

# WELCOME ON BOARD



## HMCS MARGAREE



"Ships Mean Freedom", and HMCS MARGAREE helps to preserve that freedom.

We welcome you to our helicopter-destroyer during one of our brief respites from the North West Atlantic.

There are many interesting innovations to see, ones which have made Canada's navy a leader in anti-submarine warfare.

We hope you gain an insight into the way we live and how we "fight" our ships.

J.K. KENNEDY  
COMMANDER  
Commanding Officer  
HMCS Margaree

## WELCOME ON BOARD HER MAJESTY'S CANADIAN SHIP MARGAREE

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The MARGAREE is a Helicopter-Destroyer of the improved St. Laurent Class designed and built in Canada for anti-submarine warfare. She is attached to the Canadian Flotilla Atlantic and is based in Halifax, Nova Scotia.

The following are some vital statistics and facts of general interest about the ship:

Length:	366 feet	Beam:	42 feet
Draught:	13 feet	Displacement:	3031 tons
Personnel:	23 officers and 210 men, including air detachment.		
Speed:	At full power in excess of 25 knots.		
Engines:	Two steam turbine engines developing 30,000 shaft horsepower. Twin rudders and screws.		
Electrical Power:	The ship's electrical generator system of two steam driven alternators and three diesel generators which can produce 1,400 kilowatts of electrical energy — enough to supply power to supply power to 300 homes.		
Armament:	One 3-inch/50 twin gun mounting, radar controlled. One anti-submarine mortar, firing 3 mortar bombs weighing approximately 400 lbs. each, controlled by computer. Active Homing Torpedoes — launched from the ship. Anti-submarine torpedoes/bombs carried by helicopter.		
Detection Capabilities:	Radar, Sonar, Electromagnetic intercept Equipment, Sonobuoys (all secret) and visual lookout.		
Helicopter:	The helicopter carried on board HMCS MARGAREE is a CHSS-2 SEA KING. It can detect, identify, track and/or attack enemy submarines during all		

weather, round-the-clock operations in co-operation with the ship. The crew consists of a pilot, co-pilot, navigator and observer. Two full crews and a spare pilot are carried on board.

Powered by twin gas turbines, the aircraft is capable of speeds up to 144 knots (165.7 mph), and has an average endurance of 4 hours. It carries assorted anti-submarine weapons, and is also capable of carrying 12 fully equipped combat troops.

It is a large aircraft for a small ship as it weighs 10 tons and has a length of 72 ft. with rotors spread.

The relatively small flight deck necessitates a special landing system needed when the ship is pitching and rolling. When the aircraft wishes to land, it first hovers over the flight deck and lowers the hauldown wire. This wire is fed through the "BEARTRAP" in the middle of the deck and attached



CHSS-2 (Sea King) Anti-Submarine Helicopter

to a winch below. The helicopter is then pulled down into the middle of the deck for a perfect landing.

The "BEARTRAP" fires to clutch the wire and probe in jaws of steel, locking the aircraft on deck. This is done while the rotors are turning, or it may be shut down. The rotor blades are then folded by hydraulic power and the aircraft drawn into the hangar.

**Miscellaneous:**

The ship is stabilized against roll for helicopter operations; is fitted with pre-wetting equipment to wash radioactive contamination off the upper deck, in the event of nuclear warfare.

**Stores:**

HMCS MARGAREE uses approximately 220 tons of provisions per annum and in this time serves nearly 258,420 meals to her personnel. To be self-sustaining for repairs or maintenance, the ship carries 12,000 different types of stores. The ship makes all its fresh water with twin sets of evaporators producing three tons (672 gallons) of fresh water hourly.

## AN HISTORIC NAME

THE NAME of the ship was derived from that of the Margaree River, which flows through a valley of great natural beauty, and is 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 the name in a poignant story involving the expulsion of the Acadians from the Annapolis Valley in Nova Scotia, by the New Englanders. According to this story, one of the French families which returned to Cape Breton included a young and beautiful girl named Marguerite. She later met and married Gaston LeBlanc, the first Acadian to settle at the mouth of that river, who, to honour his bride, gave the river her name.

The elision of Marguerite to 'Margaree' is attributed to the Indians, who knew and respected the courageous pioneer girl.

Less romantic is another explanation that the river derives its name from Sieur Jean-Marie Marguerite, who after the fall of Louisburg, left there with his family for the picturesque river valley. 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 'Margre', 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 the same year during evacuation operations near Bordeux at the time of Dunkirk.

The MARGAREE sailed for Canada from Londonderry 20 October with 10 officers and 166 men, many of whom were survivors from the FRASER, looking forward to survivors' leave at home. She picked up a westbound convoy near Ireland.

On October 22, after 46 days in commission, the destroyer was in collision with a merchant ship in dense fog, 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 CFB Halifax, Stadacona Chapel, commemorates the loss.

The first MARGAREE (ex-HMS Diana) was seven and one-half years old when she was chosen for transfer to the Royal Canadian Navy, under a wartime expansion plan. Her keel had been laid down 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 first HMCS MARGAREE

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.



The second HMCS MARGAREE

MARGAREE was paid off 25 September, 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 became 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 23 officers and approximately 210 men.



