENCE N S 1057-196-6 OF 7TH APRIL MY 101724Z APRIL AND NSHQ'S 0114482 MR MCNEIL'S BOAT CLINKER BUILT APPROXIMATELY 18 FEET LONG. BENTLEY AND FLEMMING HALIFAX ESTIMATED VALUE WHEN DESTROYED FROM DESCRIPTION GIVEN BY FORMER C O HMCS QUINTE BETWEEN $ 75.00 AND $80.00. REQUEST APPROVAL TO REIMBURSE MR. MCNEIL MAY BE SIGNALLED.

041302Z

RE: REIMBURSING A MCNEIL FOR USE OF VALVE OF BOAT USED IN SALVAGE OF QUINTE.

TH 189 P/L TOR 041623Z/5/43 IF 2536

System	P/L Code or Cypher	Time of Receipt	Time of Despatch	Operator	Date
					26/4/43

S. 1320D
10 Mil. 8—42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

From:

C IN C CNA

HQ OTTAWA
(R) C.X.O. MULGRAVE
S.N.O. PICTOU

CONFIDENTIAL CODE

CNS
VCNS
DOD
DTD
DNI
D. SEC. SUP
CNEC
D OF OP

SALVAGE OPERATIONS IN RESPECT TO HMCS QUINTE COMPLETED NOON TODAY 24TH APRIL AND SHIP ACCEPTED IN ACCORDANCE WITH LLOYDS STANDARD FORM IF NO CURE NO PAY AGREEMENT AT ST. PETERS PREPARATORY TO TOWAGE TO PICTOU, N.S. VESSEL NORMALLY TRIMMED AND IN SAFE CONDITION FOR PASSAGE. ANTICIPATE DEPARTURE FROM ST. PETERS NOON TODAY 24TH APRIL FOR MULGRAVE WHERE SHE WILL REMAIN UNTIL DAYBREAK 25TH APRIL THEN PROCEED TO PICTOU. ETA 2000 APRIL 25TH VESSEL WILL BE DOCKED ABOUT 27TH APRIL ON NEW GOVERNMENT MARINE RAILWAY FOR SURVEY AND SUCH TEMPORARY REPAIRS AS CONSIDERED NECESSARY TO ENSURE SAFETY PENDING VACATION OF PICTOU FOUNDRY

S. 1320D
10 Mil. 8—42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

From:

COMPANY'S OLD RAILWAY BY ML C82 EARLY IN MAY.

2419252.

TH 29 CODE TOR 2501484/4/43 1G 17185

N.S. S.1057-196-6
F.D.105

GLS/EC

15th April, 1943.

SECRET

M E M O R A N D U M:

Attached herewith is copy of a letter received from the Deputy Minister of Transport dated April 1st, 1943, File 4010-435, regarding use of certain parcels of the canal reserve lands at St. Peters Canal in connection with the salvage of H.M.C.S. "QUINTE".

2. The necessary action is to be taken to comply with paragraph 2 of the Deputy Minister of Transport's letter regarding liability for any claims which may arise during the course of salvage operations, and that the premises are left in as good condition as they originally were.

BY ORDER

Deputy SECRETARY, NAVAL BOARD.

The Commander in Chief,
Canadian Northwest Atlantic,
H.M.C. Dockyard,
HALIFAX, N.S.

Despatched by
Sec. N. B.
Date 17/4
Time 1200
Enc.

D. Q. D.
of P.
D.N.C.
D.N.E.D.
MAIN FILE
CHARGED TO See NB
SINCE

S. 1320D
10 Mil. 8—42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

From:

N.S.H.Q. OTTAWA
(R) N.O.I.C. SYDNEY

C. IN C.C.N.W.A.

DOD
CNEC
D.SEC.SUP

REFERENCE C.O.A.C. 28-1-1

OF 3RD MARCH REQUEST APPROVAL MAY BE

SIGNALLED IF POSSIBLE TO REIMBURSE

A. MCNEIL. ST. PETERS N.S. FOR VALVE

OF BOAT USED IN SALVAGE OF QUINTE.

101724Z

TH-226 P/L TOR 102050Z/4/43 HT 7025

...Canadian North West Atlantic.

Despatched by
Sec. N. B.

PRH/TF

N.S.1057-196-6

SECRET

April 7th, 1943.

Memorandum

Re: H.M.C.S. "QUINTE" - Claim of Mr. D.A. McNeil.

With reference to your memorandum 28-1-1 of the 3rd March, 1943, before authority is given for the reimbursement of Mr. McNeil in connection with the destruction of his boat, details as to the type and size of the boat are required. An estimate of the value of the boat at the time when it was destroyed is to be obtained, preferably from an independent source.

BY ORDER

Deputy SECRETARY, NAVAL BOARD

Commander-in-Chief,
Canadian North West Atlantic.

Despatched by
Sec. N. B.
mvc
Date 7/4
Time 1530

D. & D.
of P.

5816

D.N.C.
D.N.E.
D.S.R. ✓ m 2014
L.E.

MAIN FILE 1
CHARGED TO See N.B.
SINCE 14-4-43
REC'D. CENTRAL REGISTRY
APR 16

TREASURY BOARD CANADA

APR 3 1943
D. M.
Naval Service

.. 240521 B.

Your Ref. No. N.S.1057-196-6

Ottawa, April 1, 1943.

W.G. Mills, Esquire,
Deputy Minister,
Department of National Defence
for Naval Services,
Ottawa, C a n a d a.

22861

Dear Mr. Mills:

(1)

This will acknowledge receipt of a recommendation from your Department dated March 19, for payment of compensation in the amount of $75.00 to Mr. D.A. McNeil, Lightkeeper, Jerome Point, Nova Scotia, for loss of a boat loaned to the Commanding Officer H.M.C.S. "Quinte".

In this connection would you kindly supply details as to the type and size of the boat lost, also, if possible, an independent estimate of the value of the boat at the time when lost.

Yours very truly,

For Secretary.

(2) Sec. N.B.

Would you kindly request C.IN C.C.N.W.A. to furnish a report as requested by the Secretary of the Treasury Board. A similar letter dated April 1st.

Deputy Minister

5/4/43

25-

D. & D.
of P.

		INIT	DATE
CNEC	✓	JP	23/4/
DNC			
DNEC			
DSR	✓	M	24/4

MAIN FILE S
CHARGED TO See NB.
SINCE 14-4-43

DEPUTY MINISTER OF TRANSPORT
OTTAWA, CANADA

APR 3 1943
D. M.
Naval Services.

APR -3 1943
1057-176-6
CANADA

FILE: 4010-435

April 1, 1943.

22520
FD 105

REFERRED

TO		INIT	DATE
CNEC	✓	/	✓
DNC			
DNED			
DSR	✓		
DEE			
EX.			
CUR.			
B.A.			
D.SEC			
P.A.			

Dear Sir:-

In connection with salvage operations now being conducted on a corvette which sank in the Atlantic entrance of the St.Peters Canal, we are informed that certain parcels of the canal reserve lands are being used as service ground, sites for bunk houses, tool and boiler shed, for storage of equipment required on the work, and that portions of such lands have been fenced off for use in connection with these operations.

This Department is agreeable to its land being used in connection with such operations on the assumption that the Department of National Defence (Naval Services) accepts liability for any claims which may arise during the course of the salvage operations, and leaves the premises in as good a condition as they originally were.

Yours very truly,

C.P. Edwards

C.P.Edwards
Deputy Minister.

W.G.Mills, Esq.,
Deputy Minister
Dept.National Defence(Naval Services),
Ottawa, Ont.

ENTERED
ON CARDS

The Commander-in-Chief,
Canadian Northwest Atlantic
12th April, 1943.

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

D.T.D.
D.D.D.

REFERRED

TO		INIT	DATE
CNEC	✓		23/4/
DNC			

MOL

MINUTE II

DN

File: D. 27-M-2.
The Commanding Officer, Atlantic Coast,
H.M.C. Dockyard, Halifax, N. S.

Submitted with reference to your Minute II,
C.O.A.C. 14-A-153 of 22nd February, 1943.

COMMANDING OFFICER 2 MAR 29 1943 14-A-153 ATLANTIC COAST

26430

(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX

29th March, 1943.

NATIONAL DEFENCE APR 16 1943 CANADA

III.

105-7-196-6

File....C.N.A. 14-A-153.

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

Submitted for the information of the Department with reference to N.S. 1057-196-6/1 of 10th February, relative to the circumstances which led to the careening of H.M.C.S. QUINTE during salvage operations alongside the Canal Wall at St. Peter's, N.S. on the 15th December, 1942.

2. From information elicited by letters addressed to Captain (D) Halifax, and the Foundation Maritime, Ltd., copies of replies to which are forwarded herewith, it would appear that the Foundation Maritime were not sufficiently familiar with the stability conditions of H.M.C.S. QUINTE, and the effect of the free water surface in the machinery spaces to appreciate the necessity for avoiding delay in securing the vessel against careening.

Encl NMKK Edmr

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

The Commander-in-Chief,
Canadian Northwest Atlantic
12th April, 1943.

D.T.D.
D.O.D.
D. of P.

REFERRED

TO		INIT	DATE
CNEC	✓	JP	23/4
DNC			
DNED			
DSR	✓	[illegible]	20/4
DTE			
DX			
CCR			
DA			
DSEC			
PA			

5816

MAIN FILE 1
CHARGED TO See NB.
SINCE 14-4-43
REC'D. CENTRAL REGISTRY
APR 16
REFERRED TO

PS M 16 Apl

From Commanding Officer,
H.M.C.S. "Quinte",

25th Mar., I943,

To Captain (D),
H.M.C.S. "Stadacona".

REPORT ON SALVAGE OPERATIONS
H.M.C.S. "QUINTE".

Submitted:-

2. Foundation Maritime Limited in their letter of I7th Decr., I942, to Commanding Officer, Atlantic Coast state in Para. I of that letter that "Quinte's" list was controlled somewhat and that the vessel was moved to a berth alongside the wall at the entrance to the Canal Locks on Decr. I5th, I942.

3. These statements are substantially correct.

4. Paragraph 2 of the above mentioned letter states that "Quinte" took a sudden list. This cannot be supported by the observation of the Commanding Officer nor by the reports received from other witnesses to the careening of the vessel.

5. Consultation of the Commanding Officer with Lieutenant F.B. Walker, Lieut., R.C.N.V.R., J.E. Harley, Sub Lieut.,(E), R.C.N.V.R., and J.A.Guay, E.R.A. 4, ON. A.I50I resulted in the following findings:-

(a) On the evening of I5th Decr., I942, Captain Featherstone, the Foundation Maritime representative,requested the aid of J.A.Guay, ERA 4 in securing a flow of the salt water that then filled the Port side fuel tanks into the No I stokehold. Captain Featherstone's expressed purpose was to have that weight pumped out of the stokeholds which were then dry.

(b) At about I000p I6th Decr., Guay opened the necessary valves and informed Captain Featherstone that such had been done. Guay further informed Captain Featherstone that an additional length of hose would be necessary to secure suction from the lowest part of the stokehold. No action to effect the advised provision was made.

(c) "Quinte" thereafter increased her port list slowly. At II30p I6th Decr., Commanding Officer, "Quinte" sought information from Captain Featherstone as to his intended recovering action and was told that control would soon be effected. The plan to set up steadying tackle to a deadman ashore was an operation that required too much time, and the ship lay over on her port side.

(d) The list the ship had taken was at no time sudden, and the precautionary setting of "deadmen" before moving the vessel had it been taken should have been effective.

CAPTAIN "D"
HALIFAX
(3)
MAR 28 1943
27-m-2

Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S. "Quinte".

MINUTE II...OVER

FOUNDATION MARITIME LIMITED
HALIFAX, N. S.

492

Commanding Officer,
Atlantic Coast,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "Q

Further to our l
15th, vessel was pumped December 15
controlled somewhat and vessel move
wall near entrance to Lock in depth
feet at low water.
On December 16th

MAIL BRANCH
DISCHARGED
DEC'D. CENSORSHIP
REFERRED

OTTAWA, ONT.
CANADA

FOUNDATION MARITIME LIMITED

HALIFAX, N. S.

17th December, 1942.

R-492

Commanding Officer,
Atlantic Coast,
H.M.C. Dockyard,
Halifax, N. S.

COPY

NATIONAL DEFENCE
APR 16 1943
N.S.
CANADA

26430

Dear Sir:

Re: H.M.C.S. "QUINTE"

Further to our letter of December 15th, vessel was pumped December 15th and list controlled somewhat and vessel moved to alongside wall near entrance to Lock in depth of eighteen feet at low water.

On December 16th while vessel being pumped she took a sudden severe list and rolled over away from the wall onto her side. Immediate arrangements are being made for rigging of tackles to assist in again upprighting the vessel.

Yours very truly,

FOUNDATION MARITIME LIMITED.

E.M. Woollcombe
GENERAL MANAGER

5. Pending the completion of the security as aforesaid the Contractor shall have a maritime lien on the property salved for his remuneration. The salved property shall not without the consent in writing of the Contractor be removed from -- or the place of safety to which the property is taken by the Contractor on the completion of the salvage services until security has been given to the Committee of Lloyd's as aforesaid. The Contractor agrees not to arrest or detain the property salved unless the security be not given within 14 days (exclusive of Sundays or other days observed as general holidays at Lloyd's) of the termination of the services (the Committee of Lloyd's not being responsible for the failure of the

COAC D.H. 701-5-4 "3"

19118

FD 752

DEPARTMENT OF NATIONAL DEFENCE

(Naval Service)

NATIONAL DEFENCE
MAR 22 1943
N.S. CANADA

March 19th, 1943.

FROM:

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

TO:

10S7-196-6

THE SECRETARY, NAVAL BOARD,
DEPT. OF NATIONAL DEFENCE,
OTTAWA, CANADA.

REFERRED

TO		INIT	DAT
CNEC		[illegible]	23/3
DNC			
DNED			
DSR	✓	[illegible]	23/3
DEE			
EX. A			
CUR.			
B.A.			
D.SEC.			
P.A.			

Submitted for the information of the Department with reference to my Memorandum COAC D.H. 701-5-4 Vol. 2 dated February 26th, 1943, and previous correspondence relative to salvage operations in connection with H.M.C.S. "QUINTE".

2. Enclosed are copies of the daily report of salvage operations prepared by Lieut.(E) P.F. Squibb, R.C.N.R., covering the period February 19th to March 6th, 1943, inclusive.

(F.H. Jefferson)
Engineer Captain, R.C.N.
(For) COMMANDING OFFICER ATLANTIC COAST.

FHJ
JJB:AML

~~52873~~ 53341

Monday, 22nd February, 1943.

19118

Friday, 19th February, 1943.

Weather Conditions:- Clear. Cold wind.
Temperature:- Zero.
Working Party:- 21 men.

Operations:-
General clean up around ship's deck and clearing ice and oil from hull of Vessel.

Saturday, 20th February, 1943.

Weather Conditions:- Dull. Cold wind.
Temperature:- 30° above zero.
Working Party:- 21 men.

Operations:-
Diver inspected port side of Vessel. No damage found, except for a wire cut in a plate on the after end, above water. LINE
Lieutenant Commander (E) H. Killop, R.C.N.R., and Mr. J. Ferguson, Pictou, N.S. at project today.

Sunday, 21st February, 1943.

Weather Conditions:- Fine. Mild.
Temperature:- 35° above zero.
Working Party:- 19 men.

Operations:-
Making boxes to fit over hatches ready for pumping.
Lieutenant Commander (E) H. Killop and Working Party from Pictou, N.S. at project. Ice broke up in Bay and drifted out.

Monday, 22nd February, 1943.

Weather Conditions:- Mild.
Temperature:- 25° above zero.
Working Party:- 19 men.

