

SECRET

CORVETTES

June 12, 1943.

NAME

271 00 RXU

EXTENDED EO' CASTLE
YES OR NO

HEDGEHOG

AGASSIZ	271	No	No
ALBERNI	271	No	No
ALGOMA	271	No	No
AMHERST	Fitting 271	Fitting	Fitting
ARROWHEAD	Fitting 271	Yes	No
ARVIDA	SW 2C	No	No
BADDECK	271	No	No
BARRIE	271	No	No
BATTLEFORD	271	No	No
BITTERSWEET	271	Yes	Fitting
BRANDON	SW 1C	No	No
BRANTFORD	SW 2C	No	No
BUGTOUCHE	SW 2C	No	No
CALGARY	271	Yes	Yes
CAMROSE	271	Fitting	No
CHAMBLY	271	No	No
CHICOUTIMI	SW 2C	No	No
CHILLIWACK	271	Fitting	Yes
COLLINGWOOD	271	No	No
COBALT	R XU Fitting	No	No
DAUPHIN	271	Fitting	Fitting
DRUMHELLER	271	No	No
DUNDAS	SW 2C	Fitting	No
DUNVEGAN	SW 2C	No	No
EDMUNDSTON	R XU Fitting	Yes	Yes
EYEBRIGHT	271	Yes	Fitting
FENNEL	271	Yes	Fitting
FREDERICTON	SW 2C	Yes	Progressing
GALT	271	No	No
HALIFAX	SW 2C	Yes	Fitting
HEPATICA	271	Yes	No
KAMLOOPS	R XU	No	No
KAMSACK	271	No	No
KENOGAMI	271	No	No
KITCHENER	271	Yes	No
LA MALBAIE	271	Yes	No
LETHBRIDGE	271	No	No
LUNENBURG	271	No	No
MATAPEDIA	SWIC	No	No
MIDLAND	271	No	No
MONCTON	SW 2C	No	No
MORDEN	271	No	No
MAYFLOWER	271	Yes	Fitting
MOOSE JAW	271	No	No
NANAIMO	SW 2C	No	No
NAPANEE	271	Fitting	No
NEW WESTMINSTER	Fitting 271 OR RXU	Fitting	Fitting
ORILLIA	271	No	No
OAKVILLE	271	No	No
PICTOU	271	No	No
PORT ARTHUR	271	Yes	No
PRESCOTT	271	Fitting	Fitting
RIMOUSKI	Fitting 271	Fitting	Fitting
ROSTHER N	271	No	No
REGINA	271	Yes	Fitting
SASKATOON	271	No	No
SHAWINIGAN	R XU	No	No
SHEDIAC	Fitting 271	No	No

No. 27-C-0

NAME

CORVETTES - GENERAL

21st January, 1942.

Commander, R.C.N.,
COMMANDER (D) HALIFAX.

CORVETTES

June 12, 1943.

NAME	271 00 RXU	EXTENDED FO'CASTLE YES OR NO	HEDGEHOG
SHERBROOKE	271	No	No
SACKVILLE	271	No	No
SUMMERSIDE	271	Fitting	Fitting
SNOWBERRY	271	Yes	Yes
SOREL	271	Yes	No
SUDBURY	RXU	No	No
THE PAS	271	No	No
TIMMINS	SW 2C	No	No
TRAIL	SW 2C	No	Yes
TRILLIUM	271	Yes	No
VILLE DE QUEBEC	271	Yes	No
WOODSTOCK	271	Yes	No
WETASKIW IN	271	No	No
ST. ALBANS			
ST. CATHARINES			
ST. JOHN			
ST. MARYS			

NAVAL MESSAGE

15,00
N.S.

