175

Levi

Grounding of
H.M.S. Quinte

2

JAN 22 194[illegible]
55-2-1 XXIV

ATLANTIC COAST

S. 2232.
SM—7-41
H.Q. 815-9-232

(Established—January, 1940.)
(Revised—January, 1941.)

REPORT OF COLLISION OR GROUNDING

(King's Regulations and Admiralty Instructions, Articles 1167 and 1170.)

H.M.S. C Iunite Date 6th Jan. 194[illegible]

ATTENTION IS CALLED TO THE NECESSITY FOR MAKING A FIRST REPORT BY TELEGRAM OF COLLISIONS OR SERIOUS GROUNDINGS.

If it is desirable to answer any question at greater length than the space provided in the form permits, the answer (numbered) should be written on a separate sheet and attached hereto.

If all the particulars required hereunder cannot be furnished promptly, the report should not be delayed, any information that has been omitted being sent in as soon as possible afterwards.

(Any question not applicable to the report should be crossed out.)

SECTION I (Collision or Grounding)

1. Date, time, and place ~~position of collision~~ grounding. (Strike out words inapplicable.)	29th Nov. 194[illegible], 1838 (zone P) Lat. 45 ° 36 N, Long. 60° ° 22 W, or bearing and distance
2. Direction and force of the wind	WSW 4
3. Direction and rate of tidal stream or current	unknown
4. State of weather and sea	o/s 33
5. Estimated visibility	6
6. Was H.M. Ship at anchor or under way?	Under way. Engines stopped
7. What damage is H.M. Ship estimated to have received?	Torn bottom plates on Starb'd side, a/s dome damaged. Holed, making water
8. Were Salvage services rendered as a result of the collision or grounding? If so, name and address of Officer in charge of salvage operations should be stated.	(1) Lieut Comdr. Wells (E) C/o N.O.I.C. Sydney (2) Foundation Marine.

SECTION II—COLLISION (with another vessel, or, with a wharf, dock, jetty, or the like)

The report should be accompanied whenever possible by a plan or tracing from the chart (see page 3) to illustrate the courses and direction of advance, the movements of own ship (and where the collision has been with another vessel, of her also), and any other information likely to be of value in enabling a decision as to liability to be reached.

8A. State name of other vessel, approximate tonnage, and ownership and Port of Registry if known. (In collision with jetty, etc., state authorities in control of, or responsible for jetty.)	
9. Course and speed (if under way) of H.M. Ship when the other ship was first sighted, or, in the case of a jetty, etc., when course was shaped to approach it.	
10. Any subsequent alterations of course and speed by H.M. Ship.	
11. *Was the other vessel at anchor or under way?	
12. *Estimated course and speed of other vessel (if under way) when first sighted.	
13. *Any subsequent alterations of course and/or speed by other vessel.	
14.*(*a*) *What navigation lights, if any, were exhibited by H.M. Ship? (*b*) *When were these first exhibited?	
15. The time when the other vessel was first seen, or, in the case of a jetty, etc., when course was shaped to approach it.	
16. The bearing and distance of the other vessel when first seen, or, in the case of a jetty, etc., when course was shaped to approach it.	

NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION II—COLLISION (Contd.)

17. *The lights, if any, of the other vessel which were first seen.

18. *Whether any navigation lights of the other vessel, other than those first seen, came into view before the collision.

19. *What sound signals (if any) were (i) sounded by H.M. Ship, and (ii) were observed to be sounded by the other vessel, and when?

20. What measures were taken aboard H.M. Ship to avert the collision, and when?

21. The parts of each vessel (or of own vessel and jetty, etc.) which first came in contact.

22. Whether either ship was in tow or in charge of a pilot.

23. What acts of negligence (if any) are alleged to have been committed by the other vessel (or, in collision with jetty, etc., by the shore authorities or berthing party)?

24. Whether blame is attributable to those on board H.M. Ship, and, if so, to whom, and in what respect.

25. *If the collision occurred between sunset and sunrise, whether, by observation of witnesses, the position, brilliancy, etc., of the lights carried by each vessel complied with the Collision Regulations, and whether any of them were obscured by rigging or other obstructions in the direction from which the vessel under way approached.

26. *If sound signals are involved, state here the observations of witnesses as to the efficiency of the apparatus on each vessel for making the proper signals.

(NOTE.—Questions marked * are not applicable in collision with jetty, etc.)

SECTION III—GROUNDING

27. The rate at which H.M. Ship was going over the ground at the time she was struck. — Less than 10 knots.

28. Height of tide at time of grounding — Seven minutes

29. The exact time she remained on shore.

30. The nature of the bottom — Rock

31. The means taken to get her off. (If assistance was rendered by any other vessels, give details and the names of the vessels.) — Partly by reversed Engines. Partly by assisting Swell.

SECTION III—GROUNDING (Contd.)

32. (a) With what sounding equipment was the vessel provided? — E.S. (out of order). Hand and deep sea leads

(b) What use was made of soundings, including hand lead, to check the ship's position prior to the grounding? Give details.

33. The ship's draught (a) forward (b) aft — (a) ..... ft. ..... ins. (b) ..... ft. ..... ins.

34. The least depth of water under (a) the bows, (b) amidships, and (c) the stern, during the time she remained on shore. — Unknown.

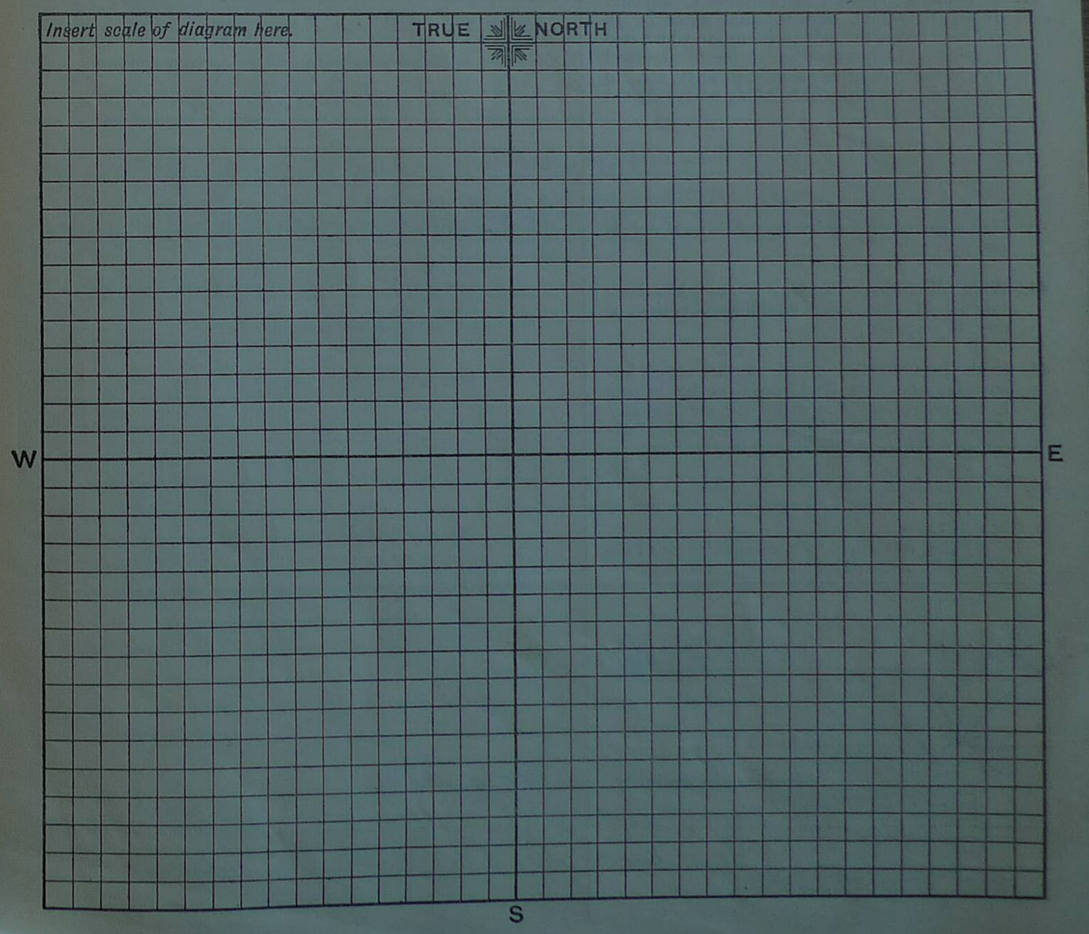
(a) ..... ft. ..... ins.
(b) ..... ft. ..... ins.
(c) ..... ft. ..... ins.

35. Date, time, and position of last fix obtained prior to grounding and object(s) used to obtain it.

36. Number and date of chart in use, and particulars of last large or small corrections.

The statement of grounding is to be accompanied by a track chart, commencing from the date when the ship last left port, and, if possible, by a clear and comprehensive plan of the place where the incident occurred, and in any case angles between as many of such prominent objects as may be in sight as will suffice to fix accurately the position when aground. When possible at least five such angles should be forwarded. Bearings taken from the standard compass of the same objects should be also given, stating the deviation of the compass.

Diagram illustrating relative positions, and movements, of vessels prior to collision, to be completed, if possible, in all cases of collision.
The diagram may also be used for the plan of the place where the ship grounded, but not for the track chart.



SECTION IV—REPAIRS (after Collision or Grounding)

37. Is H.M. Ship seaworthy? — No

38. If not, have arrangements been made to repair her? (Give details.) — Salvage operations proceeding

39. What is estimated cost of making good the damage to H.M. Ship? — Unknown

40. What time is required for repairs? —

41. Has the damage been surveyed? (If so, survey report to be attached.) — No - Ship under water.

In the case of collision with another vessel, state here if possible the answers to questions similar to 37 and 41 above, in respect of *the other vessel*, and, in the case of collision with jetty, etc., the answer to question similar to 41 respecting it.

SECTION V—GENERAL (Collision or Grounding)

Copies of the Deck Log, and the Rough and Fair Engine Room Registers, accompany this statement.

All relative data have been inserted on this form, and are correct to the best of our belief.

Signature of Navigating Officer (grounding) Officer of Watch (collision): John M Young

Rank Lieut RCNR Date 6th Jan 1943

Signature of Commanding Officer: C A Nicol

Rank Lieut (Temp) R.C.N.R. Date 6th Jan 1943

SECTION VI—REMARKS BY ADMINISTRATIVE AUTHORITY

42. Is blame considered attributable to anyone? If so, to whom, and to what extent? In collision cases, the extent, if any, to which it is considered blame attaches to the other vessel (or, in the case of collision with jetty, etc., to the shore authorities or berthing party) should be stated. — Findings of the Board of Inquiry not yet available.

43. Has a Board of Inquiry been held? If not, is one proposed? — Yes - Board of Inquiry held.

44. What disciplinary action, if any, has been taken? If not, what disciplinary action, if any, is proposed?

45. In the case of collision with another vessel, has any claim been received from the other vessel? In the case of collision with jetty, etc., has any claim been received from the authorities concerned? If so, details should be attached.

46. Has this claim been met? If so, state
(*a*) the amount of payment and name of payee.
(*b*) the reference to the cash account in which the payment will be recorded.

C.O.A.C. Submitted.

J.D. Prentice

Administrative Authority.

(J.D. Prentice)

A/CAPTAIN, R.C.N. (TEMP.) *Rank.*

CAPTAIN (D) HALIFAX.

Date.

21st January, 1943.

Remarks by Commander-in-Chief.

Admiralty—Forwarded.

Commander-in-Chief.

Command.

Date.

S. 232.
2M—7-41 (1[redacted]
H.Q. 815-9-232

(Established—January, 1940.)
(Revised—January, 1941.)

JAN 22 1943

REPORT OF COLLISION OR GROUNDING

(King's Regulations and Admiralty Instructions, Articles 1167 and 1170.)

H.M.S. C Quantle Date 6th Jan 1943

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SECTION I (Collision or Grounding)

1. Date, time, and place/position of collision/grounding. (Strike out words inapplicable.) — 2nd Nov 1942, 1838 (zone P) Lat. 45° 36' N, Long. 60° 52' W, or bearing and distance WSW 4.
2. Direction and force of the wind — Unknown.
3. Direction and rate of tidal stream or current — O.k.o. 33
4. State of weather and sea — 6
5. Estimated visibility — Under way Engines stopped
6. Was H.M. Ship at anchor or under way? — Torn bottom plates on Starboard
7. What damage is H.M. Ship estimated to have received? — side aft Dome damaged. Holed making water
8. Were Salvage services rendered as a result of the collision or grounding? If so, name and address of Officer in charge of salvage operations should be stated. — (1) Lieut Comdr. (E) Wells c/o N.O.i.C Sydney (2) Foundation Marine.

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time she remained on shore.

35. Date, time, and position o
prior to grounding and objec
it.

36. Number and date of chart
ulars of last large or small c

The statement of grounding
left port, and, if possible, by a c
angles between as many of such
aground. When possible at lea
of the same objects should be a

Diagram illustrating relative positio
The diagram may also

Insert scale of diagram here.

W

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E/S (out of order) Hand and deep sea leads

33. The ship's draught (*a*) forward (*b*) aft..... (*a*).....ft.....ins. (*b*).....ft.....ins.

34. The least depth of water under (*a*) the bows, (*b*) amidships, and (*c*) the stern, during the time she remained on shore.
(*a*).....ft.....ins.
(*b*).....ft.....ins.
(*c*).....ft.....ins.

unknown

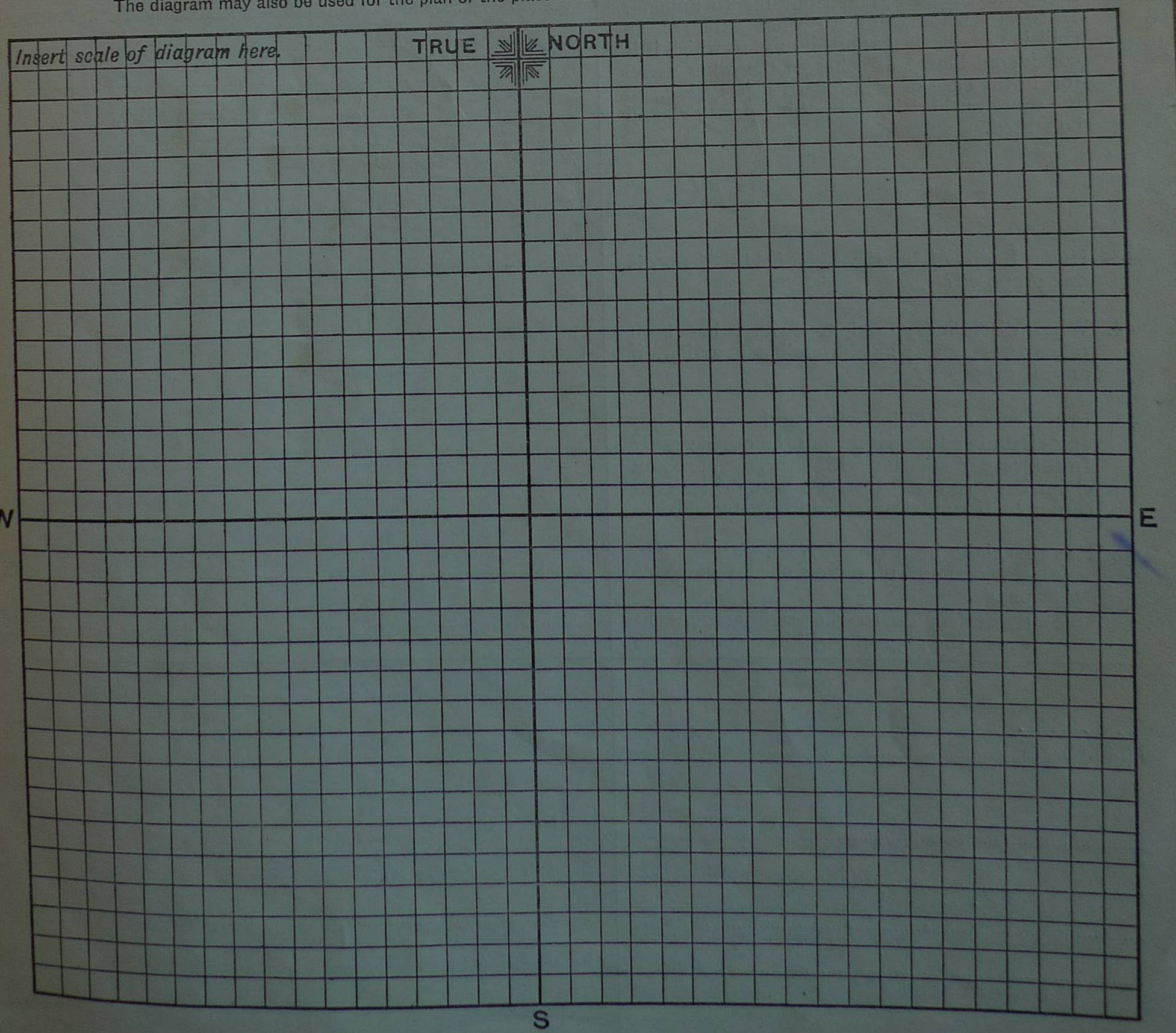
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Copies of the Deck Log, and the Rough and Fair Engine Room Registers, accompany this statement.

All relative data have been inserted on this form, and are correct to the best of our belief.

Signature of Navigating Officer (grounding) Officer of Watch (collision) John McHaney

Rank Lieut RCNR Date 6th Jan 1943.

Signature of Commanding Officer A.R. Nicol

Rank Lieut RCNR Temp Date 6th Jan 1943

SECTION VI—REMARKS BY ADMINISTRATIVE AUTHORITY

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43. Has a Board of Inquiry been held? If not, is one proposed? — Yes - Board of Inquiry held.

44. What disciplinary action, if any, has been taken? If not, what disciplinary action, if any, is proposed?

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46. Has this claim been met? If so, state
(*a*) the amount of payment and name of payee.
(*b*) the reference to the cash account in which the payment will be recorded.

C.O.A.C.
XXXXX Forwarded. Submitted.

J. D. PRENTICE
Administrative Authority.
(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX.
Rank.
21st Januarym 1943.
Date.

Remarks by Commander-in-Chief.

Admiralty—Forwarded.

Commander-in-Chief.

Command.

Date.

(NAVAL SERVICE) CONFIDENTIAL

1-N

FROM....THE COMMANDING OFFICER ATLANTIC COAST, H.M.C. DOCKYARD, HALIFAX, N. S.

DATE....30TH JANUARY, 1943. FILE...COAC. 1-N

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

- -

LIEUTENANT C.A. NICOL, R.C.N.R.
TRIAL BY COURT MARTIAL

- -

It is requested that you will prepare and submit to me an application for the trial of Lieutenant C.A. Nicol, R.C.N.R., by Court Martial on a charge of negligently, or by default, stranding H.M.C.S. QUINTE on 29th November, 1942. The Minutes of the Board of Inquiry and accompanying documents are enclosed.

I shall be glad if you will act as prosecutor in due course, when the trial is held.

COMMANDING OFFICER JAN 30 1943 ATLANTIC COAST

L.W. MURRAY

(L. W. Murray)
REAR ADMIRAL, R.C.N.

C.O.A.C. STAFF MINUTE SHEET

CIRC'N FILE NO. C- 0137

PLEASE RETURN TO COAC. SECRETARY'S OFFICE

SUBJECT: B/2: Grounding of HMCS "Quinte"

DATE: 13.1

To	Initials & Date	STAFF OFFICERS' REMARKS
		Propose Sec NB SCOD. 2. (Remarks?) 13/1/43.
SOO	WH 13/1	This report does not mention that the Cruiser and Elk proceeded to St. Ann's Bay when information received that QUINTE was aground on CABOT Island.
SNEM		Agree with the findings. Consider the CO's judgement was very much affected by the weather he had been through.
SO(A)	9/1/43 18/1	Concur with SOO's remarks. dcso:- 13/1
COAC		It is noted that CO of Quinte did not make signal to CO/c or NOIC Sydney informing him of his position in St. Peters Bay until 0830Z/13 although he knew from the pilot who boarded Quinte
		File returned to C.O.A.C.'s office January 15th. As S.N.E.M. is now at N.S.H.Q. in connection with ship repair facilities East Coast, it is requested it be sent again to S.N.E.M. on his return approximately January 19th, 1943.
S.N.E.M.	In Ottawa Jan 15/43	on the night of 29th where the ship was. If this signal had been made the Cruiser + assistance from Sydney would have arrived much earlier.
		(2) also with good visibility it is thought that the land is sighted (OVER)

586 remarks. Should have been visible or at least some lights of habitations before running aground on Horsehead Shoal. If so it would be evident that it could not have been Cibour 2d. as there would not have been land to steer by.

C.C.A.C. STAFF MINUTE SHEET

PLEASE RETURN TO COAC. SECRETARY'S OFFICE

CIRC'N FILE NO. C- 511.H 40378

SUBJECT: Bd of Inquiry - Grounding of Cruiser

DATE: 18: 4

To	Initials & Date	STAFF OFFICERS' REMARKS
SNEM	26/1	I have examined the evidence and feel that the matter has been dealt with in as thorough matter as possible, and I fully concur in the findings of the Board in so far as my duties are concerned.
		Form S 232 now attached. Propose to forward to NSHQ with Board, on completion by COAC. What remarks should be included in forwarding Board of Inquiry to NSHQ please? 26/1/p.
SOA	26/1	The findings of the Court are concurred in and it is evident that the Commanding Officer did not exercise even the ordinary precautions of navigation and of seeing that his ship was in all respects ready for sea which directly contributed to the grounding.
COAC		It is submitted for consideration whether the Commanding Officer should be recommended to be tried by Court Martial or suffer the severe displeasure of the Department.
Secty		

What remarks should there be
of Inquiry to NSHQ please? 26/1/5.

The findings of the Court are concurred in
and it is evident that the Commanding Officer did
not exercise even the ordinary precautions of
navigation and of seeing that his ship was in all
respects ready for sea which directly contributed
to the grounding.

It is submitted for consideration whether the
Commanding Officer should be recommended to be tried
by Court Martial or suffer the severe displeasure of
the Department.

NAVAL SERVICE

FROM...THE COMMANDER-IN-CHIEF, CANADIAN NORTHWEST ATLANTIC,
H.M.C. DOCKYARD, HALIFAX, N.S.

DATE...29th JUNE, 1943 FILE...CNA 55-2-1/125

TO....a THE FLAG OFFICER NEWFOUNDLAND FORCE, ST. JOHN'S, NFLD.
THE COMMODORE, HALIFAX, H.M.C. DOCKYARD, HALIFAX, N.S.
THE CAPTAIN (D), HALIFAX, H.M.C. DOCKYARD, HALIFAX, N.S.
THE NAVAL OFFICER IN CHARGE, MONTREAL, QUEBEC
THE NAVAL OFFICER IN CHARGE, QUEBEC, P.Q.
THE NAVAL OFFICER IN CHARGE, GASPE, P.Q.
THE NAVAL OFFICER IN CHARGE, SYDNEY, N.S.
THE NAVAL OFFICER IN CHARGE, SHELBURNE, N.S.
THE NAVAL OFFICER IN CHARGE, DIGBY, N.S.
THE NAVAL OFFICER IN CHARGE, SAINT JOHN, N.B.

GROUNDING - H.M.C.S."QUINTE"

A copy of a directive received from Naval Service Headquarters in connection with the grounding of H.M.C.S. Quinte is forwarded for your information.

2. His responsibility for ensuring that his ship, before proceeding to sea, is in all respects seaworthy and prepared to engage the enemy, is to be impressed upon the Commanding Officers of all ships under your administration.

3. Notwithstanding the Commanding Officer's responsibility, your attention is directed to the statement that "It is the duty of operational and administrative authorities to satisfy themselves that sailing orders are not issued which would entail a ship being sailed until she is in all respects ready for sea and prepared for war".