Operations:-
General work, getting ready for pumping operations. Pictou working party putting up building and dismantling gear from Vessel. No ice on or around Ship.

Tuesday, 23rd February, 1943.

Weather Conditions:- Mild.
Temperature:- 30° above zero.
Working Party:- 19 men.

Operations:-
Barrier erected both ends of Canal to keep any one from entering, and a 24-hour Naval Guard posted.
Pictou Party making good progress.
Getting ready for pumping operations. Continuing slowly.
Should have been finished days ago as the working conditions and weather have been perfect for the past four days.

P. F. Squibb.
(P.F. Squibb)
LIEUTENANT (E), R.C.N.R.

CIRCULATED FOR ACTION OR INFORMATION
C.N.E.S.
A/CNES.
N.O.
D.N.S.
I.C.B.
D.A./S.
S.E.D.
S.T.T.D.
S.E.D.
D. Pr.
D. DEMS.
D.B.C.C.
S.D.C.
S.L.O.
DWB (S)
SEC. SUP.
P.A.
R.F.

Wednesday, 24th February, 1943.

Weather Conditions:- Cloudy. Mild.
Temperature:- 35° above zero.
Working Party:- 20 men.

Operations:-
Cables have been placed from Ship to dead-men.
Diver locating vents and covering same.
Two loads of gear from Vessel have been taken to Pictou.
No ice in Canal.

Thursday, 25th February, 1943.

Weather Conditions:- Ice. Rain.
Temperature:- 32° above zero.
Working Party:- 20 men.

Operations:-
Completed installing pumps. Pump Operator called back to Halifax by Foundation Company. Pumping operations will start at 6 A.M. Friday.
Canal and Bay free from ice.

Friday, 26th February, 1943.

Weather Conditions:- Cold. Clear.
Temperature:- 4° above zero.
Working Party:- 20 men.

Operations:- (from 5 A.M. to 12:00 Midnight).
Commenced pumping 6 A.M. At 3 P.M. Ship commenced to rise and continued to right herself. Pumping will continue all night until leaks are stopped. Vessel has a list of about 8° to port. Steam jets are being fitted aboard Ship to keep out frost by Fitters from Pictou Foundry. Pumping operations slow, through not enough pumps.
No ice in Canal or Bay.

Saturday, 27th February, 1943.

Weather Conditions:- Snow Blizzard.
Temperature:- 6° above zero.
Working Party:- 20 men. Decreasing to 4.

Operations:- (from 12:00 Midnight Friday to 5 P.M. Saturday).
Pumping continued from 6 A.M. Friday. Pumps have been giving a lot of trouble. From 1:30 A.M., pumps alternately gave out. Vessel had a list of about 5° to port. Draft Aft 14ft. Forward 12 ft. Ship continued to make water after pumps had stopped. Through "free surface action" in the Ship, swell and ebb tide, Vessel started to take a list to starboard continuing until Ship was about 45° with her starboard davits resting on the Canal wall.
The Diver, with Chief E.R.A. Guay, four men, and myself succeeded in placing a cable to parbuckle Vessel so that she would not turn over, which would have happened had this not have been done. Succeeded in getting two pumps underway at 8:30 A.M. With the help of these pumps and parbuckling wire, managed to bring Ship back until she had a list of about 8° to starboard, and then these pumps gave out and Vessel started to fill up and settle while being held in an upright position by the parbuckling cables until she rested on bottom of Canal, and secured safe in this position. Operations ceased 5 P.M. Pumping operations should not be attempted again until more pumps of varic are on the job.

P. F. Squibb

(P.F. Squibb)
LIEUTENANT (E), R.C

...y, 28th February, 1943
...ther Conditions:- Cold wind.
...mperature:- 6° above zero.
Working Party:- Nil.

Operations:-
No operations this day.

Monday, 1st March, 1943.
Weather Conditions:- Rain all day.
Temperature:- 26° above zero.
Working Party:- 20 men.

Operations:-
Repairing pumps.

Tuesday, 2nd March, 1943.
Weather Conditions:- Fine. Clear.
Temperature:- 30° above zero.
Working Party:- 24 men.

Operations:-
Repairing and installing pumps.

Wednesday, 3rd March, 1943.
Weather Conditions:- Snow.
Temperature:- 26° above zero.
Working Party:- 24 men.
Operations:-
Four pump operators on job repairing pumps and installing ready for operation.
Lieutenant Commander H.Killop,R.C.N.R.,with Mr. J.Ferguson on project.
Pictou men removed two Oerlikon mountings from bridge; one Oerlikon mounting, one Lewis pedestal from after deck, and electrical equipment.

Thursday, 4th March, 1943.
Weather Conditions:- Cold. Light Snow.
Temperature:- 20° above zero.
Working Party:- 24 men.
Operations:-
Foundation Company has ceased operations until the arrival of a Derrick Scow.
Pictou men removed the 4-inch gun from Vessel and all gear that was movable has been taken out.

Friday, 5th March, 1943.
Weather Conditions:- Fine. Clear.
Temperature:- 5° above zero.
Working Party:- 20 men.
Operations:-
Foundation men collecting up gear and disconnecting suctions from pumps.
Pictou men removed the two masts, three D.G.Resistor Controllers and Gyro Repeaters.

Saturday, 6th March,1943.
Weather Conditions:- Fine. Clear.
Temperature:- 16° above zero.
Working Party:- Nil.
Operations:-
Received instructions to return to Halifax.
Instructed Sub. Lieutenant R.Halliday for Naval Guard to keep a strict watch on Ship.
Gear taken off Vessel has been trucked to Pictou.

(Sgd.) P.F.Squibb
(P.F.SQUIBB)
LIEUTENANT(E), R.C.N.R.

...

Friday, 19th February, 1943.

Weather Conditions:- Clear. Cold wind.
Temperature:- Zero.
Working Party:- 21 men.

Operations:-
General clean up around ship's deck and clearing ice and oil from hull of Vessel.

Saturday, 20th February, 1943.

Weather Conditions:- Dull. Cold wind.
Temperature:- 30° above zero.
Working Party:- 21 men.

Operations:-
Diver inspected port side of Vessel. No damage found, except for a wire cut in plates on the after end, above water-line.
Lieutenant Commander (E) H. Killop, R.C.N.R., and Mr. J. Ferguson, Pictou, N.S. at project today.

Sunday, 21st February, 1943.

Weather Conditions:- Fine. Mild.
Temperature:- 35° above zero.
Working Party:- 19 men.

Operations:-
Making boxes to fit over hatches ready for pumping.
Lieutenant Commander (E) H. Killop and Working Party from Pictou, N.S. at project. Ice broke up in Bay and drifted out.

Monday, 22nd February, 1943.

Weather Conditions:- Mild.
Temperature:- 25° above zero.
Working Party:- 19 men.

Operations:-
General work, getting ready for pumping operations. Pictou working party putting up building and dismantling gear from Vessel. No ice on or around Ship.

Tuesday, 23rd February, 1943.

Weather Conditions:- Mild.
Temperature:- 30° above zero.
Working Party:- 19 men.

Operations:-
Barrier erected both ends of Canal to keep any one from entering, and a 24-hour Naval Guard posted.
Pictou Party making good progress.
Getting ready for pumping operations. Continuing slowly. Should have been finished days ago as the working conditions and weather have been perfect for the past four days.

P. F. Squibb.
(P.F.Squibb)
LIEUTENANT (E), R.C.N.R.

nesday, 24th February, 1943.

Weather Conditions:- Cloudy. Mild.
Temperature:- 35° above zero.
Working Party:- 20 men.

Operations:-

Cables have been placed from Ship to dead-men. Diver locating vents and covering same. Two loads of gear from Vessel have been taken to Pictou. No ice in Canal.

Thursday, 25th February, 1943.

Weather Conditions:- Ice. Rain.
Temperature:- 32° above zero.
Working Party:- 20 men.

Operations:-

Completed installing pumps. Pump Operator called back to Halifax by Foundation Company. Pumping operations will start at 6 A.M. Friday. Canal and Bay free from ice.

Friday, 26th February, 1943.

Weather Conditions:- Cold. Clear.
Temperature:- 4° above zero.
Working Party:- 20 men.

Operations:- (from 5 A.M. to 12:00 Midnight).

Commenced pumping 6 A.M. At 3 P.M. Ship commenced to rise and continued to right herself. Pumping will continue all night until leaks are stopped. Vessel has a list of about 8° to port. Steam jets are being fitted aboard Ship to keep out frost by Fitters from Pictou Foundry. Pumping operations slow, through not enough pumps. No ice in Canal or Bay.

Saturday, 27th February, 1943.

Weather Conditions:- Snow Blizzard.
Temperature:- 6° above zero.
Working Party:- 20 men. Decreasing to 4.

Operations:- (from 12:00 Midnight Friday to 5 P.M. Saturday).

Pumping continued from 6 A.M. Friday. Pumps have been giving a lot of trouble. From 1:30 A.M., pumps alternately gave out. Vessel had a list of about 5° to port. Draft Aft 14 ft. Forward 12 ft. Ship continued to make water after pumps had stopped. Through "free surface action" in the Ship, swell and ebb tide, Vessel started to take a list to starboard continuing until Ship was about 45° with her starboard davits resting on the Canal wall.
The Diver, with Chief E.R.A. Guay, four men, and myself succeeded in placing a cable to parbuckle Vessel so that she would not turn over, which would have happened had this not have been done. Succeeded in getting two pumps under way at 8:30 A.M. With the help of these pumps and parbuckling wire, managed to bring Ship back until she had a list of about 8° to starboard, and then these pumps gave out and Vessel started to fill up and settle while being held in an upright position by the parbuckling cables until she rested on bottom of Canal, and secured safe in this position. Operations ceased 5 P.M. Pumping operations should not be attempted again until more pumps of various sizes are on the job.

P. F. Squibb

(P.F.Squibb)
LIEUTENANT (E), R.C.N.R.

Sunday, 28th February, 1943.
Weather Conditions:- Cold wind.
Temperature:- 6° above zero.
Working Party:- Nil.
Operations:-
No operations this day.

Monday, 1st March, 1943.
Weather Conditions:- Rain all day.
Temperature:- 26° above zero.
Working Party:- 20 men.
Operations:-
Repairing pumps.

Tuesday, 2nd March, 1943.
Weather Conditions:- Fine. Clear.
Temperature:- 30° above zero.
Working Party:- 24 men.
Operations:-
Repairing and installing pumps.

Wednesday, 3rd March, 1943.
Weather Conditions:- Snow.
Temperature:- 26° above zero.
Working Party:- 24 men.

Operations:-
Four pump operators on job repairing pumps and installing ready for operation.
Lieutenant Commander H. Killop,R.C.N.R., with Mr. J. Ferguson on project.
Pictou men removed two Oerliken mountings from bridge; one Oerliken mounting, one Lewis pedestal from after deck, and electrical equipment.

Thursday, 4th March, 1943.
Weather Conditions:- Cold. Light Snow.
Temperature:- 20° above zero.
Working Party:- 24 men.
Operations:-
Foundation Company has ceased operations until the arrival of a Derrick Scow.
Pictou men removed the 4-inch gun from Vessel and all gear that was movable has been taken out.

Friday, 5th March, 1943.
Weather Conditions:- Fine. Clear.
Temperature:- 5° above zero.
Working Party:- 20 men.
Operations:-
Foundation men collecting up gear and disconnecting suctions from pumps.
Pictou men removed the two masts, three D.G. Resistor Controlers and Gyro repeators.

Saturday, 6th March, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 16° above zero.
Working Party:- Nil.

Operations:-
Received instructions to return to Halifax.

Instructed Sub. Lieutenant R. Halliday for Naval Guard to keep a strict watch on Ship.
Gear taken off Vessel has been trucked to Pictou.

P. F. Squibb
(P.F.SQUIBB)
LIEUTENANT (E),R.C.N.R.

.....16

PRH/TF

N.S.1057-196-6

March 19, 1943

TO THE HONOURABLE

THE TREASURY BOARD:

The undersigned has the honour to report that:

During the course of salvage operations performed with respect to H.M.C.S. "QUINTE" at St. Peter's Bay, N.S. early in December, 1942, Mr. D.A. McNeil, Lightkeeper, Jerome Point, loaned a small boat to the Commanding Officer H.M.C.S. "QUINTE" to be used for trips to and from the ship and for working around it, the ship's whaler being holed and unusable;

As a result of the rough nature of the operations required to be performed by the boat, the latter was damaged beyond repair;

Mr. McNeil has claimed $75.00 compensation for loss of his boat;

The Commanding Officer Atlantic Coast is of the opinion that the claim of $75.00 is fair and reasonable and recommends payment thereof;

The Deputy Minister concurs in the recommendation of the Commanding Officer Atlantic Coast and recommends that authority be granted for payment to Mr. McNeil of the said amount for which funds are available in the 1942-43 Naval Estimates;

The undersigned concurs in the recommendation of the Deputy Minister of National Defence for Naval Services and has the honour to recommend the same for approval.

TO TREASURY BOARD
DATE 25/3/43
SERIAL No. 490
J. Z.
Signature

Respectfully submitted,

A L M

MINISTER OF NATIONAL DEFENCE
FOR NAVAL SERVICES.

D. Mac

Examined
FS
24/3/43

III

1057-196-6

15836

NATIONAL DEFENCE
MAR 10 1943
N.S.

File...C.O.A.C. 28-1-1.
The Secretary, Naval Board,
Department of National Defence,
OTTAWA.

Submitted for the consideration of the Department, the claim of $75.00 is considered to be fair and reasonable.

2. It is requested that approval may be signalled to reimburse Mr. McNeil for the value of this boat, in order that he may make arrangements to purchase and obtain delivery of a similar boat at the earliest possible date.

3. A copy of a report by the Commanding Officer, H.M.C.S. QUINTE, dated 12th January, addressed to Captain (D) Halifax, is attached for information.

The Commanding Officer,
Atlantic Coast,
3rd March, 1943.

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

Initials | Date
D. N. I.
D. T. D.
S. O. (N)
D. O. D.
D. of P.
D. S. D.
V. C. N. S.
C. N. S.
STAFF
INDEX
REFER TO DJAG

Encl
MMRK
E.&M.

D.M. (N).

Fully concur with above. Recommend financial approval and C.O.A.C. signalled as requested in Para. 2. above.

F.C. Jones
13.3.43 V.C.N.S.

PCT 13/3.

50737

Working Party:- 30 men.

Operations:-
Pumps have been taken across Canal, alongside Vessel. Wire cables being lined up in connection with Tandem blocks

DEPARTMENT OF TRANSPORT

St. Peter's, N.S., February 1, 1943.

Subject: Loss of Jerome Point Lightkeeper's boat on account Salvage of Naval Vessel

---

A naval vessel was damaged on a shoal in St. Peters Bay on Sunday night November 29th, 1942, and on account of this damage was beached at the St. Peters Canal entrance on the morning of November 30th, 1942.

The writer owned a small boat, approximately 20 feet long, and had it at the canal when the Naval vessel was beached there. The officers and men of the naval ship used this boat to go to and from their ship and also to work around it. They began to use the boat on the 30th November and it was in first class condition at that time but after a few days they had damaged it so badly that it was almost beyond repair and some time later it was allowed to break in two and drift away and I am now left without a boat of any kind.

I enclose herewith a copy of a letter to you under date 7th December 1942 from Lieutenant Nicol, Commanding Officer of the vessel, in which he requests that thorough repair or equivalent replacement be obtained for the owner of the boat. You probably have the origianl on your files but to date I have not heard of any action having been taken in the matter. The boat was totally destroyed and allowed to drift away after the letter was written so that repair is now out of the question.

