

20-71-3

NOTICE

1. The BRANCH SECRETARIAT must be informed when you pass a file by hand.
2. Secretariats or file rooms must inform Central Registry by C.R. Pass Slip when a file is passed from hand to hand from one branch secretariat to another.
3. Do not hold files longer than absolutely necessary. This is what causes false dockets. Files are urgently required by many branches. If action cannot be taken inside of 48 hours B.F. FILE.
4. Place file number on all outgoing letters.
5. Send all incoming correspondence to Central Registry for registration and filing BEFORE TAKING ACTION.
6. Do not pass loose papers.
7. Do not deface file covers.

(NAVAL SERVICE)

FROM: Captain (D) Halifax

DATE: 14th August, 1945

FILE: D. 20-71-3

TO: The Commander-in-Chief,
Canadian Northwest Atlantic,
H.M.C.S. "ST ADACONA"

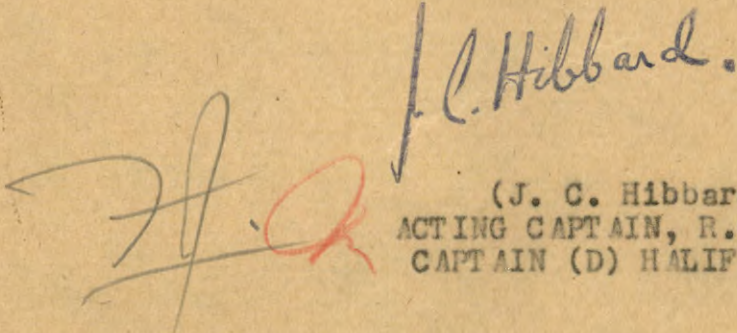
COPY TO: The Commodore Superintendent,
H.M.C. Dockyard,
Halifax, N. S.

MOTOR VESSEL "GDYNIA"

The following correspondence and photographs are submitted for consideration further to my D. 20-71-3 dated 3rd August, 1945, addressed Commodore Superintendent, copy to you.

- (a) Commodore Superintendent's signal 101330/3.
- (b) Captain (D) Halifax's signal 171320Z/3.
- (c) Commodore Superintendent's Minute 11 DH 27 -G-116 dated 14th March, 1945.
- (d) Commodore Superintendent's Minute 11 DH 27 -G-116 dated 21st March and enclosures.
- (e) Commodore Superintendent's DH 27-G-116 dated 18th July, 1945, and enclosures.
- (f) Captain (D) Halifax's D. 20-71-3 dated 30th July, 1945, addressed to the Commanding Officer, H.M.C.S. "STETTLER".
- (g) H.M.C.S. "STETTLER's" letter dated 31st July and Captain (D) Halifax's Minute 11 D. 20-71-3 dated 3rd August addressed Commodore Superintendent, copy to Commander-in-Chief, Canadian Northwest Atlantic.

2. With reference to my D. 20-71-3 dated 30th July, 1945, and H.M.C.S. "STETTLER's" letter dated 31st July, it has been ascertained that Engine Trials did not necessitate use of full power. However to avoid a recurrence engine Trials will be carried out at sea in the future.


(J. C. Hibbard)
ACTING CAPTAIN, R.C.N.
CAPTAIN (D) HALIFAX

Encls.
NMH

(NAVAL SERVICE)

REFERENCE: Your C.N.A. 44-37-1 dated 21st
August, 1945, to Captain (D) Halifax.

SUBJECT: Damage to M.V. "Gdynia" - H.M.C.S. "STETTLER".

MINUTE II

FILE: D. 20-71-3

The Commander-in-Chief,
Canadian Northwest Atlantic,
H.M.C.S. "STADACONA".

Submitted herewith copy of my signal
051941/3 as directed.

J.C. (J.C. Hibbard)
ACTING CAPTAIN, R.C.N.
CAPTAIN (D) HALIFAX.