4. Operational and Administrative Authorities in my Command are to govern themselves accordingly.

COMMANDER IN CHIEF
JUN 29 1943
Canadian North West Atlantic

L.W. MURRAY

(L.W. Murray)
REAR ADMIRAL, R.C.N.

S. 1320D
10 Mil.-8-42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

To:

LT. G HOLDER JONES R N R
3R BIRMINGHAM ST
HALIFAX NS

From: NOIC SYDNEY

YOU ARE REQUIRED TO REPORT NOIC SYDNEY A.M. TOMORRO.
SUNDAY 30TH.

2220357

C IN C RNA
SBC
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C OF S SEC
SO(I)
SOAR
EDA
C OF S (SEC)

STAD

(PASSED BY CNT FOR ADDRESSER)

TEL P/L 29R(4 62 03/MK 29-5-43

CANADA

CONFIDENTIAL

Department of National Defence
Naval Service

Ottawa, Canada.

June 18th, 1943.

IN REPLY PLEASE QUOTE
No. NS. C.1079-4-183
NS. C.1079-3-230
NS. C.1057-196-6

M E M O R A N D U M:

Grounding - H.M.C.S. "QUINTE"

The evidence given at the Board of Inquiry and subsequent Court Martial has been studied and, whilst the findings placed the responsibility chiefly on the Commanding Officer, it is clear that the Operational and Administrative Authorities cannot entirely be absolved.

Although the ultimate responsibility of ensuring that his ship is in all respects prepared for war before proceeding to sea is that of the Commanding Officer, a serious view is taken of conditions which permit a Commanding Officer to be negligent in certain essential matters such as failing to verify the accuracy of Gyro and Magnetic Compasses, swinging the ship for adjustment of compasses after structural alterations on the bridge, etc. It is the duty of operational and administrative authorities to satisfy themselves that sailing orders are not issued which would entail a ship being sailed until she is in all respects ready for sea and prepared for war.

In this particular case, the ship has been placed out of commission for an indefinite period and the cost of repairs is expected to exceed $350,000.00 in addition to salvage charges.

Your attention is directed to Naval Order 2838 of 12th June, copy of which is attached hereto. You are to ensure that suitable precautions are taken to reduce to a minimum the possibility of a recurrence of the circumstances which eventually led to the grounding of H.M.C.S. "QUINTE".

COMMANDER IN CHIEF
JUN 20 1943
55-2-1/105
Canadian North West Atlantic

BY ORDER.

SECRETARY, NAVAL BOARD.

Enclosure

Commander-in-Chief, Canadian North West Atlantic,
H.M.C. Dockyard,
HALIFAX, N. S.

H.Q. 1010

500M-1-41 (9038)
N.S. 815-7-1010

COPY

NAVAL ORDER 2838

2838. SHIPS PROCEEDING TO SEA--STORING RESPONSIBILITY

It is the duty of administrative authorities to see that ships under their administrative control are provided with the necessary stores of all sorts prior to their proceeding to sea.

2. This does not relieve the Commanding Officer of his ultimate responsibility of ensuring that his ship is in all respects prepared for war before proceeding to sea.

3. When a ship is at a port other than its base, it automatically becomes the duty of the administrative authority of the port to see that stores of all sorts are provided, in accordance with the directions of the ship's administrative authority.

4. Operational authorities should give as much warning as possible to administrational authorities as to the date on which the ships will be required to proceed to sea, and should intimate the nature of the duties they will be required to carry out.

5. Sailing Orders and orders regarding delivery of stores of all sorts are invariably to be issued either in writing or by signal, care being taken that copies are received by all authorities concerned.

(M.N.D.) (N.S. 801-12-28)

Secret

C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIRC'N FILE NO. C- 04568

SUBJECT: ~~Boat~~ Grounding - HMCS Quinte - responsibility of Authorities towards ships proceeding to sea

DATE: 24.6

To	Initials & Date	STAFF OFFICERS' REMARKS
		Propose - FONF, CinCs, Capt D, All NO i/c's - Montreal, Quebec, Gaspé, Sydney, Shelburne, Digby, Saint John NB.
		A copy of a directive received from NSHQ in connection with the grounding of HMCS Quinte is forwarded for your information.
		2. His responsibility for ensuring that his ship, before proceeding to sea, is in all respects seaworthy and prepared to engage the enemy, is to be impressed upon the C.O.'s of all ships under your administration.
		3. Notwithstanding the C.O.'s responsibility, your attention is directed to the statement that "It is the duty of operational and administrative authorities to satisfy themselves that sailing orders are not issued which would entail a ship being sailed until she is in all respects ready for sea and prepared for war."
		4. Operational and Administrative Authorities in my Command are to govern themselves accordingly.
S/O	24/6	Concur Hd S/O. 23/6
C O/S	WB	
C-IN-C	25/6	
Sec'y		

Concur WB 24/6

(Separate for filing)

CONFIDENTIAL

C.-in-C. STAFF MINUTE SHEET

PLEASE RETURN TO C-IN-C SECRETARY'S OFFICE

CIRC'N FILE NO. C-04123.

SUBJECT: Decision of NSHQ on findings of Court Martial - Lieut. C.A. Nicol.

DATE:

To	Initials & Date	STAFF OFFICERS' REMARKS
		Response RR. 5/6
C-~~IN-C~~	✓	
Sec'y	2 5/6	

CANADA

IN REPLY PLEASE QUOTE
No. N.S.C. 1079-4-183

Department of National Defence
Naval Service

Ottawa, Canada.

CONFIDENTIAL

June 2nd, 1943.

MEMORANDUM:

With reference to your submission C.N.A. 55-5-1/13 of 20th April, 1943, enclosing the Proceedings of the Court Martial convened for the trial of Lieutenant C.A. Nicol, R.C.N.R. in connection with the grounding of H.M.C.S. "QUINTE", you are informed that the Finding and Sentence of the Court are approved by the Honourable the Minister of National Defence for Naval Services.

COMMANDER IN CHIEF
1
JUN 4 1943
55-5-1/13
Canadian North West Atlantic

BY ORDER,

SECRETARY, NAVAL BOARD.

The Commander-in-Chief, Canadian Northwest Atlantic,
H.M.C. Dockyard,
HALIFAX, N.S.

H.Q. 1010
50M-1-41-(M203)

175

CONFIDENTIAL

C.O.A.C. STAFF MINUTE SHEET

CIRC'N FILE NO. C- D1345'

PLEASE RETURN TO COAC. SECRETARY'S OFFICE

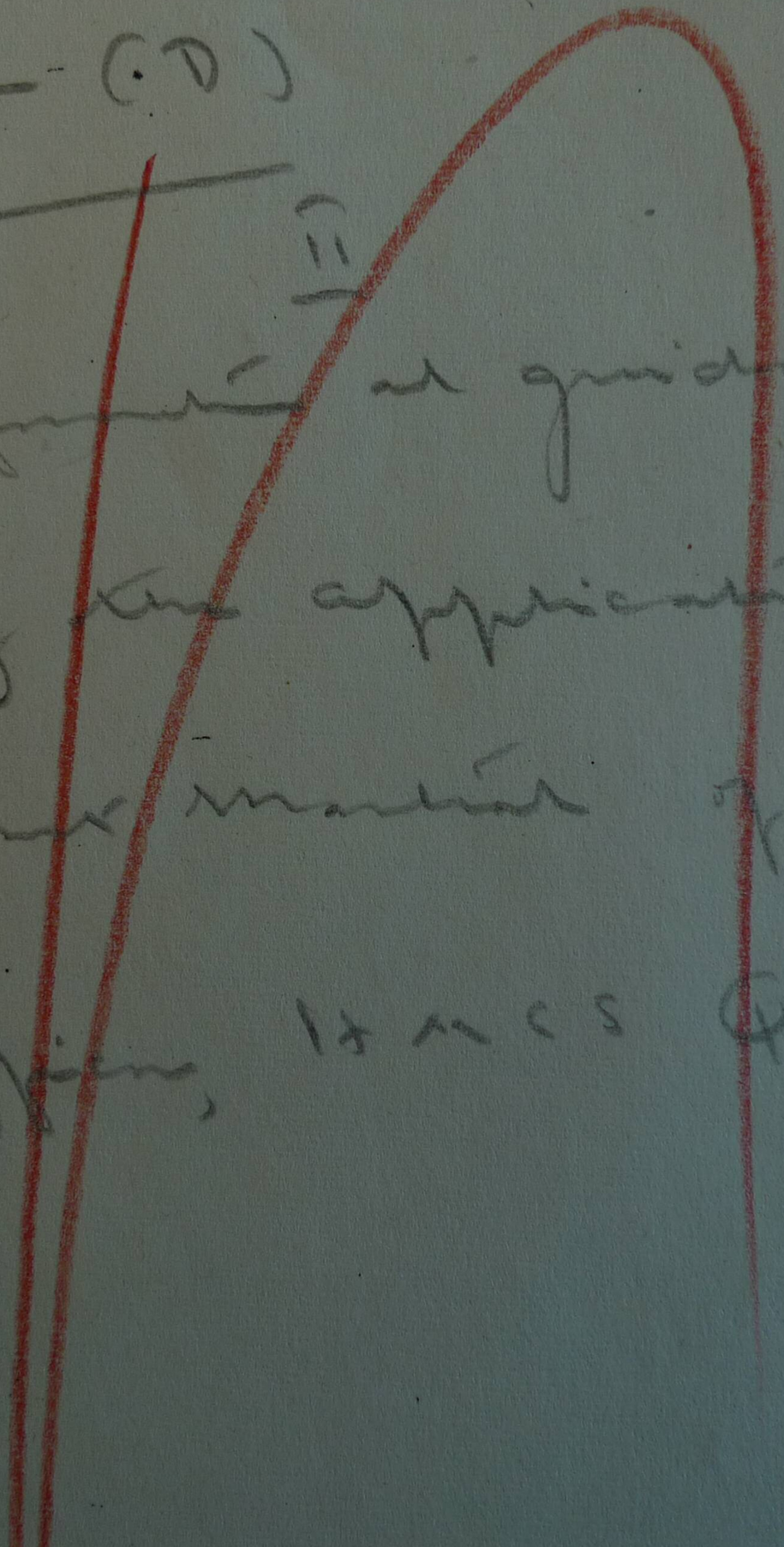
SUBJECT: Decision of NSHQ re B/2 :- grounding of HMCS "Quinte"

DATE: 5.3

To	Initials & Date	STAFF OFFICERS' REMARKS
SECY		REQUEST YOUR REMARKS PLEASE
SOO	NRM 5/3	Copy (D)
SOA	9/3	In response to guidance in paying for application for Court Martial of the Court by Commodore, HMCS Quinte
COPL		
SECY	6/3	

Capri — (D)

5/3



N.S.C.1079-3-230

DEPARTMENT OF NATIONAL DEFENCE

NAVAL SERVICE

OTTAWA, CANADA

1st March, 1943.

C O P Y

CONFIDENTIAL

MEMORANDUM:

With reference to your submission C.O.A.C. 55-2-1/175 of 10th February, 1943, enclosing the Proceedings of a Board of Enquiry held to investigate the circumstances attending the grounding of H.M.C.S. "QUINTE" on 29th November, 1942, you are informed that the Findings of the Board are generally concurred in.

2. Referring to paragraph 2 of the above mentioned memorandum, it is desired that a Court Martial be convened for the trial of the Commanding Officer, and, if possible, the trial of the other Officers concerned and that the Prosecutor be advised that it is of the utmost importance that the following points be clarified in the evidence:

(a) The exact orders received by "QUINTE" as to taking on of fuel.

(b) Was the ship ordered to proceed to sea without any regard to the possibility that she might find herself short of fuel?

(c) Was the "QUINTE's" fuel supply after taking on fuel from "UNGAVA" reasonably adequate for the voyage?

BY ORDER

SECRETARY, NAVAL BOARD

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

Minute II P.T.O....

MINUTE II CONFIDENTIAL

File..C.O.A.C..55-2-1/175.
The Captain "D" Halifax,
H.M.C. Dockyard,
Halifax, N. S.

For information and guidance in preparing the application for trial by Court Martial of the Commanding Officer, H.M.C.S. "QUINTE".

COMMANDING OFFICER
MAR 5 1943
ATLANTIC COAST

L.W. MURRAY

(L.W. Murray)
REAR ADMIRAL, R.C.N.

The Commanding Officer,
Atlantic Coast,
5th March, 1943.

(NAVAL SERVICE) CONFIDENTIAL

175

FROM....THE COMMANDING OFFICER ATLANTIC COAST, H.M.C. DOCKYARD, HALIFAX, N. S.

DATE....10TH FEBRUARY, 1943. FILE...COAC. 55-2-1-175 ~~XXIV~~

TO.....THE SECRETARY, NAVAL BOARD, DEPARTMENT OF NATIONAL DEFENCE, OTTAWA.

- -

BOARD OF INQUIRY - GROUNDING OF HMCS "QUINTE"

- -

Submitted for the information of the Department with reference to my 55-2-1 XXIV of 30th January, 1943, Minutes and Findings of the Board of Inquiry held to inquire into the circumstances attending the grounding of H.M.C.S. QUINTE on 29th November, 1942, together with shorthand notes and copies of relevant correspondence, detailed below, are forwarded.

ENCLOSURES

(1) Minutes and Findings of the Board of Inquiry.

(2) Shorthand notes.

(3) Form S.1360 and enclosures.

(4) Copies of signals
0105Z/29th November)
1715Z/29th November) from H.M.C.S. QUINTE
0830Z/30th November)

1441Z/30th November from Staff Officer (Operations) Sydney

0133Z/1st December)
2111Z/2nd December) from N.O.I.C. Sydney.

(5) Report of proceedings from H.M.C.S. QUINTE. DATED 31ST. DECEMBER, 1942.

2. With reference to the letter dated 12th January from the President of the Board of Inquiry, enclosures (c), (d) and (h) have been retained by C.O.A.C. for use in preparation of an application for trial by Court Martial.

COMMANDING OFFICER FEB 10 1943 ATLANTIC COAST

L W MURRAY

(L. W. Murray)
REAR ADMIRAL, R.C.N.

175

(NAVAL SERVICE) CONFIDENTIAL

FROM....THE COMMANDING OFFICER ATLANTIC COAST, H.M.C. DOCKYARD, HALIFAX, N. S.

DATE....30th January, 1943. FILE...COAC. 55-2-1 XXIV.

TO.....THE SECRETARY, NAVAL BOARD, DEPARTMENT OF NATIONAL DEFENCE, OTTAWA.

- -

BOARD OF INQUIRY - GROUNDING OF H.M.C.S. "QUINTE"

- -

Submitted for the information of the Department, a Board of Inquiry into the grounding of H.M.C.S. QUINTE on 29th November, 1942, has been held, and, after considering the Minutes, I have directed Captain (D) Halifax to prepare application for trial of the Commanding Officer, Lieutenant C.A. Nicol, R.C.N.R., on a charge of stranding his ship.

Minutes of the Inquiry are in use by Captain (D) in preparing Circumstantial Letter, etc., and will be forwarded as soon as possible.

L. W. MURRAY

COMMANDING OFFICER JAN 30 1943 ATLANTIC COAST

(L. W. Murray)
REAR ADMIRAL, R.C.N.

175

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

NAVAL MESSAGE

To: NSHQ

From: COAC

(?)

CONFIDENTIAL CODE

55-2-1

NSHQ'S 1622Z/11 PLEASE REFER TO MY 2055Z/10

REGARDING BOARD OF INQUIRY "QUINTE"

1425Z/12

COAC
C OF S
SOO
SOO(A)
PLOT
SOI
D HFX
SEC
STAD
MCO

(RE 1622Z/11 _WHEN MAY PROCEEDINGS OF BOARD OF INQUIRY REGARDING "QUINTE" BE EXPECTED)

T/P P/L 1750Z/12/2/43 PM/RK

Pack

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

NAVAL MESSAGE

To: 55-2-1 (175)

From:

C O A C

NSHQ OTTAWA

S E C R E T

WHEN MAY PROCEEDINGS OF BOARD OF ENQUIRY REGARDING HMCS "QUINTE" BE EXPECTED.

16223/11

COAC
C OF S
SOO
SOO(A)
PLOT
SOI
D HFX
SNO
STAD
MCO

We advised NSHQ by signal 2 days ago that this was enroute — Please attach signal.

T/P TN 125 NAVAL CYPHER X GRS 27 2031Z/11/2/43 PM/RK

Reply 14252/12

175

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

NAVAL MESSAGE

To: SECRET From:

NSHQ COAC

BOARD OF ENQUIRY GROUNDING OF QUINTE BEING
FORWARDED TODAY BY MY 55-2-1 XXIV OF 10TH FEBRUARY.

2055Z/10

COSC
C OF S
SOO
SOO(A)
PLOT(2)
SOI(3)
SEC
DNI (5)
NCO

I/P CYPHER X 2055Z/10 RM/MS 10-2-43

Packed

CANADA

lmt

Department of National Defence

Naval Service

IN REPLY PLEASE QUOTE

NO. 1

CONFIDENTIAL

3rd January 1942

FROM: Executive Officer,
H.M.C.S. "SKEENA".

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

Copy to: Commander G. McClintock, R.C.N.,
H.M.C.S. "CORNWALLIS".

Submitted:

Reference your S.1360 of 3rd January, 1943, returned herewith. Acting Lieutenant Commander Dyer, R.C.N. is at present on leave until A.M. 11th January, 1943.

COMMANDING OFFICER
JAN 3 1943
35-2-1XXIV
ATLANTIC COAST

Lieutenant (N) R.C.N.
EXECUTIVE OFFICER.

D 2258
1500M—11-40 (7828)
N.S. 815-5-2258

S. 1320D
10 Mil. 8–42 (5915-6)
N.S. 815–9–1320D

NAVAL MESSAGE

From:

To:

N.O.I/C SYDNEY (d) CAPT.(D) STAD C.O.A.C.

ALL OFFICERS AND RATINGS NOT ATTACHED TO HMS. STA. AND FOUR SEA. FOR GUARD ARE TO BE DISCHARGED TO STADACONA FORTHWITH. ON JOINING STADACONA THEY ARE TO BE AVAILABLE AS WITNESSES FOR BOARD OF INQUIRY. OFFICER TO BE DETAILED BY N.O.I/C SYDNEY IN CHARGE OF GUARD.

COAC
SEC (T/P SYDNEY) 1625Z/2
C OF S
PLOT
SO (A)
STAD
SOI-3

NAVD/S.O. (A) P/L 1627 2-1-43 SIG/SC

S. 1320D
10 Mil. 12-41 (2799-2800)
N.S. 815-9-1320D

NAVAL MESSAGE

From:

To:

1,3,4,9,10,15,14=2

COL

IT IS RECOMMENDED THAT A BOARD OF INQUIRY BE HELD AT HALIFAX TO INVESTIGATE THE GROUNDING OF HMCS QUEBEC AND ALL OFFICERS AND RATINGS NOW STANDING BY THE SHIP BE SENT TO HALIFAX TO ACT AS WITNESSES

COS
SEO
C OF S
SNO
NOIA
FLAG
SOA

1301/1

P/L 1303/1/1/A3

CAPTAIN "D" HALIFAX CORNWALLIS ST. FRANCIS C O A C

SKEENA STADACONA (R[illegible] M[illegible]

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

("D"HFX 16 COPIES)

To: From:

COAC
SEC
C O'S
PLOT
SOI-3
STAD
ST. FRANCIS
SKEENA
SO CORNWALLIS
ADMIN.

A BOARD OF INQUIRY WILL ASSEMBLE AT 0930
WEDNESDAY JANUARY 6TH 1943 IN THE CONFERENCE
ROOM ADMINISTRATION BLDG. H M C DOCKYARD HALIFAX
COMMANDER G.McCLINTOCK R C N CORNWALLIS PRESIDENT
LIEUT. CDR. P.C. SMITH S.T. FRANCIS AND ACT. LIEUT.
CDR. K.L. DYER SKEENA MEMBERS TO INVESTIGATE
THE GROUNDING OF H M C S QUINTE AT ST. PETER'S
BAY ON 29TH NOVEMBER 1942. CAPTAIN "D" IS REQUESTED
TO ENSURE THE PRESENCE OF NECESSARY WITNESSES.
SHORTHAND WRITER HAS BEEN DETAILED FROM STADACONA.

1507A/S

(BY T/P TO SYDNEY)

HAND P/L 1505Z BP/33 3/1/43

IN REPLY PLEASE QUOTE

No.....

CONFIDENTIAL & PERSONAL

Department of National Defence

Naval Service

Ottawa, Canada.

February 26th, 1943.

Dear Admiral Murray:

With reference to your submission C.O.A.C. 55-2-1/175 of 10th February, 1943, "Board of Enquiry on H.M.C.S. "QUINTE", the Minister directs that if a Court Martial takes place, the Prosecutor should make quite sure that it is clearly brought out in the evidence that the "ship was to proceed to sea only if she was in a fit condition to do so in all respects". In other words, he wants it clearly established that she was not ordered to sea regardless of her condition.

I understand that the Minister was told by certain Members of Parliament that a Warrant Officer in Lunenburg who was under the influence of liquor at the time made a statement to some unknown party that the ship was not fit to go to sea, and should never have been ordered or allowed to proceed.

I think that he wants to have this point well-established in case the question should be raised in the House.

I am following this with an official memorandum, but I thought you would like to know what was behind it all.

I trust that you are not finding the burden too heavy and that your health is keeping good.

Please give my kind regards to Mrs. Murray, and with kind remembrance from Mrs. Cossette to all of you,

I remain,

Yours sincerely,

J. O. Cossette

Rear-Admiral L.W. Murray, R.C.N.,
Commanding Officer Atlantic Coast,
H.M.C. Dockyard,
HALIFAX, N.S.

H.Q. 1010
50M-1-41-(M203)

CANADA

IN REPLY PLEASE QUOTE

No.....

Department of National Defence
Naval Service
Ottawa, Canada.

CONFIDENTIAL & PERSONAL

February 26th, 1943.

Dear Admiral Murray:

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Please give my kind regards to Mrs. Murray, and with kind remembrance from Mrs. Cossette to all of you,

I remain,

Yours sincerely,

J. O. Cossette

Rear-Admiral L.W. Murray, R.C.N.,
Commanding Officer Atlantic Coast,
H.M.C. Dockyard,
HALIFAX, N.S.

H.Q. 1010
50M-1-41-(M203)

3M-1-42(M819)

[redacted]-1360. (Established—March, 1933.)
(Revised—December, 1937.)

55-2-1 (7.) XVIV

H.M.C. Dockyard,
Halifax, N. S.
7th January, 194 3

MEMORANDUM.

You are to assemble ~~on board H.M.S.~~ in Conference Room, Administration Building, H.M.C. Dockyard, Halifax.
at 1430, Friday, 8th January, 1943
as a board of inquiry whereof Commander W. J. Fricker, R.C.N.
of H.M.S. C.S. STADACONA is to be the president and
hold a full and careful investigation into the circumstances attending the grounding of H.M.C.S. QUINTE at St. Peter's Bay, on 29th November, 1942, and subsequent action taken by Naval Personnel until the Salvage Company assumed responsibility.

calling before you such witnesses as are necessary to enable you to form a correct conclusion.

2. The inquiry is to be conducted in accordance with the directions contained in King's Regulations and Admiralty Instructions, Chapter XI.

3. The report of the board is to be accompanied by the minutes of evidence taken, and is to contain an expression of opinion on the merits of the case as disclosed by the evidence, including a statement of the causes of the occurrence.

Attention is directed to NMO 1730 regarding admissible evidence.

4. The questions in the minutes are to be numbered consecutively, and the name and rank or rating of each witness are to appear at the head of each page of his evidence. Attention is directed to NMO 2251 regarding full names of witnesses.

5. The report and minutes are each to be signed by the members of the board, and are to be in ~~triplicate~~ duplicate.

To the President only.

6. The original report is sent herewith for the purpose of the inquiry, and is to be returned with the report of the board, together with this memorandum.

