THE *Commissioning* OF

HMCS KOOTENAY

AT BURRARD DRY DOCK CO., LTD.
NORTH VANCOUVER B.C.

MARCH 7, 1959

Hon. G. R. Pearkes,
Minister of National Defence.

The commissioning of HMCS *Kootenay* is an important occasion. The main purpose of the Royal Canadian Navy is to provide a strong anti-submarine force as part of our deterrent. The addition of HMCS *Kootenay* to this force will considerably increase its effectiveness.

This ship provides a proud symbol of the ability of our ship-building industry to construct vessels recognized the world over as the finest of their kind. She is now ready for her task of helping to defend our coasts and sea lanes. The responsibility for carrying out this task rests on her ship's company.

Confident of their ability to do this, I extend to the Commanding Officer, officers and men, my sincere good wishes for a happy commission and an experience rich in the rewards of achievement.

G. R. PEARKES,
Minister of National Defence.

Vice-Admiral H. G. DeWolf, CBE, DSO, DSC, CD, RCN, Chief of the Naval Staff.

The commissioning of HMCS *Kootenay* is an occasion of pride and satisfaction for the Royal Canadian Navy.

This new destroyer escort is the first of the *Restigouche* class to commission on the West Coast. Like her sister ships, she is a valuable acquisition to the Fleet.

The Navy must maintain a strong anti-submarine force and the *Kootenay* is a further expression of our intention to carry out this role.

This new ship which we welcome as the latest addition to the fleet bears a proud name. The first *Kootenay* proved her capabilities during the Second World War. Her successor will undoubtedly carry the name with the same high sense of purpose.

To her Commanding Officer, officers and men, I extend my best wishes for the future as they set out now on the first stage of what I confidently expect will be a happy and purposeful commission.

H. G. DEWOLF,
Vice Admiral, Chief of the Naval Staff.

HMCS *Kootenay* at sea during trials.

A CANADIAN ACHIEVEMENT

HMCS *Kootenay* is the fourth of the *Restigouche* class of destroyer escort developed from the *St. Laurent* class and incorporating advances in armament and submarine detection capabilities.

The advances embrace sonar, guns and homing torpedoes. The new sonar is the product of intensive study and exhaustive trials carried out jointly by technical and staff officers of the RCN and scientists of the Defence Research Board. In general, this new equipment is designed to overcome the limitations imposed by unfavorable water temperatures, salinity and other conditions. The new set also has a greater range than those previously in use.

The *Kootenay* has a twin 3-inch 70 calibre gun mounted forward, replacing the 3-inch 50 calibre gun with which the *St. Laurent* class is equipped. The twin 3-inch 50 calibre gun aft has been

retained, but there are no Bofors close-range weapons. The 3-inch 70 has a greater rate of fire than the 3-inch 50 calibre gun.

The *Kootenay* carries homing torpedoes with improved capabilities to those fitted in the *St. Laurent* class.

Some change, too, has been made in the bridge structure, which now has wings, replacing the pilotage position on top of the enclosed bridge found in the *St. Laurent* class.

The *Kootenay* was laid down at the Burrard Dry Dock Company's North Vancouver shipyard on August 21, 1952 and launched on June 15, 1954. Her sponsor was Mrs. R. O. Campney, the wife of the Honourable R. O. Campney, at that time the Associate Minister of National Defence.

The ship's peacetime complement is 12 officers and 198 men. She has an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.5 feet. Her displacement is 2,900 tons. Her twin screws are powered by geared steam turbines. She has a speed of more than 25 knots and a high degree of manoeuvrability is provided by twin rudders.

She has been designed specifically to deal with the most modern submarine or its successor of the foreseeable future under a variety of weather conditions, including the worst extremes of the North Atlantic.

She is insulated and air-conditioned for both the fighting efficiency and comfort of her personnel. Her rounded lines will counter ice formation and facilitate in countering the effects of atomic fall-out. Her anchors are housed in recesses, equipped with manually-operated doors to reduce ice-forming spray. The capstan, usually located on the foes'le, is below decks.

Previous methods of ship-handling during action have been revolutionized by modern electronic aids. Complex radar and direction-finding equipment pierces through fog and darkness. During action, the captain "fights" the ship from the operations room. The wheelhouse is on the upper deck, two decks below the bridge for reduced vulnerability during action.