To: C IN C CHA (R)
SNEM ES

From: "D" HALIFAX

27-c-0

SEC
CHC
C HIX
D HIX
SOI
SNEM
ES
TOS
CENT REC
ACC

REFERENCE NSHQ'S 271525/JUNE, 261803/JUNE AND C IN C
C.N.A.'S 260218/JUNE REGARDING THE SUPPLY OF BRASS
AND ELECTRICAL EQUIPMENT FOR CORVETTES BEING FITTED
WITH EXTENDED FORECASTLE. NO DEFINITE INFORMATION IS
AS YET AVAILABLE REGARDING THE SUPPLY OF THIS MATERIAL
OBSERVING SOME OF THESE SHIPS HAVE BEEN LAID UP FOR A
PERIOD OF 3 TO 4 MONTHS AND COMPLETION DATES ARE STILL
UNDETERMINED, THE REFIT OF FUTURE VESSELS WHICH IS
BECOMING OVERDUE IS VIEWED WITH CONCERN. IN VIEW OF THE
THE ABOVE, RECOMMEND THE POLICY OF TAKING FURTHER
VESSELS IN HAND FOR EXTENDED FORECASTLE MAY BE REVIEWED,
ED, EVEN THOUGH THE URGENT NECESSITY OF COMPLETING THIS
A&A. TO INCREASE THE SHIPS FIGHTING EFFICIENCY IS
REALIZED.

211323Z

(RE SUPPLY OF BRASS FOR CORVETTES)

HAND

T/P

P/L

211713Z LR/KVS 21-7-43

NAVAL MESSAGE

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

N.S.H.Q. (R) E.S.

From:
C IN C CNA

27-C-0

No. 27-C-0

NAME

CORVETTES - GENERAL

REQUEST N.S.H.Q.'S DECISION MAY BE GIVEN CONCERNING
A. & A. 408 FOR CORVETTES NOT BEING CONVERTED TO
LONG FORECASTLE AT PRESENT TIME BUT HAVING BRIDGES
RECONSTRUCTED IN ACCORDANCE WITH A. & A. 362
C.C.N.C. 90 . THE RESITING OF THE MAST ABOARD
THE BRIDGE IS CONSIDERED ESSENTIAL FOR FIGHTING
EFFICIENCY.

081919Z

ORIGINATED BY D HALIFAX.

C IN C CNA
SEC
SEC (C OF S)
C OF S
SEC(6)
SEC(3)
SEC(3)
SEC
CENT RMC
TOSG
D EFK(6)
MOT

R/P

P/L

CYPHER X

082120Z

RJM/MRM

8/6/43

NAVAL MESSAGE

CONFIDENTIAL

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

From:

Chaplin
ADMIRALTY 646 (R) FONE COAC CCCS C IN C WA

NSHQ OTTAWA
C-0

IN VIEW OF THE IMPORTANCE OF ESCORTS BEING ABLE TO FUEL AT SEA
FROM TANKERS IN THE CONVOY IT IS DESIRED TO PROVIDE ANY GEAR FOR
SHIPS OF THE NOEF THAT MAY BE REQUIRED.

(2) IT IS THEREFORE REQUESTED THAT ADMIRALTY'S VIEWS AS TO THE
MOST SUITABLE TYPE OF STANDARDIZED GEAR MAY BE OBTAINED ALSO
WHETHER GEAR IS CARRIED IN A TANKER IN EACH CONVOY OR IN A SHIP IN
THE ESCORT GROUP.

1525Z/7

PASSED TO NPLD.

COAC
C OF S
S00
S00(A)
PLOT
S01(2)
ND- HFX (4)
C30 (2)
C30
C30 MCO

T/P

CODE "X"

TN 145

GRS. 95

2244Z/7 HIL/NR 8-10-42

No. 27-C-0

NAME

CORVETTES - GENERAL

NAVAL MESSAGE

CONFIDENTIAL

From:

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

NSHQ (R) E.S.

C.O.A.C.

27-0
FL

COAC
C OF S
SOO(5)
SOI(3)
D HFX(5)
SNEM(3)
ES(3)
TOSG
NOI/C SEC
CEN REC
SSC
W/TO
CAO
STAFF A/S
STAFF A/SM
MCO

YOUR 1634/14 RE: ALTERATIONS FOR CODING MACHINES IN SHORT
FORECASTLE CORVETTES. IT IS CONFIRMED THAT CODING MACHINE
WILL BE LOCATED OUTSIDE 10 FOOT RADIUS STANDARD COMPASS
AND 6 FOOT RADIUS STEERING COMPASS. FOLDING SETTEE IN A/S
HUT WILL BE OF WOOD CONSTRUCTION.
FORM S. 1182 WITH ESTIMATED COST BEING FORWARDED.