7. ~~The Commanding Officer, H.M.S. ..... has been informed and directed to afford the board all the necessary facilities.~~

8. Unless the president has something to communicate he is to send the reports when completed, not to *bring* them.

9. A shorthand writer has been detailed from H.M.C.S. STADACONA

To: Commander W. J. Fricker,
Royal Canadian Navy
Lieut. Commander F. C. Smith,
Royal Canadian Naval Reserve
Lieut. Commander (E) A. Russell,
Royal Canadian Naval Reserve

L. W. MURRAY (*Signature*)
REAR ADMIRAL, R.C.N. (*Rank*)

COMMANDING OFFICER
JAN 7 1943
ATLANTIC COAST

N. 100/33.
N.L. 4616/37.

CAPTAIN'S OFFICE
DEC 31 1942
H.M.C.S. "PROTECTOR"

14-A-163

ENQUIRY FOR REPORT OVERDUE

OFFICE OF COMMANDING OFFICER,
ATLANTIC COAST,
H.M.C. DOCKYARD,
HALIFAX, N.S.
...28...Dec...., 1942

MEMORANDUM:
Information is requested whether the undermentioned report can now be forwarded. If the report cannot yet be rendered, will you please say when it may be expected.

Maloney
.....
COMMODORE'S SECRETARY
Admiral's

TO:- Secretary to
NO i/c Sydney

No.	Date	Particulars
		Report of grounding of HMCS Quinte

REPLY

31 Dec. 1942.

C.O. of H.M.C.S. Quinte advises that report will be ready in the next day or two.

COMMANDING OFFICER
JAN 3 1943
ATLANTIC COAST

Mayo
Lieut R.C.N.V.R.

Radio

From The Commanding Officer,
H.M.C.S."QUINTE",

31st Dec., 1942.

To Captain (D)
Halifax, N.S.

- -

REPORT OF PROCEEDINGS,

NOVEMBER 27th TO 30th, 1942

- -

Submitted:

2. All times G.M.T.

3. Copies of signals are not obtainable as the originals have been despatched through N.O.I.C. Sydney, to N.D.A. Ottawa, with other confidential matter.

4. In accordance with instructions from Captain (D), "Quinte" left Lunenburg at 1820z/27/11/42, for Pictou, N.S. At 1835z/27 the starboard sweep was passed out and sweeping continued until 2045z/27 when "Quinte" was 5 miles 080° from Lunenburg Buoy. At this point the sweep was taken in, and in taking bearings to secure a fix of the termination of the sweep it was discovered that the Gyro bearing repeater was seriously defective As up to this point the ship had made good the courses steered by the steering repeater the ship continued on a course of 080° at a speed of 12 knots and made Sambro Light Vessel as intended, passing it at 2300z/27, passing at a distance of 1 mile.

5. The course was held until 2330z/27, then altered to 065°, to make Cape Canso. A fix off Egg Island Light, with the light abeam and a sounding was obtained at 0145z/28.

6. At 0720z/28 the ENE wind had increased from 4 to 6, and as the ship was pounding, the speed was decreased to 10 Knots. At 1045z/28 the O.O.W., Lieut.J.M.Laing, R.C.N.R., the Navigating Officer, detected an extreme error in the Gyro steering Compass and informed the Commanding Officer, who then took charge of the bridge while a check was made. As no point of land had been seen from Egg Island ~~xx~~ the ship was steered into the land, or to the Northward. The wind had ~~x~~then gone round to the West, and was rising to gale force, With daylight it was discovered that the ships wireless aerials had carried away.

7. Speed from 0900z/28 to 1130z/28 was 9.5 Knots. At 1130z/28, when the ship was headed approximately north, R.D.F.watches were kept closed up and soundings taken, speed again 10 Knots. From 1230z/28 to 1400z/28 depths were ~~xxxx~~ obtained to identify Carousse Bank, East of Cape Canso, and from a point 1 mile north of that bank, in 70 fathoms of water, a course of 270° at 9.5 knots ~~x~~ was steered. Because of the ship's heavy labouring course had to be modified to 240° and speed reduced to 7 Knots.

8. At 1630z/28 extreme wandering of Gyro Compasses was noted and steering was again done by magnetic compass. At 1845z/28 course was altered to 280° and this course was maintained until 1105z/29.

REPORT OF PROCEEDINGS, NOVEMBER 27th TO 30th, 1942, Cont'd

9. "Quinte" was shipping much water and defects due to alteration of the bridge structure during the past refit allowed the entry of water to the chart room, over the sounding machine, shorts in the wiring and dampness in the motor resulting. Correction of these faults was partly effected, but no reliable aid from soundings was possible as breakdowns were repeated. As no lee of land such as might have been expected making headway into the Strait of Canso was experienced it was considered that the ship's headway was nil. Overcast skies prevented bearings or sights.

10. At 1105z/29 the course was altered to 040°, and "Quinte" proceeded to Sydney at 10 Knots. R.D.F. became inoperative at approximately 1200z/29. A very high sea was still running, to make solar observations impracticable, for longitude, but had lessened to allow the taking of a meridian altitude. The one sextant aboard, property of the Navigating Officer, was used for this purpose, but as it suffered a severe fall to the deck just before, and subsequent check for errors could not be made, the calculation could not be relied on.

11. At 1630z/29th land was again sighted, the first since passing Egg Island at 0145z/28th. At 1830z/29 identification of Louisbur and Louisburg Buoy was made. At 2005z/29 land considered Scateri Island was rounded, and at 2101z/29 land considered to be Flint Island was abeam. Here "Quinte" overtook an Oiltank and signalled her for her name and her destination. Reply was made that she was the "Elkhound" for Sydney.

12. Considerable snow flurries were now falling. No reliance could be placed on the compass and the vessel was conned to approach the white light thought to be Flat Point on the usual bearing, i.e. the line of buoys.

13. At 2135z/29 the Officer of the Watch reported to the Commanding Officer, then momentarily in the chartroom consulting the chart that the light (red), thought to be on Ciboux Island, seemed too near. Commanding Officer immediately went on the bridge and stopped the ship. At 2138z/29 "Quinte" grounded. Both engines were immediately put to full speed astern. At 2139z/29 engines were stopped, at 2139½z/29 various moves astern on port engine were made, and at 2142z/29 engines were stopped. At 2145 "Quinte" floated clear, favoured by a slight swell then running.

14. Immediately on grounding collision stations were ordered, and all watertight doors closed and checked. Result of damage was reported on by the Engineer Officer as controllable. W/T was opened, distress call made, and contact was established with Fairmiles by reflected projector light on clouds. "Quinte" was promised their attention, and proceeded at various speeds away from the danger encountered. At approximately 0200z/30 Fairmiles closed "Quinte" to guide her in to safer position, and acquainted her of her location.

15. The mistaken red light was then understood to be that at the mouth of St.Peter's Bay and the danger struck to have been Horsehead Shoals.

16. "Quinte" was preceded by H.M.C.S."Q 093" who acted as a guide. To assist "Quinte" to make better courses "Q 093" passed a tow line, but when that was not productive of closer steering "Q 093" put her pilot Captain Patrick Campbell on board "Quinte" and made fast on her port quarter.

REPORT OF PROCEEDINGS, NOVEMBER 27th TO 30th, 1942, cont'd

17. Proceeding at very slow speed, making about 2 Knots, "Quinte" entered St.Peter's Bay. The pilot suggested anchoring in 5 fathoms, but the Commanding Officer pressed for a beaching on good bottom, as fuel was now entirely out, and the ship was making too much water. This he agreed to do.

18. With steam entirely down the "Quinte" approached the strand at the SE of the entrance to St.Peter's Canal, where beaching was intended. It was found possible to tie up alongside the tanker "Elkhound", alongside the Canal entrance, and at 0810z/30th this was effected. Seawater was now too high in the stokeholds to raise a fire. At this point the pilot left.

19. Upon finding from the Engineer that steam could not be raised the lines were cast off from "Elkhound" and "Quinte" with more way on due to the wind blowing from astern was allowed to beach. With assistance of "Q 093" the stern of "Quinte" was swung clear of the entrance to the canal. A bow line was passed to the shore to hole her to the bank on which she lay. This operation was finished at 0840z/30.

20. As a result of the past storm of November 28th, telegraphic and telephonic communications were not possible to Sydney, "Q 093" standing by to transmit and/or receive signals.

21. Lieutenant Commander Wells, R.C.N.R.(E), boarded "Quinte" P.M.30th to inspect the situation, as representative of N.O.I.C. Sydney.

22. At the time of departure from Lunemburg "Quinte" had 52 tons of fuel. Captain (D)'s office had been acquainted of our low condition of fuel and of the arrangement made to suit the H.M.C.S."UNGAVA" also refitting at Lunenburg, that being to take her surplus fuel.

C.A.Nicol,
Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S."QUINTE".

F. 237

DIVISION FILE No 42 H 269-478

ROYAL CANADIAN MOUNTED POLICE

DIVISION	SUB-DIVISION	DETACHMENT
"H"	Sydney	C. I. B.

PROVINCE: ~~Nova Scotia~~

DATE: December 1, 1942

Please address correspondence to the Officer Commanding, R. C. M. Police, Halifax, N. S.

FILE REFERENCES

RE: H.M.C.S. "QUINTE" St. Peter's Bay, N.S.

SECRET

HEADQUARTERS

SUB DIVISION

29-754

DETACHMENT

P. C. R.

First

A. R. V. No.

1. At 1.00 p.m. of the 30-11-42 - the Operations Office, R.C.N., reported to this office that the above vessel, a Bangor Class minesweeper, was believed to have gone aground in the vicinity of St. Peter's Bay, on the Cape Breton coast, during the night of November 29, 1942. All attempts to contact the vessel by wireless had failed, and the assistance of this Force was requested to assist in locating the missing ship.

2. As telephone and telegraph communications from Sydney to St. Peters had been disrupted by a severe snow storm on November 28th, and as they were not yet repaired, it was impossible to contact St. Peters detachment by either of the above mentioned methods of communication.

3. On instructions of the N.C.O. i/c C.I.B., Cst. Godsoe and the writer patrolled to St. Peters, N.S., and on arrival learned from the Cst. in Charge Detachment that the above noted vessel had run aground during the night of November 29th at "The Horse Head", just outside St. Peter's Bay. The vessel had been severely damaged, and her wireless damaged to such an extent that she could not communicate with Naval Authorities at Sydney, N.S. She had gone aground at low tide, and when the tide had come in, she was able to proceed to the entrance of St. Peter's Canal where she was beached, to prevent her sinking.

4. Previous to the arrival of Cst. Godsoe and the writer, two other naval vessels had arrived at the scene and had established wireless communication with Sydney, N.S.

5. The Master of the H.M.C.S. "QUINTE" was interviewed aboard his vessel and requested that the Police deliver a written message to the Officer i/c Naval Operations, Sydney. This message was delivered during the evening of the 30th ult.

6. Expenses shown on Form 95 for period Nov. 15/30, 1942.

DIARY DATE

SET FOR

The Naval Officer In Charge,
H.M.C. Dockyard, Sydney, N.S.

Cst. (K.J. Perkins) Reg. No.12954.

1. Forwarded - 1-12-42 - You will note that the Cst. i/c St. Peters Detachment was aware of the presence of the HMCS "QUINTE" at St. Peters, and of the trouble it had undergone. However, due to disruption of both telephonic and telegraphic communication, the Cst. i/c Detachment was unable to advise this office. It will also be seen that Naval craft had contacted the "QUINTE" and had advised your office before the arrival of our patrol.

HCM:MT

(E. Kelleher) S/Sgt. for
O.C. Sydney Sub-Division, AOD.

FILE NUMBERS, HEADING AND MARGINAL REFERENCE ARE TO BE PROPERLY FILLED IN.

The O.C. "H" Division.

1. Forwarded - 1-12-42 - Naval Authorities at this Port were aware of some trouble in connection with the HMCS "QUINTE", at or near St. Peters, but had been unable to contact the vessel by wireless, and at the time of advice, that office had also been unable to contact her by the two Naval vessels they had sent to search.

2. As you will note from this report, communications were broken due to all wires being down, and for that reason, a patrol was despatched from Sydney to locate the HMCS "QUINTE", and render such assistance as possible.

3. When the patrol arrived at St. Peters they found that the Cst. i/c was fully aware of the situation, but had been unable to communicate his findings to this office. Naval craft had found the "QUINTE" and were standing by. However, at the request of the Master of the vessel, a letter was delivered to the Naval Officer in Charge, Sydney, advising him of all details.

CONCLUDED. HANDED OVER.

HCM:MT

(E. Kelleher) S/Sgt. for
O.C. Sydney Sub-Division, A.O.D.

The Commanding Officer,
Atlantic Coast, R. C. N.,
H. M. C. Dockyard,
Halifax, Nova Scotia.

1. FORWARDED - 7-12-42 - for your information.

COMMANDING OFFICER 2 DEC 8 1942 14-A-153 ATLANTIC COAST

(A. N. Eames) Sup't.,
:S Commanding "H" Division.

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

NAVAL MESSAGE

To:

From:

C O N F I D E N T I A L

C.O., C. (S) [illegible] SECRET CODE [illegible]

QUESTIONABLY OF HIGH IMPORTANCE

EACH ENGINEER OFFICER REPORTS HLCS (WINTER'S STEIN

FOR BOILERS D RESTRICTED IN DEPTH UD AT RESULT OF CRACK

HOLE OVER TOP LOW CONSIDERED SALVAGE JOB. BAD

ENGINEER OFFICER IN CONTACT WITH SHIP.

21112/2

(PASSED TO N.S.H.Q.)

COPY TO OPERATIONS

COMC
C OF S
ECO
COO(A)
ACOT
COI(2)
[illegible] (4)
EOIC (2)
[illegible] (3)
[illegible] (3)
[illegible]
[illegible]
[illegible]
[illegible]

S/P W/T N 53 CRG.50 PAGAS. [illegible] 2221Z DLY/NT [illegible]

[illegible] [illegible] I M P O R T A N T

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

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

NAVAL MESSAGE

To:

From:

COMC (R) PSNQ

NO1/C SYCEN

IMPORTANT

BASE (CITIES SERVICE) HAS INSPECTED "CRUISER" AND REPORTS VESSEL MAKING WATER STARBOARD AFT STERN. ONE AND TWO BOILER ROOMS AND ENGINE ROOM DAMAGE IS SERIOUS BUT NOT CONSIDERED ACUTE. WITH ASSISTANCE OF DIVER, SUITABLE TUG AND PUMPS, IT IS CONSIDERED VESSEL CAN BE KEPLED ONTO, REFLOATED AND TOWED TO PSNQ. U.S. TUG "CRUISER" WILL NOT PROCEED UNTIL A.M. TOMORROW. 1st. AS PILOT REFUSES TO TAKE RESPONSIBILITY OF ENTERING HARBOR AT NIGHT IN DARKENED. PROCEEDING TO PSNQ ARRANGEMENTS FOR DIVER AND PUMPS TO BE EMBARKED IN "CRUISER". WILL KEEP YOU INFORMED OF PROGRESS.

0133z/1

(SLOWN TO OPERATIONS)
(PASSED TO PSNQ)

T:P Y/L (H-5) 0210z/1 HS/TL 1/13/42

BASE ENGINEER OFFICE HAS INSPECTED "QUIET" AT

NORFOLK VESSEL MAKING WATER STARBOARD AID NUMBER ONE

AND TWO BOILER TOOLS AND ENGINE ROOM DAMAGE IS SERIOUS

BUT NOT CONSIDERED ACUTE. WITH ASSISTANCE OF DIVER,

SUITABLE TUG AND PUMPS, IT IS CONSIDERED VESSEL CAN BE

PUMPED OUT, REFLOATED AND TOWED TO PIER CD, N.S.

(2) TUG TOWING" WILL NOT PROCEED UNTIL A.M., TOMORROW,

(3)

(4) 1st, AS PILOT REFUSES TO TAKE RESPONSIBILITY OF SHIFTING

(5)

(6) BERTH IN DARKNESS. ENDEAVORING TO MAKE

(7) ARRANGEMENTS FOR DIVER AND PUMPS TO BE EMBARKED IN

(8) "CRUISER", WILL KEEP YOU INFORMED OF PROGRESS.

0133/1

(SLOWN TO OPERATIONS)
(PASSED TO NHQ)

C.P. 2/2 (H-5) 0210z/1 JS/JL 1/12/42

S. 1320b.
200M Pads of 200
2-42-(3446-53)
N.S.815-9-1320B

NAVAL MESSAGE

For use in Signal Department only

PERSONAL NOT TO BE LOGGED

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

No. of Groups:

TO:
SOO HALIFAX

FROM:
SOO SYDNEY

Write Across

YOUR 1229/30. OFFICIAL SIGNAL UNNECESSARY. BASE ENGINEER OFFICER, MASTER ATTENDANT AND WARRANT SHIPWRIGHT HAVE ALREADY BEEN DESPATCHED BY NOI/C TO MULGRAVE BY CAR THENCE ST. PETER'S BAY BY FAIRMILE. TUG CRUISER STANDING BY WAITING BRAS D'OR PILOT AND CONFIRMATION THAT SHIP IS AT ST. PETER'S BAY.

1441/30/11

System	P/L Code or Cypher	Time of Receipt	Time of Despat

SECRET.

701-5-2.

TO: C IN C CNA (R) NSHQ

FROM: NOIC SYDNEY

APRIL 24.1943.

FOLLOWING FROM OFFICERS IN CHARGE GUARD AT ST.PETERS FOR INFORMATION QUINTE DEPARTED IN TOW TO-DAY , SATURDAY , LAYING OVER AT MULGRAVE TO- NIGHT AND PROCEEDING PICTOU TO-MORROW.

2413582

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

NAVAL MESSAGE

SECRET

To: NOIC SYDNEY C.B.
(R) C IN C CNA

From: CXO MULGRAVE

701-5-2

HMCS "QUINTE" AND TUG "OCEAN EAGLE" BERTHED AT MULGRAVE 2330Z TONIGHT.

C IN C CNA
C OF S
SOO(6)
SOI(3)
C HFX(2)
D HFX(5)
MCO

242400Z

SHOWN TO OPERATIONS

T/P H-7 NAVAL "K" GRS 34 250349Z MOM/PM 25/4/43

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

NAVAL MESSAGE

To: NOIC SYDNEY C.B. (R) C IN C CNA

From: CZO MULGRAVE

SECRET

701-5-2

H.M.C.S. QUINTE AND TUG OCEAN EAGLE LEFT MULGRAVE FOR PICTOU N.S. 9F 0940Z 25TH APRIL.

251215Z

(COPY TO OPERATIONS)

C IN C CNA
SOO 6
SOI 3
D HFX. 5
C HFX. 2
EAC
NCO
NCSO 2
USNO
C OP S

C/P H 14 NAVAL "K" GRS. 37 25[illegible] DNC/TH

701-5-2

STAFF MINUTE SHEET

File:

SUBJECT: H.M.C.S. "Quinte" - Report.

Referred to	Initials & Date	Remarks, Proposals
SOCC PMSO	A.M. 22/11 T.McD.B 22/11	Only the S.O. need forward Reports & moorings. N.F.A. W.E. 21.11
After Action Circulation		
Bring Forward		
To / Date Required		
File:		

(Continue if necessary on back marking P.T.O. here)

5. From Manzanillo to Corinto the weather was very hot, the quarters proving untenable. Extreme heat was experienced in the engineroom and in the stokehold, but no sickness seems to have resulted. At I530 on the 25th October "Quinte" anchored in Corinto Harbour, as did the "Ungava" "Clayoquot" berthing alongside. At I835 a coasting vessel having left the dock, "quinte" hove up and berthed alongside at I857, followed by "Ungava". Fuelling of "Quinte", "Ungava", and "Clayoquot", in that order was performed.

I5th NOVEMBER, I94I.

From The Commanding Officer,
H.M.C.S. "QUINTE",

To The Commanding Officer,
H.M.C.S. "VENTURE".

Sir,

I have the honour to submit the following report of the voyage from Esquimalt, B.C., to Halifax, N.S., via San Pedro, Manzanillo, Corinto, Panama Canal, Kingston,-Jamaica, and Bermuda.

I. At I008, Friday, I0th October, "Quinte" slipped and proceeded in company with "Clayoquot" and "Ungava". Bad Weather was experienced and speed was reduced accordingly. By Sunday, I2th October, the weather improved to allow of increased speed, at which we approached San Pedro Breakwater where the pilot for that Port boarded at I508 on the I4th. All three vessels proceeded in, each with a pilot's gratuitous assistance, and berthed at the Shell Oil Company's wharf, at Wilmington, at I540, I4th October.

2. Mr Blood-Smyth, the British Vice Consul at San Pedro, boarded and gave all possible guidance in the matter of securing fuel and provisions. The Shell Oil Company required a deposit of $500.00 before they would supply fuel. This deposit being made by each Canadian M/S, refuelling commenced.

3. Exchange of U.S.A. currency for the crews' Canadian money was also arranged by the Vice Consul, and shore leave was allowed. On Wednesday, I5th October, Mr Blood-Smyth accompanied the three Commanding Officers to the Security First National Bank, "Quinte" drawing $2500.00 in U.S.A. funds by Navy Bill. Accounts for fuel, water and provisions were settled and at I825 on the same day, (I5th), with a pilot on board, "Quinte" slipped and proceeded to sea following "Clayoquot" and being followed by "Ungava". At I850 the pilot was dropped and course set for Manzanillo.

4. Good weather and rising temperature was experienced en route to Manzanillo. At IIII on Monday, 20th October, "Quinte" anchored astern of "Clayoquot" in Manzanillo Bay, "Ungava" proceeding in to berth at the Oil Wharf. At I930 "Quinte" hove up and proceeded in to occupy the berth now vacated by "Ungava". It is necessary to let go both anchors at this berth, and to pass a grass line to a buoy on the Starboard quarter to prevent damage to ship and/or wharf that might result from the considerable surge running there. Refuelling is slow at this port, and at o6I2 on the 2Ist, with a pilot again aboard "Quinte" slipped and proceeded to the anchorage. At 0624 the anchor was let go in the Bay, the "Clayoquot" next proceeding to refuel. At Manzanillo the Vice Consul, Mr Victor Hogg, gave all possible aid and at I607, with settlement for fuel and provisions made out of the U.S.A. funds in hand, all three vessels proceeded to sea. No water was taken at this port.

5. From Manzanillo to Corinto the weather was very hot, the quarters proving untenable. Extreme heat was experienced in the engineroom and in the stokehold, but no sickness seems to have resulted. At I530 on the 25th October "Quinte" anchored in Corinto Harbour, as did the "Ungava" "Clayoquot" berthing alongside. At I835 a coasting vessel having left the dock, "quinte" hove up and berthed alongside at I857, followed by "Ungava". Fuelling of "Quinte", "Ungava", and "Clayoquot", in that order was performed.

6. Mr Griffiths, Vice Consul at Corinto gave his kind attention and advice. Fuelling at Corinto is very slow and no water was taken. At I755 on 26th October, "Quinte" slipped and followed "Ungava" seaward, "Clayoquot" following, and at I857 course was set for Panama. All payments for fuel and provisions were made from U.S.A. funds on hand.

7. From Corinto to Panama the weather was increasingly hot. At I053 on 29th October all three ships anchored in Panama Bay, and were boarded by the Canadian Trade Commissioner, Mr. Brighton, to advise. At I355 "Quinte" hove up and followed "Clayoquot" who had a pilot aboard. At I500 secured in Shell oil Company's Berth, Bilboa, "Ungava" following. Fuelling was commenced, water was loaded, and provisions taken on board. No payments were made here by the ships.

8. At 06I5 on the 30th October "Quinte" and "Ungava" slipped and were piloted into and through the canal, passing through as far as Gatun Locks, where both awaited the arrival of the "Clayoquot". At I330 all three ships cleared the locks and at I353 anchored in Limon Bay and discharged pilots. At I745 all weighed and proceeded,"Clayoquot" with a pilot, and at I8I8 course was set for Jamaica.