CONSTRUCTION

Unit construction, incorporating a new Canadian fabricating technique, has been employed in this class of ship. Instead of building from the keel up, in the conventional manner, each unit is constructed separately, then carried to the building ways to be positioned for final welding.

This method makes it possible for structural steel manufacturers to be given specific sections to fabricate at great speed. Drawings are such that reference to the shipbuilder would, in these circumstances, be unnecessary. The sections could be shipped to the shipyard which would, in effect, become an assembly plant. A high production rate could thus be achieved in an emergency.

The *Kootenay* is all-welded, with X-ray tests insuring against hidden defects. A large quantity of aluminum has been used in the ship's interior and superstructure for good stability and weight reduction.

WEAPONS

Anti-submarine weapons are the principal armament. They include two mortar mountings, each capable of firing three high explosive projectiles simultaneously and with great accuracy in any direction.

The mortar is controlled by means of electronic apparatus which locates and tracks the submarine and fires the mortar at the correct moment. The ship is also equipped with homing torpedoes which can alter course to pursue an enemy target taking evasive action on or below the surface.

Other weapons include one twin 3-inch 50 calibre radar-controlled gun aft and one twin 3-inch 70 calibre forward, each with an extremely high rate of fire. Primarily anti-aircraft weapons, they can nevertheless be used effectively in surface action.

PROPULSION MACHINERY

The motive power of the ship is provided by two main turbines and two cruising turbines geared down to twin shafts. Hardened and ground gearing has been used, reducing substantially both the gearing weight and housing dimensions.

Auxiliary machinery is powered either by turbines, electricity or diesels.

The two water-tube boilers are of extremely compact design, with steam maintained at a constant high pressure and temperature. Remote and automatic controls are used to an extent rarely found in a warship.

The boiler room, not being pressurized, can be sealed off from contamination, like any other space in the ship.

ELECTRICAL EQUIPMENT

The *Kootenay* has electronic and electrical systems more extensive and complex than those carried in Second World War ships twice her size.

Nearly every function of the vessel, including those of armament, navigation, cooking, ventilation, air conditioning and communications, is dependent on electrical power.

She has five generators capable of producing 1,400 kilowatts, and capable of servicing a city of 10,000. About 300 motors and motor generators provide the motive force for a wide variety of equipment. The ship's main electric power is alternating current.

ELECTRONICS

The *Kootenay* has three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment. A message centre is equipped with teletype, and a cryptographic room with coding devices.

The ship has radar systems for gunnery fire control, navigation, surface warning, air warning and air early warning. Submarine detection sets are of advanced design, including major developments of Canadian design.

For internal communications, she has 12 separate telephone systems, including lines for docking ship, damage control, radar maintenance and fuelling at sea, and 12 sound broadcast systems.

A Canadian-designed remote control system makes it possible to broadcast or receive from any one of 28 positions throughout the ship.

HMCS *Kootenay* during full power trials.

DAMAGE CONTROL AND DECONTAMINATION

The *Kootenay* has an extensive damage control organization, with its centre linked by a special telephone switchboard to strategic points in the ship.

To reduce danger of flooding and to prevent contamination of the air-conditioning system by gas, bacteria or atomic fall-out, the hull has been built without scuttles. Those on the superstructure are sealed and have light-weight aluminum deadlights for blackout purposes. A bilge suction main runs throughout the ship with suctions taken in hold and lower deck compartments by four main pumps. These pumps also provide pressure for a fire main which supplies fire hydrants throughout the ship. Portable pumps are also provided at strategic points in the ship. Paint is fire resistant.

The ship can be sealed against atomic, biological or chemical attack with provision for recirculation of air within the ship through the air conditioning plants. Personnel who have been exposed can be decontaminated in either of two compartments, one located forward and one aft.

The ship can be readily equipped for hosing down contaminated surfaces.

All compartments where men might be trapped have emergency escape scuttles with jumping ladders, supplemented by kick-out panels, as an alternate means of escape.

All damage control features of this ship are based on the particular hull form characteristic which provides her with positive stability under all conditions of damage which she can survive. The importance of this feature is that the ship will not under any conditions founder by capsizing but will retain positive stability throughout damage.

LIFE SAVING AND MEDICAL EQUIPMENT

Carley floats and wooden rafts formerly used in most other ships have been replaced with rubber rafts. These 20-man rafts inflate automatically on release into the sea. In addition to emergency rations, each raft carries survival gear, collapsible bailers, sea anchor, floating sheath knife and plastic whistle.