It is important to me that I have a replacement for the boat in the early spring, not later than around March 15th as I use it for early spring fishing and stand to lose a considerable amount if the replacement is not in my hands on time. I was engaged in fishing when your men took the boat away from me and I have already lost the value of the fish I would have caught last fall in addition to the inconvenience I have been put to in not having had any boat to take me to and from and to ferry supplies to Jerome Point Lighthouse, of which I am the Lightkeeper.

I place a value of Seventy-five ($75.00) Dollars on the boat which has been destroyed. There are boat builders in the near vicinity who, I think, will build me a new one of about the same size for this amount.

Working Party:- 30 men.

Operations:-
Pumps have been taken across Canal, alongside Vessel.
Wire cables being lined up in connection with Tender

Will you please acknowledge receipt of this letter and let me know what procedure I should follow in order that there will be a new boat in my hands by the next. I am willing to accept a Departmental valuation of the value I place on the boat and either buy or have materials assigned after the cheque has been received by me. It will take a little time however to locate and purchase the boat and have it delivered or to have materials assigned and a new boat built and I would appreciate any necessary steps you may take to get immediate action in the matter.

Yours truly,

D. A. McNeil,
Lightkeeper Jerome Point.

The Naval Officer in Command,
Naval Dockyard,
Sydney, Nova Scotia.

DEPARTMENT OF T...

St. P...

Subject:

Loss of Jerome Po...
on account Salvage...

A naval vessel was damaged on ...
Sunday night November 29th, 1942, ...
ge was beached at the St. Peters ...
ng of November 30th 1942. ...
on S...
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morni...

MINUTE II

File: 27-95-A
Commanding Officer, Atlantic Coast,
H.M.C. Dockyard,
Halifax, N.S.

Submitted:

Forwarded for your information together with copy of my reply to Mr. McNeil. This has reference to your 28-1-1 of 22nd January, 1943.

R Schwerdt
Captain, R.C.N.

Naval Officer in Charge,
Sydney, N.S.,
4th February, 1943.

COMMANDING OFFICER
FEB 11 1943
28-1-1
ATLANTIC COAST

III....

DEPA

Subject: Lo
on

A naval vess
on Sunday night No
damage was beached
morning of Novembe

The writer
and had it at the
The officers

-2-

please acknowledge receipt of this letter and
know what procedure I should follow to make certa
there will be a new boat in my hands by the 15th Mar
willing to accept a Departmental cheque for th
on the boat and either buy or have one built
charge has been received by me. It will take some
to locate and purchase a boat already
delivered or to have materials assembled
and I would appreciate any necessary
to get immediate action in the matter.

Point.

COPY

DEPARTMENT OF NATIONAL DEFENCE

NAVAL SERVICE

Sydney, N.S., 4th February, 1943.

Mr. D. A. McNeil,
Lightkeeper, Jerome Point,
Dept. of Transport,
St. Peter's, N.S.

Dear Sir:-

With reference to your letter of February 1st, 1943, re Loss of Jerome Point Lightkeeper's boat on account of Salvage of Naval Vessel, this matter has been referred to the Commanding Officer, Atlantic Coast.

Yours truly,

Captain, R.C.N.,
Naval Officer in Charge,
Sydney, N.S.

GR:ms

Working Party:- 30 men.

Operations:-
Pumps have been taken across Canal, alongside Vessel.

C O P Y

H.

From The Commanding Officer,
H.M.C.S. "QUINTE",
St. Peter's, N.S.

7th December, 1942.

To Naval Officer in Charge,
SYDNEY, N.S.

USE OF CIVILIAN'S BOAT

ST. PETERS, N.S.

Submitted for your consideration and necessary action.

2. Throughout the salvage operations conducted on H.M.C.S. "Quinte" at St. Peters, continual use of a private skiff, property of Mr. A. McNeil, was required, the ship's whaler being holed and unusable.

3. The skiff mentioned was very willingly lent, and proved to be of great convenience. No charge was made for its use, but an understanding was arrived at between the "Quinte" and the owner that no loss or depreciation would be borne by him.

4. As the rough nature of the work to which the skiff had to be subjected has made it of little value to him, it is requested that thorough repair or equivalent replacement may be obtained for the owner.

C. A. Nicol
Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S. "Quinte"

Working Party:- 30 men.

Operations:-
Pumps have been taken across Canal, alongside Vessel

From The Commanding Officer,
H.M.C.S. "Quinte",

12th Jan., 1943,

To Captain (D),
Halifax, N. S.

REPORT ON CONDITION OF BOAT,
(RE FILE: 27-M-2).

Submitted for your consideration and necessary action.

The boat in question, property of Mr. A. MacNeil, St. Peter's, N. S., became a total loss, beyond repair, by reason of a severe and unavoidable crushing suffered between "Quinte" and "Foundation Arranmore" in the process of salvage operations.

The report made to N.O.I.C., Sydney, on the boat in consideration states that the boat had been allowed to drift to sea in a damaged condition. Actually, the severed forward part became ice-bound, and was carried off shore by a later clearance of the ice which severed the moorings by which it had been secured.

As stated, the damage done had been too severe to make the drifting part usable in reconstruction.

(Sgd) C. A. Nicol,
Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S. "Quinte".

MINUTE II.....OVER

Temperature:-
Working Party:- 30 men.

Operations:-
Pumps have been taken across Canal, alongside Vessel

-Cont'd-

...day, February 9th, 1943

...ather Conditions:- Fine. Clear.
...emperature:- 25° above zero.
Working Party:- 30 men.

Operations:-
Unloading of pumps and winch continues.

13556
FD 105

Wednesday, FEbruary 10th, 1943

Weather Conditions:- Dull. Cold.
Temperature:- 22° above zero.
Working Party:- 30 men.

Operations:-
Completed unloading winch and pumps off flat car.
Gear being hauled into position.
Ice starting to move out from Canal.

Thursday, February 11th, 1943

Weather Conditions:- Rain.
Temperature:- 22° above zero.
Working Party:- 21 men.

Operations:-
One winch placed on flat car and returned to Halifax.
The winch sent to take the place of the **one** required by the Foundation Company has been placed in position ready for pipe installation.
All ice from Bay and Canal has drifted out. No ice on or around Vessel. "Schooner Reo" that was ice bound here has proceeded to sea.

Friday, February 12th, 1943

Weather Conditions:- Cloudy.
Temperature:- 38o above zero.
Working Party:- 30 men.

Operations:-
Installation of winch completed. Reeving off rigging onto Tandem blocks for hauling ship away from Canal wall.
7/8" diameter wire being used for this purpose; wire too light for this kind of operation, and winch has less power than the one returned.
Vessel and Canal free from ice. Perfect working conditions have been lost through the exchange of winches.

Saturday, February 13th, 1943

Weather Conditions:- Fine. Clear.
Temperature:- 25° above zero.
Working Party:- 30 men.

Operations:-
Pumps have been taken across Canal, alongside Vessel.
Wire cables being lined up in connection with Tandem blocks.
Vessel and Canal free from ice.

SGD: (P.F. Squibb)
LIEUTENANT (E) R.C.N.R.

Tuesday, February 14th, 1943

Weather Conditions:- Snow flurries.
Temperature:- 20° above zero.
Working Party:- 5 men.

Operations:-
No operations this day.

Monday, February 15th, 1943

Weather Conditions:- Cold. Clear.
Temperature:- 15° below zero.
Working Party:- 21 men.

Operations:-
Heavy timbers placed in anchor hole. Cables rigged in blocks, and lough tackle installed to ease load on winches when hauling vessel away from wall.

Tuesday, February 16th, 1943

Weather Conditions:- Cold. Clear.
Temperature:- 15° below zero.
Working Party:- 21 men.

Operations:-
Rigging of cables completed. An air line was fitted from compressor to air vent on port side fuel tank so as to blow out water. This operation was unsuccessful. On high tide at 7:20 P.M. attempted to pull vessel away from wall and was successful in gaining about twelve feet. Another pull will be taken next high tide. Canal Channel ice bound.

Wednesday, February 17th, 1943

Weather Conditions:- Clear. Cold.
Temperature :- 12° below zero.
Working Party:- 21 men.

Operations:-
Cutting ice around ship and at high water vessel was pulled out enough from wall to parbuckle and was success fully righted. Ship has a 15° list to port. Wire parted when ship was at this angle but vessel held firm by "A" frames.

Thursday, February 18th, 1943

Weather Conditions:- Clear. Very cold.
Temperature:- 5° below zero.
Working Party:- 21 men.

Operations:-
Cleaning ship of ice around bridge. Laying out cables so as to make vessel fast to wall. Preparations to install pumps. Locating vents ready for sealing up.

SGD (P.F. SQUIBB)
LIEUTENANT (E) R.C.N.R.

NATIONAL DEFENCE

FEB 13 1943

O.A.C./D.H. 701-5-4 "2"

1057-196-6

DEPARTMENT OF ~~NATIONAL~~ DEFENCE
(Naval Service)
CANADA

BY AIR MAIL
PAR AVION

FROM:

TO:

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

THE SECRETARY, NAVAL BOARD,
DEPT. OF NATIONAL DEFENCE,
OTTAWA, CANADA.

10255

February 10th, 1943

Enc. mo'R MRK

H.M.C.S. "QUINTE" - SALVAGE OPERATIONS

Submitted for the information of the Department, further to previous correspondence relative to the above-mentioned subject, the attached copy of the daily report rendered by Lieut. (E) P.F. Squibb, R.C.N.R., covering period 28th of January to 8th of February, inclusive.

2. Information was received today that Messrs. Foundation Maritime Limited have been successful in transporting portable gasoline driven pumps, etx. to the scene of operations, and that ice is clearing rapidly from Saint Peter's Bay. In these circumstances it is anticipated that work will be resumed in the near future with reasonable prospects of success.

3. Copies of photographs showing H.M.C.S. "Quinte" in present position alongside east wall of old lock, St. Peter's Canal, together with chart, are forwarded herewith.

(F.H. Jefferson)
Engineer Captain, R.C.N.
(For)COMMANDING OFFICER ATLANTIC COAST

FHJ:MM

STAFF	Initials	Date
D. N. I.		
D.T.D.	Ops Inf 66	19/2
Soo		23/2
Sos		
D.O.D.		M.P.L. 23/2
D. of F.		
D.S.D.		
VCNS.		25/2
C.N.S.		
STAFF		
INDEX		
REFER TO:		

REFERRED TO		INIT	DATE
CNEC	✓		
DNC			17/2/43
DNED			
DSR	✓		16/2
DEE			
EX. A			
CUR.			
D			
I			
P.			

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45726

V.C.N.S.

COPY

10255

Thursday, January 28th, 1943.

Weather Conditions:- Cold.
Temperature:- Zero.
Working Party:- 30 men.

Operations:-
Cables which have carried away through cable clamps slipping have been replaced and at high water this afternoon a pull was taken. Vessel eased away slightly from quay wall. This operation has to be taken slowly on account of the tackle being on the light side for this kind of work. Another pull will be taken next high tide.
An ice breaker which was due to come in to break out the "Schooner Reo" that has been caught in the ice here has not showed up. The ice breaker would have helped us, and the strong N.W. wind that is blowing would take the ice that has been cut around the ship out to sea.

Friday, January 29th, 1943:

Weather Conditions:- Cold.
Temperature:- Zero.
Working Party:- 31 men.

Operations:-
A pull was taken at high water today. Vessel started to come away from quay wall and righted until she had a list of 50 degrees. On a further strain being taken, cables around ground anchor cut through. New ground anchor will have to be placed before any attempt to pull can be taken. This will take two days to complete.
Vessel being held on "A" frames and rigging solid enough to hold vessel in above position.
Captain Featherstone of the Foundation Company at project today, and decided to cease all operations until the spring on account of the ice conditions. The operations on this vessel should not cease as it is only a matter of hours to bring Vessel to the vertical. This ship would have been afloat weeks ago if the right kind of gear had been used. Operations may seem slow and weather conditions against us, but I am confident that this operation will be successful if allowed to continue.

Saturday, January 30th, 1943:-

Weather Conditions:- Clear. Milder.
Temperature:- 10° above zero.
Working Party:- Nil.

Operations:-
No operations today awaiting instructions.

Sunday, January 31st, 1943.

Weather Conditions:- Clear. Milder.
Temperature:- 12° above zero.

Operations:-
No operations today. Work should be allowed to continue because leaving the vessel just when it was so near completion will not help, and gear is liable to carry away if vessel continues to ice up.

.....9

...y, February 1st, 1943.

...ther Conditions:- Clear. Becoming milder.
...emperature:- 12° above zero.
...Working Party:- 31 men.

Operations:-

Mr. R. Farnsworth has received instructions from Foundation Company to continue operations. Anchor holes are being due, and heavy timbers made ready for placing.

Tuesday, February 2nd, 1943.

Weather Conditions:- Snow Flurries.
Temperature:- 20° above zero.
Working Party:- 31 men.

Operations:-

Heavy timbers placed in anchor holes to take the place of timber that had cut through, and cables have been reeved through a diamond block. This block is on the light side. Heavy blocks expected from Halifax.

Wednesday, February 3rd, 1943.

Weather Conditions:- Fine. Cold.
Temperature:- 10° above zero.
Working Party:- 31 men.

Operations:-

An attempt was made at high tide 7:50 p.m. to bring vessel away from wall and considerable gains were made both in vessel coming away from wall and also in upright...
Operations could have continued, but diamond block carried away.

Thursday, February 4th, 1943.

Weather Conditions:- Very cold.
Temperature:- 10° above zero.
Working Party:- 31 men.

Operations:-

Proceeded to Boom Defence, North Sydney, and received on loan six snatch blocks complete with shackles, as the ones here are too light for the job. These blocks will have to be returned to Boom Defence before Net Laying Operations start. Crew dismantling winch that has to be returned to Halifax.

Friday, February 5th, 1943.

Weather Conditions:- Very mild, thaw.
Temperature:- 34° above zero.
Working Party:- 2 men.

Operations:-

Very heavy rain and crew did not work. Thaw and rain continued all day. Some ice broke up inthe Bay and drifted out.

The following gear arrived today:
Two - 2 inch Gas Pumps.
Four- 4 inch Gas Pumps.
One - 1½ inch Gas Pump.
One - 105 C.F. Compressor.
One - Three Drum Steam Hoist to take the place of hoist that has to be returned.
Four- Tandem blocks - heavy.

.....10

aturday, February 6th, 1943.

Weather Conditions:- Mild.
Temperature:- 30° above zero.
Working Party:- 31 men.

Operations:-
Dismantling winch and digging out the holding down anchors that hold winch in place.
Pumps and gear being unloaded from flat car.

Sunday, February 7th, 1943.

Weather Conditions:- Fair.
Temperature:- 27 above zero.
Working Party:- 31 men.

Operations:-
Dismantling of winch and unloading gear continues.

Monday, February 8th, 1943.

Weather Conditions:- Thaw. Mild.
Temperature:- 32° above zero.
Working Party:- 31 men.

Operations:-
Unloading gear and dismantling winch that has to be returned to Foundation Company.
Ice breaking up in Bay.

SGD: (P.F. Squibb)

LIEUTENANT, R.C.N.R.