2129Z/15

T/P CODE X 2301Z/15 MOM/MS 16/3/43

No. 27-C-0

NAME

CORVETTES - GENERAL

4. A report is to be forwarded giving the names of ships not fitted with towing fairleads, etc., as in paragraph 2 above and to which the fitting of a towing hook would apply. Recommendations are also to be made of any improvements found necessary in practice to the arrangements shown on drawing PV H-312.

5. An item, Classification "A", is to be included in the list of Alterations and Additions for the ships concerned.

6. When the above work is carried out, or if already carried out, minesweeping winches and gear are to be removed and placed in store for use in new construction and as spares for existing minesweepers. The number of winches on hand is to be reported in due course.

7. An estimate of the cost of the work involved in carrying out the above modification is to be forwarded.

BY ORDER,

(SGD) J. Bruce Smith.

for SECRETARY, NAVAL BOARD.

Recommendations
already forwarded
in COAC 14-8-1
of 24th March as
min II to Capt "D"
D27-C-0 dated 19th March.
List being prepared.
pm.
2-11-42

FROM... THE NAVAL OFFICER IN CHARGE, HALIFAX,

DATE... 16TH NOVEMBER, 1942.

FILE... CC 11-4

TO..... THE COMMANDING OFFICER, ATLANTIC COAST, HALIFAX,
Copy to.. Captain (D), Halifax, N. S.

Date: 20/11
SUBJECT: Removal
Referred to:
Initials and Date:
D
FEED

REMOVAL OF MINESWEEPING WINCHES - RCN CORVETTES.

Submitted:

It is recommended that all R.C.N. Corvettes fitted with sweep wires which are to have their mine-sweeping winch removed, should have this done at Halifax. The Port Minesweeping Officer would require each ship for approximately a half a day to remove wire from the winches.

2. These wires must be rewound on their proper reels and it would be very difficult to do this once steam is off the winch.

3. If left on the winch, these wires would deteriorate very quickly, if left in the open. Further, these wires weigh approximately one and one half tons each, (total 3 tons), which would make the winches very difficult to handle if to be shipped anywhere.

4. The undermentioned Corvettes are the only ones having M/S wires on their winches:

ALBERNI
KAMLOOPS
CHILLIWACK
TRAIL
QUESNEL

SUMMERSIDE
NANAIMO
CHAMBLY
DRUMHELLER
EDMUNSTON

SHAWINIGAN
LE PAS
LUNENBURG
SUDBURY

(C.R.H. Taylor)
CAPTAIN, R.C.N.
NAVAL OFFICER IN CHARGE

MINUTE II...P.T.O.

Subject.

TOWING ARRANGEMENTS - CORVETTES.

From CAPTAIN (D), NEWFOUNDLAND, OLD KNIGHTS
BUILDING, ST. JOHN'S, NEWFOUNDLAND.

Date 23rd April, 1942.

To FLAG OFFICER, NEWFOUNDLAND FORCE.

The following suggestion of Commanding Officer, H.M.S. DIANTHUS, is considered the best of those that have been put forward and is submitted for consideration with reference to Naval Service Headquarters' 1926/15/3:-

"The ideal method of towing would be to fit a proper towing hook at the after end of the engineroom casing. The after end of this casing which is a continuation of No.93 bulkhead could be stiffened by fitting a heavy bracket from the top of the casing to the deck, the bottom extending as far aft as the winch bed. A towing horse would be fitted over the D.C. rails and the D.C. davits and M/S davits fitted with hinged tops. The main advantage of this scheme lies in the fact that the towing point is brought as far forward as possible."

2-. Under this arrangement it is considered advisable to fit a double plate on the top of the house and stiffen the fore and aft bulkhead as well as the athwartship bulkhead. In some ships it would be necessary to reset the steam and exhaust lines to M/S winch to allow fitting stiffener. The present M/S davits could not be easily hinged and in all probability would have to be replaced by a more suitable type.

3-. Sketches of stiffening are being prepared and will be forwarded within a week.

FLAG OFFICER

APR 24
MAR 10 1942

Ref. 2468/506
NEWFOUNDLAND FORCE

E. R. Mangay

CAPTAIN, R.C.N.

