

THE
Commissioning
OF
HMCS MARGAREE



at
H.M.C. DOCKYARD - ESQUIMALT, B.C.
15 OCTOBER, 1965



Rear-Admiral Stirling

The commissioning of HMCS MARGAREE on 15 October, 1965, marks the completion of an extensive twelve-month conversion programme which will increase her capacity to assist our anti-submarine forces to defend Canada at sea and to contribute to the free use of the seas.

On behalf of the Royal Canadian Navy I welcome the return of HMCS MARGAREE to the Fleet and wish her Captain, officers and men good fortune, Godspeed and a very successful commission.



(M. G. Stirling)
REAR-ADMIRAL, RCN
Flag Officer Pacific Coast



THE SHIP'S BADGE



THE SHIP'S BADGE of HMCS MARGAREE symbolizes her association with the Cape Breton Island river after which the ship is named.

The blazon is described in heraldic terms as:

Azure, Three cotises wavy argent,
overall a flower of the Marguerite
(Daisy) proper.

The field of blue on the badge, with its three silver diagonal stripes, depicts the river itself, while the Marguerite or daisy flower is superimposed in representation of the river's name, said to have been a corruption of the name "Marguerite."

The ship's colours are white and blue.



AN HISTORIC NAME

THE NAME of the ship was derived from that of the Margaree River, a stream noted for its salmon fishing. The river is located in Cape Breton Island and its mouth is at Margaree Harbour on the west coast of the Island, 20 miles from Inverness.

Some say that the original name of the river was "Marguerite". One source explains the choice of name in a story involving the expulsion of the Acadians from the Annapolis Valley in Nova Scotia. According to this story, one of the French families which went to Cape Breton following the expulsion included a girl named Marguerite. Marguerite later married a settler named LeBlanc, the first Frenchman to settle at the mouth of that river, who, to honour his bride, gave the river her name.

The corruption of the name to "Margaree" is attributed to the Indians. It should be noted, however, that the Indians had their own name for the river, "Weekuch" or "Weukuto," meaning "red ochre," the substance from which they manufactured their red dyes.

Less romantic and perhaps more probable is the explanation that the river derives its name from Sieur Jean-Marie Marguerie, who, after departing from Louisbourg, went with his family to the region. The members of this family are mentioned in the census of 1749-50.

Bishop Plessis, in his "Journal" of 1815, calls the settlement at the mouth of the river "Havre de Margre" and the name is so written in the early church register. It was also known as "Magre," which was changed to "Margaree" in the grants of land given to the settlers by the Lieutenant-Governor in Council at Sydney.

THE HERITAGE

The first HMCS MARGAREE, the former British destroyer Diana, was commissioned in England on September 6, 1940, as a replacement for the Canadian destroyer FRASER, lost on the night of June 25-26 of the same year during evacuation operations in the Bordeaux area, Bay of Biscay.

The MARGAREE sailed for Canada from Londonderry on October 20 with 10 officers and 166 men, many of whom were survivors from the FRASER, looking forward to survivors' leave at home.

On October 22, after 46 days in commission, the destroyer was in collision with a merchant ship, one of a convoy she was escorting. The MARGAREE went down about 400 miles west of Ireland with a loss of 142 lives, including that of her commanding officer. The 34 survivors were rescued by the merchant ship with which the MARGAREE had collided.

Today, a plaque in the Church of St. Nicholas in HMCS Stadacona, Halifax, commemorates the loss.

FORMER COMMANDING OFFICER

HMCS MARGAREE had only one commanding officer during her brief career in the Royal Canadian Navy. He was Commander J. W. R. Roy, who was lost with his ship. Cdr. Roy, born in Ottawa in April, 1901, attended the Royal Naval College of Canada at Halifax from 1916 to 1918. He attended Naval Staff College in the United Kingdom in 1936 and was promoted to the rank of commander on December 1, 1938. During the early part of the Second World War he was director of the operations division at Naval Service Headquarters, Ottawa, until June, 1940, when he went on various missions until his appointment to the MARGAREE.