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The third HMCS MARGAREE



### THE SHIP'S BADGE

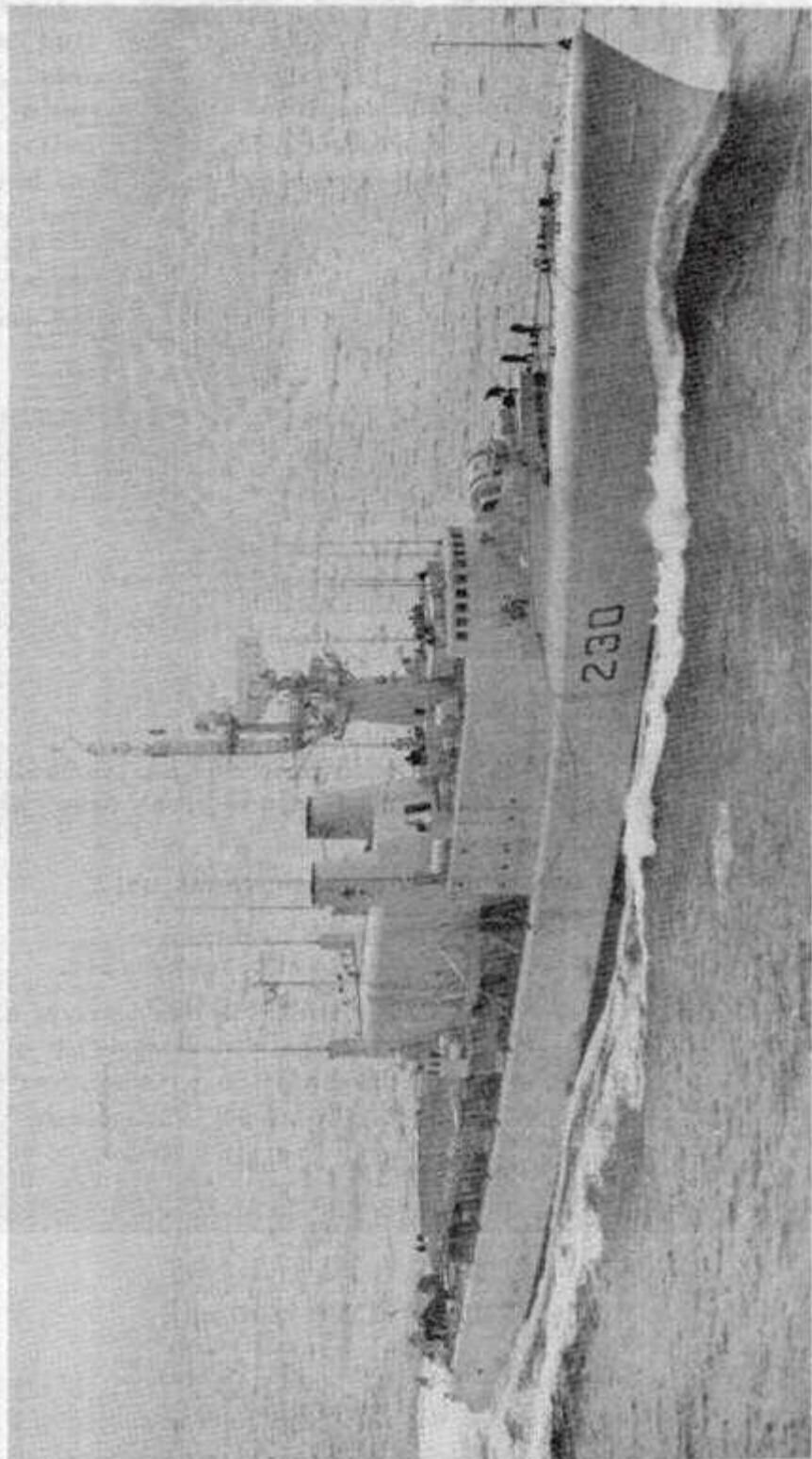
THE SHIP'S BADGE of HMCS MARGAREE symbolizes her association with the Cape Breton Island river after which the ship is named.

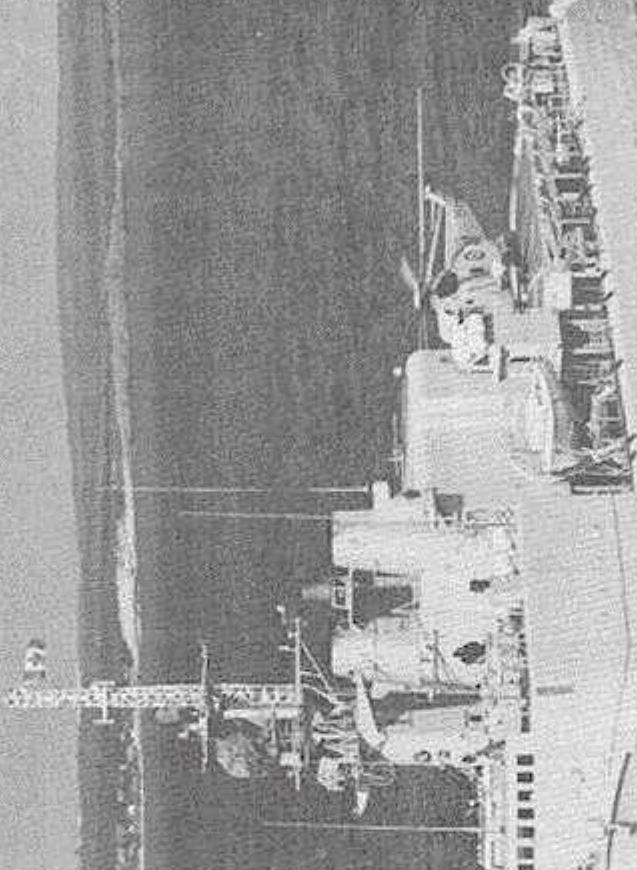
The blazon is described in heraldic terms as:

Azure, three cotises wavy argent,  
overall a flower of the Marguerite (Daisey) proper.

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

The ship's colours are white and blue.





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