The sick bay is comparable in size to that of a cruiser. There are four berths, a bathroom, an operating table with the latest-type operating light, well-stocked drug and medical lockers, and diagnostic facilities.

HABITABILITY

The *Kootenay's* men sleep in bunks with foam rubber mattresses, pillows and individual reading lamps. Aluminum clothes lockers and additional drawer space for personal belongings are provided, as are mirrors and electric shaving outlets. Each living space has a recreational area for off-duty hours.

The officers' cabins, which also serve as offices, are arranged for single and double occupancy, except for one accommodating four junior officers. The officers' wardroom has a pantry, dining room and lounge, complete with dummy fireplace and piano. The commanding officer's quarters consist of a bedroom, bath, dining-room and small lounge with dummy fireplace.

There is provision for cafeteria-style messing from a centrally located electrically-equipped galley. The galley contains a bakery; sections for handling pastry, meat and vegetables; a dairy with ice cream and milk machinery; a dishwashing machine and garbage disposal unit.

The main dining hall, which can double as a cinema in the evenings, has fireproof tables, a recreation space, cushioned chairs and a piano. Lighting is fluorescent. The chief and petty officers have a separate dining space nearby.

The ship has storage for 90 days' frozen provisions, compared with that for 14 days in Second World War escort ships.

A check of dinner ingredients in the cafeteria main galley.

Ship's personnel examine part of the twin 3-inch 50 calibre gun mounted aft.

The wheelhouse is located two decks below the bridge to reduce vulnerability during action.

The main switchboard, the electrical nerve centre of the ship.

PROGR

1500—Invited Guests Arrive.

1505—Guest of Honour and Official Party arrive.

THE COMMISSIO

ORDER O

Introduction by Commander (L) J. R. Allen, CD, RCN, Resident Naval Overseer, Vancouver.

Address by Burrard Dry Dock Company Ltd., representative.

Address by the Chief of the Naval Staff (or his representative).

Address by the Guest of Honour, The Hon. G. R. Pearkes, VC, MP, Minister of National Defence.

Acceptance of the ship by Rear Admiral (E) B. R. Spencer, CD, RCN, Chief of Naval Technical Services.

Commissioning Service conducted by the Rev. Dr. E. G. B. Foote, OBE, CD, RCN, Deputy Chaplain General (P).

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 sailor's 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 lifteth 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 distresses.
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 wondrous works for the children of men.
43. Who is wise, and will observe these things, even they shall understand the loving-kindness of the Lord.

A M M E

1530—Commissioning Ceremony.
Guest of Honour and Official Party tour the Ship, followed by Invited Guests.

1630—Reception begins.

NING CEREMONY

SERVICE

PRAYER

O Thou, that sittest above the water floods, and stillest the raging of the sea, accept, we beseech Thee, 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 so through the waves of this troublesome world, and through all the changes and chances of this normal 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

Commissioning Service conducted by the Rev. J. E. Whelly, RCN, Deputy Chaplain General (RC).

Almighty God, our heavenly Father, hear our prayers and bless this ship with Thy right hand as Thou didst bless Noah and the ark on the waters of the flood. Send Thy holy angels from heaven to guard, assist, strengthen and encourage those who will serve therein. Preserve and deliver them from all weakness of mind and body. Endow her Officers with the spirit of wisdom, knowledge and the fear of Thee, inspire her men with the spirit of truth, courage and loyalty. Strengthen and increase their admiration for honest dealing, so that they may hate that which is evil and love that which is good. That through them the tradition of the Navy of Her Majesty the Queen may be maintained, to ensure the freedom of the seas to all who have the right to use them. And under the patronage of the blessed Mother of God, Mary, Star of the sea, of St. George Thy Martyr, and of all Thy saints, may their words and works be such as to bring them the honour due to faithful servants in this Life, and an eternal reward in the Life to come Thou who livest and reignest world without end.

Amen.

Her Majesty's Canadian Ship *Kootenay* commissions.

Commanding Officer, Commander R. J. Pickford, CD, RCN, addresses the ship's company.

Ship's company embark in the ship.

Commanding Officer is piped on board and stands by to receive the Guest of Honour, Official Party and Invited Guests.

Commander (L) J. R. Allen, CD, RCN,
Resident Naval Overseer, Vancouver.