23rd August, 1945.
Encl.
PH

J.H.

~~S.O.~~ for action please.
Remarks by F.S.O.O
held in operations log. see attached signal
with.

II
One C

Submitted herewith
copy of my signal 051944/3
as directed

~~F~~ D
8/23/48

D. B. [unclear]

NAVAL MESSAGE

To:

From:

1 4 5 6 9 5 14

WITH DOCKWARD OFFICIAL AND IT REPRESENTATIVE EMBARKED,
SLIP AT 1400P TOMORROW TUESDAY AND PROCEED TO BEDFORD BASIN
FOR ENGINE TRIALS AS REQUISITE. ON COMPLETION FUEL AND BERTH
AS DIRECTED.

0519414

STANTLER
C SHIP
ETON
ETOO
CEN REC
COP
PDC
CNY
CJO
FOE
AEMK
FILE

(PASSED SHIP BY D SIGS)

ORIG. G K F

HAND P/L 052355Z-3-45 MC/AL

(NAVAL SERVICE)

FROM: THE COMMANDER IN CHIEF, CANADIAN NORTHWEST ATLANTIC,
H.M.C.S. "STADACONA", HALIFAX, N.S.

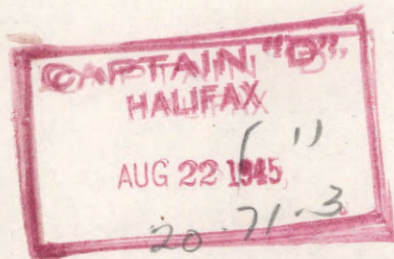
DATE: 21st AUGUST, 1945.

FILE: C.N.A. 44-37-1.

TO: CAPTAIN (D), H.M.C. DOCKYARD, HALIFAX, N.S.

DAMAGE TO M.V. "GDYNIA"- H.M.C.S. "STETTLER"

With reference to your D. 20-71-3 of
14th August, 1945, forwarding correspondence regarding
damage done to Motor Vessel "GDYNIA", a copy of your
instructions to the Commanding Officer, H.M.C.S. "STETTLER",
which are referred to in his letter of 31st July, 1945,
is to be forwarded, *please*



S. G. Jones
(G.C. Jones),
VICE ADMIRAL, R.C.N.

H.M.C. Dockyard,
Halifax, N.S., July 18th, 5.

D.H. 27-G-116

WITHOUT PREJUDICE

Messrs. Stewart, Smith, MacKeen & Rogers,
Barristers, Solicitors,
Roy Building,
Halifax, N. S.

Re: "GDYNIA" - H.M.C.S. FRIGATE "K.681"

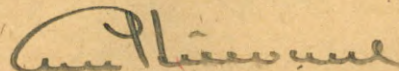
Gentlemen:-

Receipt of your letter of 12th July, 1945,
forwarding documents and account of the Halifax
Shipyards, relative to hull damage - M.V. "GDYNIA",
is acknowledged.

2. Referring to Paragraph 5 of your letter,
the matter is being referred to Naval Service Head-
quarters where settlement of the claim will be given
due consideration.

3. It is desirable that a voucher covering
repairs to the accommodation ladder be forwarded as
early as possible.

Yours faithfully,



(G. M. Hibbard)
Commodore, R.C.N.

COMMODORE SUPERINTENDENT.

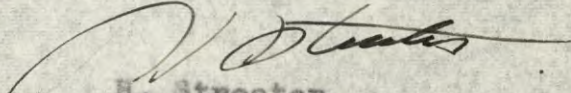
CMO'L:IAC

8. Gooseneck vent pipe from #5 ballast tank in way of 2nd deck beam aft #4 loading hatch at bulwark distorted at main deck.

Vent pipe to be disconnected at main deck, faired and replaced.

9. 25' side piece on gangway splintered. (Wood)
To be renewed.

Estimated time -- 7 days.
Estimated cost -- \$1300.00.