Former Commanding Officers

5 October, 1957 - 10 September, 1959

Commander J. E. Korning, CD, RCN

11 September, 1959 - 16 August, 1960

Commander E. V. P. Sunderland, CD, RCN

17 August, 1960 - 21 May, 1962

Commander J. H. MacLean, CD, RCN

22 May, 1962 - 25 September, 1964

Commander J. L. Panabaker, CD, RCN

The Overseers



Captain J. C. Gray
Principal Naval Overseer

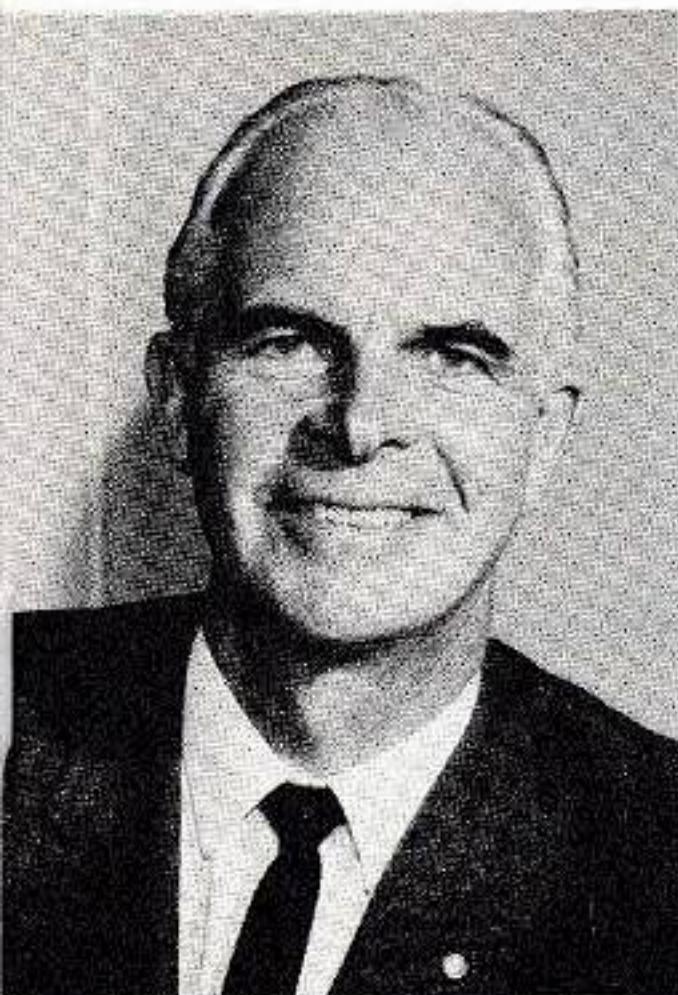


Commander E. Gosh
Resident Naval Overseer

During the conversion/refit of HMCS MARGAREE it was the responsibility of the Naval Overseers to ensure that the ship, including all her materials and equipment, was in accordance with the requirements of the Department of National Defence. For this purpose the overseeing staff of specialist officers and senior technicians were engaged, from the de-commissioning stage until the completion, in a detailed programme of inspecting, testing, expediting, modifying and approving the work.

The Principal Naval Overseer for the West Coast is Captain J. C. Gray, whose office is in Vancouver. Reporting to him is the Resident Naval Overseer, Victoria, Commander Eugene Gosh, with an office at Victoria Machinery Depot Co. Ltd., who has been directly responsible for the overseeing of the work on HMCS MARGAREE. During the conversion/refit period, the staff of the RNO(Victoria) has included the following officers:

Engineer Overseer—Lt.-Cdr. A. M. Chandler; Electrical Overseer—Lt.-Cdr. A. W. Boden; Supply Overseer — Cmd/O J. E. Wright; Hull Overseer—Lt.-Cdr. A. E. R. Down; and Technical Officer—Mr. R. Vyner. During this period Commander J. B. Hall held the position of Resident Naval Overseer until January 9, 1965, and Lt.-Cdr. F. H. Foster was Supply Overseer until February 22, 1965; Lt.-Cdr. G. C. D. Kearton representing Canadian Forces Headquarters as 205 Class Co-ordinator, and Lt.-Cdr. A. H. Wagner as Engineer Officer (Designate) MARGAREE.