NAVAL MESSAGE

S. 1320H
5,000M-11-41(2549)
N.S. 815-9-1320H

From:

HALIFAX CAPT D NFID COAC

(R) FONF

NSHQ OTTAWA

THE NAVAL STAFF ARE CONSIDERING IMPROVEMENTS IN TOWING
ARRANGEMENTS IN CORVETTES SO THAT AN ESCORT VESSEL ON THE
SPOT COULD TAKE A DAMAGED MERCHANT VESSEL ~~BY~~ TOW UNTIL
RECEIVED BY A SALVAGE TUG.

(2) YOU ARE TO CONSIDER THIS QUESTION AND FORWARD BY
AIR MAIL RECOMMENDATIONS FOR DETAILS OF THE MOST SUITABLE
TOWING ARRANGEMENTS WHICH COULD BE FITTED

A. IN CORVETTES WITH MINESWEEPING WINCHES

B. IN CORVETTES WITH WINCHES REMOVED.

1926Z/15.

(PASSED TO NFID.)

COAC
CSO
D HFX(3)
CCH(1)
NCSO(2)
USNO
SOI(2)
SDY
MCO

NAVAL CYPHER "X"

)TN-122)

GRS 110

2210Z/15/3/

kc-mv

File:

No. 27-C-0

NAME

CORVETTES

FROM : CAPTAIN (D) HALIFAX, H.M.C. DOCKYARD, HALIFAX, N.S.
DATE : 20th NOVEMBER, 1942. FILE : D. 27-C-0 .
TO : The COMMANDING OFFICER ATLANTIC COAST.

SUBJECT : TOWING ARRANGEMENTS - 190' CORVETTES .

The following report is submitted in accordance with Headquarters Memorandum N.S. 0-7-10 dated 11th September, 1942, para 4, relative to the above mentioned subject. The fitting of a towing hook as shown in Drawing D.N.C. 30/B/243 is applicable to the following ships :-

H.M.C.S. "BUCTOUCHE".
H.M.C.S. "NANAIMO".
H.M.C.S. "SASKATOON".
H.M.C.S. "EDMUNDSTON".
H.M.C.S. "KAMSACK".
H.M.C.S. "DUNVEGAN".
H.M.C.S. "MIDLAND".
H.M.C.S. "CHAMBLY".
H.M.C.S. "LETHBRIDGE".

H.M.C.S. "RIMOUSKI".
H.M.C.S. "ORILLIA".
H.M.C.S. "OAKVILLE".
H.M.C.S. "MONCTON".
H.M.C.S. "FENNEL".
H.M.C.S. "DRUMHELLER".
H.M.C.S. "COBALT".
H.M.C.S. "QUESNEL".

2. The above is a list of ships examined to date. A further list will be compiled and submitted as the necessary information becomes available.

G. R. MILES

(G.R. Miles)
A/Captain, R.C.N.,
CAPTAIN (D) HALIFAX.

CC:

The Engineer Superintendent,
H.M.C. Dockyard,
Halifax, N.S.

RAB

DEPARTMENT OF NATIONAL DEFENCE

No. NS 0-7-10

Naval Service

Ottawa, Canada.

March 30th, 1942.

MEMORANDUM :

Re : Heating Arrangements - Corvettes.

Submission from C.O.A.C. dated 20th March, 1942, on his file C.O.A.C. 14-8-1 on the above subject reports that the heating arrangements in 190'0" Corvettes are proving inadequate and cites temperatures obtained in one particular vessel as being typical. Copies of this communication have been forwarded to all addresses of this memorandum.

From the figures given it would appear that either the heating system is totally inadequate or that ~~it is being~~ operated with all ventilation, sidescuttles, doors and hatches wide open and a report is therefore required of the results obtained in a selection of vessels, indicating all pertinent conditions which might influence these results.

This information is necessary in order to reach a decision regarding the extent to which the present layouts require revision, having regard to the fact that the systems are laid out in accordance with the standard rules for radiation surface used in commercial ship heating practice.

BY ORDER,

Sgd, J. Bruce Smith
For SECRETARY, NAVAL BOARD.

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

Captain (D),
H.M.C. Dockyard,
Halifax, N.S.

Captain (D)
Old Knights of Columbus Building,
St. John, Newfoundland.