H. Streeter,
Hull Inspector & Surveyor,
(for) MANAGER CONSTRUCTIVE DEPARTMENT.

CBR:MH


MINUTE II

File: D.S. 27-3-116

Captain "D"
H.M.C. Dockyard,
Halifax, N.S.

Forwarded. Having reference to my 101330 March, 1945, and your 171320 March, 1945, copies of all relevant correspondence, also photographs are forwarded herewith.

H.M.C. Dockyard,
Halifax, N.S.
March 31st, 1945.


(G. M. Hubbard)
Commodore, R.C.E.
COMMODORE SUPERINTENDENT.

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

COPY

FROM:
MANAGER CONSTRUCTIVE DEPARTMENT,
H. M. C. DOCKYARD,
HALIFAX, N. S.

TO:
ADMINISTRATOR OF SHIP REPAIRS,
H. M. C. DOCKYARD,
HALIFAX, N. S.

March 16th, 1945.

S. S. "G. D. CDYNIA"

Reference to verbal request from A.S.R. March 9th, 1945 regarding survey of damage to S.S. "G.D. CDYNIA" presumed caused by wake from H.M.C.S. Frigate #681 while passing in Bedford Basin. Damage from steel wire cables which were made fast to J. Porter & Sons scows while sitting alongside.

Present at survey:

Mr. J. Porter Jr.	-	J. P. Porter & Sons.
Capt. Innis	-	Representing owners.
Mr. R. Muir	-	Minister of War Transport.
Mr. T. Moon	-	Lloyds surveyor.

1. #1 deck stringer plate, starboard side numbering from aft end midship accommodations distorted in way of bulwark stanchion. To be faired in place.
2. Gunwale angle and upper edge of sheer strake, distorted slightly at fore end of bulwark sweep in way. Gunwale angle to be removed, faired and replaced. Sheer strake to be faired in place.
3. Bulwark plate distorted inboard approximately 12" for a distance of 12' on starboard side opposite #4 cargo hatch. To be faired in place.
4. Bulwark rail distorted inboard approximately 12" for a distance of 12' on starboard side of #4 cargo hatch. To be cropped and renewed.
5. 1 in No. bulwark stanchion and clips to main deck distorted aft approximately 3" and raised from main deck in way of aft deck beam of #4 hatch, starboard side. Bulwark stanchion and clips to be removed, faired & replaced.
5. 1st main deck beam aft #4 loading hatch, starboard side, distorted at outboard end fore approximately 2'.

Deck beam bracket to be removed, beam faired in place and bracket replaced.
7. Gooseneck vent pipe from #4 ballast tank, in way of 1st deck beam aft #4 loading hatch, distorted at main deck on inboard side of bulwark. Vent pipe to be disconnected at main deck and at union approximately 7' below main deck. Upper section to be renewed, lower section to be replaced on completion of repairs.

FLOTILLA ENGINEER OFFICER

STAFF MINUTE SHEET

SUBJECT:

Damage to M.V. GYDNIA

DATE:

23/3/45

REFERRED TO:

F.E.O.

~~AA~~ 23-3

S.O.P. ~~AA~~

Where is
rest of emergency
On this matter?
Wain C asked
for info some
time ago and
we replied.

~~AA~~
See below on other
side NFA ~~AA~~ 27/5

NFA
WB 28/3

(NAVAL SERVICE)

MINUTE 11

File: D. 20-71-3

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

COPY: The Commander-in-Chief,
Canadian Northwest Atlantic
H.M.C.S. "STADACONA"

Submitted with reference to your D.H. 27-G-116
of 18th July, 1945.

2. This is the first incident of this nature that has been reported to me, but in order to avoid a recurrence in future full power trials will be carried out at sea.
3. It is considered in this case that this incident can in part be attributed to an error of judgment on the part of the Commanding Officer, H.M.C.S. "STETTLER" in passing so close to Motor Vessel "Gdynia".