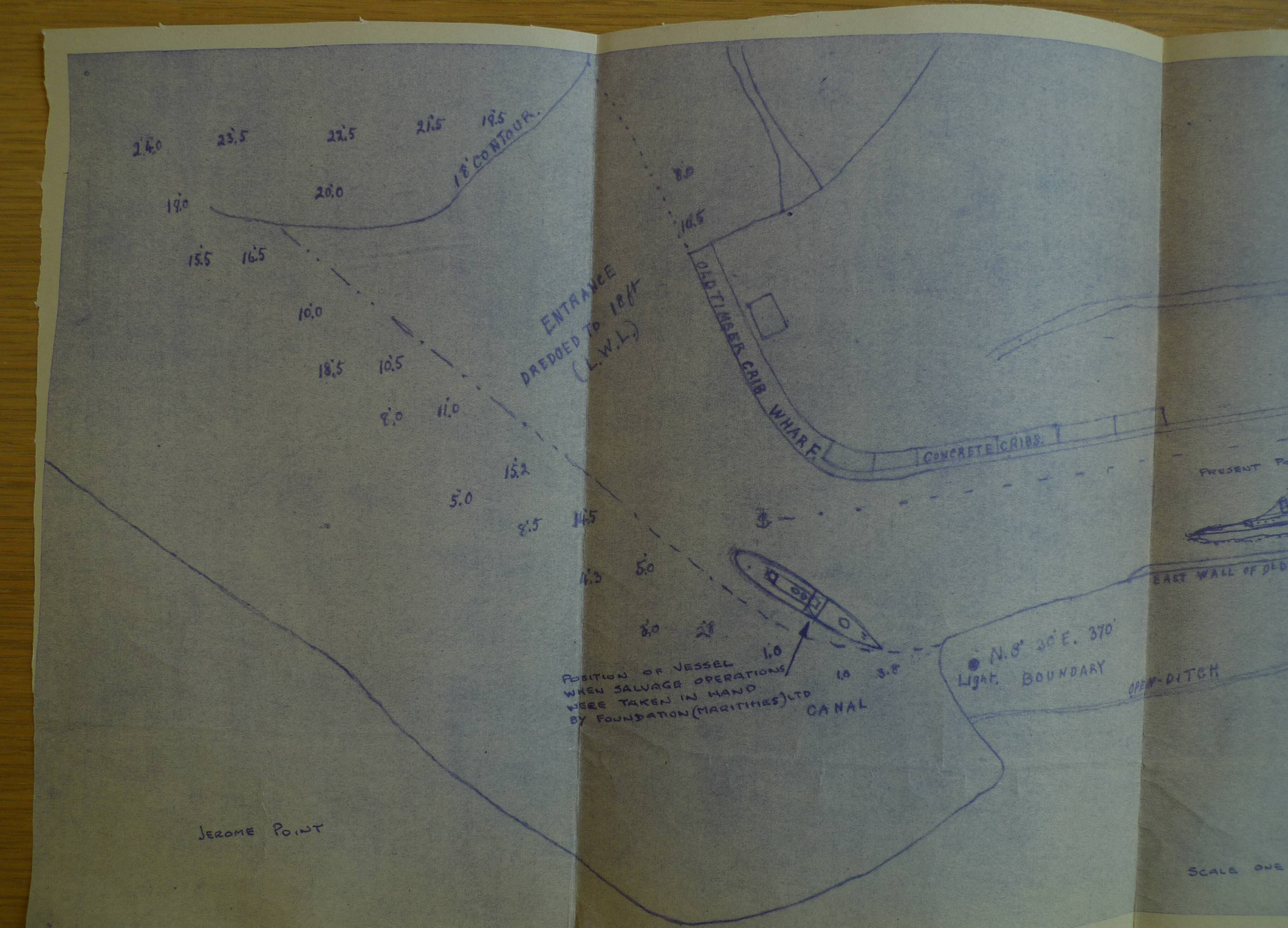


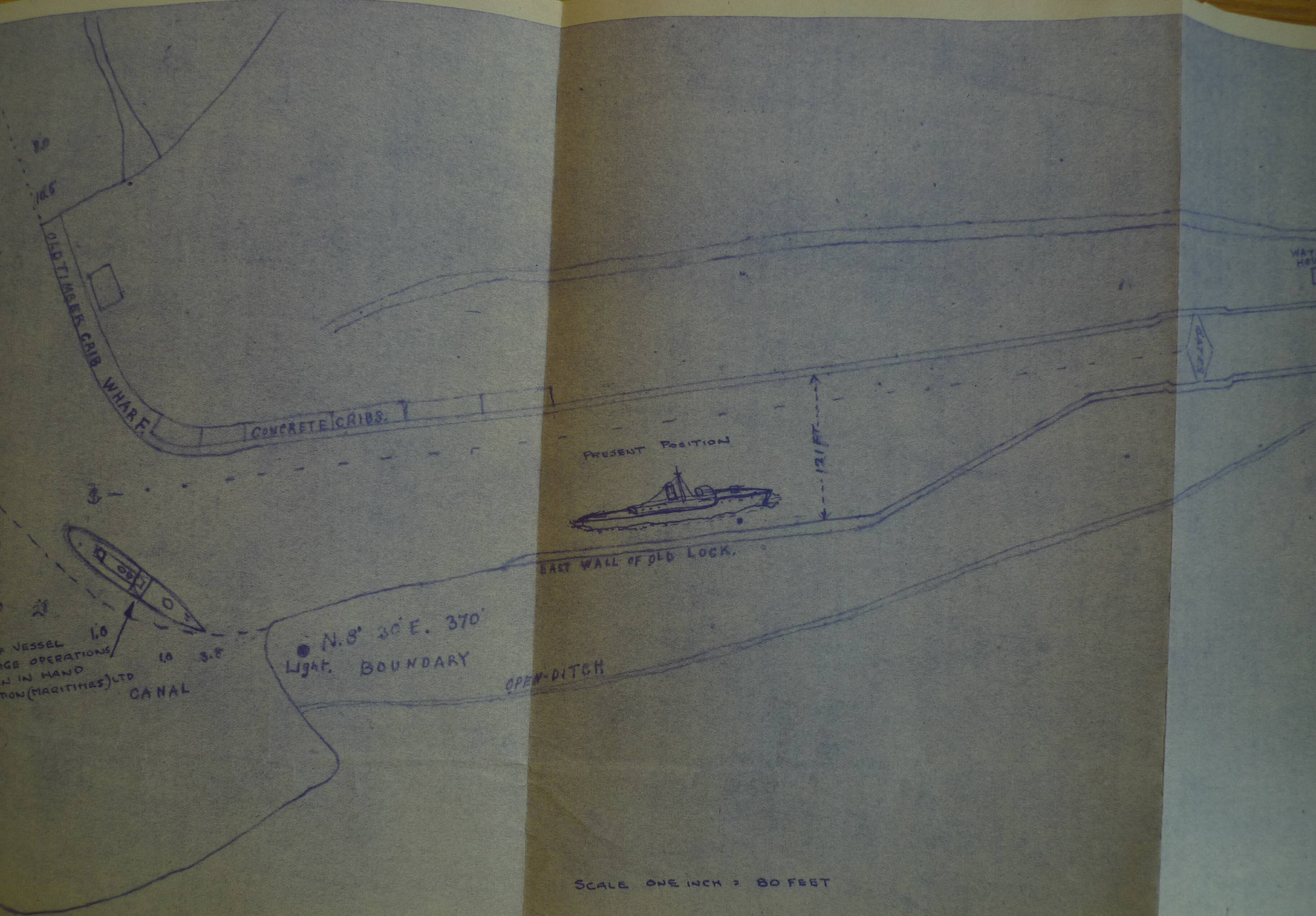


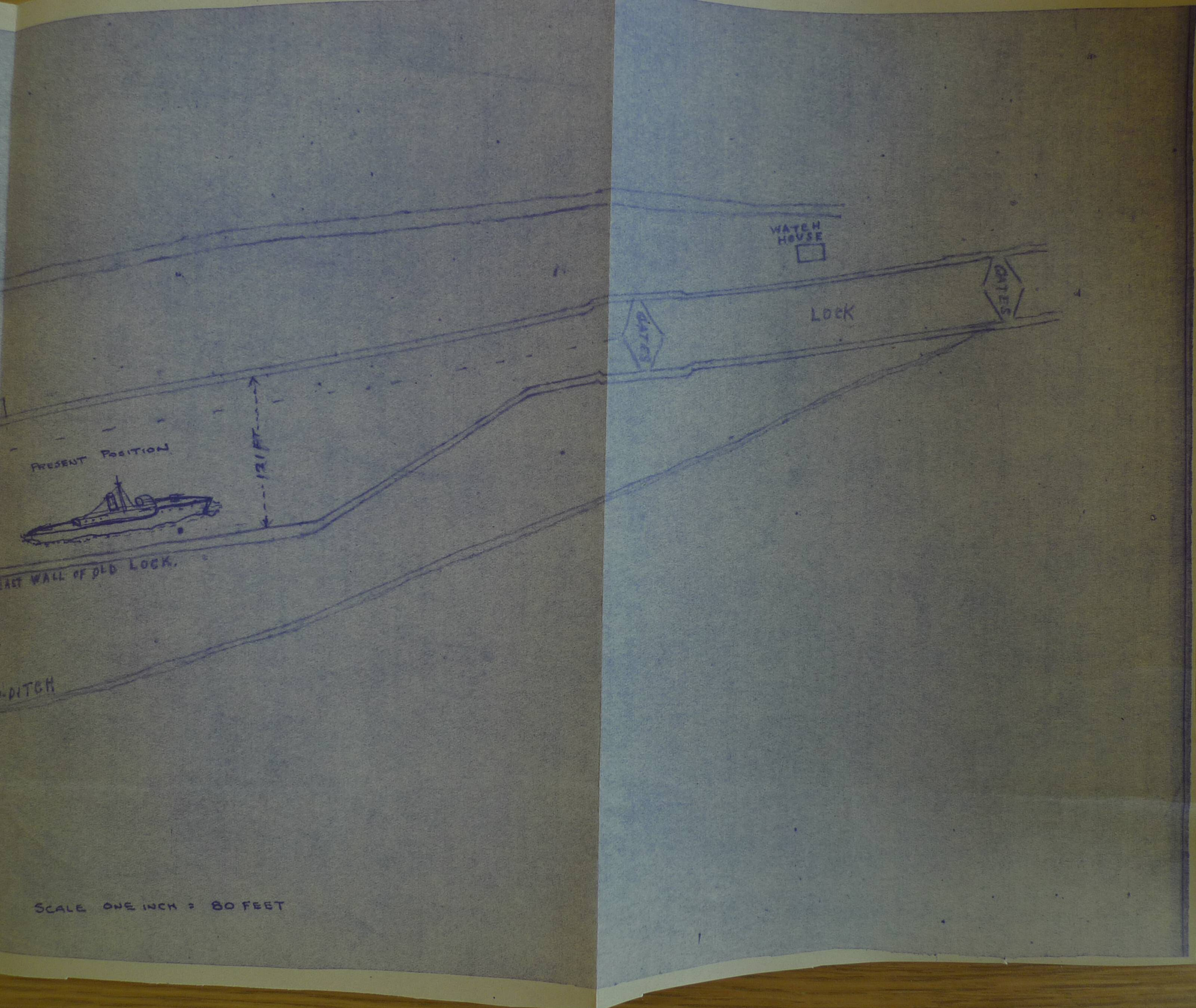







24.0
23.5
22.5
21.5
19.5
18' CONTOUR.
19.0
20.0
15.5
16.5
10.0
18.5
10.5
8.0
11.0
ENTRANCE
DREDGED TO 18ft
(L.W.L.)
15.2
5.0
8.5
14.5
4.3
5.0
3.0
2.8
1.0
POSITION OF VESSEL
WHEN SALVAGE OPERATIONS
WERE TAKEN IN HAND
BY FOUNDATION (MARITIMES) LTD
JEROME POINT
8.0
10.5
CRIB TIMBER CRIB WHARF.
CONCRETE CRIBS.
CANAL
N. 8° 30' E. 370'
Light.
BOUNDARY
OPEN-DITCH
EAST WALL OF DRY
PRESENT
SCALE ONE


10.5
OLD TIMBER CRIB WHARF
CONCRETE CRIBS.
PRESENT POSITION
121 FT.
EAST WALL OF OLD LOCK.
F VESSEL
GE OPERATIONS
N IN HAND
TION (MARITIMES) LTD
1.0
1.0
3.8
CANAL
N. 8° 30' E. 370'
Light.
BOUNDARY
OPEN-DITCH
SCALE ONE INCH = 80 FEET



SCALE ONE INCH = 80 FEET

DRAFTED BY D.G.S.

N.S. 1057-196-6

GLS/EC

By Hand.

4th February, 1943.

Dear Sir,-

Attention, Mr. Yuill.

Reference conversation of 29th January, 1943, between Mr. Yuill and Engineer Rear-Admiral G.L. Stephens regarding repairs to H.M.C.S. "QUINTE".

2. Salvage operations on this ship at St. Peter's Bay, Cape Breton, N.S., have been temporarily abandoned owing to severe ice conditions. It is proposed that when ship is right to place Emergency Repair Agreement with Pictou Foundry Company for stripping down of auxiliary machinery, etc.

3. This firm is ready to undertake the work, but state that owing to lack of adequate living accommodation in the vicinity, it will have to erect temporary bunkhouse for 30 men at an estimated cost of $1500.00.

4. Written confirmation is requested that this cost can be included in the Emergency Repair Agreement charges.

Yours truly,

4.2.

Secretary, Naval Board.

The Director General, Shipbuilding Branch,
Department of Munitions and Supply,
OTTAWA, Ont.

[illegible] Pictou, N.S., it is proposed to utilize the services of Messrs. The Pictou Foundry Co. Ltd. in connection with the removal of as much of the auxiliary machinery, piping and other valuable equipment as possible. This could be examined

DRAFTED BY C.O.A.C.

C.O.A.C./D.H. 701-5-4 "2"

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

DEPT. NATIONAL DEFENCE
FEB -6 1943
N.S. 1057-196-6
CANADA

8673

TO:

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

THE SECRETARY, NAVAL BOARD,
DEPT. OF NATIONAL DEFENCE,
OTTAWA, CANADA.

February 4th, 1943

D.N.I.
D.T.D.
500 D.O.D. Feb 8/43 W.J.F. 15/2
D. of P.
D.S.D.
V.C.N.S. ✓
C.N.S. ✓ met
STAFF

45769

~~44540~~

REFERRED

TO		INIT	DATE
CNEC	✓		
DNC			
DNED			
DSR	✓	[illegible]	9/2/43
DEE			
EX. A			
CUR.			
B.A.			
D.SEC			
P.A.			

Staff ✓

yes action taken re para 6. yes 2/2/43

H.M.C.S. "QUINTE" - SALVAGE OPERATIONS

Submitted for the information of the Department, with reference to the above-mentioned subject.

2. Reference was made in a preliminary report dated the 6th of January, 1943, Dockyard reference No. D.H./C.O.A.C. 701-5-4, to the circumstances leading to the placing of H.M.C.S. "QUINTE" alongside St. Peters Canal wall, subsequent to which she careened over and was lying on her side in 18 feet of water at low tide.

3. Lieut. (E) P.F. Squibb, R.C.N.R. was sent to St. Peters as the representative of the Naval Service. He was instructed to render all possible assistance, but not to interfere with the operations of the Salvage Company unless, in his opinion, the procedure being followed was not in the best interests of the Service. The work proceeded satisfactorily, in accordance with the attached daily report rendered by Lieutenant Squibb, although owing to the severe weather conditions, it has not been possible to complete the operation of moving the vessel away from the Canal wall and into an upright position.

4. The weather conditions experienced between the 30th of December, 1942 to the present date were exceptionally severe, and have retarded the progress of salvage work to an extent that has rendered it necessary to abandon all further effort until it is possible to move a salvage vessel alongside the "QUINTE" or to get portable pumps to the Canal wall and start pumping from that position, as explained in Messrs. The Foundation Maritime Company's letter dated the 1st of February, 1943, a copy of which is attached.

5. In the event of the vessel being brought into an upright position before the opening of the spring season at Pictou, N.S., it is proposed to utilize the services of Messrs. The Pictou Foundry Co. Ltd. in connection with the removal of as much of the auxiliary machinery, piping and other valuable equipment as possible. This could be examined and reconditioned at Pictou during the remainder of the closed season, with a view to replacement when the hull repairs have been dealt with.