9. From Colon to Kingston Northeast winds were experienced and the heat was reduced. At I945 on the Ist of November the pilot for Kingston boarded, and all three ships entered and secured in that port. Fuel, provisions and water were loaded. Excellent recreation for the men is provided in this port, by the Naval Club. At I7I5 on Monday the 3rd at the orders of the Captain in Charge, Jamaica, "Quinte", followed by "Clayoquot" and "Ungava", slipped and proceeded to the assistance of H.M.S....., stranded off Port Royal. All three M/S anchored off Gun Cay until called alongside to pass our sweep wires to the stranded vessel for towing off. Engaged in towing from 2I30/3rd until 0200/4th, when floating was accomplished, "Quinte" anchored at 02I6 until 0725, at which time all three M/S returned to Kingston. Payment of all accounts in this port were made from the fund of Canadian money supplied and at II50/5th October all three ships proceeded to sea.

I0. Good weather was experienced en route to Bermuda at which port the ships arrived at I0I5/I0th October, making fast alongside in the basin in the Dockyard, where all were refuelled. No water was taken here. Provisions were also secured, and at I4I5 IIth October the vessels left for Halifax. Corrections to the A/S set which had been effected in Bermuda were satisfactory for the first day out only.

II. Weather from Bermuda North was bad and speeds were thereby affected. At I900/I4th October the Halifax Pilot boarded and the "Quinte" was secured in Berth 5, Halifax.

Captain In Charge
26-5-2
NOV 20 1941
HALIFAX. N. S.

I have the honour to be, Sir,
Your obedient servant

C.A. Nicol

Lieutenant, R.C.N.R., (Temp).,
Commanding Officer,
H.M.C.S. "QUINTE".

H.M.C.S. "QUINTE".

MONTHLY REPORT OF PROCEEDINGS, OCTOBER, I941.

Date.	Hour.	Proceedings.
I	0735.	Slipped from berth, Esquimalt, and carried out A/S sweep in Straits of Juan de Fuca.
	I905	Secured in Berth 5, Esquimalt.
2		" " " " " , correcting defects.
3		" " " " " " "
4		" " " " " " "
5		" " " " " " "
6		" " " " " " "
7	0730	Slipped.
"	0805	Secured at Oil Wharf, and completed with fuel.
"	I0I8	Slipped, and returned to Berth 5.
"	I03I	~~Slipped~~ Secured in Berth 5.
"	I200	Slipped, and proceeded to conduct gun trials.
"	I640	Returned and secured in Berth 5
8	0745	Slipped, and proceeded for compass adjustment.
"	III9	Returned and secured in Berth 5.
9		Secured in Berth 5. C.O.P.C's rounds at III5.
I0	I008	Slipped and proceeded to sea.
II		At sea.
I2		" "
I3		" "
I4	I540	Secured at Shell Oil Wharf, San Pedro, and refuelled.
I5	I825	Slipped and proceeded to sea.
I6		At sea.
I7		" "
I8		" "
I9		" "
20	IIII	Anchored in Manzanillo Bay.
"	20I8	Secured at Oil Wharf and refuelled.
2I	06I2	Slipped and proceeded to anchorage.
"	0624	Anchored in ~~Manzillo Bay.~~ Manzanillo Bay.
"	I607	Weighed and proceeded to sea.
22		At sea.
23		" "
24		" "
25	I530	Anchored in Corinto Harbour.
"	I835	Weighed and proceeded alongside.
"	I857	Secured and refuelled.
26	I755	Slipped and proceeded to sea.
27		At sea.
28		" "
29	I053	Anchored off Panama.
"	I355	Weighed and proceeded.
"	I500	Secured alongside Oil Dock, Balboa. Refuelled.
30	06I5	Slipped and proceeded through canal.
"	I353	Anchored off Colon.
"	I745	Weighed and proceeded to sea.
3I		At sea.

Captain In Charge
2-7-2
NOV 20 1941
HALIFAX. N. S.

C.a. Nicol,
Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S. "QUINTE".

P.M.S.O.

CONFIDENTIAL SERIES

DEPARTMENT OF NATIONAL DEFENCE (NAVAL SERVICE)

FILE NUMBER	SUBJECT	Cross References
N.S. NH. 71-5-2	MOVEMENTS OF	
Vol. No.	MINESWEEPER "QUINTE"	
From		
To		

REFERENCE

D.H.71-5-2 N.S.

Central Registry	Date	P.A. or B.F.	Initials	Referred	For Remarks	Initials	Date
		If purpose for which referred cannot be expressed on one line, add minute to file and enter here "With Minute"					

NOTICE

1. Files should be retained no longer than absolutely necessary. If a file is frequently needed at short intervals, it is better to B.F. it for two or three days than keep it out of Central Registry indefinitely. This ensures its being completed and kept in order, and also gives other offices an opportunity.
2. Central Registry should be notified whenever a file is passed direct to another branch.
3. All outgoing letters should bear the official file number.

PASS THIS FILE IN ENVELOPE

H.Q. 19CP
30M-4-42 (4095)
H.Q. 815-7-10

COPY

H.M.C.S. Q090

29.11.42

To the Department of Transport:

This is to certify that Pilot W. C. Forgeron piloted us out from Bras D'Or lock to the assistance of H.M.C.S. "QUINTE", the times of departure and return being 2115/29 and 0230/30.

Lieut. R.C.N.V.R.

Commanding Officer.

Pilot

W.C. Forgeron

West Arichat

N. S.

24 Bedford Row,
Halifax, N. S.,
December 29, 1942.

Naval Officer in Charge,
H.M.C. Dockyard,
Sydney, Nova Scotia.

Dear Sir:

I called at the Dockyard here to-day in reference to my claim for services rendered to H.M.C.S. Quinte when the latter grounded on Horsehead Shoals in St. Peters Bay on the night of November 29th last past.

At your request I left a letter with you in connection with this matter signed by the Commander of No. 90 on the understanding that you were to forward it to the Naval Authorities here in Halifax, but apparently it has not reached here.

Will you, therefore, forward the letter to me at the above address or to the proper officer in the Dockyard at Halifax as soon as possible.

Yours respectfully,

W. C. Forgeron.

Ottawa, January 4th 194

No. N.S.

COAC 14-A-153
s been received
n or Mr

COPY

IN REPLY PLEA
No. N.S. 1057-

CANADA

Department of National Defence

Naval Service

SECRET

Ottawa, January 4th 1943

Memorandum:

With reference to your COAC 14-A-153 of December 21st, 1942, a communication has been received by the Minister with respect to pilotage claim of Mr. Patrick Campbell.

In order that this may be dealt with, a full report as to Mr. Campbell's services is requested immediately.

BY ORDER.

DEPUTY SECRETARY, NAVAL BOARD.

The Commanding Officer Atlantic Coast,
H.M.C. Dockyard,
HALIFAX, N. S.

COMMANDING OFFICER
1
JAN 7 1943
14-A-153
ATLANTIC COAST

MINUTE II...P.T.O.

H.Q. 1010 B
50M-9-40 (6813)
N.S. 815-7-1010

SECRET.

C.O.A.C. 14-A-153.
(D) Halifax,
Dockyard,
Halifax, N. S.

Forwarded with reference to my 14-A-153 of 19th December.

2. A similar claim has been received from Mr. W. C. Forgeron and is enclosed. Mr. Forgeron has been requested to call on you tomorrow, 9th January, to discuss this claim.

3. It is requested that the claim of this gentleman and of Mr. Campbell, who will be in attendance as witness for the Board of Inquiry on the grounding of H.M.C.S. QUINTE, be investigated and recommendations forwarded for transmission to Naval Service Headquarters.

CAPTAIN "D"
HALIFAX
JAN 8 1943
12-3-1

L. W. MURRAY

(L. W. Murray)
REAR ADMIRAL, R.C.N.

The Commanding Officer,
Atlantic Coast.
8th January, 1943.

Yours respectfully,

MINUTES OF PROCEEDINGS of interview of Mr. Patrick Campbell, and Mr. Wilfred C. Forgeron, by Commander J.C. Hibbard, R.C.N., held in Captain (D's) Office, H.M.C.S. "STADACONA", at 1500 on the 9th January, 1943.

1. Q. I understand Mr. Campbell you were the pilot who went aboard the Fairmile Q093?

A. That is correct.

2. Q. Mr. Forgeron, you went aboard 090?

A. Right, Sir.

3. Q. Mr. Campbell first. Will you put in a claim?

A. What do you mean? Just a claim for the pilotage of of Q093 or does it include the whole business. I can't do that.

4. Q. Just the claim for pilotage.

A. For the pilotage of the two ships, the "QUINTE" and the other one. I will do anything that is fair. We can't rate her with the other one. The other was a cripple.

5. Q. Did you pilot 093 out to the QUINTE and then did you piloted QUINTE to position she was beached?

A. I towed her.

6. Q. You acted as pilot from the time you reached QUINTE to the time QUINTE was beached?

A. I couldn't see 093 when I got aboard the QUINTE, the other ship I was looking for, but until I got aboard I was pilot on board the ship.

7. Q. Mr. Forgeron, you piloted 090 out to the position of QUINTE?

A. Yes. We stayed around with her until she was about two miles from Cape Laronge, and went in St. Peters Bay and tied up.

8. Q. What pilotage did you perform for 090 Mr. Forgeron?

A. I would say from St. Peters Canal, position about five miles east of Cape Leronge, and back again to St. Peters Canal. I didn't go aboard the Quinte at all.

9. Q. Did you have a Pilotage Claim signed by the Commanding Officer aboard?

A. Yes. Just a letter as I didn't know what to charge.

10. Q. Mr. Campbell, could you tell me what pilotage you performed for Q093?

A. From St. Peters Bay, one and one-half miles off Green Island, north-east by east we took her up, and back again to Cape Leronge. I didn't do any more piloting for Q093 and then went aboard the QUINTE.

Would you tell me what pilotage you performed for QUINTE?

A. From Cape Leronge to St. Peters Canal.

12. Q. What was the state of the QUINTE at that time?

A. The QUINTE was over on her starboard side, and not in command. She was drawing seventeen feet of water forward and twelve feet aft.

13. Q. When you say not under command, do you mean not under Commanding Officer or control?

A. Not under control. No steam.

14. Q. Was the QUINTE able to steam under her own power?

A. No. We had to put a line on her.

15. Q. Who towed the QUINTE?

A. The Q093.

16. Q. Who gave the directions, and under whose orders?

A. They went on my directions.

17. Q. Piloted by your directions?

A. Yes. She swung about seventy degrees port and starboard.

18. Q. Who gave the orders to put the Q093 alongside the QUINTE?

A. The Captain of the Q093. Captain Fraser.

19. Q. Is there anything else you would like to state about this?

A. No, I already made a statement up above at the inquiry. She was afloat when I got there, and the Captain asked me to take her in a good safe place and that is what I did.

20. Q. Mr. Forgeron, would you like to make any other statement?

A. No, I have no other claims to put in. We circled around a couple of times to see what the rest were going to do.

MINUTES OF PROCEEDINGS of interview of Mr. Patrick Campbell, and Mr. Wilfred C. Forgeron, by Commander J.C. Hibbard, R.C.N., held in Captain (D's) Office, H.M.C.S. "STADACONA", at 1500 on the 9th January, 1943.

1. Q. I understand Mr. Campbell you were the pilot who went aboard the Fairmile Q093?

A. That is correct.

2. Q. Mr. Forgeron, you went aboard 090?

A. Right, Sir.

3. Q. Mr. Campbell first. Will you put in a claim?

A. What do you mean? Just a claim for the pilotage of of Q093 or does it include the whole business. I can't do that.

4. Q. Just the claim for pilotage.

A. For the pilotage of the two ships, the "QUINTE" and the other one. I will do anything that is fair. We can't rate her with the other one. The other was a cripple.

5. Q. Did you pilot 093 out to the QUINTE and then you piloted QUINTE to position she was beached?

A. I towed her.

6. Q. You acted as pilot from the time you reached QUINTE to the time QUINTE was beached?

A. I couldn't see 093 when I got aboard the QUINTE, the other ship I was looking for, but until I got aboard I was pilot on board the ship.

7. Q. Mr. Forgeron, you piloted 090 out to the position of QUINTE?

A. Yes. We stayed around with her until she was about two miles from Cape Laronge, and went in St. Peters Bay and tied up.

8. Q. What pilotage did you perform for 090 Mr. Forgeron?

A. I would say from St. Peters Canal, position about five miles east of Cape Leronge, and back again to St. Peters Canal. I didn't go aboard the Quinte at all.

9. Q. Did you have a Pilotage Claim signed by the Commanding Officer aboard?

A. Yes. Just a letter as I didn't know what to charge.

10. Q. Mr. Campbell, could you tell me what pilotage you performed for Q093?

A. From St. Peters Bay, one and one-half miles off Green Island, north-east by east we took her up, and back again to Cape Leronge. I didn't do any more piloting for Q093 and then went aboard the QUINTE.

11. Q. Would you tell me what pilotage you performed for ~~QUIN~~ QUINTE?

A. From Cape Leronge to St. Peters Canal.

12. Q. What was the state of the QUINTE at that time?

A. The QUINTE was over on her starboard side, and not in command. She was drawing seventeen feet of water forward and twelve feet aft.

13. Q. When you say not under command, do you mean not under Commanding Officer or control?

A. Not under control. No steam.

14. Q. Was the QUINTE able to steam under her own power?

A. No. We had to put a line on her.

15. Q. Who towed the QUINTE?

A. The Q093.

16. Q. Who gave the directions, and under whose orders?

A. They went on my directions.

17. Q. Piloted by your directions?

A. Yes. She swung about seventy degrees port and starboard.

18. Q. Who gave the orders to put the Q093 alongside the QUINTE?

A. The Captain of the Q093. Captain Fraser.

19. Q. Is there anything else you would like to state about this?

A. No, I already made a statement up above at the inquiry. She was afloat when I got there, and the Captain asked me to take her in a good safe place and that is what I did.

20. Q. Mr. Forgeron, would you like to make any other statement?

A. No, I have no other claims to put in. We circled around a couple of times to see what the rest were going to do.

MOL

MINUTE II

File: D. O-5-2.
The Commanding Officer, Atlantic Coast,
H.M.C. Dockyard, Halifax, N. S.

Submitted with reference to your Minute II, C.O.A.C. 28-1-5 of 27th January, 1943. It is recommended amounts to be paid should be in accordance with paragraph 4 of my D. O-5-2 of 9th January, 1943. The standard rates for St. Peter's are not known but these claims appear to be excessive.

J. D. PRENTICE

(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX

5th March, 1943.
Encl.

COPY/MOL

FROM: NAVAL OFFICER IN CHARGE, SYDNEY, N.S.

DATE: 26 FEBRUARY, 1943. FILE: 27-95 -A

TO : CAPTAIN (D) HALIFAX, N.S.

TOM/Y/MOL

SUBJECT: PILOTAGE CLAIMS
Wilfred C. Forgeron and Patrick Campbell

Referring to your D. 0-5-2, 31st January, 1943, I enclose the following listed accounts in connection with the grounding of H.M.C.S. "QUINTE".

From: W.C. Forgeron, Pilot.

Pilotage	$150.00

From: Capt. Patrick Campbell.

Pilotage	$ 50.00
Rescue Work	1,000.00
Attending enquiry	40.00

These claims are forwarded without comment as I am unable to state whether there is justification for the amounts claimed.

(Sgd.) D. Laidlaw
for Captain, R.C.N.
Naval Officer in Charge.

Encl.

minute II...Over.

COPY/MOL

West Arichat, N.S.

Feb. 19, 1943.

For Piloting sub-chaser no. 90 from St. Peters canal to a position five miles east south east of Cape-La-Ronde and rendering all assistance possible to mine-sweeper Quinte in getting her in to St. Peters.

Tine onboard No. 90 from 9:30 p.m. to 3:30 a.m.
amount $150.00

(Sgd.) W.C. Forgeron, "Pilot"

95 -A

mpbell

1943,

St. Peters, N.S.

Feb. 20th, 1943.

Chief Naval Office,

Department of Naval Affairs

in Account with

Captain Patrick Campbell

St. Peters, N. S.

For piloting Q.093 from St. Peters Canal to Minesweeper Quinte in distress at Green Island and back to Cape La Ronde

$50.00

St. Peters, N. S.

Feb. 20th, 1943.

Chief Naval Office,

Department of Naval Affáirs,

in account with

Captain Patrick Campbell

St. Peters, N.S.

For saving Minesweeper QUINTE and crew on the night of Nov.30/42 and morning of Dec. 1/42 in a disabled and sinking condition, unmanageable. $1,000.00

St. Peters, N. S.

Feb. 20th, 1943.

Chief Naval Office,

Department of Naval Affairs,

in account with

Capt. Patrick Campbell

St. Peters, N. S.

For 4 days lost time attending in Halifax inquiry into stranding of Minesweeper Quinte.

Jan. 14,15,16 and 18th days @ $10.00 per day $40.00

STAFF MINUTE SHEET

Date:- 1/3/43 File:-

SUBJECT:- Pilotage ? Claims — Quinte

Referred to.	Initials and Date.	Remarks, Proposals.
D ~~S~~ TC Sec.	WHP 3.3.43 JH 3.3.43	II Corps C Submitted with your Min II Corps C 28-1-5 of 27th Jan 43 It is recommended ~~pilotage~~ amounts to be paid should be in accordance with para "4" of my D.O.-5-2 9th Jan. The standard rates for St Peters are not known but these claims appear to be excessive. J.H.D. 4/3/43
After Action Circulation		
Bring Forward To Date Required		
File:		

MOL

FROM: Captain (D) Halifax.

DATE: 24th February, 1943. FILE: D. O-5-2.

TO : The Naval Officer in Charge,
Sydney, Nova Scotia.

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

PILOTAGE CLAIMS

Wilfred C. Forgeron, Esq. Patrick Campbell, Esq.

It is submitted with reference to my D. O-5-2 of 31st January, 1943, copy to the Commanding Officer Atlantic Coast, that pilotage accounts be forwarded at earliest opportunity.

J. D. PRENTICE

(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX.

GR

FROM: Captain (D) Halifax.

DATE: 31st January, 1943. FILE: D. O-5-2.

TO: The Naval Officer in Charge,
Sydney, N. S.

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

PILOTAGE CLAIMS

Wilfred C. Forgeron, Esq. Patrick Campbell, Esq.

It is submitted that pilotage claims from the above-named gentlemen (address unknown) were investigated and a report, with recommendation for payment, was rendered to Naval Service Headquarters, through the Commanding Officer Atlantic Coast, in my D.O-5-2 of the 9th January, 1943.

2. Instructions have been received from Naval Service Headquarters that the pilots are to put in accounts which, upon certification, will be considered for payment.

3. As the present address of these gentlemen is unknown here, it is submitted that they may be informed at Sydney to render the necessary pilotage accounts to Captain (D) Halifax.

4. Copy of my D.O-5-2 of the 9th January is enclosed for information.

J. D. PRENTICE

(J. D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX.

Encl.

COPY/GR

SECRET

FROM: Captain (D) Halifax.

DATE: 9th January, 1943. File: D.O-5-2.

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

INVESTIGATION OF PILOTAGE CLAIMS

Submitted with reference to the Commanding Officer Atlantic Coast's minute II 14-A-153 of 8th January, 1943, that Wilfred C. Forgeron, Esquire and Patrick Campbell, Esquire, were interviewed by Commander J. C. Hibbard, R.C.N. at 1500 on 9th January, 1943.

2. From the investigation it was confirmed that Wilfred C. Forgeron was the pilot on board H.M.C.M.L. "Q-090" on 29th November, 1942 and piloted that boat from the entrance of St. Peter's canal to a position about five miles east of Cape Leronge and thence back to the entrance of St. Peter's canal.

3. It was also confirmed that Patrick Campbell was the pilot on board H.M.C.M.L. "Q-093" on the 29th November, 1942 and piloted that vessel from a position in St. Peter's Bay, 1½ miles off Green Island to a position near Cape Leronge where H.M.C.S. "QUINTE", afloat and under the command of Lieutenant C. A. Nicol, R.C.N.R. was met. After attempting to tow H.M.C.S. "QUINTE", H.M.C.M.L. "Q-093" went alongside her on the orders of her Commanding Officer and made fast to her. Mr. Campbell then went on board H.M.C.S. "QUINTE" and piloted her from the above noted position to the approximate position where H.M.C.S. "QUINTE" was beached, near the entrance to St. Peter's canal.

4. It is recommended that these two gentlemen be paid pilotage at the standard rates for the distances stated above and in the case of H.M.C.S. "QUINTE" at the deeper draught registered at the time.

J. D. PRENTICE

(J. D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX.

GR

SECRET

FROM: Captain (D) Halifax.

DATE: 31st January, 1943. FILE: D. O-5-2.

TO: The Naval Officer in Charge,
Sydney, N. S.

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

PILOTAGE CLAIMS

Wilfred C. Forgeron, Esq. Patrick Campbell, Esq.

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4. Copy of my D.O-5-2 of the 9th January is enclosed for information.

J. D. PRENTICE

(J. D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX.

Encl.

CAPTAIN "D"
HALIFAX
(1)
JAN 29 1943
0-5-2

File....C.O.A.C. 28-1-5
Captain (D) Halifax,
H.M.C. Dockyard,
HALIFAX, N. S.

Forwarded for necessary action with reference to your D.O-5-2 of 9th January forwarded to N.S.H.Q. under COAC. 14-A-153 of 14th January.

(L. W. Murray)
REAR ADMIRAL, R.C.N.

The Commanding Officer,
Atlantic Coast.
27th January, 1943.

FROM: CAPTAIN (D) HALIFAX.

DATE: 9th JANUARY, 1943. FILE: D.O-5-2.

TO : THE COMMANDING OFFICER ATLANTIC COAST,
H.M.C. DOCKYARD, HALIFAX, N.S.

- -

INVESTIGATION OF PILOTAGE CLAIMS

- -

Submitted with reference to the Commanding Officer Atlantic Coast's minute II 14-A-153 of 8th January, 1943 that Wilfred C. Forgeron, Esquire and Patrick Campbell, Esquire were interviewed by Commander J. C. Hibbard, R.C.N. at 1500 on 9th January, 1943.

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3. It was also confirmed that Patrick Campbell was the pilot on board H.M.C.M.L. "Q-093" on the 29th November, 1942 and piloted that vessel from a position in St. Peter's Bay, 1½ miles off Green Island to a position near Cape Leronge where H.M.C.S. "QUINTE", afloat and under the command of Lieutenant C. A. Nicol, R.C.N.R. was met. After attempting to tow H.M.C.S. "QUINTE", H.M.C.M.L. "Q-093" went alongside her on the orders of her Commanding Officer and made fast to her. Mr. Campbell then went on board H.M.C.S. "QUINTE" and piloted her from the above noted position to the approximate position where H.M.C.S. "QUINTE" was beached, near the entrance to St. Peter's canal.

4. It is recommended that these two gentlemen be paid pilotage at the standard rates for the distances stated above and in the case of H.M.C.S. "QUINTE" at the deeper draught registered at the time.

J. D. PRENTICE

(J.D. Prentice)
A/CAPTAIN, R.C.N., (TEMP),
CAPTAIN (D) HALIFAX.

Encl.

Investigation:
Captain (D's) Office.
Saturday, Jan 9th '43.
@ 1400 hours.

Investigation as to:

Witnesses:
Mr. Patrick Campbell
Coast Pilot.

Mr. Wilfred C. Simpson

Campbell

Comdr J. L. Hubbard
R.C.N.