CC Commanding Officer Atlantic Coast.

- II -

FROM: Captain (D) Halifax.

DATE: 14th April, 1942.

FILE: D. 27-C-0.

TO : All Corvettes, Halifax Escort Force,
H.M.C.S. "

A report is to be forwarded to Captain (D) regarding the adequacy of the heating system in H.M.C. Ship under your command.

2. If possible, actual temperatures should be quoted.

(G.R. Miles.)
A/Captain, R.C.N.
CAPTAIN (D) HALIFAX.

FROM: Captain (D) Halifax.

DATE: 17th May, 1942.

FILE: D. 27-C-0

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

WARDROOM AND SICK BAY SKYLIGHTS IN CORVETTES

It is submitted with reference to Headquarters' Memorandum N.S. 29-25-1, 29-44-1 of 27th April, 1942 that skylights in existing corvettes are no longer of any real use since the introduction of forced draught ventilation, and it has been found that they are difficult to keep water-tight and therefore a constant source of trouble for leaks.

2. In view of this it is not considered advisable to recommend their incorporation in the construction of the new twin-screw corvettes, especially if they are liable to be subjected to heavy seas.

3. Extra scuttles in lieu thereof are advisable and good forced draught ventilation is necessary.

G. R. MILES

(G. R. Miles)
A/CAPTAIN, R.C.N.,
CAPTAIN (D) HALIFAX.

Department of National Defence

Naval Service

Ottawa, Canada.

IN REPLY PLEASE QUOTE

No. N.S. 29-25-1
N.S. 29-44-1

April 27 1942.

MEMORANDUM:

In the 190' Corvettes the wardroom and sick bay are fitted with skylights.

In the Twin Screw Corvettes now under construction the wardroom and sick bay are situated on the upper deck, starboard and port sides and skylights if fitted will come on the fore-castle deck in the walkways each side of the bridge structure.

It is considered that in these positions they will be subjected to the force of any heavy seas which break over the fore-castle and will be a constant source of trouble.

A report is to be forwarded as soon as possible stating your views on the necessity of fitting these skylights taking into consideration that extra side scuttles can be fitted if required. It should also be stated whether these skylights in the existing 190' Corvettes have been of any real use under war conditions and whether any troubles are experienced in keeping them watertight.

BY ORDER,

CAPTAIN "D"
HALIFAX

APR 30 1942

27-C-0

James Smith
/s/ SECRETARY, NAVAL BOARD.

✓ Captain "D"
H.M.C. Dockyard,
HALIFAX,

Captain "D"
Naval Offices,
SAINT JOHNS, Newfoundland.

C.C. Commanding Officer Atlantic Coast.
C.C. Flag Officer Newfoundland Force.

STAFF MINUTE SHEET

Date:- 30/4/42

File:-

SUBJECT:- Wardroom and Sick Bay Sky lights - Corvettes

Referred to.

Initials
and Date.

Remarks, Proposals.

Lt Comdr Copeh.

Wes
14/5/42

In order to keep the sky lights water tight in the original Corvettes butterfly screws had to be fitted on the hinged side as well as the outer side.

After Action
Circulation

They were useful for ventilation only, and, since the introduction of forced draught ventilation, these sky lights have become obsolete.

Bring Forward

To Date
Required

Consider extra side scuttles preferable to sky lights if more illumination is considered necessary in the wardroom and sick bay of the new twin screw Corvettes

File:

Wes

STAFF MINUTE SHEET

Date:- 30/4/42

File:-

SUBJECT:- Wardroom & Sick Bay Skylights - Corvettes.

Referred to.

Initials and Date.

Remarks, Proposals.

God
XO
FEO

LT Col. Copley
for remarks please
J.H.H.

After Action
Circulation

Bring Forward

To Date
Required

File:

Consider these skylights quite unnecessary and certainly should not be fitted if they will be subjected to heavy seas and in the gangways (a bulkways NS 29.25-1) Skylights in existing Corvettes have not been any real use - Most ships keep them closed even in harbor - About 50% Complain of leaks. Damage from a "near miss" must also be considered. Good facial ventilation is necessary. B.O's remarks from various ships should be obtained J.H.H.

5-5-42