6. Should it be possible to start work as mentioned in the previous paragraph, Pictou Foundry Co. would probably employ about 30 men at St. Peters, for

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whom they would have to provide temporary living accommodation at a cost of $1,500.00, as quoted in their letter dated the 1st of February, a copy of which is also attached. Provisional approval of this expenditure is requested, observing that no alternative accommodation is available.

(F.H. Jefferson)
Engineer Captain, R.C.N.
(For) COMMANDING OFFICER ATLANTIC COAST

FHJ:MM

Enclosure

PICTOU FOUNDRY AND MACHINE COMPANY LIMITED

PICTOU, N.S.

February 1st, 1943

Lieut. Comdr. (E) H. Killop, R.C.N.R.,
Resident Engineer Overseer,
Pictou, N. S.

Dear Sir:

As per your request of today's date regarding the cost of constructing and equipping a suitable staff house to accommodate thirty (30) men, which we feel will be a minimum number at the St. Peter's job in connection with the salvage of the H.M.C.S. "Quinte", we are pleased to advise that our estimate on this cost of construction and providing for the equipment for accommodation of our men will be Fifteen Hundred ($1,500.00) Dollars.

Trusting that this is the information you require, we remain,

Very truly yours,

PICTOU FOUNDRY & MACHINE COMPANY LIMITED

SGD: J.B. Ferguson

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conditions.

It is utterly impracticable to consider the dispatch of a salvage vessel to the scene seeing that a Government Ice-

February 1st, 1943

Engineer Captain F.H. Jefferson, R.C.N.,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "QUINTE"

We confirm our conversation at meeting with you on January 30th.

All rigging and heaving apparatus has been installed in an attempt to upright this vessels and uprighting has been particularly successful, the vessel having been rolled until she is now lying at a list of about fifty degrees to port, as compared wuth former position of ninety degrees list.

However, we have determined that in order to upright the vessel any further it will be necessary to heave her bodily further away from the canal wall and it has been found impracticable as yet to move her further away in her present flooded condition.

We discussed the possibility of making further attempts to heave the vessel away from the wall by the use of heavier gear but we agreed that this was probably inadvisable due to the danger that such attempts would cause serious damage to the hull, particularly in way of the port bilge.

Weather conditions in the area where the vessel is lying have been exceedingly severe and the entire St. Peter's Bay is completely frozen over with heavy ice up to eighteen inches thick, rafting with each tide. This as you know, is an abnormal condition, as during an ordinary winter the Bay is seldom completely blocked for any long periods. These severe ice conditions have of course very seriously impeded and delayed the progress of our work.

As the vessel now lies, it would, except for the above-mentioned conditions be practicable, to place pumps and pump out several of her compartments, possibly to the extent that the vessel could be given sufficient buoyancy to permit her being hauled further off the wall, in which event we have little doubt that she could then be uprighted. Under present conditions however, it is practically impossible to place pumps and do any effective pumping. Pumps can be brought to the farnside of the canal by rail or truck byt there is no means of transportation across the canal under these winter conditions.

It is utterly impracticable to consider the dispatch of a salvage vessel to the scene seeing that a Government Ice-breaker recently made an attempt to break her way in to this area and was unable to get closer than several miles.

However, we are arranging to dispatch portable pumps by rail and will have these pumps available on the western side of the canal and at the first opportunity these pumps will be moved across to the other side and installed, ready for pumping. The heaving and rolling gear will all be left in position ready for use when opportunity affords. In this connection, several heavy single sheave blocks were loaned by Naval Boom

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DRAFTED BY F.C.P.

8673

efence Department at Sydney for this job and it is requested that we be permitted to retain these on loan throughout this operation.

We wish to assure that we are fully alive to the urgency of the completion of this salvage operation as quickly as possible but we are convinced that in this manner the job can be completed as expeditiously as possible under the circumstances and without taking undue risk of further damage to the hull.

We would be pleased if you would advise your concurrence in this program.

Yours very truly,

FOUNDATION MARITIME LIMITED,

SGD: E.M. Woollcombe
GENERAL MANAGER

c.c. Montreal Office.
Commander Rayner,
For Commanding Officer, H.M.C. Dockyard.

LIEUTENANT (E), R.C.N.R.

DRAFTED BY D.G.D.

COPY

(NAVAL SERVICE)

E T

St.Peters, Cape Breton, N.S.,
30th December, 1942.

8673

TO: Engineer Captain F.H. Jefferson, R.C.N.,
Supervising Naval Engineer Maritimes,
H.M.C. Dockyard,
Halifax, N.S.

FROM: Lieutenant (E) P.F. Squibb, R.C.N.R.,
Boom Defence Maintenance Engineer.

- -

SALVAGE REPORT ON H.M.C.S. "QUINTE"

- -

Submitted:-

Further to a telephoned report to Lieutenant Commander Byers, R.C.N.R.

2. On Wednesday, 30th December, 1942, a thorough survey was carried out on H.M.C.S."Quinte". Vessel was found to be laying on her port side in twenty-six feet of water inside entrance of Canal on the east side of Canal Wall.
Decided the best way to raise vessel to the vertical was to place two "A" frames on the east side of Canal Wall, and to pass a cable around ship's stern making it fast to base of ship's stern winch and take it over the starboard side and under vessel to pull up on the port side to a set of blocks on No. 2 "A" frame.
Also a cable made fast to the base of ship's gun forward passing over the starboard side and under vessel to pull up on the port side to a set of blocks on No. 1 "A" frame so as to parbuckle the vessel. Cables will have to be rigged and placed on the west side of Canal Wall to draw Vessel away from east side of wall, as the bottom of Vessel will jam against Canal Wall if this is not carried out. This will also help to parbuckle the Vessel to an upright position.

3. Reports of daily operations following.

(P.F.Squibb)

LIEUTENANT (E), R.C.N.R.

DRAFTED BY R C B

COPY

DAILY REPORTS ON SALVAGE OPERATIONS

TO H.M.C.S. "QUINTE"

(From 30th December/42 to 27th January/43)

Wednesday, 30th December, 1942.

Weather Conditions:- Dull. Mild.
Temperature:- 28° above zero.
Working Party:- 9 men.

Operations:-
Four ground anchor holes have been dug and cables placed. More men will have to be employed, and the right kind of gear for the operation should be here, also a diver is urgently required so as to get on with the work of patching holes in bottom of ship, due to the fact that the time factor is of great importance before real bad weather sets in.

Thursday, 31st December, 1942.

Weather Conditions:- Dull. Mild.
Temperature:- 27° above zero.
Working Party:- 9 men.

Operations:-
Constructed wire slings across Canal so as to get heavy timbers across for construction of "A" frames.
Several pieces taken across and hauled into prospective position.

Friday, 1st January, 1943.

Weather Conditions:- Mild. Rain.
Temperature:- 32° above zero.
Working Party:- 13 men.

Operations:-
Placing large timbers for one "A" frame and commenced rigging for one hoist and boiler.
All ice from Bay drifted out at about 7 A.M. this morning.
Light ice in Canal Channel.
No navigation in Canal.

Saturday, 2nd January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 30° above zero.
Working Party:- 14 men.

Operations:-
General work on "A" frame for stern pull.
Temporary shack under construction for workmen.
One boiler and one hoist placed in position.
Wind changed during night and light ice was carried back into Canal.

Sunday, 3rd January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 26° above Zero.
Working Party:- 18 men.

Operations:-
Second "A" frame well under construction and first "A" frame ready to be placed at quay wall.
Boiler installation in progress and hoisting machine being lined up.

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Friday, 4th January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 6° above zero.
Working Party:- 18 men.

Operations:-
First "A" frame in place at quay wall, supports in position and guy wires ready to install. Second "A" frame completing construction and being made ready for bracing.
Ice in Bay has returned and Canal Channel is blocked to depths of 8 inches.

Tuesday, 5th January, 1943.

Weather Conditions:- Dull. Cold.
Temperature:- 10° above zero.
Working Party:- 18 men.

Operations:-
First "A" frame in position and timber braces lined up supporting frame, also tie wires attached and connections made to anchor piers.
Second "A" frame in place at quay wall and timber braces installed but not in final position, installation of boiler and hoisting machines in progress, hoisting machines, ground anchors and braces completed.
Ice Conditions still prevail and ice has thickened to depth of one foot.

Wednesday, 6th January, 1943.

Weather Conditions:- Snowing. Cold.
Temperature:- 14° above zero.
Working Party:- 19 men.

Operations:-
First "A" frame firmly in place and second "A" frame in position, timber braces made secure. Both "A" frames have guy wires installed and ready to tighten up. Wire cables passed under Vessel and fastened to both sides of Canal but not actually in correct position.
Ice conditions still bad in Canal, about half mile out into the Bay. Blustery snow at night and today.

Thursday, 7th January, 1943.

Weather Conditions:- Blustery. Snow.
Temperature:- 10° above zero.
Working Party:- 30 men.

Operations:-
Both "A" frames well in position, braces and guy wires made secure. Cables being laid out across Canal for hook up to sling cables under Vessel. Boiler and hoist installation continues.
Ice conditions still bad in Canal.

Friday, 8th January, 1943.

Weather Conditions:- Fine. Cold.
Temperature:- 8° above zero.
Working Party:- 28 men.

Operations:-
Heavy three sheave blocks placed in position on both "A" frames and cable reeved through on one set only.
Boiler and hoist installation nearing completion.

DRAFTED BY D.O.D.

...bles across Canal being lowered ready to place under bow of ship.
Ice conditions still bad in Canal.

Saturday, 9th January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 10° above zero.
Working Party:- 30 men.

Operations:-
Cables placed on ground anchors.
Ice being cleared away by man power around ship.
Cables being lined up for connection to hoisting machines.
Naval Ratings removed depth charges which may interfere with operations.
One diver and tender arrived today.

Sunday, 10th January, 1943.

Weather Conditions:- Dull. Cold.
Temperature:- 8° above zero.
Working Party:- 30 men.

Operations:-
Ice being cut away from ship by man power.
Diver made inspection of keel and placed cables in position under ship.

Monday, 11th January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 8° below zero.
Working Party:- 30 men.

Operations:-
Continue to cut ice away from ship and keep channel clear for diving operations. Diver and several surface helpers placed cable around holding at stern end of ship.
Two large sets of rubbing strips placed on ship's deck to prevent chaffing of cables.
Steam hoist in operation this afternoon taking up slack on some of the cables now under the ice.

Tuesday, 12th January, 1943.

Weather Conditions:- Dull. Becoming milder.
Temperature:- 10° above zero.
Working Party:- 30 men.

Operations:-
Continuing to keep ice clear of ship in order that diver operations may be carried out and cables to ship lined up to holdings on deck of ship.
Two sets of rubbing strips completed on ship's deck.
Steam hoist in operation this afternoon taking up slack cables across ice.
Capt. Featherstone visited here today.

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DRAFTED BY D.C.D.

- Cont'd -

esday, 13th January, 1943.

eather Conditions:- Dull. Snowing.
Temperature:- 19° above zero.
Working Party:- 30 men.

Operations:-
One "A" frame rigging complete and one set of three sheave blocks attached to sling around gun base on fore part of ship and all slack taken up.
Several large slabs of stone located on Canal bottom between ships keel and quay wall. Diver investigated for way to remove these obstructions.
Ice still being removed from ship's positions to facilitate work on deck by diver.

Thursday, 14th January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 22° above zero.
Working Party:- 30 men.

Operations:-
Diver located several large stone slabs between keel and quay wall and attempts to bring them to surface were not successful on account of faulty tackle and grabs.
Diver has moved smaller rocks out of the way but further attempts are being made to remove large r stones.
Some difficulty has been encountered in placing large cable around hull of ship owing to obstructions.
Further investigation will go on tomorrow.
Capt. Featherstone at project today.

Friday, 15th January, 1943.

Weather Conditions:- Dull. Snowing.
Temperature:- 19° above zero.
Working Party:- 30 men.

Operations:-
Tide and wind broke up ice to some extent at entrance to Canal, so that with man power the vessel has been freed from ice this a.m. There is still ice in channel from bow of vessel to canal gates. Diver and surface crew attempted to bring cables forward on bottom of keel by seesaw action with aid of steam winches.
Capt. Featherstone visited heretoday.
Diver removed rocks from under Vessel to a safe distance.
Crew of "Quinte" cleaning up gear that has been removed from wreck.

Saturday, 16th January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 22° above zero.
Working Party:- 30 men.

Operations:-
Checked over all cables and blocks in morning, preparatory to giving vessel a pull on the rising tide.
Attempts were made in the afternoon to right vessel and operations were successful at the start, but 2" cable at stern

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eared to wear through and broke, allowing stern end
settle back to original position after rising about 1 ft.
Bow remained suspended on forward "A" frame and had to be lowered into original position.
Capt. Featherstone at project today.

Sunday, 17th January, 1943.

Weather Conditions:- Fine. Milder.
Temperature:- 28° above zero.
Working Party:- 30 men.

Operations:-
New 2" cable placed around vessel and fresh rigging connecting up to "A" frame at stern end, and one set of lough tackle installed here.
Further rigging for another set of lough blocks at bow end "A" frame to ease load on winches.

Monday, 18th January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 8° below zero.
Working Party:- 30 men.

Operations:-
Additional blocks and reel 7/8" cable arrived by truck this a.m. Gear too light for this kind of operation. One set of triple blocks installed at bow end as lough tackle for hoisting and slack taken up on blocks from "A" frame to ship's gun.
Another wire attached to wire around ship and fastened to bits to prevent hoisting cable from slipping on ship's stern, as it was impossible to pass cable right into position on stern end.

Tuesday, 19th January, 1943.

Weather Conditions:- Dull.
Temperatures:- 14° above zero.
Working Party:- 30 men.

Operations:-
At high tide early this a.m. an attempt was made to right ship and results with aid of additional tackle have proven so far successful. Vessel has started to right without further trouble, but for one or two minor details. The fin on the starboard side will have to be cut away to allow vessel to come upright against side of quay wall, and at low water a heavier cable is being attached to forward lift as the tendency is for present cable to wear through. Position of vessel is approximately 30°.

Wednesday, 20th January, 1943.

Weather Conditions:- Terrific N.W. Wind.
Temperature:- 12° above zero.
Working Party:- 30 men.

Operations:-
The rolling fin on the starboard side was cut away and all ice removed from quay wall and side of ship, while another hitch was taken to draw Vessel away from wall.
A few more inches were gained, but no great force was used today

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DRAFTED BY D.O.D.

all gear was extremely frosty. The Vessel's position still remains at approximately 30°.
"A" frames holding total weight have no sign of movement or weakening.
Atlantic approach to Canal is ice bound.

Thursday, 21st January, 1943.

Weather Conditions:- Drifting Snow.
Temperature:- 14° above zero.
Working Party:- 30 men.

Operations:-
Small crew out this a.m. checking over cables for any slackening. Vessel still in same position as previous report. Operations were discontinued owing to severity of weather.

Friday, 22nd January, 1943.

Weather Conditions:- N.W. Wind.
Temperature:- 10° below zero.
Working Party:- 26 men.

Operations:-
Attempts were made to dislodge Vessel from quay wall, but great care had to be exercised owing to extreme frost conditions, so that only a matter of inches were gained in this operation. Vessel still remains firm at 30°.

Saturday, 23rd January, 1943.

Weather Conditions:- Moderate Wind.
Temperature:- 10° above zero.
Working Party:- 30 men.

Operations:-
Weather conditions have improved today, full crew out and attempts with fresh tackle and rigging are in progress to loosen vessel from quay wall. It appears that vessel is leaning towards wall for when tackle from "A" frames is slackened vessel does not slack back.
Heavy ice cut away from deck side of vessel so that another pull can be undertaken.
An ice boom has been placed to keep ice from drifting back into Canal.

Sunday, 24th January, 1943.