3rd August, 1945

MMH

J. C. Hibbard
(J. C. Hibbard)
ACTING CAPTAIN, R.C.N.
CAPTAIN (D) HALIFAX

FS00 7/8/45 for Murray Actin

Se 18m 9/8

FS00. - Stettler, as result of Starboard S.P. alignment, was sailed to Bedford Basin for engine trials ^{on 6/7} (not full power trials, which are always carried out at sea) for this job a short run at half speed would do. FEO advises us if ship is to go to sea, or Bedford Basin for engine trials. However, careful check will be made in future if you wish, find out what ships are in Basin, + warn ships ^{if we could} _{for trials} ^{FS00}.

(NAVAL SERVICE)

FROM: The Commanding Officer
H.M.C.S. "STETTLER"

DATE: 31st July, 1945

FILE:

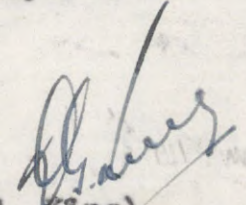
TO: Captain (D) Halifax,
H.M.C. Dockyard, Halifax, N. S.

MOTOR VESSEL "GDYNIA"

Submitted with reference to your letter D. 20-71-3,
dated 30th July, 1945.

2. On 6th March 1945, on instructions from your office, H.M.C.S. "STETTLER" proceeded to Bedford Basin to carry out Engine trials, which would necessitate at least half an hour at maximum speed. As a large number of merchant ships were at anchor in the Basin, courses were set to pass as close to shore as safe navigation would permit. Shortly after maximum power had been attained, a signal was received from the motor vessel "Gdynia" to the effect that the wake from H.M.C.S. "STETTLER" had caused damage to her. This part of the basin was therefore avoided during the balance of the trials. It is not considered that H.M.C.S. "STETTLER" passed closer than five cables to the motor vessel "Gdynia" at any time during the trials.

3. A verbal report of this incident was made to your Staff Officer Operations, on return to H.M.C. Dockyard.


(D. G. King)

Lieut. Commander, RCNVR
COMMANDING OFFICER

(NAVAL SERVICE)

FROM: Captain (D) Halifax

DATE: 30th July, 1945

FILE: D. 20-71-3

TO: The Commanding Officer,
H.M.C.S. "STETTLER"

MOTOR VESSEL "GDYNIA"

It has been reported that on the 6th March, 1945, motor vessel "Gdynia" whilst at anchor in Anchorage B, Bedford Basin, was damaged presumably by the wake of H.M.C.S. "Stettler" which passed motor vessel "Cdynia" at a distance of approximately two cables at high speed.

2. A report of the circumstances attending this incident is to be forwarded.

(J. C. Hibbard)
ACTING CAPTAIN, R.C.N.
CAPTAIN (D) HALIFAX

REH

FILE: D.H. 27-G-116

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

Forwarded for information.

Dear Sir:

H.M.C. Dockyard,
Halifax, N. S.,
14th March, 1945.

CAPTAIN "D"
HALIFAX
MAR 15 1945
20-71-3

(G. M. Hibbard)
COMMODORE, R.C.N.
COMMODORE SUPERINTENDENT

I should like to advise that we have reported this accident to the local agents of the "GYDRIA", namely Messrs. Pickford & Black, Ltd., and also that we have notified them to the effect that we disclaim any or all responsibility in the matter of the above accident.

Yours very truly,

J. P. PORTER & SONS, LIMITED.

Sgd: R. Fred Porter Jr.

COPY

J. P. PORTER & SONS
Limited
General Contractors

P.O. Box 520,
Dartmouth, N. S.,
March 8, 1945.

Commander G. M. Hibbard,
H. M. C. Dockyard,
Halifax, N. S.