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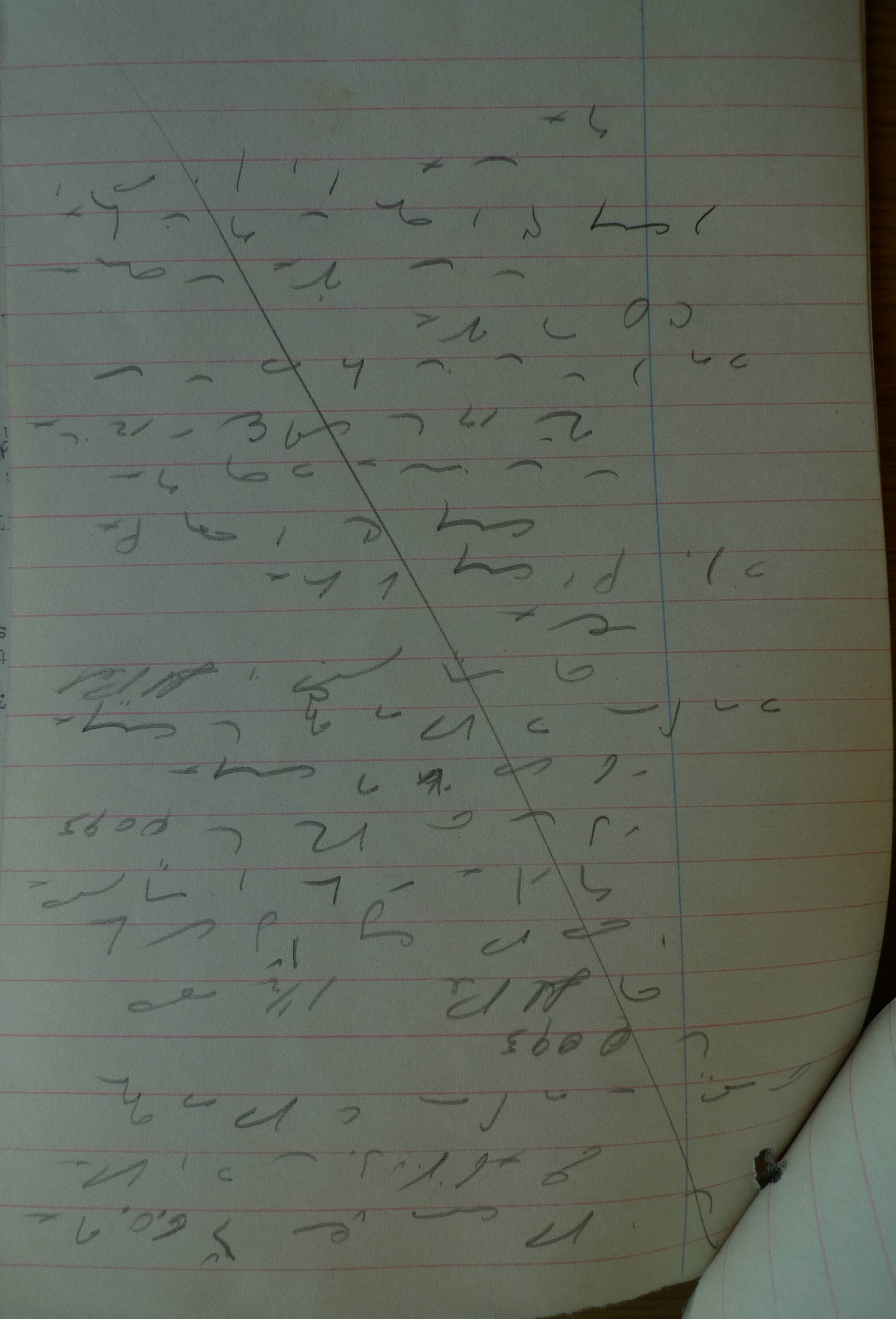
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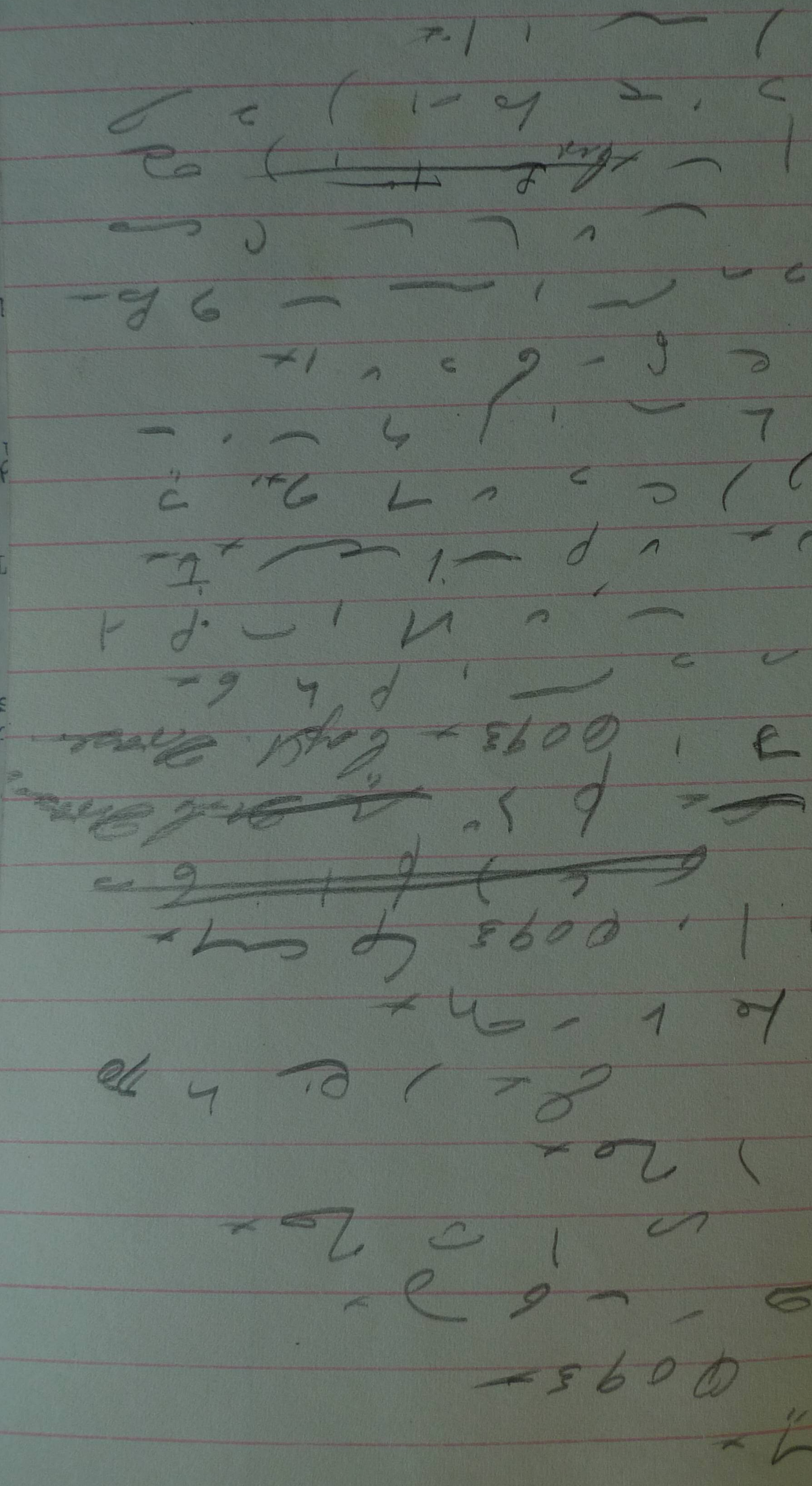
Pet

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abou

Peters Canal. I didn't go aboard the Quinte at





FROM: The Senior Naval Officer,
Pictou, N.S.

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

COPIES TO: Confidential Books Office (S.I.D.),
H.M.C. Dockyard,
Halifax, N.S.

The Commander-in-Chief, Canadian North Atlantic,
H.M.C. Dockyard,
Halifax, N.S.

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

DATE: 2nd June, 1943.

CONFIDENTIAL BOOKS AND PAPERS H.M.C.S. QUINTE

In addition to secret and confidential publications removed from H.M.C.S. QUINTE prior to her arrival at Pictou I wish to report the following books and papers have been removed from this ship and destroyed by me by fire:

OU - 6118. "War Vessels Silhouettes and Identification"
OU - 6283. Practical Signalling.
OU - 5341. Japan.
OU - 5491.
OU - 5292
1 copy Halifax Port Orders.
1 copy B.R. 248.
1 copy Newfoundland Executive Reprints. Naval Section, N.F.R.Q.
1 copy N.H. 0752.
1 copy Hydrographic Office Daily Memoranda, 1942.
1 copy Report of Calibration of D.F. gear as fitted to H.M.C.S. QUINTE.
1 copy H.P. H 51 Hand Book correction to Admiralty Charts 13th Edition.
1 copy Sperry Gyro Compass Pilot Manual.
1 copy K.R. & A.I., Index, Amendments and Appendix.
1 copy Standing Instructions R.C.N.V.R. Defence Force.
K.R. & A.I. Extracts from B.R. 13.

.....2

OFFICE OF CAPTAIN "D"

	DATE RECEIVED	DATE PASSED
SO		5/6
FCO		5.6
D		7/6.
NFA		✓

NAME
H.M.C.S. QUINTE
No. 17-W.R.

1 copy Minesweeping Report Forms.
1 copy N.S.-82-1-7 Volume 2.
1 copy S-115 Fire Elevation Record.
1 copy report overhaul 4 inch mounting.
1 copy report D.C. equipment.
1 copy report Signalling equipment H.M.C.S. QUINTE.
1 file containing various departmental memoranda.
Canteen statements for 1942.
Halifax Port Orders (2 copies)
Quantity of forms 1170 "Search for Submarine".
1 copy Naval Orders.

2. All these publications were so damaged with oil as to render them unuseable, in most cases almost indiscernable.

J.H. Marshall

J.H. Marshall, Lieut. Cdr.,
RCNVR,
Senior Naval Officer.

db

CAPTAIN "D"
HALIFAX
JUN 4 1943
27-M-2

MOL

MINUTE II

File: D. 27-M-2.
The Commanding Officer, Atlantic Coast,
H.M.C. Dockyard, Halifax, N. S.

Submitted with reference to your Minute II,
C.O.A.C. 14-A-153 of 22nd February, 1943.

J. D. PRENTICE

(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX

29th March, 1943.

COAST
HALIFAX
MAR 29 1943

From Commanding Officer,
H.M.C.S. "Quinte",

25th Mar., 1943,

To Captain (D),
H.M.C.S. "Stadacona".

REPORT ON SALVAGE OPERATIONS
H.M.C.S. "QUINTE".

Submitted:-

2. Foundation Maritime Limited in their letter of 17th Decr., 1942, to Commanding Officer, Atlantic Coast state in Para. 1 of that letter that "Quinte's" list was controlled somewhat and that the vessel was moved to a berth alongside the wall at the entrance to the Canal Locks on Decr. 15th, 1942.

3. These statements are substantially correct.

4. Paragraph 2 of the above mentioned letter states that "Quinte" took a sudden list. This cannot be supported by the observation of the Commanding Officer nor by the reports received from other witnesses to the careening of the vessel.

5. Consultation of the Commanding Officer with Lieutenant F.B. Walker, Lieut., R.C.N.V.R., J.B. Harley, Sub Lieut.,(E), R.C.N.V.R., and J.A.Guay, E.R.A. 4, O.M. A.150I resulted in the following findings:-

(a) On the evening of 15th Decr., 1942, Captain Featherstone, the Foundation Maritime representative, requested the aid of J.A.Guay, ERA 4 in securing a flow of the salt water that then filled the Port side fuel tanks into the No 1 stokehold. Captain Featherstone's expressed purpose was to have that weight pumped out of the stokeholds which were then dry.

(b) At about 1000p 16th Decr., Guay opened the necessary valves and informed Captain Featherstone that such had been done. Guay further informed Captain Featherstone that an additional length of hose would be necessary to secure suction from the lowest part of the stokehold. No action to effect the advised provision was made.

(c) "Quinte" thereafter increased her port list slowly. At 1130p 16th Decr., Commanding Officer, "Quinte" sought information from Captain Featherstone as to his intended recovering actio and was told that control would soon be effected. The plan to set up steadying tackle to a deadman ashore was an operation that required too much time, and the ship lay over on her port side.

(d) The list the ship had taken was at no time sudden, and the precautionary setting of "deadmen" before moving the vessel had it been taken should have been effective.

CAPTAIN "D"
HALIFAX
(3)
MAR 28 1943
22-m-2

E A Nucol
Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S. "Quinte".

MINUTE II...OVER

From Ex-Command ng Officer,
H.M.C.S. "Quinte",

25th Mar., I943,

To Captain (D),
H.M.C.S. "Stadacona".

SALVAGE OPERATIONS,
H.M.C.S. "QUINTE".

Submitted for your consideration and necessary action.

2. Please find enclosed with Staff Minute Sheet dated 25/2 Commanding Officer's Remarks on Salvage, "Quinte".

3. The delay in forwarding these remarks is regretted. Consultation with one important rating was not possible until he could be spared from his active participation in the salvage operations.

CAPTAIN "D"
HALIFAX
(2)
MAR 28 1943

Lieutenant, R.C.N.R.,
Ex-Commanding Officer,
H.M.C.S. "Quinte".

From the top of the Canal wall to the bed of the Canal is 29 feet, the depth

URGENT

STAFF MINUTE SHEET

Date:- 28/3 File:-

SUBJECT:- Salvage Operations — Quinte

Referred to.	Initials and Date.	Remarks, Proposals
SO	W.P. 29/3	Propose.
D		
FEO	29-3	
Sec.		

14-A-153

After Action Circulation

File

Bring Forward

To Date Required

File:

From the top of the Canal wall to the bed of the Canal is 29 feet, the depth

STAFF MINUTE SHEET

Date:- 25/2 File:-

SUBJECT:- Quinte — Salvage Operations

Referred to.	Initials and Date.	Remarks, Proposals
D FEO Sec. Lieut-Nicol		Quinte decommissioned 16 Jan 43. Er. C-O-. is now in N.C.S.O. Dept. RN 25/2 For remarks please & return as soon as possible. 25/2
After Action Circulation		
Bring Forward To Date Required		
File:		

the Lock.

From the top of the Canal wall to the bed of the Canal is 29 feet, the depth of the water at low tide being 20 feet

File....C.O.A.C. 14-A-153.
TO: Captain (D) Halifax.
The Naval Officer in Charge, Sydney, N.S.

N.O.I.C. Sydney is requested to make early report to me as to any relevant information within his knowledge.

2. Captain (D) is requested to obtain and forward to me,as soon as possible, full report from the Commanding Officer of H.M.C.S. QUINTE as to any information he has on the subject. The Commanding Officer's report should include, of course, any information obtained from his Engineer Officer.

CAPTAIN "D"
HALIFAX
FEB 25 1943

(L. W. Murray)
REAR ADMIRAL, R.C.N.

The Commanding Officer,
Atlantic Coast.
22nd February, 1943.

the Lock.

From the top of the Canal wall to the bed of the Canal is 29 feet, the depth of the water at low tide being 20 feet, with a 6 foot rise and fall.

Department of National Defence

Naval Service

CANADA

Ottawa, Canada.
February 10th,

IN REPLY PLEASE QUOTE

N.S. 1057-196-6/1

SECRET

M E M O R A N D U M:

H.M.C.S. "QUINTE" - SALVAGE OPERATIONS

With reference to your C.O.A.C.D.H. 701-5-4 "2" of January 12th, 1943, and subsequent communications, it is observed that there does not appear to have been any satisfactory explanation given to date as to why this ship careened after having been brought into an upright position alongside the Canal wall.

2. The remarks contained in the last sentence of Paragraph 9 of your memorandum of January 12th imply that the Foundation Maritime Limited failed to take all possible steps to secure the ship and any negligence or want of skill and care on their part is of great importance having regard to the conditions set out in Clause 3 of the "No cure, no pay" Agreement.

3. In order to establish the Department's position in the matter, it is extremely important that all possible information be obtained as to the cause of the careening, and consequently it is requested that most careful inquiries be made in this respect and that a full report be forwarded at the earliest possible moment.

4. It is not suggested that anything in the nature of a formal inquiry be held at this time but it is essential that a comprehensive statement of the facts be made.

BY ORDER.

DEPUTY, SECRETARY, NAVAL BOARD.

The Commanding Officer Atlantic Coast.

D 2258
1,250M—4-42 (4258)
N.S. 815-5-2258

II...P.T.O.

from Captain Featherstone as to his intended recovering acti
and was told that control would soon be effected. The plan

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

NOIC HALIFAX, ST. FRANCIS, STADACONA, CAPT D COAC
JOIC SYDNEY

From:

1,3,4,8,9,11,15,14-2

A BOARD OF INQUIRY TO INVESTIGATE THE GROUNDING OF
HMCS QUINTE AT ST. PETER'S BAY ON 29TH NOVEMBER 1942
WILL ASSEMBLE IN THE CONFERENCE ROOM ADMINISTRATION
BUILDING DOCKYARD AT 1430 FRIDAY 8TH JANUARY COMMANDER
W.J. PRICKUR RCN PRESIDENT, LIEUT. CDR. F.C. SMITH RCNR
"ST. FRANCIS" AND LIEUT. CDR(E) A. RUSSELL STADACONA
MEMBERS. CAPTAIN D HALIFAX IS REQUESTED TO ENSURE
PRESENCE OF ANY NECESSARY WITNESSES FROM HALIFAX.
NOIC SYDNEY IS REQUESTED TO ENSURE PRESENCE OF ANY
NECESSARY WITNESSES NOT NOW IN HALIFAX. SHORTHAND WRITER
HAS BEEN DETAILED BY STADACONA. NCSO IS REQUESTED TO
APPOINT A COMPETENT OFFICER TO SUPPLY TO THE PRESIDENT
THE INFORMATION REQUIRED BY KR AND AI 461 PARA. 2 (C)

(PASSED BY TEL TO PSO, ST. FRANCIS) 1458Z/7
(STADACONA, D SIGS) 2360Z HA/IK 7/1/4
(PASSED BY T/P TO SYDNEY)

NOIC
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STADACONA
ADMIN
SSO
NCSO-2

P/L

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

C.O.A.C. (R) CA[illegible]

To:

2, 3, 4, 9, 15, 14-2 From:

Quinte

[illegible]

LT. CDR. [illegible] LEAVES BY FLIGHT'S THAT. DIVER PILOT AND MARINE SUPT. LEAVE BY [illegible] MONDAY, TRAIN. PLEASE ARRANGE TO MEET AND ACCOMMODATION.

CDAC

CDAC
SEC
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SCO
SOO (A)
PILOT
SOI-3
STAD
SOAM-3
NOIC
SQM
SO LOF
PDO
SLC
FILE-2

T/P(H 44) P/L 2030Z/7-1-43

1952Z/7.

(1432/7 PINK RE: BOARD OF INQUIRY)

(TEL. PSO)

SLT/SA

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

To: C/STADACONA (R) "D" HALIFAX

From: SNHM

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

Quinte

REFERENCE HMCS "QUINTE" IT IS ESSENTIAL THAT AN ENGINE ROOM RATING WITH KNOWLEDGE OF SHIPS STRUCTURE AND POSITION OF UNDERWATER VALVES AND FITTINGS BE KEPT AVAILABLE FOR THE WORK IN CONNECTION WITH SALVAGE OPERATIONS. IT IS REQUESTED C/E.R.A. JOSEPH GUAY, ON 41501 FORMER C.E.R.A. OF "QUINTE" NOW UNDERSTOOD TO BE SERVING IN STADACONA BE RETAINED AND AVAILABLE FOR THIS DUTY.

Witness

STAD
CORNWALLIS
SNHM
HS(3)
TCSG
HSO
LY REC
CMNT REC

(THE STAD)

1552/7

NAME P/L 1730/7/1/43 EJ/1K

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

NAVAL MESSAGE

CONFIDENTIAL

To: NOIC SYDNEY (R)
CAPT (D)

From: C.O.I.C.

CORRECTED COPY

FOLLOWING CIVILIAN WITNESSES REQUIRED FOR BOARD OF ENQUIRY ON "QUINTE"

(1) DIVER PETER LANDRY

(2) PILOT PATRICK CAMPBELL ST. PETERS N.S.

(3) MARINE SUPERINTENDENT, DOSCO WHO ATTENDED "QUINTE" IN TUG "CRUIZER".

SIGNAL EXPECTED TIME OF ARRIVAL HALIFAX.

BOARD WILL RECONVENE AS NECESSARY IF WITNESSES ARRIVE EARLY.

1432Z/7

COAC
C OF S
SCO
SCO(A)
PLOT
SOI(3)
D HFX(5)
SMC
STAD
BOAR(2)
NOIC(2)
ICO

T/P CODE SHIP 1445Z/7/1/43 EM/PM/FMM 7-1-43

NAVAL MESSAGE

S. 1320D
10 Mil. 12-41 (2799-2800)
N.S. 815-9-1320D

To: COAC (R) D HALIFAX

From: NOIC SYDNEY

1,3,4,8,9,11,15,14-2

Quint?

YOUR 1734/6

THIS WILL BE ARRANGED.

21032/6

COAC
C OF S
PLOT
NOI (3)
SOAR (2)
SEC
STAD
ES (3)
SNEM (3)
TOSG
DY SEC
CENT REC (2)

(RE LIEUT. CDR. WELIS REQUIRED AT BOARD OF INQUIRY)

T/P (H 40) P/L 21352/6/1/43 GH/PJ 7-1-43

S. 1320H
15,000M-5-42 (4134)
N.S. 815-9-1320H

NAVAL MESSAGE

CONFIDENTIAL

To:

NOIC SYDNEY (S)
CAPT (D)

From:

COAC

FOLLOWING CIVILIAN WITNESSES REQUIRED FOR BOARD OF ENQUIRY ON "QUINTE"

(1) DIVER PETER TANTRY

(2) PILOT PATRICK CAMPBELL ST. PETERS N.S.

(3) MARINE SUPERINTENDENT, DOSCO WHO ATTENDED "QUINTE" IN TUG "CIUIZER".

SIGNAL EXPECTED TIME OF ARRIVAL HALIFAX.

BOARD WILL RECONVENE AS NECESSARY IF WITNESSES ARRIVE LATE.

1432Z/7

COAC
C OF S
SOO
SOO(A)
PLOT
SOI(3)
D HFX(5)
SEC
STAD
SOAR (2)
NOIC(2)
MCO

T/P CODE SHIP 1445Z/7/1/43 EM/PM

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

NAVAL MESSAGE

To:

From: NOIC SYDNEY (R) CAPTAIN (D) HALIFAX

SECRET NOT W/T

C O A C

EVIDENCE OF LIEUTENANT COMMANDER (E) WELLS WILL BE REQUIRED AT BOARD OF INQUIRY ASSEMBLING IF POSSIBLE 2 P M FRIDAY 8TH JANUARY AT HALIFAX AS TO GROUNDING OF H M C S QUINTE. CAN HE ARRIVE HALIFAX A M FRIDAY

17343/6/1

COAC
C OF S
SOO
SOO(A)
PLOT
SOI
D HFX
SOAR
SEC
STAD
SS
DY SEC
CENT REC
NOIC
ICO

E/P CODE SHIP 18352/6/1/43 PM/RK

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

NAVAL MESSAGE

CONFIDENTIAL

To:

NOIC SYDNEY (R)
CAPT (D)

From:

COAC

FOLLOWING CIVILIAN WITNESSES REQUIRED FOR BOARD OF ENQUIRY ON "QUINTE"

(1) DIVER PETER TANTRY

(2) PILOT PATRICK CAMPBELL ST. PETERS N.S.

(3) MARINE SUPERINTENDENT, DOSCO WHO ATTENDED "QUINTE" IN TUG "CRUIZER".

SIGNAL EXPECTED TIME OF ARRIVAL HALIFAX.

BOARD WILL RECONVENE AS NECESSARY IF WITNESSES ARRIVE LATE.

1432Z/7

COAC
C OF S
SOO
SOO(4)
PLOT
SOI(3)
D TFX(5)
SEC
STAD
SOAR (2)
NOIC(2)
MCO

T/P CODE SHIP 1445Z/7/1/43 EL/PM

S. 1320D
10 Mil. 12-41 (2799-2800)
N.S. 815-9-1320D

NAVAL MESSAGE

To: N.S.H.Q.

From: C.C.C.