Weather Conditions:- Fine. Clear.
Temperature:- 21o above zero.
Working Party:- 3 men.

Operations:-
No major operations this day.

Monday, 25th January, 1943.

Weather Conditions:- Dull. Milder.
Temperature:- 23° above zero.
Working Party:- 30 men.

Operations:-
Another attempt was tried today at high water to free vessel from wall. While waiting arrival of additional blocks and cables from Halifax, connected one set of lough

DRAFTED BY P.O.D.

tackle to stern end and tried with single pull. Slackening very slightly on stern "A" frame, only slight movement is noticeable. Vessel still remains at angle of 30°.

Tuesday, 26th January, 1943.

Weather Conditions:- Fine and Mild.
Temperature:- 28° above zero.
Working Party:- 30 men.

Operations:-
Vessel still at 30° angle.
Fresh tackle installed and attempts made to pull ship away from quay wall, first by pulling stern line, then bow line, but tide was going down and results were not noticeable. At midnight tonight another attempt was made with high tide, and efforts seemed hopeful. Ship moved out about two inches, only cable at stern end parted from 2" parbuckle and night operations came to a close.

Wednesday, 27th January, 1943.

Weather Conditions:- Fine. Cold.
Temperature:- 15° above zero.
Working Party:- 28 men.

Operations:-
Placing fresh cable from Vessel to blocks which had parted last night, and hooking up stern cables again. Bow cables remained intact, despite heavy strain. Vessel remains at same angle of 30°. Work was not finalized sufficient for pull at high tide which was 12.41 p.m.

(P. F. Squibb)
Lieutenant (E), R.C.N.R.

DRAFTED BY D.G.D.

N.S. 1057-196-6/1

NAVAL SERVICE

MEMORANDUM TO C.N.E.C.

With reference to your memorandum of the 5th instant which reached me late Monday, I have considered the position of the Department and in my view the most important point now to be established is the cause of the careening of the Ship after she had been brought in an upright position safely alongside the Canal wall.

2. I have read the "No cure, no pay" Salvage Agreement and pursuant to Clause 3 of the Agreement if there has been no negligence or want of ordinary skill and care on the part of the Contractor, then he would be entitled to reasonable remuneration notwithstanding the "no cure, no pay" principle.

3. In order to clear the point and establish clearly the Department's position, I have drafted for transmission to C.O.A.C. a memorandum which I have attached to the flyleaf of this file. If this memorandum meets with your concurrence, it will be appreciated if you will so indicate on the file copy.

D. G. Macdonald

DEPUTY JUDGE ADVOCATE GENERAL (NAVY).

D. N. I.
D. T. D.
S o N
A S o N
D. O. D.
D. of P.
D. S. D.
V C N S.
C. N. S.
STAFF
INDIA
REFER TO:

45726

O T T A W A, February 10th, 1943.

Concur
12/2/43.

5. In view of the above and the unsatisfactory condition of this ship at the present time, it is requested you will carefully examine this whole matter and advise if you consider the Department is properly protected, and if not

DRAFTED BY R C N

NS. 1057-196-6/1

February 10th, 1943.

M E M O R A N D U M :

H.M.C.S. "QUINTE" - SALVAGE OPERATIONS

With reference to your C.O.A.C.D.H. 701-5-4 "2" of January 12th,1943, and subsequent communications, it is observed that there does not appear to have been any satisfactory explanation given to date as to why this ship careened after having been brought into an upright position alongside the Canal wall.

2. The remarks contained in the last sentence of Paragraph 9 of your memorandum of January 12th imply that the Foundation Maritime Limited failed to take all possible steps to secure the ship and any negligence or want of skill and care on their part is of great importance having regard to the conditions set out in Clause 3 of the "No cure, no pay" Agreement.

3. In order to establish the Department's position in the matter, it is extremely important that all possible information be obtained as to the cause of the careening, and consequently it is requested that most careful inquiries be made in this respect and that a full report be forwarded at the earliest possible moment.

4. It is not suggested that anything in the nature of a formal inquiry should be held at this time but it is essential that a comprehensive statement of the facts be made.

BY ORDER.

Dispatched by Sec. N. B. 13/2 10.00 Date Time

DEPUTY SECRETARY, NAVAL BOARD.

The Commanding Officer Atlantic Coast.

Concurs 12/2/43

5. In view of the above and the unsatisfactory condition of this ship at the present time, it is requested you will carefully examine this whole matter and advise if you consider the Department was properly protected, and if not, you will prepare a letter for transmission to C.O.A.C.

GLS/EC N.S. 1057-196-6

NAVAL SERVICE

Memorandum to D.J.A.G.(N):

Reference attached correspondence regarding salvage of H.M.C.S. "QUINTE".

2. C.O.A.C. advised in his message 1600/3/12/42 that he was arranging with Foundation Maritime Limited to undertake salvage for delivery at Halifax on Lloyd's open form. He also advised that London Salvage Association was too busy at present to undertake supervision but hoped to obtain their assistance in assessing claims in case of successful salvage by Foundation Maritime.

3. As you will note by C.O.A.C.'s message 1955/3/2/43, this vessel is still not salvaged and in a position where further damage to machinery and equipment, etc. due to frost and rusting is liable to occur, as no work can be carried out to this equipment in the present position. Foundation Maritime confirmed by letter of December 16th that they would accept the salvaging on Lloyd's Form Salvage Agreement "No cure, no pay". No further information has been received from C.O.A.C. that the London Salvage Association or any other assessor has been definitely arranged for in connection with adjustments of any claims made by the Foundation Maritime.

4. It will also be noted that while it is a so-called "no cure, no pay" agreement, under certain conditions the Salvage Company can claim without complete cure provided there is no negligence or carelessness on their part. In this connection, it is noted that in para. 9 of C.O.A.C.'s submission D.H. 701-5-4 "2" it is stated -

> "It is not understood why this careening should have occurred alongside a concrete dock wall well fitted with bollards, and with trees further back to which preventer cables might have been attached".

This statement would appear to imply that the Foundation Maritime Limited did not take all the possible steps to secure the ship, and as a result of the ship turning over, it is obvious the salvage claims will in the end be higher and the repair cost considerably increased due to further damage to the ship and equipment by exposure.

5. In view of the above and the unsatisfactory condition of this ship at the present time, it is requested you will carefully examine this whole matter and advise if you consider the Department is properly protected, and if not, you will prepare a letter for transmission to C.O.A.C.

4.5.

(G. L. Stephens)
Engineer Rear-Admiral, R.C.N.,
C. N. E. C.

Ottawa, Feb. 5, 1943.

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From:
NOIC SYDNEY C.B.

1057-196-6

~~A.C. HALIFAX N.S.~~ IMPORTANT
~~NSHQ OTTAWA~~
D HALIFAX
STADACONA
H.M.C.S. QUINTE
~~CXO MULGRAVE~~

VCNS
DGD
DSD
DTD
DNI
NDA
D OF P
CNP

PROPOSE THAT COMMANDING OFFICER LIEUTENANT WALKER SUB-LIEUTENANT MACLEAN AND ENGINEER OFFICER STANDBY H.M.C.S. "QUINTE" WITH MAINTENANCE PARTY OF ABOUT 6 STAMEN AND 6 STOKERS AND THAT REMAINDER OF SHIP COMPANY PROCEED TO HALIFAX IN CHARGE OF LIEUTENANT LAING. MAJORITY OF RATINGS HAVE LOST HAMMOCKS AND PERSONAL GEAR.

C.B.'S AND R.D.F. SET WERE EMBARKED IN Q 093 AND ARRIVED SYDNEY C.B. TODAY SATURDAY.

19302/5

TH-105 CODE TOR 0411Z/6/12/42 JD 4009

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From: C O A C

S E C R E T NOT W/T

...Q. OTTAWA
NOIC SYDNEY

1057-196-6

VCNS
DOD
DTD
DNI
D SEC SUP

NOIC SYDNEY REPORTS SALVAGE HMCS QUINTE IS BEYOND CAPACITY OF HIS RESOURCES. AM ARRANGING FOUNDATION MARITIME TO UNDERTAKE SALVAGE, FOR DELIVERY AT HALIFAX, ON LLOYD OPEN FORM. LONDON SALVAGE ASSOCIATION TOO BUSY AT PRESENT TO UNDERTAKE SUPER - VISION BUT I HOPE TO OBTAIN THEIR ASSISTANCE IN ASSESSING CLAIMS IN CASE OF SUCCESSFUL SALVAGE BY FOUNDATION CO.

1600Z/3

TH--258 P/L TOR 1619Z/3/12/42 P/L 2106

Cyphering or Coding:

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From:

COAC
(R) NSHQ

IMPORTANT

SECRET NOT W/T

NOIC SYDNEY

1057-196-6

VCNS
DOD
DTD
DNI
D OF P
CNEC
D/SEC/SUP

BASE ENGINEER OFFICER HAS INSPECTED "QUINTE" AND REPORTS VESSEL MAKING WATER STARBOARD SIDE NUMBER 1 AND 2 BOILER ROOMS AND ENGINE ROOM DAMAGE IS SERIOUS BUT NOT CONSIDERED ACUTE. WITH ASSISTANCE OF DIVER, SUITABLE TUG AND PUMPS IT IS CONSIDERED VESSEL CAN BE PUMPED OUT, REFLOATED AND TOWED TO PICTOU, N.S. TUG "CRUIZER WILL NOT PROCEED UNTIL A.M. TOMORROW IST AS PILOT REFUSES TO TAKE RESPONSIBILITY OF ENTERING BRAS D'OR LAKES IN DARKNESS. ENDEAVORING TO MAKE ARRANGEMENTS FOR DIVER AND PUMPS TO BE EMBARKED IN "CRUIZER" WILL KEEP YOU INFORMED OF PROGRESS.

01332/1

TH 41 P/L TOR02552/1/12/42 HY 00039

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From:

COAC
(R) NSHQ

IMPORTANT

SECRET NOT W/T

NOIC SYDNEY

1057-196-6

VCNS
DGD
DID
DNI
D OF P
CNEC
D/SEC/SUP

BASE ENGINEER OFFICER HAS INSPECTED "QUINTE" AND REPORTS VESSEL MAKING WATER STARBOARD SIDE NUMBER 1 AND 2 BOILER ROOMS AND ENGINE ROOM DAMAGE IS SERIOUS BUT NOT CONSIDERED ACUTE. WITH ASSISTANCE OF DIVER, SUITABLE TUG AND PUMPS IT IS CONSIDERED VESSEL CAN BE PUMPED OUT, REFLOATED AND TOWED TO PICTOU, N.S. TUG "CRUIZER WILL NOT PROCEED UNTIL A.M. TOMORROW IST AS PILOT REFUSES TO TAKE RESPONSIBILITY OF ENTERING BRAS D'OR LAKES IN DARKNESS. ENDEAVORING TO MAKE ARRANGEMENTS FOR DIVER AND PUMPS TO BE EMBARKED IN "CRUIZER" WILL KEEP YOU INFORMED OF PROGRESS.

01332/1

TH 41 P/L TOR02552/1/12/42 HY 00039

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From:

NOIC SYDNEY
(R) N.S.H. . OTTAWA
COAC,
CXOH.

2 093
1057-196-6

CNS
VCNS
DOD
DTD
DNI
D OF P
CNEC
D.SEC.SUP

MY 21582/30 PART 2

PUMPING ARRANGEMENTS MUST BE SUPPLIED.

POSSIBILITY OF SHIPS OWN PUMPS HOLDING WATER

ONCE BOILER ROOF DRY AND FUEL SUPPLIED.

NO AUXILIARY DYNAMOS ON BOARD.

AND BULKHEADS HOLDING. BOILERS BELEIVED

TO BE UNINJURED HAD % AERO PRESSURE WHEN

WATER ROSE TO BOILERS

MY D/F NOT RD/F.

GYRO COMPASS BELEIVED TO BE BADLY OUT.

NO ECHO SOUNDING GEAR. NO W/T.

NO COOKING FACILITIES. SHIP BEACHED ON SANDY

BOTTOM 205 YARDS FROM S ENTRANCE P SHORE OF

Cyphering or Coding:

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From:

H.M.C.S. QUINTE
(I) N.S.H.Q. OTTAWA

GXO MULGRAVE
NOI/C SYDNEY C.B.

IMPORTANT

SECRET CODE

C.O.A.C.

1057-196-6

DOD
DTD
DNI
D OF P

YOUR POSITION IN LATITUDE AND LONGITUDE IS
REQUIRED IMMEDIATELY AS
1. BOX ISLAND DOES NOT AGREE WITH ST PETER BAY.
IF UNABLE TO TRANSMIT PASS INFORMATION BY NEAREST
TELEPHONE TO C.O.A.C. AND N.O.I/C SYDNEY C.B.

2107Z/30

TH-196 CODE TOR 23123/30/11/42 MB 22537

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

A.C.
N.S.H.Q. OTTAWA

From:
N.O.I.C. SYDNEY

1057-196-6

IMPORTANT

SECRET NOT W/T

VCNS
DOD
DSD
DED
DNI
D OF P
DDSD(X)

YOUR 2310/29 AND 1235/30, FOLLOWING ACTION HAS BEEN TAKEN TO DATE.

(A) "ELK" AND TUG "CRUIZEX" AND "HELENA" DESPATCHED TO VICINITY CIBOUX ISLAND TO ASSIST VIDE MY 0333/30.

(B) COMPEEN SALVAGE PARTY HAS BEEN DESPATCHED BY CAR FOR ST. PETERS BAY VIA MULGRAVE ON CHANCE THIS SHIP THERE. WAS THOUGHT QUICKER THAN SAILING BY FAIRMILE FROM SYDNEY.

(C) "QUINTE" CALLED UP ON ALL POSSIBLE W/T AND R/T WAVE LENGTHS WITHOUT SUCCESS.

(D) C.X.O. MULGRAVE INSTRUCTED TO CONFIRM LOCATION BUT NEGATIVE ANSWER RECEIVED.

(E) M.L. "Q 055" ENROUTE MULGRAVE INSTRUCTED TO WATCH NEIGHBOURHOOD ST. PETERS BAY CAREFULLY AND REPORT IF SHIP SIGHTED.

Ciphering or Coding:

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From:

(F) R.C.M.P. OUTPOSTS ASKED TO REPORT IF SHIP SIGHTED AND SPECIAL PATROL HAS BEEN SENT TO VICINITY ST. PETERS BAY.

(G) AIR FORCE REQUESTED TO LOCATE BUT UNABLE TO FLY.

(H) ATTEMPTS MADE TO CONTACT VARIOUS TELEPHONE CENTRES VICINITY ST. PETERS BAY BUT ALL LINES BROKENDOWN.

(I) TUG "CRUIZEX" STANDING BY WITH CREW AND STEAM UP AWAITING ORAS D'OR PILOT AND CONFIRMATION OF POSITION OF "QUINTE".

(J) C.X.O. MULGRAVE INSTRUCTED TO RENDER ALL POSSIBLE ASSISTANCE IF SHIP LOCATED.

18312/30

(RE: 2310/29 - ASSISTANCE TO BE SENT TO "QUINTE" AGROUND ON CIROUX ISLAND

12352/30 -ARRANGEMENTS TO BE MADE TO REFLOAT SHIP WHEN "QUINTE'S" POSITION IS KNOWN)

TH--169 P/L TOR 21232/30/11/42 ERMA 2243

Cyphering or Coding:

NAVAL MESSAGE

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

From:

C.O.A.C.
N.S.H.Q. OTTAWA
FOR INFORMATION

IMPORTANT

NOIC SYDNEY

1057-196-6

CNS
VCNS
DOD
DSD
DTD
DNI
D OF P
DDSD(Y)

LN 704 FROM Q093.

Q093 WE ARE STANDING BY QUINTE AT ST PETER LOCK.