Dear Sir:

Sutton
Further to our telephone conversation of yesterday I should like to advise that on the afternoon of March 6th at approximately 3.30 o'clock the Naval vessel bearing No. K 681 did approach the M. V. "GYDNIA" at exceedingly close range and at excessive rate of speed while the latter ship was lying at anchor in Bedford Basin. During the time three of our derrick scows were engaged in unloading the ballast from the "GYDNIA" and the resulting swell which followed in the passing of the above mentioned K 681 was sufficient to stop the unloading operations and to part several of the wire rope hausers which moored the scow and consequently to tear and otherwise disturb part of the bulwarks on the starboard side of the "GYDNIA" at a position approximately abreast of No. 3 Hold.

I should like to advise that we have reported this accident to the local agents of the "GYDNIA", namely Messrs. Pickford & Black, Ltd., and also that we have notified them to the effect that we disclaim any or all responsibility in the matter of the above accident.

Yours very truly,

J. P. PORTER & SONS, LIMITED.

Sgd: R. Fred Porter Jr.

OFFICE OF CAPTAIN (D) HALIFAX
STAFF MINUTE SHEET

SUBJECT:

ORIGIN:

Referred to:

SO

~~RA~~

Stettler
has now left
the administration

~~RA~~

D

hal 17/3

D ~~RA~~

NAVAL MESSAGE

To:

COMMODORE SUPERINTENDENT
HALIFAX

From:

D HFX.

RESTRICTED

K681 HAD LEFT THIS STATION BEFORE RECEIPT
OF YOUR 101330Z.

ATTENTION OF SHIPS IS BEING DRAWN TO HPO 4.
171320Z

(RE S.S. CYDNIA DAMAGED)

ODP
POO
CKD
CDY
AK HM
C SUP
DEP SUP
ASR 4
CEO 3
A & A
CEN REC 2
D HFX 8
MCO

P/L

171420Z/03/45

VP/MS

NAVAL MESSAGE

To:

From:

COMMOORE SUPERINTENDENT

D. HFX

HALIFAX

RESTRICTED

K687 HAD LEFT THIS STATION BEFORE RECEIPT
OF YOUR 101330Z.

ATTENTION OF SHIPS IS BEING DRAWN TO HPO 4.

171320Z

ODP
PNO
CXO
COY
AK HM
C SUP
OCP SUP
ASR 4
CEO 3
A & A
OEN REC 2
D HFX 8
MCO

(RE S.S. CYDRIA DAMAGED)

P/L

171420Z/03/45 VP/MS

NAVAL MESSAGE

To:

From:

D HALIFAX

C SUPT HALIFAX

((IMPORTANT))

3.4.8.9.15.14.

IT HAS BEEN REPORTED THAT THE S S "CYDRIA" WHILE
AT ANCHOR IN BUDFORD BASIN WITH TWO BARGES MOORED
ALONGSIDE WAS DAMAGED AS A RESULT OF HMC K 681 PASSING
WITHIN TWO CABLE LENGTHS AT AN EXCESSIVE SPEED.

COP

PDO

CKO

CDY

AKMR

IT IS REQUESTED THAT THIS MATTER MAY BE INVESTIGATED
AS EARLY AS POSSIBLE. S S "CYDRIA" IS BEING SURVEYED

FILE 2 REPORT OF SURVEY WILL BE FORWARDED IN DUE COURSE

C SUP

DWP SUP

4SR 4

4 & 4

CEO 3

CMIT REC 2

(CRIT BY A S R COMDR (E) C M O'LEARY)
(TEL TO D SIGS)

101530Z

HAND

P/L

M/AL

101555Z/03-45

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

FROM: THE COMMODORE SUPERINTENDENT, H.M.C. DOCKYARD,
HALIFAX, N. S.

DATE: 18TH JULY, 1945. FILE: D.H. 27-G-116

TO : CAPTAIN (D), H.M.C. DOCKYARD, HALIFAX, N. S.