Mr. Drummond Taylor
Comptroller and
Contract Officer



Mr. Harold Husband
President



Mr. Jack Gilbert
Project Manager



The Contractor

During the 103 years that the Victoria Machinery Depot Co. Ltd., shipbuilders and engineers, has served the Pacific Coast, many fine vessels have been built and converted. These have included rugged little paddle-wheelers, stately tall-masted schooners, and sleek, powerful destroyers. Amongst other accomplishments, V.M.D. is particularly proud of the part it has played in serving the Royal Canadian Navy during the past 56 years.

The commissioning of HMCS MARGAREE, now completely converted and refitted, marks the latest achievement of V.M.D. This bears witness to the enduring skill of the company's craftsmen and engineers.

As well as a completely integrated shipbuilding and ship repair organization, V.M.D. has spread to other fields of endeavour. The company's Industrial Division produces giant refinery vessels, huge pulp digesters, pipelines and many other kinds of shore-based equipment.

Ashore and afloat V.M.D. is ever seeking new ways to serve both Canada and Canada's Navy.

The Commissioning Service

The National Anthem

Introduction by Commander E. Gosh, CD, RCN

Address by Mr. Husband, President, Victoria Machinery Depot

Acceptance of the ship by Representative of Chief of Naval Technical Services

Commissioning Service conducted by Chaplain A. Gordon Faraday, RCN, Senior Chaplain (P), HMCS NADEN.

HYMN—Tune, "Eternal Father Strong to Save"

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

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

AMEN

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

23. They that go down to the sea in ships, that do business in great waters;
24. These see the works of the Lord, and His wonders in the deep.
25. For He commandeth, and raiseth the stormy wind, which liftest up the waves.
26. They mount up to the Heavens, they go down again to the depths; their soul is melted because of trouble.
27. They reel to and fro, and stagger like a drunken man, and are at their wit's end.
28. Then they cry unto the Lord in their trouble, and He bringeth them out of their distress.
29. He maketh the storm a calm, so that the waves thereof are still.
30. Then are they glad because they be quiet; so He bringeth them unto their desired haven.
31. Oh that men would praise the Lord for His goodness, and His wonderful works for the children of men.
43. Whoso is wise, and will observe these things, even they shall understand the loving-kindness of the Lord.

ning Ceremony

PRAYER—

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

The Naval Prayer

The Lord's Prayer

Benediction

Blessing of the Ship by Chaplain (RC) R. Pelletier, CD, BA, RCN Command Chaplain (RC) West Coast.

P: Our help is in the name of the Lord.

All: Who made heaven and earth.

P: The Lord be with you.

All: May He also be with you.

LET US PRAY—

Lord, be well disposed to our prayers, and by Your holy hand, bless + this ship and all who sail hereon, as You were pleased to let Your blessing hover over Noah's Ark in the Deluge. Reach out Your hand to them, Lord, as You did to blessed Peter as he walked upon the sea. Send Your holy angel from on high to watch over it and all on board, to ward off any threat of disaster, and to guide its course through calm waters to the desired port. Then after a time, when they have successfully transacted their business, may You in Your loving providence bring them back with glad hearts to their own country and home. We ask this of You who live and reign forever and ever.

ALL—Amen.