THE NAVAL OVERSEERS

Construction of the *Kootenay* has been carried out under the supervision of the Principal Naval Overseer, West Coast; the Resident Naval Overseer, Vancouver; a staff of naval technical officers, chief petty officer, petty officers and men, and civilian government inspectors.

Throughout most of *Kootenay's* building, the Principal Naval Overseer, West Coast was Captain (E) Erik Revfem, CD, RCN.

Commander (L) J. R. Allen, CD, RCN, the Resident Naval Overseer, Vancouver and Assistant Principal Naval Overseer West Coast, took up his appointment in October, 1957. His predecessor was Commander (L) J. B. Wadsworth, MBE, CD, RCN (Retired).

Members of Commander Allen's staff are: Shipwright Lieutenant Commander J. MacFie, CD, RCN; Lieutenant Commander (E) A. C. Kent, CD, RCN; Lieutenant Commander (L) S. A. Ridge, DSM, CD, RCN; and Lieutenant (S) R. A. B. Fee, CD, RCN. Former members of the staff who worked on the *Kootenay* project were Lieutenant Commander (L) N. R. Banfield, CD, RCN and Lieutenant Commander (S) F. H. Foster, CD, RCN.

HON. C. WALLACE CBE
President
Burrard Dry Dock Co., Ltd.

H. A. WALLACE
Vice-President
Burrard Dry Dock Co., Ltd.

J. W. HUDSON
Executive Vice-President
Burrard Dry Dock Co., Ltd.

DAVID E. WALLACE
General Manager
Burrard Dry Dock Co., Ltd.

THE BUILDERS

Burrard Dry Dock Company Limited has a long and proud record in the shipbuilding and ship repairing industry and has participated in the growth and development of Western Canada during the past half century.

Founded in 1895 by the late Mr. Alfred Wallace, the Plant was established on the present site in North Vancouver in 1908. At the death of the Founder in 1929, his son, the Honourable Clarence Wallace, became President.

The Company played a vital part in the 1939-45 wartime ship construction and conversion programme. During that period Burrard became firmly associated with Naval construction through the conversion of passenger vessels to armed cruisers, the conversion of nineteen United States Aircraft Carriers to British Admiralty standards and the building of four Corvettes and six Minesweepers for the Royal Canadian Navy. In addition, more than one-third of Canada's wartime merchant fleet was constructed by the Company.

Following the war, Burrard Dry Dock Company was called upon to build, first a Gate vessel and several smaller auxiliary craft, and then four Destroyer Escorts, of which HMCS *Kootenay* is the second to go into commission.

The completion and commissioning of HMCS *Kootenay* is a worthy example of the continuing co-operation between the Builder and the Royal Canadian Navy.

Burrard Dry Dock Company is proud of the part it has played in war and peace and stands ready to continue its role in Canada's future defence and development.

An aerial view of Burrard Dry Dock Co., Ltd., North Vancouver, B.C.

AN HISTORIC NAME

HMCS *Kootenay* takes her name from the Kootenay River, in south-eastern British Columbia.

The exact meaning of the word "Kootenay" is not known, except that it is an Indian word and the name of the tribe that inhabits that part of the province.

When the white man first encountered the Kootenay Indians, they spoke a distinctive language of their own which was unlike that used by any other tribe in the interior of British Columbia. In their dress, customs and religion they resembled the plains Indians far more than they did their neighbours of the plateau.

This is not surprising since they used to cross the mountains each year to hunt buffalo on the prairie, and so had ample opportunity to come in contact with the plains tribes. It has been suggested that the Kootenays at one time may have lived east of the Rockies, and been driven across the mountains by the Blackfoot Indians.

One of the few distinctive articles produced by the Kootenay Indians was their unusual type of canoe. Constructed of birch or pine bark, this was a strange-looking craft with its bow and stern extending under water, not unlike the ram which became popular in the European battle fleets of the 19th century. This type of canoe was also used by the Interior Salish, another tribe of plateau Indians who crossed the Rockies to hunt buffalo on the plains.

THE SHIP'S BADGE

BLAZON:

Argent, three cottises in bend wavy Azure, over all a crescent Sable debruised by an Indian fish spear-head Gules, bound around the hilt with thongs Argent.

SIGNIFICANCE:

The Kootenay Indians, from whom the river derives its name, were known to have depended for food upon the fish caught in the rivers and streams, and on the buffalo found to the east on the slopes and foothills of the Rocky Mountains.