3,4,8,9,15,14-2

YOUR 1608/4 RELATIVE SALVAGE H.M.C.S. "QUILTE". PRELIMINARY REPORT BEING FORWARDED BY AIR MAIL TODAY.

2005Z/8

COAC
SEC
C OF S
PLOT
SNEM(3)
ES(3)
TOSC
DX SEC
CENT REC(2)

(PASSED TO NSHQ BY T/P)

T/P P/L 1715Z LT/AR 6-1-43

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

NAVAL MESSAGE

From:

ROIC SYDNEY (R) CAPTAIN (D) HALIFAX

SECRET NOT W/T

C O A C

EVIDENCE OF LIEUTENANT COMMANDER (E) ELLS
WILL BE REQUIRED AT BOARD OF INQUIRY ASSEMBLING IF
POSSIBLE P M FRIDAY 8TH JANUARY AT HALIFAX AS TO
GROUNDING OF H M C S QUINTE. CAN HE ARRIVE HALIFAX
A M FRIDAY.

17347/6/1

COAC
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COO(A)
PLOT
SOI
D MEX
COAR
REC
STED
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DY SEC
CENT REC
ICIC
ICO

T/P CODE SHIP 18352/6/1/43 PW/RK

C.O.A.C. D.H.701-5-4

S. 1320D
10 Mil. 12-41 (2799-2800)
N.S. 815-9-1320D

NAVAL MESSAGE

To: CAPTAIN D. HALIFAX, N.S.

From: ST. PETERS, N.S.

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

Ans

YOUR 1447/4 RE: WITNESS. REQUIRED ARE LIEUT. J.M. LAING R.C.N.R. CARE OF P.D.O. HALIFAX, ROBERT LASALLE LEADING ELECTRICIAN O.N. UNKNOWN CARE OF R.C.N.B. ALISTER MAC-CALLUM LEADING TEL. O.N. UNKNOWN CARE OF R.C.N.B. SUB/LIEUT. F.B. MACLEAN R.C.N.V.R. AND SUB/LIEUT. (E) H. Z. HARLEY R.C.N.V.R. CARE OF LORD NELSON HOTEL HALIFAX. FURTHER REQUIRED BUT TRAVELLING TO ATTEND ARE LIEUT. F.B. WALKER R.C.N.V.R. C/T.R.A. J.A. GUAY, E.R.A. MACLEAN R.C.N.V.R. REQUEST SERVICES OF FRENCH INTERPRETER FOR IMPORTANT WITNESSES.

H.M.C.S. QUINTE NICOL. ——— Lord Nelson

(1447/4. RE. NAMES OF NECESSARY WITNESSES.) PINK.

COAC
C OF S
PLOT
SOI-3
SEC
ADMIN.

HAND (CNT/ P/L 0030Z/5 WW/SC 5/I/43

Kings 1 Q 093
4. Fr
1

S. 1320D
10 Mil. 12-41 (2799-2800)
N.S. 815-9-1320D

NAVAL MESSAGE

To: CAPTAIN D. HALIFAX, N.S.

From: ST. PETERS, N.S.

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

Capt Lee Stat. informed Tel 5/1.

YOUR 1447/4 RE: WITNESS. REQUIRED ARE LIEUT. J.M. LAING R.C.N.R. CARE OF P.D.O. HALIFAX, ROBERT LASALLE LEADING ELECTRICIAN O.N. UNKNOWN CARE OF R.C.N.B. ALISTER MAC= CALLUM LEADING TEL. O.N. UNKNOWN CARE OF R.C.N.B. SUB/ LIEUT. F.B. MACLEAN R.C.N.V.R. AND SUB/LIEUT. (E) J.E. H. HARLEY R.C.N.V.R. CARE OF LORD NELSON HOTEL HALIFAX. FURTHER REQUIRED BUT TRAVELLING TO ATTEND ARE LIEUT. F.B. WALKER R.C.N.V.R. C/E.R.A. J.A. GUAY, E.R.A. MACLEAN R.C.N.V.R. REQUEST SERVICES OF FRENCH INTERPRETER FOR IMPORTANT WITNESSES.

H.M.C.S. QUINTE NICOL.

(1447/4. RE. NAMES OF NECESSARY WITNESSES.) PINK.

COAC
C OF S
FLOT
SOI-3
SEC
ADMIN.

HAND (CNT/ P/L 00302/5 WW/SC 5/1/43

C.O.A.C. D.H.701-5-4

S. 1320D
10 Mil. 12-41 (2799-2300)
N.S. 815-9-1320D

NAVAL MESSAGE

To: C.O.A.C.

From: N.S.H.2.

3,4,8,9,15,14=2

Quinte

YOUR SUBMISSION 14-A-153 OF 27TH. DECEMBER 1942.

WHAT IS PRESENT POSITION REGARDING SALVAGE

"QUINTE"

1608Z/4

COAC
SEC
C OF S
PLOT
SNEW
ES-3
DY-SEC
CENT-RTC-2
SOC
SOO(A)

T/P TN--93 2216Z/4/1/43 WT/BC 5/1/43

C.O.A.C. D.H.701-5-4

NAVAL MESSAGE

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

To: CAPTAIN D HALIFAX, CORNWALLIS, ST. F[illegible], From: COAC
SKEENA, ST.DACONA, (R) QUINTE, NAIC SYDNEY

Quinte

1, 2, 4, 7, -, 14-2

CANCEL MY 15073/3 REGARDING BOARD OF [illegible] JANUARY 6th.
FURTHER SIGNAL WILL BE MADE.

15372/4

(PASSED BY T/P TO SYDNEY)

will probably be new board on Friday. Not 5th.

COAC
SLC
C OF S
PLOT
[illegible](3)
SOI
STADACONA
SKEENA
ST. FRANCIS
ADMIN
HQ CORNWALLIS

P/L 1542 T/T 4/1/43

C.O.A.C. D.H.701-5-4

S. 1320D
10 Mil. 8–42 (5915-6)
N.S. 815–9–1320D

NAVAL MESSAGE

To: NOIC SYDNEY (R) PART D

From: COAC

1,3,4,9,15,14-2

Quinto

MY 15142/3 REF BOARD OF ENQUIRY QUINTE REQUEST
DOCUMENTS AS DIRECTED BY K R & I ART. 461 PARA.
2 BE FORWARDED IMMEDIATELY IF NOT ACCOMPANYING C.O.

1539%/4

(PASSED BY E/P TO SYDNEY)

COAC
SEC
C OF S
PLOT
ADMIN
SPADACONA
SOI(3)

P/L 1542[illegible] MA/NR 4/1/43

C.O.A.C. D.H.701-5-4

NAVAL MESSAGE

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

To: COAC (I) SIGDACOM "D" HEX

From: NOIC SYDNEY

Quiste

YOUR 1625/2

OFFICERS AND RATINGS OF QUINTE EXCEPT GUARD REMAIN FOR HALIFAX P M TODAY MONDAY REQUEST APPROVAL FOR LIEUT. P.A.F. SQUIRE TO CARRY OUT DUTIES OF OFFICER IN CHARGE OF GUARD.

COAC
SEC
C OF S
PLOT
ADMN
STAD
SOI-3

1307z/4

(BY TEL TO STAD)
(1625/2 - REF CREW TO BE DISCHARGED TO STAD)

I/P (H-S) P/L. 1340z BF/IR 4/1/43

NAVAL MESSAGE

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

To: CAPTAIN D (S) SOF, Q084

From: NOIC

Quite

1,3,4,7,8,9,11,15,14-2

COAC'S 1423/30

REQUEST ATTENDANCE OF C.O. AND OTHER WITNESSES FROM Q084 AT

COAC
SEC
C O I S
DLCT
SCAN
STADACON
Q084
FAIRMILES
SOI (3)
PROVIDER

CONFERENCE ROOM, ADMINISTRATION BUILDING AT 0930P TOMORROW TUESDAY.

DECK LOG AND ENGINE ROOM REGISTER WILL BE REQUIRED

14422/4

NOIC
SOM
SCIDF
PDC
CDY
SEC
PSO
FILE-3

(PASSED BY TEL TO Q084 SOF BY VENTURE 2)
(PASSED BY TEL TO 7 SIGS.)
(RE INQUIRY)

ORIGINATED BY LT CDR ASHE
P/L 14474

C.O.A.C. D.H.701-5-4

...IN "D" HALIFAX CORNWALLIS ST. FRANCIS C O A C

...KEENA STADACONA (R) QUINTE NOIC SYDNEY

NAVAL MESSAGE

("...TEXT TO COMES")

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

To:

From:

Quinte

A BOARD OF INQUIRY WILL ASSEMBLE AT 0930

WEDNESDAY JANUARY 6TH 1943 IN THE CONFERENCE

COAC
SEC
C O S
PLOT
SOI-3
STAD
ST. FRANCIS
SKEENA
GO CORNWALLIS
ALNIN.

ROOM ADMINISTRATION BLDG. H M C DOCKYARD HALIFAX.

COMMANDER G.McCLINTOCK R C N CORNWALLIS PRESIDENT

LIEUT. CDR. F.G. SMITH ST. FRANCIS AND ACT. LIEUT.

CDR. K.L. DYER SKEENA MEMBERS TO INVESTIGATE

THE GROUNDING OF H M C S QUINTE AT MT. PETER'S

BAY ON 29TH NOVEMBER 1942. CAPTAIN "D" IS REQUESTED

TO ENSURE THE PRESENCE OF NECESSARY WITNESSES.

SHORTHAND WRITER HAS BEEN DETAILED FROM STADACONA.

1507z/5

(BY T/P TO SYDNEY)

HAND P/L 1505z BP/30 5/1/43

C.O.A.C. D.R./01-5-4

C SIDNEY (R) QUINTO, CAPT. D RTA. C O . C

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

NAVAL MESSAGE

(O HMS. 16 of 1937)

To: Quinto

From:

NY 16252/2 NOT TO QUINTO.

C.O. QUINTO IS TO BRING COPY OF REPORT OF GUNNERY MARCH

IS REQUIRED FOR BOARD OF INQUIRY CUM JANUARY.

CO:C
S C
C OF S
FIRST
ADMIN
STAD
SCI 3

15142/3 JAL.

(C/F TO SIDNEY)

NAD P/I 15202 DNT/SC 3-1-43

C.O.A.C. D.H.701-5-4

NAVAL MESSAGE

(3)

...in
...pher or
...ding Office
only.

Originators Instructions:
(Indication of Priority,
Personal, NOTWT
For Exercise).

SERVICE.
IMPORTANT

INTERCEPT GROUP

TO: ~~Quinte~~ Lieut. C.A. NICOL RCNR.
c/o MacDonald Hotel
St. Peters N.S. (R) NO/C Sydney.

~~Quinte~~

FROM:
D. Halifax.

List of names of necessary witnesses for Board of Inquiry at 0930 Wednesday January 6th is to be forwarded without delay.

Bdt

Originator or Code:	Receipt or Message:	or Code:	Office:

FROM: Captain (

C O A C D H 701-5-4

CAPTAIN "D" HALIFAX CORNWALLIS ST. FRANCIS C O A C

SKEENA STADACONA (H)

NAVAL MESSAGE

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

("D" HFX 10 COPIES)

To: From:

Re Quinte

A BOARD OF INQUIRY WILL ASSEMBLE AT 0930

WEDNESDAY JANUARY 6TH 1943 IN THE CONFERENCE

ROOM ADMINISTRATION BLDG. H M C DOCKYARD HALIFAX

COMMANDER G.McCLINTOCK R C N CORNWALLIS PRESIDENT

LIEUT. CDR. F.C. SMITH ST. FRANCIS AND ACT. LIEUT.

CDR. K.L. DYER SKEENA MEMBERS TO INVESTIGATE

THE GROUNDING OF H M C S QUINTE AT ST. PETER'S

BAY ON 29TH NOVEMBER 1942. CAPTAIN "D" IS REQUESTED

TO ENSURE THE PRESENCE OF NECESSARY WITNESSES.

SHORTHAND WRITER HAS BEEN DETAILED FROM STADACONA.

1507z/5

(BY T/P TO SYDNEY)

HAMD P/L 1505z HP/SC 5/1/43

COAC
SEC
C O S
PLOT
SOI-3
STAD
ST. FRANCIS
SKEENA
SO CORNWALLIS
ADMIN.

NAVAL MESSAGE

S. 1320D
10 Mil. 8-42 (5915-6)
N.S. 815-9-1320D

To: N.O.I/C SYDNEY (R) C&FT (D) STAD

From: C.C.A.C.

Priority

ALL OFFICERS AND RATINGS OF QUIRIN EXCEPT THE IDC. STA. AND FOUR SEA. FOR GUARD ARE TO BE DISCHARGED TO S'ADACONA FORTHWITH. ON JOINING STADACONA THEY ARE TO BE AVAILABLE AS WITNESSES FOR BOARD OF INQUIRY. OFFICER TO BE DETAILED BY N.O.I/C SYDNEY IN CHARGE OF GUARD.

16252/4

CCAC
SMC (T/P SYDNEY)
C OF S
PLOT
SO (A)
STAD
COI-3

NAID/S.O. (A) P/L 16273/2-1-43 SMG/SC

NAVAL MESSAGE

S. 1320D
10 Mil. 12-41 (2799-2800)
N.S. 815-9-1320D

From:

1,3,4,9,10,15,14=2

IT IF RECOMMENDED THAT A BOARD OF INQUIRY BE HELD AT HALIFAX TO INVESTIGATE THE GROUNDING OF HMCS QUINTE AND ALL OFFICERS AND RATINGS NOW STANDING BY THE SHIP BE SENT TO HALIFAX TO ACT AS WITNESSES

COAC
SCO
C OF S
300
320 A
PLOT
301

1301A/1

1303A/1/1/43

LIST OF WITNESSES FOR H.M.C.S. "QUINTE" BOARD OF INQUIRY

* Lieutenant Commander (E) A.V. WELLS, R.C.N.R. (TEMPORARY)

Lieutenant C.A. NICOL, R.C.N.R. (TEMPORARY), Commanding Officer, H.M.C.S. "QUINTE".

Lieutenant J.M. LAING, R.C.N.R. (TEMPORARY) Navigator H.M.C.S. "QUINTE", now P.D.O.

* Lieutenant F.B. WALKER, R.C.N.V.R. (TEMPORARY), First Lieutenant, H.M.C.S. "QUINTE".

Lieutenant D.M. FRASER, R.C.N.V.R. (TEMPORARY), Commanding Officer, H.M.C.M.L. "Q-093".

Sub-Lieutenant F.B. MacLEAN, R.C.N.V.R., (TEMPORARY) H.M.C.S. "QUINTE".

Req. Sub-Lieutenant (E) J.E. HARLEY, R.C.N.V.R. (TEMPORARY) Engineer Officer, H.M.C.S. "QUINTE"

Robert LASALLE, L/Electrician, O.N. V32695, H.M.C.S. "QUINTE"

Alister MacCALLUM, L/Telegraphist, ON. V30051, H.M.C.S. "QUINTE"

Req. * J.H. GUAY, C/E.R.A., O.N. A1501, H.M.C.S. "QUINTE".

Wm. A. MacLEAN, Stoker Petty Officer, O.N. A4108, H.M.C.S. "QUINTE"

Civilian witnesses are noted in Commanding Officer, Atlantic Coast's 1432Z/7.

entrance, and that the stern is approximately 150 feet from the outside entrance of the Lock.

STAFF MINUTE SHEET

File:-

Date:-

SUBJECT:- Lt. I.M. Laing RCNR Temp - Navigate 'Quinte' Ex. Now PDO.

Referred to.	Initials and Date.	Remarks, Proposals
		Witnesses for Quinte B. of I.
		Lt. Cdr. (E). A.V. Wells RCNR.(temp.)
		Lt. C.A. Nicol RCNR (temp.) - C.O. Quinte
		Lt. F.B. Walker RCNVR (temp) - 1st Lt. Quinte
		Lt. D.M. Fraser RCNVR (temp.) - C.O. - Q093.
After Action Circulation		S/L. F.B. Macbean RCNVR (temp.) - Quinte
		S/L (E) J.E. Harley RCNVR (temp) - E.O. Quinte
		Robert Lasalle, L/Electrician ON-NK - Quinte V32695 Ex
		Alister MacCallum L/Tel. - ON-NK - Quinte V30051
Bring Forward		J.A. Guay - C/ERA - ON A1501 Quinte
To Date Required		MacLean - ~~ERA~~ STo PO - ON Quinte.
		With a. A4108 Mr Peter LANDRY (Diver) c/o Dominion Coal Co. Sydney.
File:		The Capt. Dominion Coal Co. in charge 1st party arranged.
		Civilian witnesses as noted in COAC's 14323/7

ly 150 feet from the outside entrance of the Lock.

From the top of the Canal wall to

VIA AIR MAIL

File

COAC D.H.701-5-4

January 6th 3

FROM:

THE COMMANDING OFFICER ATLANTIC COAST,
H.M.C. DOCKYARD,
HALIFAX, N. S.

TO:

THE SECRETARY, NAVAL BOARD,
DEPT. OF NATIONAL DEFENCE,
OTTAWA, CANADA.

H.M.C.S."QUINTE" - Salvage Operations

Submitted for the information of the Department in accordance with Headquarters' Signal timed 1608/4, the following preliminary report further to my submission 14-A-153 dated 27th December, 1942, relative to the above-mentioned subject.

2. Information was received from Messrs. Foundation Maritime Limited by letter dated the 17th December, 1942, that they had been successful in bringing H.M.C.S. "QUINTE" to an upright position, and moving her alongside St. Peter's Canal wall from the position where she grounded, after which she careened over and is lying on her side near the entrance of the Canal in 18 feet of water at low tide.

3. In view of the circumstances related in the foregoing paragraph, it was considered desirable to send a representative of the Naval Service with a knowledge of salvage work to the scene of operations. For this duty, Lieut.(E) P.A. Squibb, R.C.N.R., who was known to have had considerable experience in connection with salvage work with the Liverpool Salvage Company, England, was borrowed from the Assistant Inspector of Booms.

4. Lieut.(E) Squibb proceeded to St. Peter's on the 28th December, 1942, and on the 31st of December, he reported by telephone as follows:-

"That the bow of the Ship was facing in a northerly direction approximately 340 feet from the outside Lock gate of the Canal entrance, and that the stern is approximately 150 feet from the outside entrance of the Lock.

From the top of the Canal wall to the bed of the Canal is 29 feet, the depth of the water at low tide being 20 feet, with a 6 foot rise and fall.

Holes could be seen about 50 feet from the after end of the Ship which is lying completely flat on her Port side, the bottom of which is corrugated throughout its entire length, and 2 Starboard Oil Fuel Tanks are holed; in addition to which it is noted that 1 of the Port Fuel Tanks is also slightly damaged.

.....

VIA AIR MAIL

COAC D.H.701-5-4

January 6th 3

To: Secretary, Naval Board.

"The Keel of the Ship is 8 feet 6 inches from the Canal wall, thus rendering it necessary to move her away from the wall before an attempt can be made to bring her into an upright position.

To bring the Ship to an upright position, it is proposed to give her sufficient buoyancy by pumping and blowing, to enable her to be moved out far enough from the Canal wall for the Starboard bilge keel to clear when she is pulled over.

A few of the Foundation Company's men are now working on the excavation necessary for inserting "deadmen", and constructing the necessary "A" frames to which hauling cables will be attached."

5. Lieut. Squibb stated further that he thought that the prospects of salvage were good, and he gave the impression that those of the Foundation Company with whom he had been in contact, were pleased to have his suggestions and co-operation.

6. The careening of the Ship after her having been brought into an upright position and safely alongside the Canal wall is considered most unfortunate, and it may result in considerable loss of time in the execution of repairs and increased cost, but at this juncture, it is not deemed prudent to express an opinion as to where the responsibility lies or to what this set-back can be attributed.

7. Enclosed herewith are copies of photographs which were taken by Lieut. (E) Squibb; also, copies of relevant correspondence to date.

(L.W. Murray)
REAR ADMIRAL, R.C.N.

Original on COAC-14-A-153
C-1173
Copy on D.H.701-5-4

FOUNDATION MARITIME LIMITED

135 Lower Water St.,
HALIFAX, N. S.

SALVAGE - TOWING.
MARINE CONSTRUCTION.

COPY

December 29th, 1942.

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

Dear Sir:

Re: H.M.C.S."QUINTE"

This is to report progress further to our letter of December 17th.

On the week end of December 19-20th, the whole area of St. Peter's Bay became frozen over and it was necessary for our salvage vessel "FOUNDATION ARANMORE" to leave the scene so that she would not become frozen in for the winter.

Heavy ice now exists in this entire area.

Timbers for "A" frames to be erected on the side of the Lock entrance wall, steam hoists and boiler and cables and rigging, have been dispatched from Halifax and are now at the job and being installed preliminary to rigging up for heaving the vessel upright.

The whole program is under study by our engineering department and detail plans being prepared.

Yours very truly,

FOUNDATION MARITIME LIMITED.

EMW/M
4087

(Sgd) E.M. Woollcombe
GENERAL MANAGER

December 28th 1942

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

COPY

Foundation Maritime Co. Ltd.,
135 Lower Water St.,
City.

Attention: Mr. Woolcombe or Captain Featherstone

Gentlemen:

SALVAGE OF M/S "QUINTE"

The purpose of this letter is to introduce Lieut. (E) P.F. Squibb whom we are sending to act in an advisory capacity and on Naval account, in the matter of the salvage of the above-named Ship.

2. It is understood that Lieut. Squibb has not been invested with any authority to interfere with either existing or proposed salvage operations, but in light of the fact that the time factor is of such great importance, and so much is at stake regarding the acquisition of the ship, it is felt that we are not over-stepping any bounds of tact in our present action.

3. We feel assured that you will accord Lieut. Squibb full co-operation within the limits of the capacity in which he will attend on Naval Service account.

Yours faithfully,

(Sgd) F.H. Jefferson
Engineer Captain, R.C.N.
SUPERVISING NAVAL ENGINEER MARITIMES.

FHJ
WB:MM

FOUNDATION MARITIME LIMITED

HALIFAX, N. S.

COPY

17th December, 1942.

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

Dear Sir:

Re: H.M.C.S. "QUINTE"

Further to our letter of December 15th, vessel was pumped December 15th and list controlled somewhat, and vessel moved to alongside wall near entrance to Lock in depth of eighteen feet at low water.

On December 16th while vessel being pumped, she took a sudden severe list and rolled over away from the wall onto her side. Immediate arrangements are being made for rigging of tackles to assist in again uprighting the vessel.

Yours very truly,

FOUNDATION MARITIME LIMITED.

(Sgd) E.M. Woollcombe.
GENERAL MANAGER.

FOUNDATION MARITIME LIMITED

135 Lower Water Street

Halifax, N. S.

COPY

December 16th, 1942.

Engineer Captain F.H. Jefferson, R.C.N.,
For Commanding Officer, Atlantic Coast,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: Your File COAC-DH 701-5-4
H.M.C.S."QUINTE" - Salvage Operations.

Replying to your letter of December 14th, we beg to confirm that salvage operations on the above vessel, which were commenced by us on December 3rd, are being performed under the terms of Lloyd's Form Salvage Agreement, "No Cure, No Pay".

We must point out however, that this vessel has today agair fallen over and is now lying on her side near the entrance to St. Peter's Canal, and we reserve the right to abandon the above-mentioned contract, if in our opinion it appears that it will be impracticable to refloat and deliver the vessel before this area becomes ice bound, or before ice conditions render further operations impracticable.

Yours very truly,

FOUNDATION MARITIME LIMITED.

EMW/M
4087

(Sgd) E.M. Woolcombe
GENERAL MANAGER.

FOUNDATION MARITIME LIMITED

HALIFAX, N. S.

COPY

December 15th, 1942.

Lieutenant Commander Rayner, R.C.N.,
Operations Office,
H.M.C. Dockyard,
Halifax, N. S.

Dear Sir:

Re: H.M.C.S. "QUINTE"

Further to my letter of December 12th, Diving work and plugging of leaks continues, and further attempt made December 13th - 14th to refloat, but although all compartments are controllable, vessel when pumped taken very heavy list.