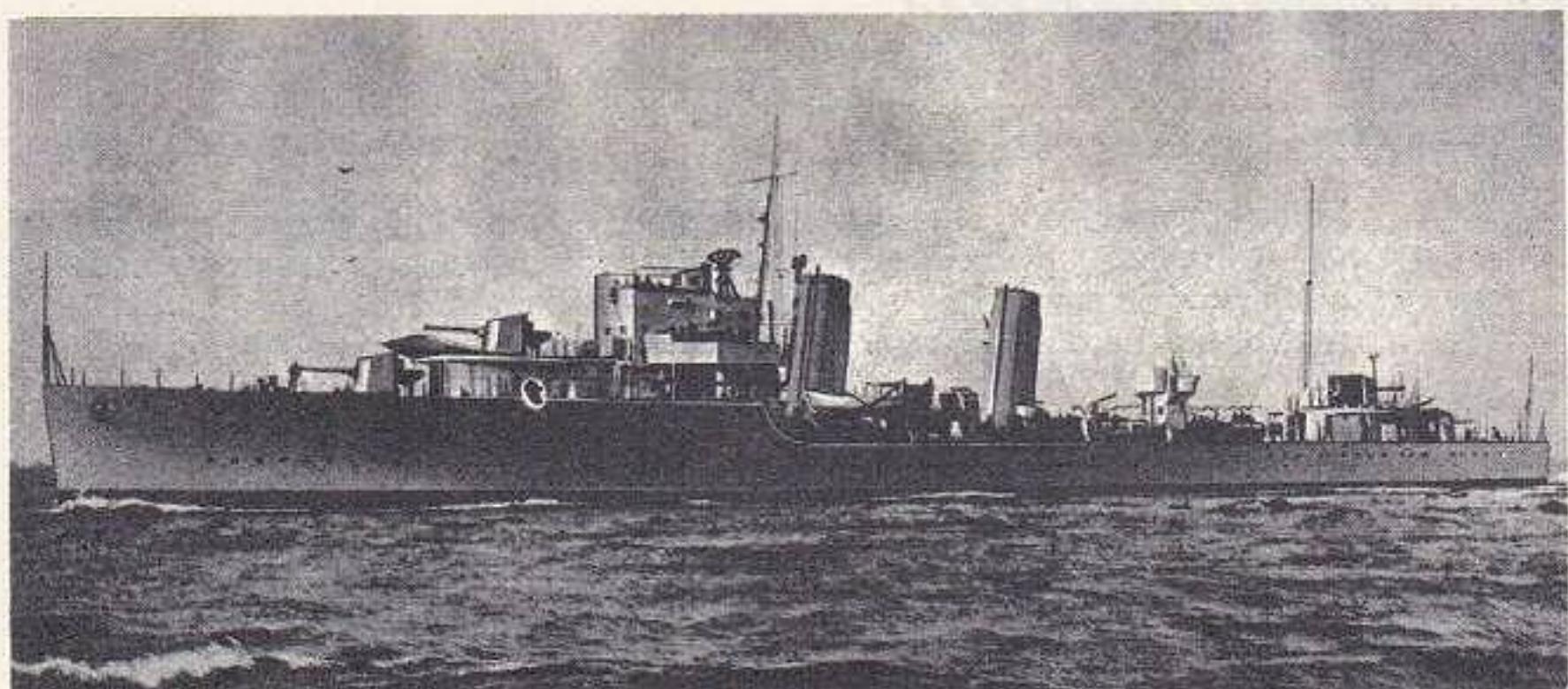
PRAYER FOR SAILORS (to St. Brendan)—

St. Brendan, named 'Patron of Seafarers,' help those who fight our battles on the waters. You were fittingly called "God's Voyager," because you spread His Gospel by long and dangerous voyages and gave that Gospel of salvation to many. As our fathers were brought through the Red Sea and carried in safety through the overflowing waters, so grant that through your intercession our sailors, marines and those who guard our nation's coasts may be preserved from all dangers of the sea, may be protected on their course and come safely into port. Amen.

HER MAJESTY'S CANADIAN SHIP MARGAREE COMMISSIONS.

COMMANDING OFFICER, COMMANDER R. C. MacLEAN, CD, RCN, ADDRESSES SHIP'S COMPANY.

COMMANDING OFFICER IS PIPED ON BOARD and stands by to receive the Guest of Honour, Official Party and Invited Guests.