MOTOR VESSEL "GDYNIA"

Forwarded herewith, having reference to my Minute II, D.H. 27-G-116 of 21st March, 1945, is letter dated 12th July, 1945, from Messrs. Stewart, Smith, MacKeen & Rogers, Barristers, Solicitors, Halifax, N.S., also Statutory Declarations by Nils Orstadius, Master, and Sven Malmfelot, Chief Officer of the M.V. "GDYNIA", copies of Surveyor's report, Certification of Repairs and the account of the Halifax Shipyards Limited.

2. A copy of reply to Messrs. Stewart, Smith, MacKeen & Rogers is also attached.

G. M. Hibbard
(G. M. Hibbard)
COMMODORE, R.C.N.

CAPTAIN "D"
HALIFAX
JUL 20 1945
20-713 (FEO)

F.E.O. 257
S.O. 11m
D.
D. Sec for filing

OFFICE OF CAPTAIN (D) HALIFAX
STAFF MINUTE SHEET

SUBJECT

ORIGIN
For D

REFERRED TO:
Com Sup

Submitted further
to my D 20-71-3
dated 3rd August,
the enclosed to
your memorandum of
DH 27-G-116 dated
18th July are returned
herewith

Bois

For use in
Signal -
Department
only

Capt's for information

20-71-13

Originators Instructions:
(Indication of Priority,
Intercept Group, etc.)

No. of
Groups:

TO: C. SUP. (R) H.M.C.S. "STETTLER"

FROM:
"D" HALIFAX

Write Across				
	STETTLER'S 032031/OCTOBER BEING PASSED. REQUEST			5
	INFORMATION AS TO WHAT ACTION IS INTENDED.			10
				15
				20
				25
			062025Z	30
				35
	032031 REQUEST ACTION INTENDED REGARDING INSULATION			40
	IN H.M.C.S."STETTLER"			45
				50

System

P/L Code or Cypher

Time of
Receipt | Dispatch

Operator

Date

CAPT D IIFX NAVAL MESSAGE

STETTLER

To:

From:

1. 3. 4. 8. 9. 15. 14-2

REQUEST I MAY BE INFORMED WHAT ACTION IS INTENDED REGARDING REINSULATION OF CO'S NO'S AND A CABINS. IN SPITE OF FULL USE OF STEAM RADIATORS AND SHUTTING OFF OF FORCED VENTILATION TEMPERATURES IN THESE SPACES HAVE ALREADY DROPPED TO A DISAGREEABLY LOW LEVEL. WITH COMING OF COLDER WEATHER IT IS ANTICIPATED THAT LIVING UNDER SUCH CONDITIONS WILL PROVE DETRIMENTAL TO THE HEALTH OF THOSE CONCERNED.

C SUP
DEP SUP
ASR
A&A
CEO

032031Z

CENT REC 2 T/P P/L NR 68 0322/53Z/10/44 GW/IF

*FEO
What is the
position?
Do you agree
with proposed
attached.
W.P.*

(NAVAL SERVICE)

FROM: Captain (D) Halifax.

DATE: 3rd July, 1944.

FILE: D. 20-71-3. *(new)*

TO : The Commander-in-Chief,
Canadian Northwest Atlantic,
Area Combined Headquarters.

COLLISION - H.M.C.S. "STETTLER" and U.S.S. "MISSION BAY"
A Ground

The enclosed Forms S. 232 in connection with a
collision involving H.M.C.S. "STETTLER" and U.S.S. "MISSION
BAY" on the 18th June, 1944 are submitted.

File 4/7
WB
W. L. PUXLEY

(W.L. Puxley),
ACTING CAPTAIN, R.N.
CAPTAIN (D) HALIFAX.