KEEP CONTINUOUS WATCH ON 425 KC/S. QUINTE W/T OUT O

ACTION.

17502/30

TH 175 CODE TOR 21542/30/11/42 GBT 22499

Cyphering or Coding:

S. 1320H
15,000M-5-42 (4534)

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From:

C1/C SURREY IMPORTANT C.T.U. 24.1.2

1857-.196-6

VCNS
DCD
DCD
DNI
DDSD(Y)

AFLOAT PROCEEDING INWARD AT SLOW SPEED 1 MILE EAST OF CIBOUX LIGHT.

00554/30

20 W CDE TOR 03432/30/11/42 CF 22025

Cyphering or Coding

NAVAL MESSAGE

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1820D

NAVAL MESSAGE

From:

H Q OTTAWA

C O A C
1057-196-6

VCNS
DOD
D OF P
CNEC
D/SEC/SUP

SALVAGE OPERATIONS H M C S "QUINTE" ABANDONED TEMPORARILY OWING TO SEVERE ICE CONDITIONS WHICH ARE EXCEEDINGLY SEVERE IN WHOLE OF ST. PETER'S BAY AREA. SHIP HAS BEEN MOVED FROM POSITION 90° FROM UPRIGHT TO 50° BUT OWING TO STARBOARD BILGE KEEL (ROLLING CANAL WALL AND PORT BILGE KEEL PLOUGHING BOTTOM FURTHER EFFORTS TO MOVE HER AWAY FROM HULL AND) INTO AN UPRIGHT POSITION HAVE PROVED A FAILURE. DO NOT CONSIDER IT ADVISABLE TO SUBJECT HULL TO ADDITIONAL STRAIN OWING TO PROBABILITY OF FURTHER DAMAGE BY TEARING OUT OF PORT BILGE KEEL. AS RESULT OF DISCUSSION WITH FOUNDATION MARITIME LIMITED DECISION REACHED WAS THAT FURTHER PUMPING MUST BE RESORTED TO BEFORE SHIP CAN BE HAULED INTO UPRIGHT POSITION, BUT OWING TO ICE

Cyphering or Coding.	Recyphering or Recoding.	or Coder.	Office.

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

From:

CONDITIONS IT IS NOT POSSIBLE TO SEND SALVAGE VESSEL TO SCENE OF OPERATIONS. ARRANGEMENTS HAVE BEEN MADE TO DISPATCH PORTABLE PUMPS BY RAIL TO EASTERN SIDE OF CANAL. THE PUMPS WILL BE MOVED ACROSS TO THE OPPOSITE SIDE AND INSTALLED READY FOR USE AS SOON AS ICE CONDITIONS PERMIT. PROPOSE TO EMPLOY PICTOU FOUNDRY COMPANY FOR STRIPPING DOWN OF AUXILIARY MACHINERY AND PIPING, ETC. AS SOON AS POSITION OF SHIP PERMITS. FIRM IS READY TO UNDERTAKE WORK BUT STATE THAT OWING TO LACK OF ADEQUATE LIVING ACCOMMODATION IN VICINITY THEY WILL HAVE TO ERECT TEMPORARY BUNKHOUSE FOR 30 MEN AT COST OF $1,500.00 FOR WHICH, IN EVENT OF BEING ABLE TO START WORK, THE APPROVAL OF THE DEPARTMENT IS REQUESTED. ADEQUATE STORAGE SPACE AVAILABLE FOR SALVAGE EQUIPMENT IN FISH HOUSE NEAR CANAL WALL. FURTHER

Cyphering or Coding.	Recyphering or Recoding.	or Coder.	Office.	

NAVAL MESSAGE

NAVAL MESSAGE

40

COPY.

Instructions: of Priority, NOTWT rcise).		Intercept Group
N.O.I.C. SYDNEY	(R) N.S.H.Q. OTTAWA C.O.A.C. C.X.O.M.	FROM: Q 093

PART 1 REF YOUR 1944Z/30

ENGINE ROOM BOILER ROOMS AND NUMBER 1 FUEL TANK FLOODED.

FOREPEAK AND LOWER PAINT LOCKER LOWER NAVAL STORE ROOM AND

A/S COMPARTMENT FLOODING

GLAND COMPARTMENT AND SPIRIT ROOMS FLOODED

8 DYNAMOS A/S DOME COMPLETELY OUT OF USE

2158Z/30

(RE: REPORT CONDITION OF QUINTE AS FULLY AS POSSIBLE)

TH-105 CODE TOR 1250Z/1/12/42 MB 291

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

NAVAL MESSAGE

38

NAVAL MESSAGE

COPY.

Originators Instructions: (Indication of Priority, Intercept Group, etc.)	IMPORTANT CONFIDENTIAL	No. of Groups:
TO: CXO MULGRAVE	(R) N.S.H.Q. OTTAWA C.O.A.C. HALIFAX	FROM: NOI/C SYDNEY C.B.

Write Across				
H.M.C.S. "QUINTE" NOW REPORTED BEACHED AT SOUTH ENTRANCE				5
ST. PETER CANAL. CXO MULGRAVE PASS PLAIN LANGUAGE VERSION TO				10
TO LIEUTENANT COMMANDER WELLS.				15
			2338Z/30	20
				25
				30
				35
				40
				45
TH 39	CODE	TOR 0233Z/1/12/42	MH	00025 50

System	P/L Code or Cypher	Time of Receipt	Time of Despatch	Operator	Date

S. 1320H
15,000M-5-42 (4534)
N.S. 815-9-1320H

NAVAL MESSAGE

From: C.O.A.C. HALIFAX

C STYDNEY
.H.Q. OTTAWA

IMMEDIATE
CONFIDENTIAL NOT WT

1057-196-6

VCNS
DOD
D.D
DTD
DNI
D OF P
DD.D(Y)

SEND ALL AVAILABLE ASSISTANCE TO QUITE AGROUND

ON CIBOUX ISLAND

REPORT ACTION TAKEN

2330Z/29

TE--168 F/L 23142/29/11/42 EB 21063

Cyphering or Coding.	Recyphering or Recoding.	of Coder.	Office.	

NAVAL MESSAGE

37

COPY.

Instructions: of Priority, NOTWT cise).	IMMEDIATE CONFIDENTIAL NOT W/T	INTERCEPT GROUP
N.O.I/C SYDNEY (R) N.S.H.Q. OTTAWA		FROM: C.O.A.C. HALIFAX

FOLLOWING RECEIVED FROM HMCS QUINTE BEGINS HAVE RUN AGROUND

REQUIRE IMMEDIATE ASSISTANCE ENDS SUSPECT SCATERIE ISLAND

2217Z/29

TH--151 P/L 2226Z/29/11/42 BB 21847

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

VCNS. 4273/2. Send thrfor after receiving this an investigation

- NAVAL SERVICE -

N.S. S.1057-196-6
F.D. 648. D.O.D.

3/6

6

MEMORANDUM TO D. O. D.
" " V.C.N.S.

Salvage Operations H.M.C.S. "QUINTE"

1. Weather conditions were very bad and have slowed up work, but it is now expected that righting operations will commence January 16th.

2. Special labour corps is being arranged to strip machinery as soon as ship is righted.

3. Engineer Captain Jefferson reports that he cannot see why "QUINTE" was allowed to capsize.

O t t a w a,
23rd January, 1943.
LLA/mm - 2 copies.

.....
A/Commander, R.C.N.V.R.
S.O.(O)

C.N.E.&C
V.C.N.S.

Recommend a court of enquiry be ordered by COAC on para 3 above. Will C.N.E.&C please see remarks.

V.C.N.S.

At the time this cofferdam I understood there was in the hands of Foundation Montreal that as a salvage job would therefore appear necessary that a investigation rather than a Board of Inquiry.

D.N.D. A further report is on the way by T.T. Am very concerned about this but will have to wait a day or so. G.C. Tues 1215. 3.2.43.

JAN 25 1943
Director of Naval Service Headquarters.

JAN 28 1943.
Chief Naval Engineering and Construction Division
Naval Service Headquarters.

position has been explained to him, and pointed out that he must on no account depart from an advisory or consultant attitude in his dealings with the Foundation Company foreman or employees.

.....2

RECD
DNT | DAT
NEC ✓
DNC
DNEI
DSR
DEE
EX.
CUR.
B.A.
D.S.I.
P.A.

STAFF | Initls | Date

D. N. I.
D. T. D.
D. G. D.
D. of P.
DJAF
D. S. D.
VCNS.
C. N. S.
STAFF
INDEX
REFER TO:
43627
~~1252~~

3438 C.O.A.C.D.H.701-5-4 "2"

35

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

TO:

...ING OFFICER ATLANTIC COAST,
...M.C. DOCKYARD,
HALIFAX, N.S.

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

6

1057-196-6

January 12,1943.

H.M.C.S."QUINTE" - SALVAGE OPERATIONS

no rec'd 828. main file changed DOJ since Jany 18th

STAFF	Initials	Date
D. N. I.		
D. T. D.		
D. O. D.	✓	
D. of P.		
D. S. D.		
VCNS.	✓	
C. N. S.	✓	
STAFF		
INDEX		
REFER TO		

500 cd 8824.1 24/1

etc

40685

Submitted for the information of the Department, and further to my submission of preliminary report D.H. 701-5-4, dated January 6,1943, relative to the above-named subject.

2. The location of the ship at St. Peters,N.S. was visited on January 6,1943 by Lieut. Comdr. (E) W. Byers, R.C.N.R., of the Staff of The Supervising Naval Engineer Maritimes.

3. Weather conditions at the time of the inspection were adverse in the extreme, the temperature being below zero, accompanied by high wind, and drifting snow. Work is consequently slowed down considerably, but good progress had been made with the erection of the "A" frames which were complete, along with the necessary sinking of anchors and cable attachments.

4. The steam winches were in position but not anchored, the boiler had been placed and was being housed in.

5. The three-sheave heavy blocks were in course of being hung to the cross-bars of the "A" frames. Single or lead blocks were judged to be too light, and the Boom Defence Officer at Sydney Naval Base was contacted by phone, and arranged to ship blocks of the required strength and weight.

6. The Foundation Company's diver was expected to arrive January 7th. Prior to his arrival, stablizing cables had been swept under the ship and attached to bollards ashore awaiting the anchoring of the winches.

7. It has been arranged to have the Chief E.R.A. of the vessel sent to the location to advise the diver on the position of all valves and pipe arrangements, which will be factors in the salvaging of the ship.

8. Lieut. (E) P. Squibb, referred to in paragraph (4) of my report of January 6, 1943, is acting in a valuable advisory capacity, but the delicacy of his position has been explained to him, and pointed out that he must on no account depart from an advisory or consultant attitude in his dealings with the Foundation Company foreman or employees.

.....2

9. Observation of the present critical position of the ship, the considerable damage, now attendant upon continued submersion, prompts me to repeat the concern and sentiments expressed in my preliminary report D.H. 701-5-4 of January 6th,1943, and contained in paragraph (6). It is not understood why this careening should have occurred alongside a concrete dock wall well fitted with bollards, and with trees further back to which preventer cables might have been attached.

10. Due to the necessity for draining all main and auxillary engines, piping and valves, as soon as the vessel is righted, it is proposed that a force of labor is to be on hand equipped with all necessary tools. These men and equipment may possibly be obtained from Messrs. Pictou Foundry Co. Ltd., Pictou, and it is proposed to have this necessary work performed under the supervision of the Resident Engineer Overseer, Pictou, N.S.

11. The commencement of righting operations should be on or about the 16th of January,1943.

(F. H. Jefferson)
Engineer Captain, R.C.N.
(For) COMMANDING OFFICER ATLANTIC COAST.

FHJ

WB:ECH

16

GLS/EC

N.S. 1057-196-6

NAVAL SERVICE

Memorandum to Staff:

Reference attached report of salvage operations, H.M.C.S. "QUINTE" from C.O.A.C. dated January 6th, with accompanying photos.

This ship is obviously in a very bad position and condition. There will be considerable damage to machinery and equipment by ice, and if ultimately salvaged, it will be a very long and expensive process to refit her.

(G. L. Stephens)
Engineer Rear-Admiral, R.C.N.,
C. N. E. C.

	Initials	Date
D.N.I.		
D.T.D		
D.		
D.O.D.		
D. of P.		
D.		
D.S.D.		
VCNS.		
C.N.S.		
STAFF		
INDEX		
REFER TO:		

39535

Ottawa, 11th January, 1943.

C.N.S. Foundation Co. are doing this on a "No cure no pay" contract but it looks like a hopeless proposition to me.

F. L. Fairey
15.1.43. V.C.N.S

From the top of the Canal wall to the bed of the Canal is 29 feet, the depth of the water at low tide being 20 feet.

NATIONAL DEFENCE
JAN -8 1943
NSS 1037-1945-6
CANADA

Department of National Defence
Naval Service

AIR MAIL

IN REPLY PLEASE QUOTE
No. COAC D.H.701-5-4

January 6th 1943

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

TO: THE SECRETARY, NAVAL BOARD,
DEPT. OF NATIONAL DEFENCE,
OTTAWA, CANADA.

1308

H.M.C.S."QUINTE" - Salvage Operations

Submitted for the information of the Department in accordance with Headquarters' Signal timed 1608/4, the following preliminary report further to my submission 14-A-153 dated 27th December, 1942, relative to the above-mentioned subject.

2. Information was received from Messrs. Foundation Maritime Limited by letter dated the 17th December, 1942, that they had been successful in bringing H.M.C.S. "QUINTE" to an upright position, and moving her alongside St. Peter's Canal wall from the position where she grounded, after which she careened over and is lying on her side near the entrance of the Canal in 18 feet of water at low tide.

3. In view of the circumstances related in the foregoing paragraph, it was considered desirable to send a representative of the Naval Service with a knowledge of salvage work to the scene of operations. For this duty, Lieut.(E) P.A. Squibb, R.C.N.R., who was known to have had considerable experience in connection with salvage work with the Liverpool Salvage Company, England, was borrowed from the Assistant Inspector of Booms.

4. Lieut.(E) Squibb proceeded to St. Peter's on the 28th December, 1942, and on the 31st of December, he reported by telephone as follows:-

> "That the bow of the Ship was facing in a northerly direction approximately 340 feet from the outside Lock gate of the Canal entrance, and that the stern is approximately 150 feet from the outside entrance of the Lock.
>
> From the top of the Canal wall to the bed of the Canal is 29 feet, the depth of the water at low tide being 20 feet, with a 6 foot rise and fall.
>
> Holes could be seen about 50 feet from the after end of the Ship which is lying completely flat on her Port side, the bottom of which is corrugated throughout its entire length, and 2 Starboard Oil Fuel Tanks are holed; in addition to which it is noted that 1 of the Port Oil Fuel Tanks is also slightly damaged.

.....

STAFF | INIT | DATE
D.N.I.
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D.O.D. ✓ WSB 14. 1 SB 14/1
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D.S.D.
VCNS. ✓
C.N.S. ✓
STAFF
INDEX
REFER TO: E&O

38884

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CUR.
B.A.
D.
P.S.

D. 2263a
50M—11-40 (8043)
N.S. 815-5-2263

Department of National Defence
Naval Service

AIR MAIL
IN REPLY PLEASE QUOTE
No. COAC D.H.701-5-4

January 6th 1943

34

To: Secretary, Naval Board.

1308

"The Keel of the Ship is 8 feet 6 inches from the Canal wall, thus rendering it necessary to move her away from the wall before an attempt can be made to bring her into an upright position.

To bring the Ship to an upright position, it is proposed to give her sufficient buoyancy by pumping and blowing, to enable her to be moved out far enough from the Canal wall for the Starboard bilge keel to clear when she is pulled over.

A few of the Foundation Company's men are now working on the excavation necessary for inserting "deadmen", and constructing the necessary "A" frames to which hauling cables will be attached."