The buffalo also provided them with skins for wearing apparel, and other necessities.

In the badge design, the Kootenay River, for which the ship is named, is symbolized by the three blue diagonal wavy stripes.

The black crescent resembles the horns of the bison or buffalo, and the fish spear-head is typical of the kind used by the Indians.

While this design carries no reference to any Legend or historical event that might inspire courage and devotion, it is nevertheless a unique and interesting symbol for a ship-of-war in that the horns and spear are both instruments of attack and, at times, of defence.

SHIP'S COLOURS:

Red and White.

WARTIME BADGE:

Instead of designing her own badge, HMCS *Kootenay* adopted the one formerly borne by HMS *Decoy*. This was of the shield shape then used in the Royal Navy for all destroyers' badges. Its chief device was a lure, such as that used in falconry, depicted in gold against a green background.

A view looking forward over the Oerlikon gun platform of the first HMCS *Kootenay* during action in the English Channel area towards the latter part of the Second World War.

The first HMCS *Kootenay* (formerly HMS *Decoy*).

THE HERITAGE

HMCS *Kootenay* was the second of six River class destroyers transferred to the Royal Canadian Navy following an agreement between the United Kingdom and Canadian Governments during the winter of 1942-43 which was designed to strengthen the RCN's escort force for what was considered to be the crucial period in the Battle of the Atlantic, the spring of 1943.

As HMS *Decoy*, she had served in the Royal Navy since 1933, and had won a total of seven battle honours for her service in the Second World War before she was transferred to Canada.

Throughout most of the campaign in the North African desert, HMS *Decoy* had operated in the Mediterranean, escorting convoys or supporting the troops by bombarding enemy shore installations. The ship was also involved in operations off Greece and Crete.

During the evacuation of Crete at the end of May, 1941, HM Ships *Decoy* and *Hero* embarked the King of Greece and other important persons and transported them to Alexandria. In the spring of 1942, the *Decoy* was sent to the Far East, where reinforcements were desperately needed to stem the Japanese advance. Returning to the United Kingdom in November for a refit, the ship was transferred to the RCN while these repairs were in progress.

She was commissioned as HMCS *Kootenay* on April 12, 1943, at Jarrow on the River Tyne.

The *Kootenay* joined Escort Group C-5 of the Mid-Ocean Escort Force at the end of May, 1943, and there she continued to serve for almost a year, escorting convoys between St. John's, Newfoundland, and Londonderry, N.I.