Tackles are being installed from shore to assist in correcting list when pumping.

Work December 14th seriously impeded by heavy snowstorm.

Yours very truly,

FOUNDATION MARITIME LIMITED.

(Sgd) E.M. Woollcombe.
GENERAL MANAGER.

C.O.A.C. D.H.701-5-4

S E C R E T

December 14th, 1942.

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

COPY

Maritime Towing & Salvage Ltd.,
135 Lower Water St.,
Halifax, N. S.

H.M.C.S."QUINTE" - Salvage Operations.

Gentlemen:

It is requested that I may be informed in confirmation of arrangements made with your Company, by telephone, with regard to the salvage operations now being carried out on the above-named vessel, which grounded at the entrance of Saint Peter's Canal, Cape Breton Island, on the night of the 30th of November, 1942. Whether you agree to render such assistance as may be necessary, on the terms of Lloyd's Open List.

2. It is understood that provisional arrangements were passed to you by telephone conversation by Lieutenant Commander Rayner, R.C.N., Staff Officer Operations, Atlantic Coast Command. Instructions of Lieutenant Commander Rayner were subsequently confirmed by me, also by telephone.

Yours faithfully,

(Sgd) F.H.Jefferson
Engineer Captain, R.C.N.
(For) COMMANDING OFFICER ATLANTIC COAST.

FHJ:MM

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

NAVAL MESSAGE

SECRET

To: N.S.H.Q.

From: C.O.A.C.

QUINTE

M-2

SALVAGE OPERATIONS H.M.C.S. "QUINTE" ABANDONED TEMPORARILY OWING TO SEVERE ICE CONDITIONS WHICH ARE EXCEEDINGLY SEVERE IN WHOLE OF ST. PETER'S BAY AREA.

SHIP HAS BEEN MOVED FROM POSITION 90° FROM UPRIGHT TO 50° BUT OWING TO STARBOARD BILGE KEEL FOULING CANAL WALL AND PORT BILGE KEEL PLOUGHING BOTTOM FURTHER EFFORTS TO MOVE HER AWAY FROM WALL AND INTO AN UPRIGHT POSITION HAVE PROVED A FAILURE.

DO NOT CONSIDER IT ADVISABLE TO SUBJECT HULL TO ADDITIONAL STRAIN OWING TO PROBABILITY OF FURTHER DAMAGE BY TEARING OUT OF PORT BILGE KEEL.

AS RESULT OF DISCUSSION WITH FOUNDATION MARITIME LIMITED DECISION REACHED WAS THAT FURTHER PUMPING MUST

NO. 20-M-2 NAME H.M.C.S. QUINTE

NAVAL MESSAGE

SECRET

To: N.S.N.A.

From: C.C.A.C.

BE RESORTED TO BEFORE SHIP CAN BE HAULED INTO UPRIGHT POSITION, BUT OWING TO ICE CONDITIONS IT IS NOT POSSIBLE TO SEND SALVAGE VESSEL TO SCENE OF OPERATIONS. ARRANGEMENTS HAVE BEEN MADE TO DISPATCH PORTABLE PUMPS BY RAIL TO WESTERN SIDE OF CANAL. THESE PUMPS WILL BE MOVED ACROSS TO THE OPPOSITE SIDE AND INSTALLED READY FOR USE AS SOON AS ICE CONDITIONS PERMIT.

PROPOSE TO EMPLOY PICTOU FOUNDRY COMPANY FOR STRIPPING DOWN OF AUXILIARY MACHINERY AND PIPING, ETC. AS SOON AS POSITION OF SHIP PERMITS. FIRM IS READY TO UNDERTAKE WORK BUT STATE THAT OWING TO LACK OF ADEQUATE LIVING ACCOMODATION IN VICINITY THEY WILL HAVE TO ERECT A TEMPORARY BUNKHOUSE FOR THIRTY MEN AT COST OF $1,500.00 FOR WHICH, IN EVENT OF BEING ABLE TO START WORK,

~~SECRET~~

To: N.S.H.Q.

From: C.C.A.C.

PAGE 3.

THE APPROVAL OF THE DEPARTMENT IS REQUESTED.

ADEQUATE STORAGE SPACE AVAILABLE FOR

SALVAGE EQUIPMENT IN FISH HOUSE NEAR CANAL WALL.

FURTHER PARTICULARS WILL BE MAILED TOMORROW,

4th FEBRUARY.

1955z/3

COAC
C OF S
SOC
SOC(A)
PLOT
SO(I)(3)
D MX (5)
SNEM (3)
BS (3)
DY SEC
CEN REC
TOSH
FOIC (2)
SEC
SOBP
DNB
WD
I SO
LCO

T/P CODE "X" 2015z/3 BS/FM 4/2/43

NAME

COPY

NAVAL ORDER 2838

2838. SHIPS PROCEEDING TO SEA--STORING RESPONSIBILITY

It is the duty of administrative authorities to see that ships under their administrative control are provided with the necessary stores of all sorts prior to their proceeding to sea.

2. This does not relieve the Commanding Officer of his ultimate responsibility of ensuring that his ship is in all respects prepared for war before proceeding to sea.

3. When a ship is at a port other than its base, it automatically becomes the duty of the administrative authority of the port to see that stores of all sorts are provided, in accordance with the directions of the ship's administrative authority.

4. Operational authorities should give as much warning as possible to administrational authorities as to the date on which the ships will be required to proceed to sea, and should intimate the nature of the duties they will be required to carry out.

5. Sailing Orders and orders regarding delivery of stores of all sorts are invariably to be issued either in writing or by signal, care being taken that copies are received by all authorities concerned.

(M.N.D.) (N.S. 801-12-28)

S. 1320b.
200M Pads of 200
2-42-(3446-53)
N.S.815-9-1320B

NAVAL ~~ME~~SSAGE

For Signal Department only

M-2

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

~~NITE~~

No. of Groups:

TO: General Hfx

FROM: President of the Court

Write Across

A court martial will assemble 5
at Halifax today Tuesday March 16th 10
at 0930 in the Conference Room Admiralty 15
Building 6 All Officers who are eligible 20
to sit thereon as members and are 25
junior to the President are hereby summoned 30
to attend in accordance with the naval 35
discipline act namely ALFRED CHARLES 40
WURTELE A/Capt. R.C.N. GEOFFREY McCLINTOCK 45
Cmdr R.C.N. JAMES CALCATT HIBBARD Cmdr R.C.N 50

System	P/L Code or Cypher	Time of Receipt	Time of Despatch	Operator	Date

NO. 27-M-2 NAME H.M.C.S. QUINTE

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

NIL

No. of Groups:

TO:

FROM:

Write Across

ALFRED	ERNEST	WOODWORD	Cmdr. R.C.N.	5
WILLIAM	LAVALLIN	PUXLEY	A/Cmdr. R.N.	10
GEORGE	BARKLEY	BARNES	A/Cmdr. R.C.N.	15
				20
			0800/16	25
				30
				35
				40
				45
				50

System	P/L Code or Cypher	Time of Receipt	Time of Despatch	Operator	Date

NAME

H.M.C.S. QUINTE

NAVAL MESSAGE

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

To: Quinté

From:

CONFIDENTIAL

C.O.A.C. (H) NSHQ SNEM SECRET CODE NOIC SYDNEY

ORIGINATORS CORRECTION IMPORTANT

2 nr 2

BASE ENGINEER OFFICER REPORTS HMCS QUINTE'S STERN NOW SUBMERGED RESTING IN SOFT MUD AS RESULT OF GALE, FORCE OF WIND. NOW CONSIDERED SALVAGE JOB. BASE ENGINEER OFFICER IN CONTACT WITH SNEM.

2111Z/4

COAC
C OF S
SOO
SOO(A)
PLOT
SOI(2)
"D" HFX (4)
NOIC (2)
ES (3)
SNEM (3)
TOSG
DY SEC
CENT REC
MCO

(PASSED TO N.S.H.Q.)

COPY TO OPERATIONS

T/P W/T H 33 GRS.50 NAVAL "I" 2221Z

HH/ 3-12-42
EH/NR 2-12-42

NAME

H.M.C.S. "QUINTE"

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

NAVAL MESSAGE

To: NSHQ (R) NOIC SYDNEY

From: COAC

SECRET CODE NOT W/T

NOIC SYDNEY REPORTS SALVAGE HMCS "QUINTE" IS BEYOND CAPACITY OF HIS RESOURCES. AM ARRANGING FOUNDATION MARITIME TO UNDERTAKE SALVAGE, FOR DELIVERY AT HALIFAX, ON LLOYD'S OPEN FORM LONDON SALVAGE ASSOCIATION TOO BUSY AT PRESENT TO UNDERTAKE SUPERVISION BUT I HOPE TO OBTAIN THEIR ASSISTANCE IN ASSESSING CLAIMS IN CASE OF SUCCESSFULL SALVAGE BY FOUNDATION CO.

1600Z/3

COAC
C OF S
SOO
SOO(A)
PLOT
SOI
D HEX
NOIC
LCO

T/P 1605Z/3/12/42 NR/RK

8th October, 1942. CAPTAIN (D) HALIFAX.

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

NAVAL MESSAGE

To: NOIC SYDNEY NSHQ C046 CMO MULGRAVE

From: C093

m 2

REFERENCE YOUR 1944/30

ENGINE ROOM BOILER ROOMS AND NUMBER 1 FUEL TANK FLOODED

FORE PEAK AND LOWER PAINT LOCKER LOWER NAVAL STORE ROOM AND A/S

COMPARTMENT FLOODING. GUARD COMPARTMENT AND SPIRIT STORE FLOODED.

ENGINE DYNAMOS A/S COMPLETELY OUT OF USE.

PUMPING ARRANGEMENTS JUST BEEN SUPPLIED. POSSIBILITY OF

SHIPS OWN PUMPS HOLDING WATER DOWN FROM BOILER ROOM DRY AND FUEL

SUPPLIED. NO AUXILIARY DYNAMO ON BOARD ENGINE AND BULKHEADS HOLDING.

BOILERS BELIEVED TO BE UNINJURED. HAD ZERO PRESSURE WHEN WATER ROSE TO

BOILERS.

D/F NO REF. GYRO COMPASS BELIEVED TO BE BADLY OUT. NO ECHO

SOUNDING GEAR. NO W/T. NO COOKING FACILITIES. STILL REACHED ON RAISED BOTTOM

205 YARDS FROM SOUTH ENTRANCE(?) SHORE OF ST PETERS CANAL.

MOORED FORWARD TO SHORE. MODERATE HEAVY LIST TO STARBOARD.

2 FATHOMS SOUNDING ON IN SHORE SIDE 5 FATHOMS ON OFF SHORE SIDE.

H.M.C.S. QUINTE

NAME

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

NAVAL MESSAGE

To: Quinte (R) NSHQ

IMPORTANT

SECRET HOT W/T

From: NOIC SYDNEY

2

YOUR 2310/29 AND 1235/30, FOLLOWING ACTION HAS BEEN TAKEN TO DATE.

(A) HMCS AND HMCS CRUISER AND HALIFAX DISPATCHED TO VICINITY CIBOUX ISLAND TO ASSIST VIA MY 0333/30.

(B) COMPETENT SALVAGE PARTY HAS BEEN DISPATCHED BY CAR FOR ST. PETERS BAY QUICKER THAN SAILING BY PATROLLER FROM SYDNEY.

(C) QUINTE CALLED UP ON ALL POSSIBLE R/T AND R/T TELEPHONES WITHOUT SUCCESS.

(D) C.X.O. MULGRAVE INSTRUCTED TO CONTINUE LOCATION BUT NEGATIVE ANSWER RECEIVED.

(E) 0955 MINUTE MULGRAVE INSTRUCTED TO WATCH NEIGHBOURHOOD ST. PETERS BAY CAREFULLY AND REPORT IF SHIP SIGHTED.

(F) R.C.M.P. OUTPOSTS ASKED TO REPORT IF SHIP SIGHTED AND SPECIAL PATROL HAS BEEN SENT TO VICINITY ST. PETERS. BAY.

(G) AIR FORCE REQUESTED TO LOCATE BUT UNABLE TO FLY.

NAME H.M.C.S. QUINTE

NAVAL MESSAGE

S. 1320H
15,000M-5-42 (4584)
N.S. 815-9-1320H

To: COMAW (R) NSHQ

From: NDIO SYDNEY

INFO CANT

SECRET NOT W/T

(PAGE -2-

(H) ATTEMPTS HAVE TO CONTACT VARIOUS TELEPHONE CENTRES VISUALLY

ST. MARYS BAY BUT ALL LINES BROKEN DOWN.

(I) TWO CRUISER STANDING BY WITH GREY AND COLUM

UP AWAITING BRAS D'OR PILOT AND CONFIRMATION OF POSITION OF MINES.

(J) C.X.O. HULGRAVE INSTRUCTED TO RECALL ALL POSSIBLE ADDITIONAL C/

SHIPS LOCATED.

COMG
C OF S
SOO
SOO(A)
PLOT
SOI(2)
D HLMX
KOIC(2)
STC
SSO
OI/C WCO
WCO

(SHOWN TO OPERATIONS)
(PASSED TO NSHQ)

1831Z/30

T/P H 37

tor 1948Z/30/11/42

JB/MM 1-12-42

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

NAVAL MESSAGE

To: COAC (R) NSHQ

SECRET NOT W/T

From: NOIC SYDNEY

IMPORTANT

BASE ENGINEER OFFICER HAS INSPECTED "QUINTE" AND REPORTS VESSEL MAKING WATER STARBOARD SIDE NUMBER ONE AND TWO BOILER ROOMS AND ENGINE ROOM DAMAGE IS SERIOUS BUT NOT CONSIDERED ACUTE. WITH ASSISTANCE OF DIVER, SUITABLE TUG AND PUMPS, IT IS CONSIDERED VESSEL CAN BE PULPED OUT, REFLOATED AND TOWED TO PICTOU, N.S. TUG "CRUISE" WILL NOT PROCEED UNTIL A.M. TOMORROW, 1st, AS PILOT REFUSES TO TAKE RESPONSIBILITY OF ENTERING BRAS D'OR LAKES IN DARKNESS. ENDEAVORING TO MAKE ARRANGEMENTS FOR DIVER AND PUMPS TO BE EMBARKED IN "CRUISE". WILL KEEP YOU INFORMED OF PROGRESS.

COAC
C OF S
SOO
SOO(A)
PLOT
SO(I)(2)
D HFX(4)
NOIC(2)
SNEN(3)
ES (3)
TOSG
DY SEC
CEN REC
MCO

0133z/1

(SHOWN TO OPERATIONS)
(PASSED TO NSHQ)

T)P P/L (H-5) 0210z/1 NS/KM 1/12/42

S. 1320H
15,000M-5-42 (3534)
N.S. 815-9-1320H

NAVAL MESSAGE

To: QUINTE (R)
NSHQ. CXO MULGRAVE
NOIC SYDNEY

SECRET CODE

From: COAC

IMPORTANT

YOUR POSITION IN LATITUDE AND LONGITUDE IS REQUIRED IMMEDIATELY AS CIBOUX ISLAND DOES NOT AGREE WITH ST. PETERS BAY. IF UNABLE TO TRANSMIT PASS INFORMATION BY NEAREST TELEPHONE TO COAC AND NOIC SYDNEY.

:2107Z/30

COAC
C OF S
SOO
SOO(A)
PLOT
SOI(2)
D HFX(4)
MCO

W/T T/P NAVAL "K" 2130Z/30 MHM/BM 30-11-42

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

NAVAL MESSAGE

CONFIDENTIAL

To: "Q-093" (R) NSHQ, COAC, CXC HULGRAVE

From: HOI/C SYDNEY

IMPORTANT

REMAIN ST. PETER'S CANAL UNTIL FURTHER ORDERS.

IF REQUIRED FUEL AVAILABLE HULGRAVE.

COAC
C OF S
SOO
SOO(A)
PLOT
SO(I)(2)
D HFX (4)
FAIRMILES
NOIC (2)
LCO

2037z/30

(SHOWN TO OPERATIONS)
(PASSED TO NSHQ)

T/P (H-54) NAVAL "K" 39 ORS. 2241z/30 NS/MM 1/12/42

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

NAVAL MESSAGE

To: Q 093
(R) ISHQ
COAC,
CXO MULGRAVE

CONFIDENTIAL

From: NOIC SYDNEY

IMPORTANT

REPORT CONDITION OF QUINTE. AS FULLY AS POSSIBLE.

J9442/30

COAC
C OF S
SCO
SCO(A)
FLOT
SOI(2)
D EFX(4)
NOIC(2)
MCO

COPY TO OPERATIONS

PASSED TO HQ

NOXC CRS 34 H 40 / 22022/30 EM/BM 1-12-42

S. 1320H
15,000M-5-42 (534)
N.S. 815-9-1320H

NAVAL MESSAGE

To: NOIC SYDNEY

CONFIDENTIAL

From: QUIMP

IMPORTANT

AGROUND ON HORSE HEAD SHOAL ST. PETERS BAY AT ENTRANCE TO CANAL. Q 090 PROCEEDING TO (BADDECK?) FOR FUEL Q 093 SECURED ALONGSIDE CANAL.

19042/30

COAC
C OF S
SOO
SOO(A)
PLOT
SOI(2)
D HMX(4)
NOIC(2)
MCO

PASSED TO HQ
COPY TO OPERATIONS

S.E.&O.O. ORS 38 Y/P 20158/30 MRM/JM 1-12-42

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

NAVAL MESSAGE

To: NOIC SYDNEY

From: Q093

IMPORTANT

WE ARE STANDING BY QUINTE AT ST PETER'S LOCK.

KEEP CONTINUOUS WATCH ON 425K/CS

QUINTE W/T OUT OF ACTION.

1750Z/30

(PASSED TO HQ)

(COPY TO OPERATIONS)

COAC
C OF S
SOO
SOO(A)
PLOT
SOI 2
D HFX 4
MCO
NOIC(2)

LOXO GRS 42 H 39 2018Z DN/MRM 1-12-42

NAME H.M.C.S. QUINTE

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

NAVAL MESSAGE

To: NOIC SYDNEY (R) NSHQ

From: COAC

SECRET

NOT W/T

IMMEDIATE

QUINTE'S 0830.

AS SOON AS QUINTE'S POSITION IS KNOWN ARRANGEMENTS ARE TO BE MADE TO REFLOAT SHIP AS SOON AS POSSIBLE

COAC
C OF S
SOO
SOO(A)
PLOT
"D" HFX(4)
NOIC(2)
MCO
SOI(2)

I235Z/30

(RE: QUINTE BEACHED ST. PETER'S BAY)

T/P CYPHER "X"

1240Z/30 PD/FN 30/12/42

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

NAVAL MESSAGE

To: SECRET CODE From:

CXO MULGRAVE (R) NOIC SYDNEY

COAC

I M M E D I A T E

CAN YOU CONFIRM H.M.C.S.QUINTE AGROUND IN SAINT PETERS BAY.

COAC
C OF S
SOO
SOO(A)
PEOT
SOI(2)
D HFX(4)
NOIC(2)
MCO

(SHOWN TO OPERATIONS)

W/T(R 53) NAVAL "Y" GR 39 1325Z/30 CC/EI 30/11/42

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

NAVAL MESSAGE

To: From:

SECRET

COAC (R) D HALIFAX (R) "DIX" H.M.C.S. "QUINTE"
NOIC SYDNEY C.B.

IMPORTANT

BEACHED IN ST. PETER BAY

OUT OF FUEL. ALL STEAM DOWN.

0030z/30

COAC
C OF S
SOO
SOO(A)
PLOT
SO(I)(2)
D HFX (4)
NOIC (2)
ICO

(SHOWN TO OPERATIONS)

T/P (H-17) NAVAL "A" 32 GRS. 1005z/30 [illegible] 30/11/42

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

NAVAL MESSAGE

To: NOIC SYDNEY

From: "QUINTE"

CONFIDENTIAL

IMPORTANT

AFLOAT PROCEEDING INWARD AT LOW SPEED 1 MILE (WEST)
OF CIDOUX LIGHT.

CCAC
C OF S
SCO
SCO(A)
PLOT
SCI(2)
D HYD(4)
NOI/C(2)
MCC

00553/30

PASSED TO SYDNEY

SHOWN TO OPERATIONS

T/P TN-22 FLEET CODE 04042/ NOI/MR 30/11/42

NAME H.M.C.S. QUINTE

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

NAVAL MESSAGE

CONFIDENTIAL

To: HMCS QUINTE

From: SYDNEY W/T

IMMEDIATE

INTERCEPT

ANTICIPATE TUGS WILL SAIL IMMEDIATELY TO ASSIST INDICATE WHICH SIDE OF ISLAND YOU ARE GROUNDED.

COAC
C OF S
SCO
SOO(A)
PLOT
SO I(2)
D HEX(4)
NOIC(2)
SCO
OI/C MCO
MCO

(SHOWN TO OPERATION)0002Z/30

T/P R 5 FLEET CODE GRS 15 ER/NR 0005Z 30-11-42

NAME H.M.C.S. QUINTE

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

NAVAL MESSAGE

CONFIDENTIAL NOT W/T

To: NOIC SYDNEY (R) NSHQ

From: COAC

IMMEDIATE

SEND ALL AVAILABLE ASSISTANCE TO AMCS "QUINTE"

AGROUND ON CIBOUX ISLAND. REPORT ACTION TAKEN.

2310Z/29

COAC
C OF S
SOO
SOO(A)
PLOT
SOI(2)
D HFX(4)
SEC
NOIC(2)
SSO
OIC/MCO
MCO

T/P P/L 2311Z/29/11/42 EL/NR

NAME
H.M.C.S. QUINTE

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

NAVAL MESSAGE

To: NOIC SYDNEY
(R) NSHQ

CONFIDENTIAL NOT W/T From: COAC

IMMEDIATE

FOLLOWING RECEIVED FROM HMCS"QUINTE" BEGINS.

HAVE RUN AGROUND. REQUIRE IMMEDIATE ASSISTANCE TUGS.

SUSPECT SCATERIE ISLAND.

2217Z/29

COAC
C OF S
SOO
SOO(A)
PLOT
SOI(2)
NOIC(2)
SSO
OIC/MCO
MCO
D HFX(4)

T/P P/L 2220Z/29/11/42 EL/NR

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

NAVAL MESSAGE

To: From:

NOIC SYDNEY (N) NSHQ SNO PICTOU CXO KULGRAVE COAC

CONFIDENTIAL NOP W/T

MY 0412/29

WHEN READY REQUEST YOU SAIL QUEBEC TO PICTOU N S

VIA GUT OF CANSO REPORTING TIME OF DEPARTURE AND E T A

DESTINATION.

COAC
C OF S
SOO
SOO(A)
PLOT
SOI
D HEC
NOIC
NCO

1956Z/29

T/P L/T W/T NAVAL "K". 2006Z/29/11/42 WR/HK

NAME H.M.C.S. QUINTE

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

NAVAL MESSAGE

To: NSHQ (R)
CNO HALIFAX
NOIC SYDNEY

From: COAC

IMPORTANT

HMCS "QUINTE" DROPPED UNEXPLODED DEPTH CHARGE SEE
TO SAVE IN APPROXIMATE POSITION 44 20 N 60 47' W
A.M. 20TH.

1950Z/29

COAC
C OF S
SOO
SOO(A)
PLOT
SOI(2)
D HFX(4)
NOIC(2)
CORNWALLIS
MCO

I/P NAVAL "K" 2008Z/29/11/42 M/PH

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

NAVAL MESSAGE

To: COAC (2) D H ALIFAX

From: [illegible]

IMPORTANT SECRET

LOST IN HEAVY WEATHER 2ND DEPTH CHARGE SET TO SAFE
UNEXPLODED AT 0915Z/29TH IN 75 FATHOMS IN A POSITION
044 - 25 N 060 42 W

1900Z/29

COAC
C OF S
SOC
SOC(A)
PLOT
SOI
D HPX
MCO
TO CORNWALLIS
NOIC

SHOWN TO OPERATIONS

T/P R 59 NAVAL "A" GMS 41 1950Z/29/11/42 - NR/RM

NAME
H.M.C.S. ALGONQUIN

15,00
N.S

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

NAVAL MESSAGE

SECRET

To: NOIC SYDNEY C.B. (R)
COAC "D" HALIFAX

From: HMCS QUINTE

IMPORTANT

ETA SYDNEY C.B. 2300Z/29TH REQUEST FUEL ALSO ANTI-
SUBMARINE AND GYRO STAFF ASSISTANCE.