1931



1957

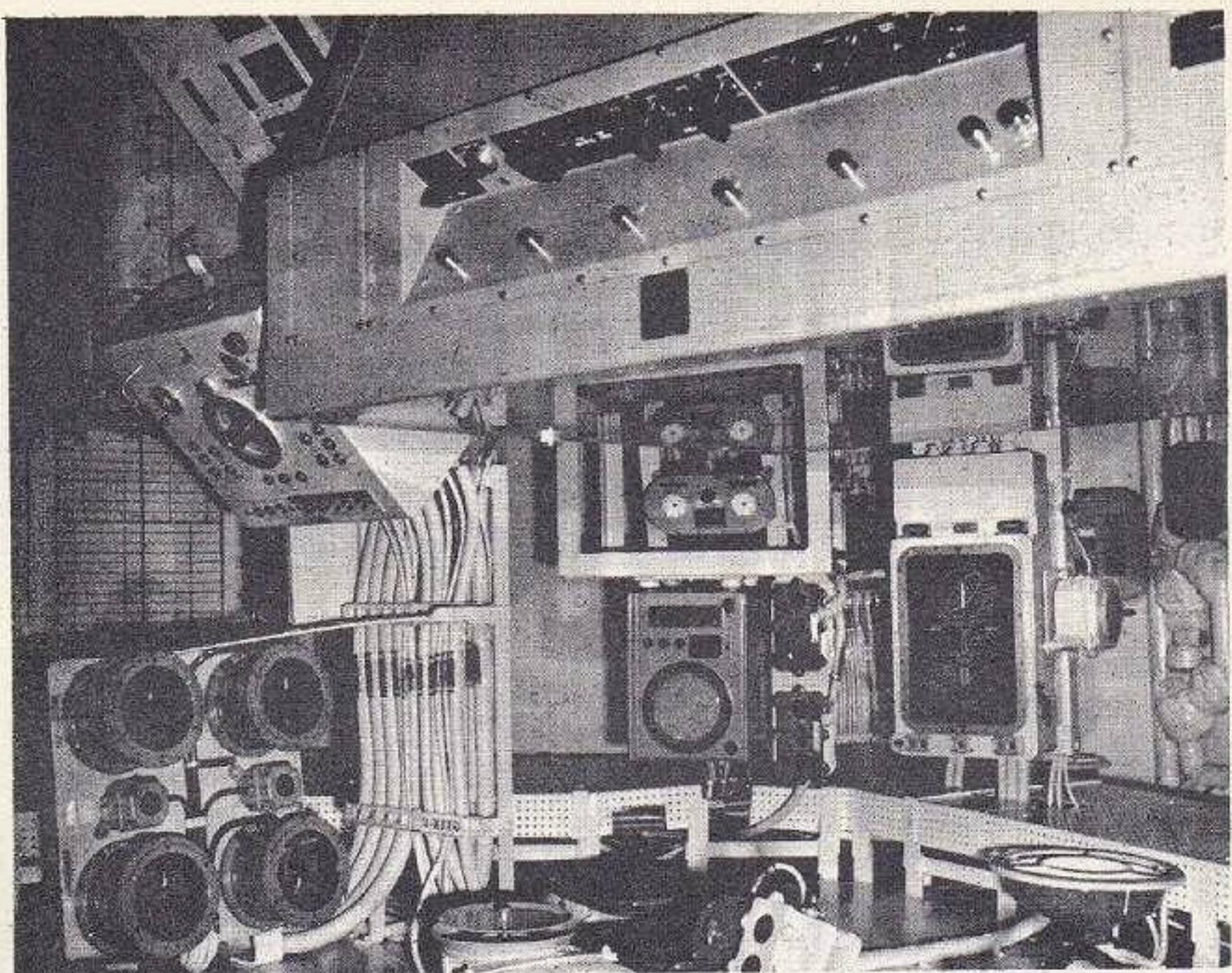


1965

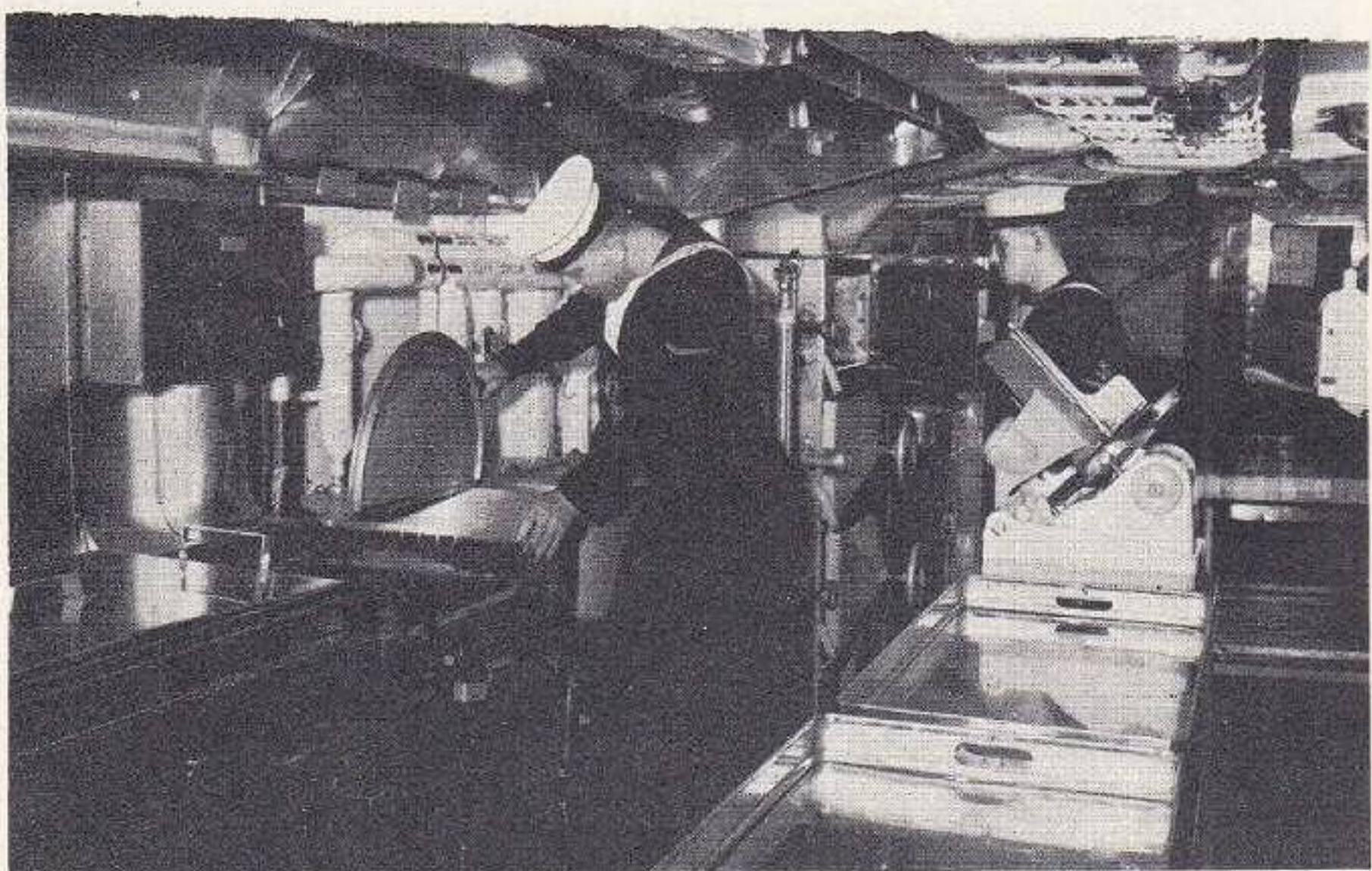
The first MARGAREE (ex-HMS Diana) was seven and one-half years old when she was chosen for transfer to the Royal Canadian Navy. Her keel had been laid down on 12 June, 1931. She displaced 1375 tons and carried four 4.7-inch guns in addition to anti-aircraft weapons and eight 21-inch torpedo tubes. Her complement consisted of 7 officers and 146 men.