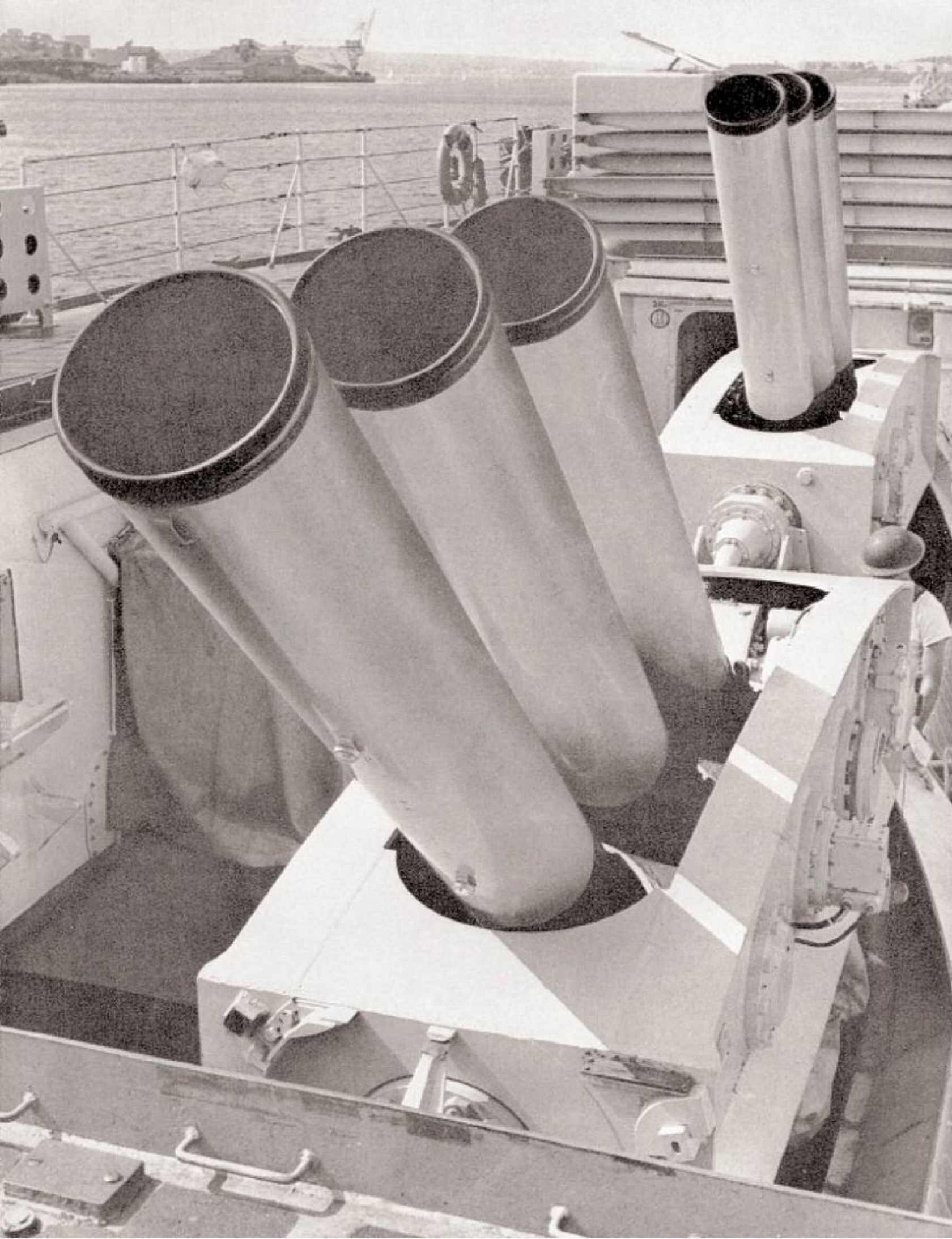
By this time the Allied forces were gaining the upper hand in the Battle of the Atlantic, and the number of ship losses from U-boats fell during the summer months. Although the enemy returned to the attack in September with their new acoustic torpedo, this German underwater offensive was shattered in less than a month. By the end of 1943 the Atlantic lines of communication were firmly held. A handful of U-boats remained, scattered here and there along the convoy routes for their nuisance value. Although they accomplished practically nothing, unceasing vigilance was still necessary to ensure the safe passage of the cargoes of war to the United Kingdom. Every convoy had to be shepherded across the North Atlantic by escort ships, and it was this task which HMCS *Kootenay* continued to perform throughout the winter and spring of 1943-44.

HMCS *Kootenay* was transferred on April 25, 1944, from Escort Group C-5 to the newly formed EG-11, which consisted of five River class destroyers—HMC Ships *Ottawa* (Senior Officer), *Kootenay, Chaudiere, Gatineau* and *St. Laurent*. The new group spent the following month "working up" at Londonderry in preparation for its role in the invasion of western Europe. Their task was to join other escort groups in patrolling a large area of open sea just outside the Channel. On June 6 the Canadian ships began their patrol off the south coast of Devon, about 25 miles east of Plymouth.

During the latter part of the summer, HMCS *Kootenay*, along with several other ships of EG-11, took part in the destruction of three U-boats.

The first of these sinkings took place in the Channel, about 20 miles south-west of Beachy Head. On the night of July 5-6, HMS *Statice* got a submarine contact and carried out a series of attacks with depth-charges and hedgehog. The target was lost shortly after midnight and the following morning, HMC Ships *Ottawa* and *Kootenay* joined the search.

At 0938, the *Ottawa* gained an asdic contact which she held until the *Kootenay* could attack with depth-charges. Several other attacks by depth-charge and hedgehog followed and one of the latter attacks, by the *Ottawa*, at 1059 brought about an explosion at a depth of 100 feet and produced some light oil. Another definite hit which brought up considerable quantities of wood and oil was scored by HMS *Statice* at 1120. The *Kootenay*, attacking with depth-charges at 1159, struck the next blow which hit home, producing a large amount of wood, clothing, oil and books. A whaler was lowered to recover evidence and among this were books written in German. The Senior Officer of EG-11, Commander J. D. Prentice of HMCS *Ottawa*, however, suspected a ruse and further attacks continued through the afternoon, bringing to the surface only oil in great quantity and bubbles. Other attacks were carried out in the following two days.



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