Encls.
/OH

To: "R" C IN C CHA CTG NAVAL MESSAGE
NMCS SENOWAT COMING CTG 02.9
HMS MALABAR NMCS STETTLER

CONFIDENTIAL
IMPORTANT From: CESP

DUE DAMAGE BRETHING NMCS STETTLER DELAYED. NEW STD ABOUT
23JUNE. REFERENCE NY 172147

191557Z

SOI(3)
COP
PDO
DEPX(7)
GEN REC(2)
MCO

(PASSED TO ACHQ)

(RE DEPARTURE "STETTLER" FOR BERLIDA)

(USNO RECEIVED)

20-71-0

Geo
5232

NR5

GRS 15

19/6/44

CS/131

BU
[Signature] = 21/7 ✓

OFFICE OF CAPTAIN (D) HALIFAX

STAFF MINUTE SHEET

SUBJECT *Report of Collision Staten Island*
ORIGIN *Stettin*

See over

Referred To:

*FEO
FND*

*So
D
Sec*

*28-6
29/6*

Mul

*over the ship
safety of his ship
when in the
hands of a
Pilot*

CAPTAIN HALIFAX
JUL 5 1944

~~It is noted that~~ It is noted that when the collision occurred, the Stettin was inside the slip and therefore clear of tidal currents. It is the responsibility of CO's to exercise control over the movements of tugs and pilots whom they desire to assist them. In Para 3, the CO's case is not strengthened by his statements that the tug master
PTO

and pilot were inefficient. He should have made that assessment before he permitted them to handle his ship. It is noted that the damage appears to have been of a minor nature, but I find the reluctance of the Captain to shoulder responsibility for his own errors of judgment to be somewhat distasteful.

~~RAA~~
RAA

42. The diagram ~~of~~ indicates that the services of the tug to place Skatlen in her allotted berth would be desirable which would necessitate the pilot handling the tug in order that their mutual signals might be understood.

It is considered however that the CO. should have exercised more control over his ship's movements in accordance with RR + AT ^{9-26-TP2} to the extent it is to blame though it is appreciated that a great deal of back is necessary when dealing with a U.S. Pilot.

43. No
44. Recommend CO be informed that he will be held responsible in future for exercising more control

DUPLICATE

DEPARTMENT OF NATIONAL DEFENCE
NAVAL SERVICE

19th. June 1944.

From : Commanding Officer,
H.M.C.S. "STETTLER"

To ✓ : Captain "D" Halifax,
Halifax, Nova Scotia.

Copy

to : Canadian Naval Liaison Officer,
New York, N.Y.

: The Commander, Ambrose Section,
U.S. Naval Frontier Base,
Tompkinsville, New York.

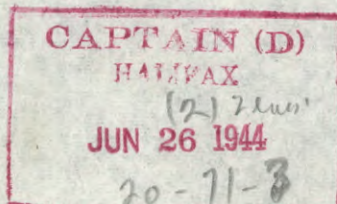
REPORT OF COLLISION - STATEN IS., N.Y., 1719 18-6-44

SUBMITTED:

The following, in chronological order, is the sequence of events leading up to the collision between the Escort Carrier U.S.S. "MISSION BAY" and this Ship, reported on the enclosed Form S.232. (All times shown are Zone plus four.)

2. 1657 Stopped, two cables East of Piers 8 and 9, awaiting berthing signal. Ship in control of Pilot, Lt.-Comdr. W.A. Mitchell U.S.C.G.
- 1659 Instructed to berth at berths 2 and 3, pier 9. Pilot advised that Tug would be necessary owing to difficult position of berth and state of tide.
- 1712 Naval Tug YTB-193 fast alongside. Pilot and Captain of Tug confer on whistle signals. Proceeded.
- 1719 Abeam of "MISSION BAY" tug pushes bow of "STETTLER" violently to port. "STETTLER'S" port yard arm immediately fouls aerial yard of "MISSION BAY"
- 1719½ All clear of "MISSION BAY". Proceeded to berth as indicated on sketch.