The second MARGAREE was the seventh of the new Canadian destroyer escorts to join the fleet and the last of the seven St. Laurent class ordered by the Royal Canadian Navy. The Ship's peacetime complement was 12 officers and 198 men. Her displacement was 2800 tons. Her weapons included two twin 3-inch 50-calibre guns, each capable of an extremely high rate of fire, and two mortar mountings capable of firing three projectiles simultaneously with great accuracy.

MARGAREE was paid off September 25, 1964, to commence conversion and refit at Victoria Machinery Depot, Victoria, B.C. The conversion was extensive, devoted principally to strengthening the hull for more powerful sonar equipment, providing landing, hangar and fueling facilities for anti-submarine helicopters, altering the stern to accommodate variable depth sonar, adding activated fin stabilizers to reduce roll and modernizing office and accommodation facilities. On re-commissioning, she virtually becomes the third HMCS MARGAREE. The present MARGAREE, since conversion, displaces 3031 tons, has an overall length of 366 feet and a beam of 42 feet. She carries a peacetime complement of 15 officers and approximately 210 men.



Operations Room



The Galley



Commander R. C. MacLean
Commanding Officer

The Ship's Company

OFFICERS

Commander R. C. MacLean	Commanding Officer
Lieutenant-Commander M. D. Wilson	Executive Officer
Lieutenant-Commander A. Wagner	Technical Officer
Lieutenant F. Hope	Weapons Officer
Lieutenant G. Eldridge	Operations Officer
Lieutenant Y. Brace	Supply Officer
Sub-Lieutenant D. G. Prior	Navigator
Commissioned Officer K. J. Joyce	Weapons Department

MEN

Chief Petty Officer R. O. Williams, Coxswain

WEAPONS DEPARTMENT

Chief Petty Officer J. R. Vincent	Able Seaman W. Murphy
Chief Petty Officer J. R. Childerhose	Able Seaman B. Ramsay
Chief Petty Officer T. Brush	Able Seaman K. C. Byrne
Petty Officer D. R. Moreton	Able Seaman W. G. Langridge
Petty Officer P. A. Hanlon	Able Seaman K. Booker
Petty Officer D. Bartlett	Able Seaman F. Walker
Petty Officer V. O. Sinyerd	Able Seaman J. Blue
Petty Officer W. McBride	Able Seaman D. MacInnis
Leading Seaman G. Hashey	Able Seaman G. B. Cooper
Leading Seaman B. Power	Able Seaman G. D. Sullivan
Leading Seaman P. Fogarty	Able Seaman R. MacLean
Leading Seaman J. C. Vanburen	Ordinary Seaman A. Morton
Leading Seaman D. Schuman	Ordinary Seaman J. Fletcher
Leading Seaman N. Sakins	Ordinary Seaman B. L. Schmidt
Leading Seaman J. W. Jennereaux	Ordinary Seaman T. J. Inkster
Leading Seaman W. H. Yallop	Ordinary Seaman W. G. Hetherington
Leading Seaman J. Watson	Ordinary Seaman C. L. Henderson
	Ordinary Seaman R. B. Hicks
	Ordinary Seaman G. L. Leblanc

TECHNICAL DEPARTMENT

Chief Petty Officer K. McDonald	Petty Officer D. Dark
Chief Petty Officer W. Roscoe	Petty Officer D. Murray
Chief Petty Officer A. Wright	Petty Officer N. Legault
Chief Petty Officer R. Belanger	Petty Officer A. Lyon
Chief Petty Officer F. Kennett	Petty Officer B. Webb
Chief Petty Officer L. Miklos	Petty Officer R. Knoll
Petty Officer J. Guest	Petty Officer D. Wing
Petty Officer J. Winstanley	Petty Officer C. Bedard
Petty Officer G. Strum	Petty Officer L. Thurber
Petty Officer D. Smith	Leading Seaman S. McKinnon
Petty Officer E. Heap	Leading Seaman D. C. Hart
Petty Officer E. Ryan	Leading Seaman D. Idle
Petty Officer J. Johnson	Leading Seaman R. St. Louis