1715Z/29

COAC
C OF S
SOO
SOO(4)
PILOT
SOI(2)
NOIC(2)
D HFX(4)
MCO

(SHOWN TO OPERATIONS)
(PASSED TO SYDNEY)

T/P R 51 NAVAL "A" CRS 28 1814Z/29 ER/FE 29-11-42

NAME
H.M.C.S. QUINTE

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

NAVAL MESSAGE

To: CAPTAIN (D)

SECRET

From: H.M.C.S. "QUINTE"

IMPORTANT

PROPOSE RUNNING TO SYDNEY C.B. REPLENISH FUEL.

GALE NOT YET ABATED. STILL HOVE TO.

GYRO ECHO SOUNDER GALLEY STOVE NOT USABLE.

0105z/29

COMC
C OF S
SOO
SOO(A)
PLOT
SO(I)(2)
D HFX (4)
NOIC (2)
MCO

(SHOWN TO OPERATIONS)
(SHOWN TO D HFX)

(PASSED TO MULGRAVE, SYDNEY UNDER T.O.O. 0430/29)

W/T (R-7) NAVAL "A" 38 GRS. 0245z/29 NS/1Ei 30/11/42

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

NAVAL MESSAGE

To: "QUINTE" (R) COAC, NOI/C, ES, SNEM, SNO PICTOU

From: (D) HALIFAX

SECRET HAND MESSAGE

2 - 2

ON COMPLETION MAIN ENGINE TRIALS AT LUNENBURG SLIP AND PROCEED COASTWISE TO PICTOU FOR DOCKING REGULATING SPEED SO AS TO PASS THROUGH GUT OF CANSO IN DAYLIGHT. REPORT INTENDED TIME OF SAILING AND E.T.A.'S MULGRAVE AND PICTOU.

AT SEA KEEP CONSTANT WATCH ON 105 KC/S.

1342z/22

COAC
C OF S
SOO
SOO(A)
PLOT
SO(I)(2)
D HFX(4)
NOIC (2)
SNEM (3)
ES(3)
TOSG
DY SEC
CEN REC
A/S BMO
SSO
DUTY OFFICER
"QUINTE" (SHM)
MCO

(PASSED TO C.O. "QUINTE" BY HAND BY "D" SIGS)

NAVAL "K" L/T 1512z/22 NS/MM 22/11/42

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

NAVAL MESSAGE

To: [illegible] ORTANT CONSIDERATION
[illegible]MINTE (R) NOIC HFX

From:
CAPT D

Quinel 1/c

2m-2.

MY 1342/22 . ON DEPARTING LUNENBURG WEATHER AND DAYLIGHT
PERMITTING A CARRY OUT A STARBOARD ORDESSA AND S A SWEEP
FROM POSITION 270° TRUE TWO AND ONE QUARTER MILES FROM
ISLAND L/H TO LUNENBURG GAS AND FAIRWAY BUOY THENCE 060° TRUE,
DISTANCE FIVE MILES AND RECOVER SWEEP THENCE SWEEP FROM
CRAIGBURN GAS BUOY CAT'S CANSO TO CRUISHUS ROCK . WESTERLY BUOY
THENCE TO SOUTH ENTRANCE BUOY OF CANSO THENCE FROM NORTH
ENTRANCE BUOY OF CANSO TO POSITION FIVE MILES FROM TRUE CAPE
GEORGE L/H THENCE TO POSITION FOUR MILES SOUTH FROM S OF POINT
PICTOU ISLANDS DEPTH OF SWEEPS TEN FATHOMS .
MINESWEEPING REPORT TO BE SUBMITTED TO NOIC HALIFAX ON ARRIVAL
PICTOU. 1552Z/22
(BY L/T TO LUNENBURG FOR CY786)

NOIC
C OF S
SOO
SOO(A)
PILOT
SOI 2
D EPI 4
NOI/C 2
STAFF A/S
CAO
NCO

NAVAL K DY/TR 22-11-42

NAVAL MESSAGE

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

To: QUINTE (R) COMC NOIC ES SNEM

SECRET HAND MESSAGE

From: D HPX

M-2

COMC
C OF S
SOO(A)
SOO
PLOT
SOI(2)
D TPT(4)
SIO
STAD
QUINTE
ES(3)
SNEM(3)
POSO
CTPT RD
DK STC
TCIC(1
TCO

BE REPORTED TO BATH A.M. TOMORROW TUESDAY FOR

LUNENBURG FOR ANNUAL REFIT.

1431Z/12

1435Z/12 GR/NR 12-10-42

NAME H.M.C.S. QUINTE

Date 5th October.

(D)

To: The Captain ~~in Charge~~, Halifax, N.S.

From: The Commanding Officer, H.M.C.S. Quinte.

Fighting Efficiency

Submitted in compliance with your memo. dated January 29th, 1942 is the following list of exercises carried out aboard this ship for the month of September.

Date	Hours.	Time	Evolution
Sept. 2nd	1100	2m 10s	Exercise abandon ship stations.
	1800		Gundrill carried out
			D/C drill carried out
" 4th	1700		Gundrill carried out
" 7th		1m 20s	Exercise SM. Action stations
		18s	Change for surface action
" 8th	1808		Gun drill carried out
			D/C drill carried out
" 9th	1600		Gun drill carried out
" 11th	1800		" " " "
" 12th	1530	1m 45s	Exercised surface Actior
" 13th	1725	1m 28s	" SM. "
			D/C Fired
			Gundrill carried out
" 14th	1530	2m 05s	Exercise fire quarters
" 18th	1630		Gun drill carried out
" 19th	1530	1m 20s	Exercise surface action
" 20th	1700	2m 00s	Exercise SM Action.
" 26th	1530	1m 25s	Exercise surface action
" 28th	1530	1m 15s	Exercise SM. action
" 30th	1530	2m 00s	Exercise collision stat- ior

CAPTAIN "D"
HALIFAX
OCT 6 1942
27-M-2

Sgd. C.A. Nicol

Rank Lieut. R.C.N.R.

Commanding Officer

H.M.C.S. Quinte

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

NAVAL MESSAGE

CONFIDENTIAL

To: C IN C CNA (R) NSHQ

From: NOIC SYDNEY

27-M-2

FOLLOWING FROM OFFICER IN CHARGE GUARD AT ST PETERS FOR INFORMATION QUINTE DEPARTED IN TOW TO-DAY, SATURDAY, LAYING OVER AT MULGRAVE TO-NIGHT AND PROCEEDING PICTOU TO-MORROW.

241358Z

C IN C CNA
C OF S
SOO(6)
SOI(3)
D HFX(5)
C HFX(2)
SNEM(3)
ES(3)
TOSC
CEN REC
MCO

(PASSED T/P TO NSHQ)

((SHOWN TO OPERATIONS)

T/P H-18 CODE "X" GRS 61

241503Z PP/MS 24/4/43

NAME

H.M.C.S. QUINTE

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

NAVAL MESSAGE

SECRET

To: NSHQ (R) CXO
MULGRAVE (R) SNO PICTOU

From: C IN C CNA

H.M.C.S. "QUINTE"

SALVAGE OPERATIONS IN RESPECT TO HMCS "QUINTE" COMPLETED NOON TODAY 24TH APRIL AND SHIP ACCEPTED IN ACCORDANCE WITH LLOYES STANDARD FORM OF NO CURE NO PAY AGREEMENT AT ST.PETERS PREPARATORY TO TOWAGE TO PICTOU NOVA SCOTIA. VESSEL NORMALLY TRIMMED AND IN SAFE CONDITION FOR PASSAGE. ANTICIPATE DEPARTURE FROM ST.PETERS NOON TODAY 24TH APRIL FOR MULGRAVE WHERE SHE WILL REMAIN UNTIL DAYBREAK 25TH APRIL THEN PROCEED TO PICTOU. E.T.A. 2000 APRIL 25TH VESSEL WILL BE DOCKED ABOUT 27TH APRIL ON NEW GOVERNMENT MARINE RAILWAY FOR SURVEY AND SUCH TEMPORARY REPAIRS AS CONSIDERED NECESSARY TO ENSURE SAFETY PENDING VACATION OF PICTOU FOUNDRY COMPANY'S OLD RAILWAY.

NAVAL MESSAGE

To: NSHQ (R) CXO
MULGRAVE (R) SNO PICTOU

From: C IN C CNA

BY M.L. 082 EARLY IN MAY.

241925Z/APRIL/43

C IN C CNA
C OF S
SOO
SOI
C HFX
D HFX
SNEM
ES
TOSG
CENT REC
SEC
MCO

FA

T/P L/T NAVAL "K" 242020Z ER/NS 24-4-43

15,000M-5-42 (
N.S. 815-9-132(

NAVAL MESSAGE

CONFIDENTIAL

From:

S.N.O. PICTOU

M-2

(R) NSHQ,
HALIFAX, NOIC SYDNEY,

CONFORMING TO VERBAL ADVICE HMCS 'QUINTE' TOWED BY 'OCEAN PACIF
ARRIVED PICTOU 1530P APRIL 25TH SECURED 1630P.
5 SENTRIES USED AT ST.PETERS REQUIRED TO STAND BY HMCS'QUINTE
UNTIL STRIPPED.
ARRANGEMENTS SHOULD BE MADE TO TAKE CARE OF AMMUNITION
REMAINING ON BOARD.

C IN C CNA
C OF S
SOO(6)
SO1(3)
D HFX(5)
C HFX(2)
ADMIN
SNEM(3)
ES(3)
TOSC
CMN REC
S/C
NCO

F.A

2613032

SHOWN TO OPERATIONS

T/P MR-12 NAVAL "K" CRS 89 2617012 MON/MN 26/4/43

NAME
H.M.C.S. QUINTE

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

NAVAL MESSAGE

(R) SNO PICTOU
(U) MULGRAVE

CONFIDENTIAL

From: C IN C CNA

27-M-2

FURTHER TO MY 241925/APR143 RELATIVE TOWAGE OF "QUINTE" TO PICTOU "QUINTE" ARRIVED PICTOU IN COMPANY WITH TUG "OCEANEAGLE" 1630 25TH APRIL. TOW SATISFACTORY IN ALL RESPECTS AND WAS CONDUCTED WITHOUT INCIDENT. "QUINTE" NOW LYING AT GOVERNMENT WHARF WITH SUFFICIENT STAND-BY PUMP CAPACITY TO DEAL WITH AN EMERGENCY PENDING DOCKING FOR SURVEY.

C IN C CNA 262030Z/APR 43
C OF S
SOO(6)
SOI(3)
C HFX(2)
D HFX(5) (RE: TOWAGE IF "QUINTE" TO PICTOU)
SNEM(3)
ES(3)
TOSC
CEN REC
SEC
MCO

T/P L/T NAVAL "K" 262135 PP/FH 26/4/43

NAME H.M.C.S. "QUIN

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

NAVAL MESSAGE

SECRET

To: NOIC SYDNEY C.B.
(R) C IN C CNA

From: CXO MULGRAVE

27-M-2

HMCS "QUINTE" AND TUG "OCEAN EAGLE" BERTHED AT MULGRAVE 23302 TONIGHT.

C IN C CNA
C OF S
S00(6)
S01(3)
C HFX(2)
D HFX(5)
MCO

242400Z

SHOWE TO OPERATIONS

T/P H-7 NAVAL "K" GRS 34 250349Z MON/PM 25/4/43

NAME

H.M.C.S. QUINTE

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

NAVAL MESSAGE

From: COAC

NSEQ 245

Quinte

M-2

SECRET N I T E

WARRANT ENGINEER PETER MCGILVRAY RCNR (TEMP.) HAS BEEN MISSING SINCE HIS DISAPPEARANCE FROM HMCS QUINTE 19TH APRIL. RCMP AND LOCAL POLICE HAVE BEEN INVESTIGATING BUT WITHOUT RESULT TO DATE. HAVE ORDERED BOARD OF INQUIRY. NEXT OF KIN MRS. P. MCGILVRAY, WIFE, 2248-E SEVENTH AVENUE, VANCOUVER, HAS NOT REPETITION NOT BEEN INFORMED.

COAC
SEC
MC
D HFX (3)
NOIC (1)
C STAD (2)
C CORNWALLIS
NCO

CIPHER X T/P 1555Z/2/5/42 FJ/HM

Encls.

NAME

H.M.C.S. QUINTE

NAVAL SERVICE.

FROM: NAVAL OFFICER IN CHARGE, SYDNEY, N.S.

DATE: 5th JANUARY,1943. FILE: 11-10-1

TO: CAPTAIN "D", HALIFAX, N. S.

SUBJECT: H. M. C. S. QUINTE.

With reference to your Minute V of 30th December, regarding repairs to skiff owned by Mr. A. McNeil, my Engineer Officer was sent to make a survey of the boat,with a view to making repairs, and reports that the boat had previously been allowed to drift out to sea in a damaged condition and lost.

2. It is requested that you take the matter up with the officers of H.M.C.S. QUINTE, who are now in Halifax, as it is believed that they have discussed the question of compensation with the owner, Mr. A. McNeil.

CAPTAIN "D"
HALIFAX
(2)
JAN 7 1943
27-2-1

R. Schwerdt

Captain, R. C. N.,
Naval Officer in Charge,
Sydney, N. S.
JSS

MINUTE II

File: 27-M-2
The Commanding Officer,
H.M.C.S. "QUINTE"

Forwarded for investigation and report.

J. D. PRENTICE

(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP).,
CAPTAIN (D) HALIFAX

11th January, 1943

(24) Gunner's Store — Could be tidier and [illegible]

(25) Defects — Require deck R.U. Stowage for Star Shell and Reduced Charges.

Remarks: The 4" gun was kept loaded. This practise should cease for obvious reasons.

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

12th January, 1943.

TO : Captain (D),
Halifax, N.S.

REPORT ON CONDITION OF BOAT,
(RE: FILE; 27-M-2)

Submitted for your consideration and necessary action.

2. The boat in question, property of Mr. A MacNeil St. Peter's, N.S. became a total loss, beyond repair, by reason of a severe and unavoidable curshing suffered between "Quinte" and "Foundation Arranmore" in the process of salvage operations.

3. The report made to N.O.I.C. Sydney, on the boat in consideration states that the boat had been allowed to drift to sea in a admaged condition. Actually the severed forward part became ice-bound, and was carried off shore by a later clearance of the ice which severed the moorings by which it had been secured.

4. As stated, the damage done had been too severe to make the drifting part usable in reconstruction.

Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S."QUINTE "

MINUTE II.....OVER

NAVAL SER

NAVAL OFFICER IN

DATE: 5th JANUARY, 1943

TO: CAPTAIN "D", HAL

SUBJECT: H. M. C. S

With reference to
of 30th December, regard
of Mr. A. Mac
owned by

MOL

MINUTE III

file: D. 27-M-2.
The Commanding Officer, Atlantic Coast,
H.M.C. Dockyard, Halifax, N. S.

Submitted.

2. It is recommended that this skiff be repaired.

J. D. PRENTICE

(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP)
CAPTAIN (D) HALIFAX.

15th December, 1942.

MINUTE IV

File: C.O.A.C. 28-1-1.
Captain (D) Halifax,
H.M.C. Dockyard,
Halifax, N. S.

It is approved to repair the skiff belonging to Mr. A. McNeil, by Naval labour free of charge to him, assuming that he accepts this arrangement as fulfilling the undertaking referred to in paragraph 3 of H.M.C.S. "QUINTE's" report.

2. If this assumption is not correct, the correspondence is to be resubmitted to me with necessary covering remakrs for reference to Naval Service Headquarters.

(L.W. Murray)
REAR ADMIRAL, R.C.N.

The Commanding Officer,
Atlantic Coast,
28th December, 1942.

MINUTE IV....ATTACHED

(24) Gunner's Store Could be tidier and ...

From: The Commanding Officer,
H.M.C.S. "QUINTE".
ST. PETERS, N.S.

7TH DECR., 1942.

To : Naval Officer in Charge,
SYDNEY, N.S.

USE OF CIVILIAN'S BOAT

ST. PETERS'S, N.S.

Submitted for your consideration and necessary act

2. Throughout the salvage operations conducted on H.M.C.S. "QUINTE" at St. Peter's, continual use of a private skiff, property of Mr. A. McNeil, was required, the ship's whaler being holed and unusable.

3. The skiff mentioned was very willingly lent, and proved to be of great convenience. No charge was asked for its use, but an understanding was arrived at between the "QUINTE" and the owner that no loss or depreciation would be borne by him.

4. As the rough nature of the work to which the skiff had be subjected has made it of little value to him, it is requested that thorough repair or equivalent replacement may be obtained for the owner.

(Sgd.) C.A. Nicol,
Lieutenant, R.C.N.R.,
Commanding Officer,
H.M.C.S. "QUINTE".

MINUTE II

11-10-1
Captain (D),
H.M.C. DOCKYARD,
Halifax, N. S.

Forwarded for necessary action, observing that H.M.C.S. "QUINTE" is under your command.

(Sgd.) R.S. Schwerdt
Captain, R.C.N.,
Naval Officer in Charge, Sydney, N.

11/12/42.

MINUTE III..OVER

Copy: COAC., N.O.I.C. Sydney

STAFF MINUTE

SUBJECT:- Use of Civilian's Boat

Referred to.	Initials and Date.
	14/12/42

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

NAVAL MESSAGE

CONFIDENTIAL CODE

From: C.O.A.C.

"D" HALIFAX (R) STADACONA, NOIC SYDNEY,
NSHQ.

Quinte

H.M.C.S. "QUINTE" IS TO BE PAID OFF AS FROM
0900/18th JAN. 1943.

1455z/16

COAC
C OF S
SOO
SOO(A)
PLOT
SO(I)(3)
D HFX (5)
SEC
CAO
STADACONA
ADMIN
MCO

T/P P/L 1455z/16 MS/PM 16/1/43

S. 1320D
10 Mil. 12-41 (2799-2800)
N.S. 815-9-1320D

NAVAL MESSAGE

CAPTAIN STADACONA (R) D HFX.

From: ST PETERS N.S.

COLLECT

FILE

~~3,4,9,10,15,14-2~~

HEMSWORTH HAROLD JOSEPH RMAS ON 27509 MISSING SINCE 0200P/8 CAP FOUND IN LOCK ST PETERS DRAGGING OPERATIONS BEING STARTED.

C.O. QUINTE

COMC
SEC
STAD
SOI

(PASSED TO SEC'S OFFICE)

HAND/CNT P/L 1930Z PM/FJ 10/12/42

S. 1320D

will come this morning (Friday) regarding

msworth who was drowned recently. Apparently the body is on its way to Sydney while the mother has come to Halifax. A serious mix-up resulting — A signal refers to the drowning:- 1816 2/10 from Quinte to NOIC (R) "D" Halifax.

NAVAL MESSAGE

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

CONFIDENTIAL NOT W/T

From:

COAC (R) NSHQ, "D" HALIFAX, HMCS STADACONA "QUINTE" — NOI/C SYDNEY

REGRET TO REPORT THE DEATH OF HAROLD JOSEPH HENSWORTH, E.R.A. 5th CLASS, O.N. - N.K. OF "QUINTE". BODY RECOVERED FROM ST. PETERS CANAL A.M. TODAY THURSDAY. CORONERS INQUEST WILL BE HELD AT SYDNEY. NEXT OF KIN HAS NOT BEEN INFORMED. REQUEST BURIAL INSTRUCTIONS.

1544z/10

COAC
SSC
C OF S
SO(I)(2)
STAD
D HFX (4)
NCO

(PASSED BY T/P TO NSHQ)

T/P (M-23) P/L 1554z/10 NS/1M 10/12/42

II

File: C.O.A.C. 14-A-153
Captain (D) Halifax,
H.M.C. Dockyard,
Halifax, N.S.

Forwarded for information and remarks of the Commanding Officer, H.M.C.S. "QUINTE".

2. Report of Proceedings covering this occurrence has not yet been received from H.M.C.S. QUINTE and is to be hastened.

The Commanding Officer,
Atlantic Coast,
19th December, 1942.

Sgd. L.W. Murray,
REAR ADMIRAL, R.C.N.

JSS

MINUTE III

File: 27-M-2
The Commanding Officer,
H.M.C.S. "QUINTE"

A report is to be rendered.

J. D. PRENTICE

(J.D. Prentice)
A/CAPTAIN, R.C.N. (TEMP).,
CAPTAIN (D) HALIFAX.

23rd December, 1942.

Encl. . . . . .

FROM: NAVAL OFFICER IN CHARGE, SYDNEY, N.S.

DATE: 8th DECEMBER, 1942.

FILE: 11-[illegible]

TO : THE COMMANDING OFFICER, ATLANTIC COAST.
H.M.G. DOCKYARD, HALIFAX, N.S.

SUBJECT: PATRICK CAMPBELL . LICENSED PILOT

Submitted:

Attached is letter from Patrick Campbell, Licensed Pilot, Bras d'Or Lakes.

Instructions are requested as to what reply should be made to this communication.

Sgd. R. Schwerdt,

Captain, R.C.N.,
Naval Officer in Charge,
SYDNEY, N.S.

MINUTE II.....P.T.O.

Capt. Schwerdt, R.C.N.,
H.M. Dockyard, SYDNEY, N.S.

Dear Sir:

I am the licensed pilot for the Mæsweepers
Peter's Canadal the Mæsweepers Certificate
I have also a Master's Certificate

Here are the facts of the case as I understand them:

I was called upon by Mr. [illegible] of the
Algonquin who had instructions to get him a pilot
the Fairmiles to get him a pilot
the Fairmiles of the H.M.C.S. Algonquin
assistance of the Ledges of the Horse Shoe
on the Horse Shoe place about
on the [illegible] took place about
I as[illegible]

St. Peter's, N.S.
December 3, 1942.

Capt. Schwerdt, R.C.N.,
H.M. Dockyard, SYDNEY, N.S.

Dear Sir: I am the licensed pilot who brought into St. Peter's Canadal the Minesweeper Quinte on November 30th. I have also a Master's Certificate Coastwise.

Here are the facts of the case. You are likely aware of them: I was called upon by the Captain of the S.S. Algonquin who had instruction from the Master of one of the Fairmiles to get him a pilot immediately to go to the assistance of the H.M.C.S. QUINTE aground, as they said, on the Horse Shoe Ledges off St. Peter's Bay. This conversation took place about 9. p.m. at St. Peter's Canal Sunday November 29th. I asked if they could get another pilot as I was on the S.S. Robinson bound for Sydney. They could get no other pilot and I told them I would go. ~~They~~ I boarded the Fairmile 093, Captain Fraser and proceeded alongside. We spoke to the Captain of the Quinte and he told us his ship was sinking and they had only enough fuel for three hours. He also told us that he could make three miles per hour. We put tow lines and started to tow the boat. Our tows wouldn't steer. She was from one quarter to the other - would swing port and starboard, too much to handle. We managed to work her into Sampson ledges where I then considered that Iwould have to take her alongside. I then put Fairmile on port quarter of Quinte and I then boarded Quinte myself. The ship was then well listed over to starboard will all onboard wearing life belts. The Captain told me the ship was drawing 17 feet of water. He also told me to try to find a soft bottom to beach her as soon as we could as they were running short of fuel for pumping. I finally worked her into St. Peter's Canal in the only soft spot I could find starboard down where she now lies.

At the end of the trip the Captain told me that I had saved the ship and probably the crew.

I am, therefore, writing you today, Captain, to inquire as to what in the opinion of the Department, a service of this nature should be.

Yours truly,

SGD. PATRICK CAMPBELL.