5. Lieut. Squibb stated further that he thought that the prospects of salvage were good, and he gave the impression that those of the Foundation Company with whom he had been in contact, were pleased to have his suggestions and co-operation.

6. The careening of the Ship after her having been brought into an upright position and safely alongside the Canal wall is considered most unfortunate, and it may result in considerable loss of time in the execution of repairs and increased cost, but at this juncture, it is not deemed prudent to express an opinion as to where the responsibility lies or to what this set-back can be attributed.

7. Enclosed herewith are copies of photographs which were taken by Lieut. (E) Squibb; also, copies of relevant correspondence to date.

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

Enclosure

D. 2263a
50M—11-40 (8043)
N.S. 815-5-2263

FOUNDATION MARITIME LIMITED

HALIFAX, N. S.

COPY

December 15th, 1942.

22

Lieutenant Commander Rayner, R.C.N.,
Operations Office,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "QUINTE"

Further to my letter of December 12th, Diving work and plugging of leaks continues, and further attempt made December 13th - 14th to refloat, but although all compartments are controllable, vessel when pumped taken very heavy list.

Tackles are being installed from shore to assist in correcting list when pumping.

Work December 14th seriously impeded by heavy snowstorm.

Yours very truly,

FOUNDATION MARITIME LIMITED.

(Sgd) E.M. Woollcombe.
GENERAL MANAGER.

FOUNDATION MARITIME LIMITED

135 Lower Water Street

Halifax, N. S.

COPY

December 16th, 1942.

21

Engineer Captain F.H. Jefferson, R.C.N.,
For Commanding Officer, Atlantic Coast,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: Your File COAC-DH 701-5-4
H.M.C.S."QUINTE" - Salvage Operations.

Replying to your letter of December 14th, we beg to confirm that salvage operations on the above vessel, which were commenced by us on December 3rd, are being performed under the terms of Lloyd's Form Salvage Agreement, "No Cure, No Pay".

We must point out however, that this vessel has today again fallen over and is now lying on her side near the entrance to St. Peter's Canal, and we reserve the right to abandon the above-mentioned contract, if in our opinion it appears that it will be impracticable to refloat and deliver the vessel before this area becomes ice bound, or before ice conditions render further operations impracticable.

Yours very truly,

FOUNDATION MARITIME LIMITED.

EMW/M (Sgd) E.M. Woolcombe
4087 GENERAL MANAGER.

FOUNDATION MARITIME LIMITED

HALIFAX, N. S.

COPY

17th December, 1942.

Commanding Officer,
Atlantic Coast,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "QUINTE"

Further to our letter of December 15th, vessel was pumped December 15th and list controlled somewhat, and vessel moved to alongside wall near entrance to Lock in depth of eighteen feet at low water.

On December 16th while vessel being pumped, she took a sudden severe list and rolled over away from the wall onto her side. Immediate arrangements are being made for rigging of tackles to assist in again uprighting the vessel.

Yours very truly,

FOUNDATION MARITIME LIMITED.

(Sgd) E.M. Woollcombe.
GENERAL MANAGER.

19

December 28th 1942

H.M.C. Dockyard,
Halifax, N. S.

COPY

Foundation Maritime Co. Ltd.,
135 Lower Water St.,
City.

Attention: Mr. Woolcombe or Captain Featherstone

Gentlemen:

SALVAGE OF M/S "QUINTE"

The purpose of this letter is to introduce Lieut. (E) P.F. Squibb whom we are sending to act in an advisory capacity and on Naval account, in the matter of the salvage of the above-named Ship.

2. It is understood that Lieut. Squibb has not been invested with any authority to interfere with either existing or proposed salvage operations, but in light of the fact that the time factor is of such great importance, and so much is at stake regarding the acquisition of the ship, it is felt that we are not over-stepping any bounds of tact in our present action.

3. We feel assured that you will accord Lieut. Squibb full co-operation within the limits of the capacity in which he will attend on Naval Service account.

Yours faithfully,

(Sgd) F.H. Jefferson
Engineer Captain, R.C.N.
SUPERVISING NAVAL ENGINEER MARITIMES.

FHJ
WB:MM

Original on COAC-14-A-153
C-1173
Copy on D.H.701-5-4

18

FOUNDATION MARITIME LIMITED

135 Lower Water St.,
HALIFAX, N. S.

COPY

SALVAGE - TOWING.
MARINE CONSTRUCTION.

December 29th, 1942.

Commanding Officer Atlantic Coast,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S."QUINTE"

This is to report progress further to our letter of December 17th.

On the week end of December 19-20th, the whole area of St. Peter's Bay became frozen over and it was necessary for our salvage vessel "FOUNDATION ARANMORE" to leave the scene so that she would not become frozen in for the winter.

Heavy ice now exists in this entire area.

Timbers for "A" frames to be erected on the side of the Lock entrance wall, steam hoists and boiler and cables and rigging, have been dispatched from Halifax and are now at the job and being installed preliminary to rigging up for heaving the vessel upright.

The whole program is under study by our engineering department and detail plans being prepared.

Yours very truly,

FOUNDATION MARITIME LIMITED.

EMW/M
4087

(Sgd) E.M. Woollcombe
GENERAL MANAGER











16

FOUNDATION MARITIME LIMITED

135 LOWER WATER STREET

HALIFAX, N. S.

LIFAX STATION
ELEGRAPHIC ADDRESS
"UNDATION—HALIFAX."
WIRELESS VIA CAMPERDOWN
TELEPHONES { DAY B 7253 / NIGHT B 7294

MONTREAL OFFICE
TELEGRAPHIC ADDRESS
"FOUNDATION—MONTREAL"
CODE A. B. C. 6TH EDITION
TELEPHONE FITZROY 4671
DAY AND NIGHT SERVICE

SALVAGE - TOWING
MARINE CONSTRUCTION

December 29th, 1942

1057-196-6.

Commanding Officer, Atlantic Coast,
H. M. C. Dockyard,
Halifax, N. S.

1719

K 12/9

Dear Sir:

Re: H. M. C. S. "QUINTE"

This is to report progress further to our letter of December 17th.

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The whole program is under study by our engineering department and detail plans being prepared.

Yours very truly,
FOUNDATION MARITIME LIMITED,

E. M. Woollcombe
GENERAL MANAGER

EMW/M
4087

COMMANDING OFFICER
1
DEC 30 1942
14-A-153
ATLANTIC COAST

STAFF	Initials	Date
D. N. I.		
D. T. D.		
D. O. D.		
D. of P.		
D. S. D.		
VCNS.		
C. N. S.		
STAFF		
INDEX		
REFER TO:		

3914S

MINUTE II...P.T.O.

6. There are so many water-tight ... structure that a difficulty is presented inasmuch as ... must be pumped out separately, and the presence of

14

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

TO:

LIEUT. COMDR. (E) W. BYERS, R.C.N.R.,
H.M.C. DOCKYARD,
HALIFAX, N. S.

SUPERVISING NAVAL ENGINEER MARITIMES,
H.M.C. DOCKYARD,
HALIFAX, N. S.

December 19th, 1942

RE: "QUINTE" - MINESWEEPER

Mr. Woollcombe and Captain Featherstone were in this morning, and their difficulties were discussed. I obtained profile, midship sections, and general arrangement drawings for them, judging by their remarks that they were having a great deal of difficulty locating apertures existing in the vessel's structure.

2. Measurements were taken of pertinent dimensions required by them, and it is now their intention to attempt to pull the vessel into an upright position by means of anchors or dead-men ashore. Cables are then to encircle the hull contour athwartships, and the necessary strain is then to be applied. When the vessel is upright she will be re-pumped, and attention on this occasion will be paid to ballasting. Apparently the listing was caused by the neutral axis becoming too low when ballast and oil were removed originally.

3. It will be realized that when pump suctions are placed through small scuttles prevalent in the decks, this leaves no room for a diver in a distended suit to have access past the hose. Thus it would seem that the first imperative requirement is to get the ship's deck on a level plane and above water.

4. The unusual weather prevailing at this time would render the utmost speed necessary to perform this operation before the vessel is entirely frozen in, and the next few days will determine without a doubt whether the ship will be left in her present position for the winter. In the event of this happening, it would seem that an effort should be made immediately when indications so dictate, that all salvageable material be removed as far as possible.

COULP.

5. It is possible that a temporary building be erected adjacent to the ship for the housing of guns and other valuable and perishable material.

6. There are so many water-tight bulkheads in the structure that a difficulty is presented inasmuch as each one must be pumped out separately, and the presence of fuel oil further complicates the action of pumps and other salvage equipment.

.....2

13

7. In finalizing this report it would seem that this is a most difficult piece of salvage work to attempt in face of the climatic conditions now prevailing and the short period of time now left at the disposal of the salvage company.

William Byers

(W. Byers)
Lieut. Comdr. (E) R. C. N. R.

WB:MM

Minute I.

Chief-of-Staff,
Administration Building,
H.M.C.Dockyard,Halifax,N.S.
2Ist,December,I942.

The situation appears to be reaching a very critical stage owing to existing weather conditions, but there is still hope, and I have arranged with the Pictou Foundry Company to keep the Marine Railway free of ice by steaming from day to day. So that if the "QUINTE" is ready for moving before freeze-up, no difficulty should be experienced in docking her.

If the salvage operations have to be abandoned as the result of severe weather conditions, I presume that The Meritime Towing & Salvage Company will render a claim on a Cost Plus Basis for the work which they have carried out, and we shall have to look into the question of removing all valuable equipment for safe custody.

(F.H.Jefferson)
ENGINEER CAPTAIN,R.C.N.

701-5-4

12

FOUNDATION MARITIME LIMITED

135 LOWER WATER STREET

HALIFAX, N. S.

STATION
HIC ADDRESS
TION—HALIFAX."
S VIA CAMPERDOWN
NES { DAY B 7253 / NIGHT B 7294

SALVAGE - TOWING
MARINE CONSTRUCTION

MONTREAL OFFICE
TELEGRAPHIC ADDRESS
"FOUNDATION—MONTREAL"
CODE A. B. C. 6TH EDITION
TELEPHONE FITZROY 4671
DAY AND NIGHT SERVICE

December 16th, 1942

Engineer Captain F. H. Jefferson, R.C.N.,
For Commanding Officer, Atlantic Coast,
H. M. C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: Your File COAC-DH701-5-4
H. M. C. S. "QUINTE"
Salvage Operations.

Replying to your letter of December 14th we beg to confirm that salvage operations on the above vessel, which were commenced by us on December 3rd, are being performed under the terms of Lloyd's Form Salvage Agreement, "No Cure, No Pay".

We must point out however that this vessel has today again fallen over and is now lying on her side near the entrance to St. Peter's Canal and we reserve the right to abandon the above mentioned contract, if in our opinion it appears that it will be impracticable to refloat and deliver the vessel before this area becomes ice bound or before ice conditions render further operations impracticable.

Yours very truly,

FOUNDATION MARITIME LIMITED,

E. M. Woollcombe
GENERAL MANAGER

EMW/M
4087

2526

PASS THIS FILE IN ENVELOPE

FOUNDATION MARITIME LIMITED

9

135 LOWER WATER STREET

HALIFAX, N. S.

HALIFAX STATION
TELEGRAPHIC ADDRESS
"FOUNDATION—HALIFAX."
WIRELESS VIA CAMPERDOWN
TELEPHONES { DAY B 7253 / NIGHT B 7294

SALVAGE - TOWING
MARINE CONSTRUCTION

74515

MONTREAL OFFICE
TELEGRAPHIC ADDRESS
"FOUNDATION—MONTREAL"
CODE A. B. C. 6TH EDITION
TELEPHONE FITZROY 4671
DAY AND NIGHT SERVICE

December 17th, 1942

Commanding Officer,
Atlantic Coast,
H. M. C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "QUINTE"

Further to our letter of December 15th, vessel was pumped December 15th and list controlled somewhat and vessel moved to alongside wall near entrance to Lock in depth of eighteen feet at low water.

On December 16th while vessel being pumped she took a sudden severe list and rolled over away from the wall onto her side. Immediate arrangements are being made for rigging of tackles to assist in again uprighting the vessel.

Yours very truly,

FOUNDATION MARITIME LIMITED,

E. M. Woollcombe
GENERAL MANAGER

COMMANDING OFFICER
1
DEC 17 1942
14-A-153
ATLANTIC COAST

EMW/M
4087

PASS THIS FILE IN ENVELOPE
Re: N. S. D. Ltd. Return J.J. 3 1/3 43
Mr. Manager Foundation 31/3/43

FALSE DOCKET

FOUNDATION MARITIME LIMITED

8

135 LOWER WATER STREET

HALIFAX, N. S.

HALIFAX STATION
TELEGRAPHIC ADDRESS
"FOUNDATION—HALIFAX."
WIRELESS VIA CAMPERDOWN
TELEPHONES { DAY B 7253 / NIGHT B 7294

MONTREAL OFFICE
TELEGRAPHIC ADDRESS
"FOUNDATION—MONTREAL"
CODE A. B. C. 6TH EDITION
TELEPHONE FITZROY 4671
DAY AND NIGHT SERVICE

74515

SALVAGE - TOWING
MARINE CONSTRUCTION

December 15th, 1942

Lieutenant Commander Rayner, R.C.N.,
Operations Office,
H. M. C. Dockyard,
Halifax, N. S.

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Re: H.M.C.S. "QUINTE"

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Work December 14th seriously impeded by heavy snow storm.

Yours very truly,

FOUNDATION MARITIME LIMITED,

E. M. Woollcombe
GENERAL MANAGER

EMW/M

COMMANDING OFFICER
/
DEC 17 1942
14.A.153
ATLANTIC COAST

PASS THIS FILE IN ENVELOPE

Sec. N. S. D. L. Return J.Z. 3 0/3 1/3

FALSE DOCKET

SERVICE

1057-196-b.

10

FOUNDATION MARITIME LIMITED

135 LOWER WATER STREET

HALIFAX, N. S.

HALIFAX STATION
TELEGRAPHIC ADDRESS
"FOUNDATION—HALIFAX."
WIRELESS VIA CAMPERDOWN
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MONTREAL OFFICE
TELEGRAPHIC ADDRESS
"FOUNDATION—MONTREAL"
CODE A. B. C. 6TH EDITION
TELEPHONE FITZROY 4671
DAY AND NIGHT SERVICE

SALVAGE - TOWING
MARINE CONSTRUCTION

December 12th, 1942

74147

R 12/469

Lieutenant Commander Rayner, R.C.N.,
Operations Office,
H. M. C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "QUINTE"

The following is preliminary report on salvage operations being conducted on the above vessel.

On the evening of December 2nd you advised that this vessel was aground near the southern entrance to the St. Peter's Canal and that salvage assistance in the form of skilled personnel and salvage vessel and equipment was required urgently.

We arranged with you that our salvage officer, Captain Featherstone, would proceed to the scene of the casualty by automobile early morning December 3rd and that salvage vessel and equipment would be supplied as required and as soon as possible.

Captain Featherstone arrived on the scene on December 3rd. Salvage Vessel "FOUNDATION ARANMORE" was dispatched from Sydney on the afternoon of December 4th and arrived on the scene early morning December 5th.

Vessel was lying aground with starboard list of thirty to forty degrees with low side of vessel submerged and after end of vessel fully submerged.

Vessel was pumped whilst holding about thirty to forty degree list to starboard and while concentrating on reducing the water on the low side with "FOUNDATION ARANMORE" alongside, pressure of wind pressed both vessels on bank, so that when tide was falling whilst pumping the starboard bilge of the "QUINTE" hauled on bank and threw vessel over to port list.

PASS THIS FILE IN ENVELOPE

Lt. N. S. P. L. Return J. Z. 3 4 5 6 3