Leading Seaman K. Sutcliffe	Able Seaman C. R. Cirtwell
Leading Seaman M. Barber	Able Seaman J. Wragge
Leading Seaman W. Driol	Able Seaman G. Trenholm
Leading Seaman F. Robertson	Able Seaman W. S. Weltz
Leading Seaman R. Munro	Able Seaman S. Croucher
Leading Seaman H. Munden	Able Seaman J. E. Boucher
	Able Seaman GF. P. Holmes
Able Seaman N. Desautels	
Able Seaman N. Boo	Ordinary Seaman R. Shmanka
Able Seaman H. Logan	Ordinary Seaman P. Ritchie
Able Seaman D. Bronson	Ordinary Seaman P. Hackett
Able Seaman K. A. Estabrooks	Ordinary Seaman W. M. Duggan
Able Seaman E. Munden	Ordinary Seaman W. R. Stacey
Able Seaman W. Buckingham	Ordinary Seaman H. N. Richard
Able Seaman R. H. Schultz	Ordinary Seaman G. N. Cooper
Able Seaman B. A. Gilbert	Ordinary Seaman H. J. R. Hill
Able Seaman J. R. F. Valiquette	Ordinary Seaman R. J. Mitchell
Able Seaman H. L. Smith	Ordinary Seaman R. B. McKearney
Able Seaman J. Natte	Ordinary Seaman H. W. Tucker
Able Seaman E. F. Healy	Ordinary Seaman R. C. Davidson
Able Seaman P. M. Ripper	Ordinary Seaman D. A. Furlotte

MEDICAL DEPARTMENT

Petty Officer R. Flood

Petty Officer R. Leggett

Leading Seaman F. Murphy
Leading Seaman K. Johnston
Leading Seaman G. D. Best

Leading Seaman K. Garant

Ordinary Seaman S. Mosher
Ordinary Seaman A. E. McNally
Ordinary Seaman C. W. Harris

OPERATIONS DEPARTMENT

Chief Petty Officer B. Hutchinson
Chief Petty Officer J. Dyson
Chief Petty Officer J. Anderson

Petty Officer F. Gowanlock
Petty Officer L. Mansfield
Petty Officer L. Richard
Petty Officer L. Carter
Petty Officer J. Gallant

Leading Seaman J. Pittendrigh
Leading Seaman L. Jessome
Leading Seaman J. Parker

Able Seaman E. Rye
Able Seaman J. Kelly

Able Seaman G. Cassidy
Able Seaman P. Meadows
Able Seaman G. Arnott
Able Seaman G. Gagne
Able Seaman H. Billard
Able Seaman J. Leroux
Able Seaman K. McLaren

Ordinary Seaman C. Chislett
Ordinary Seaman D. Carty
Ordinary Seaman J. Johnson
Ordinary Seaman W. Thivierge
Ordinary Seaman M. Donovan
Ordinary Seaman J. Thurston
Ordinary Seaman R. Wilmot
Ordinary Seaman B. Watson
Ordinary Seaman J. McPherson

SUPPLY DEPARTMENT

Chief Petty Officer A. Ames
Chief Petty Officer R. Knapman

Petty Officer R. Lynch
Petty Officer L. Ashby
Petty Officer P. McClure
Petty Officer E. Cox
Petty Officer J. D'Anjou
Petty Officer R. Chandler

Leading Seaman W. Archer
Leading Seaman F. Saunders
Leading Seaman R. Ryne
Leading Seaman T. Morgan
Leading Seaman R. Landry

Able Seaman J. Levesque

Able Seaman J. A. Weston
Able Seaman D. Hazell
Able Seaman R. D. Smith
Able Seaman G. Clifford
Able Seaman E. Harward
Able Seaman J. Valencourt
Able Seaman R. Leger
Able Seaman O. Nault
Able Seaman W. Griffin

Ordinary Seaman C. Cottingham
Ordinary Seaman J. Locates
Ordinary Seaman L. Harrison
Ordinary Seaman R. Damczyk
Ordinary Seaman R. Kirchmayer
Ordinary Seaman G. Phelan
Ordinary Seaman G. Kuhn