3. The state of the tide, and the large over-hang of the "MISSION BAY" made the approach to the berth ahead of the carrier quite difficult. But the tug, diesel driven, did not apparently have very much control over her speeds, nor did the Captain of the Tug appear to fully understand the whistle signals given by the Pilot. No explanation can be given for the Tug's sudden surge to Port. From the Tug's subsequent movements whilst berthing, it was apparent that the Captain of the Tug was not expert, and it was found necessary finally to dispense with his services and berth without his aid.



D. G. King
D. G. King,
A/Lt.-Comdr. (n) R.C.N.V.R.
Commanding Officer.

DUPLICATE

H.M.C.S. "STETTLER"

18th. June 1944.

EXTRACT FROM ENGINE ROOM

WORKING LOG

<u>PORT ENGINE</u>		<u>STARBOARD ENGINE</u>	
1657	S	1657	S
1712	SH	1712	SH
1712 $\frac{1}{2}$	S	1712 $\frac{1}{2}$	S
1715	SH	1715	HS
1715 $\frac{1}{2}$	S	1715	S
-	-	1715	HS
-	-	1715 $\frac{1}{2}$	S
-	-	1717 $\frac{1}{2}$	SH ^S
1718	S	1718 $\frac{1}{2}$	SS
1720	FS	1720	FS
1720 $\frac{1}{2}$	S	1720 $\frac{1}{2}$	S

J.P. Rogers

J.P. Rogers,
Lieut.(E) R.C.N.V.R.
Engineer Officer.

D.G. King

D. G. King,
A/Lieut-Comdr. (n) R.C.N.V.R.
Commanding Officer.

DUPLICATE

H.M.C.S. "STETTLER"

18th. June 1944.

EXTRACT FROM DECK LOG

<u>Revs.</u>	<u>Course</u>	<u>Wind</u>	<u>Weather</u>	<u>Baro.</u>	<u>REMARKS</u>
1600	-	W 1	bc 6	1017	
					1634 Gate inwards. Co and Sp. as requisite.
					1654 Pilot assumed control of Ship.
					1657 Stopped, vicinity Jetty 9, awaiting berthing signal.
					1712 Tug fast alongside. Proceeding to berth.
					1719 Tug pushes bow to Port. Port Yardarm fouls aerial yard of U.S.S. "MISSION BAY"
					1720 All clear, proceeding to berth.

let B. Brown
 C. E. Brown,
 Lieut. (n) R.C.N.V.R.
 Navigating Officer.

D. G. King
 D. G. King,
 A/Lt.-Cdr. (n) R.C.N.V.R.
 Commanding Officer.



Library and Archives
Canada
395 Wellington Street
Ottawa, ON K1A 0N4

Bibliothèque et Archives
Canada
395, rue Wellington
Ottawa, ON K1A 0N4

For material still subject to legislative, contractual or institutional obligations, users warrant that they will respect those obligations and not use LAC collections in a manner that would infringe the rights of others. Liability that may arise in the use of a copy is assumed in full by the user. LAC accepts no responsibility for unauthorized use of collection material by users.

To ensure proper citation and to facilitate relocation of an item, the source of the material and its reference number should always accompany the copy.

Pour les documents faisant encore l'objet d'obligations législatives, contractuelles ou institutionnelles, les usagers s'engagent à respecter ces obligations et à ne pas utiliser les documents des collections de BAC de façon à nuire aux droits d'autrui. Ils doivent assumer entièrement toute responsabilité qui pourrait découler de l'utilisation d'une reproduction de document. BAC décline toute responsabilité quant à l'utilisation non autorisée de documents provenant de ses collections.

Afin de citer un document avec exactitude et d'en faciliter le repérage, sa source et son numéro de référence doivent toujours accompagner la reproduction.

TITLE/TITRE : <i>Captain (D) Halifax - HMCS STETTLER - Collisions and Groundings</i>
FILE/DOSSIER :
REFERENCE NUMBER / NUMÉRO DE RÉFÉRENCE: <i>RG24-D-10, Volume 11566, File D 20-71-3</i>
PAGE(S) : 31
DATE : 14/02/2025