THE *Commissioning* OF

HMCS COLUMBIA

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

NOVEMBER 7, 1959

The Commissioning of

HMCS COLUMBIA

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

The possession of a fleet that is at full strength in respect to both numbers and capability is a primary objective of the Royal Canadian Navy.

The commissioning of HMCS *Columbia* brings us another step closer to that goal, and we shall draw closer still when her officers and men take this splendid new ship and make of her an efficient anti-submarine unit.

Of former warships that bore the name "Columbia", the best remembered is a destroyer that served with the Royal Canadian Navy through most of the Second World War. One of the famous "four-stackers" obtained from the United States Navy, she was more than 20 years old when we got her, but she gave valuable service and was directly responsible for the saving of two ships, a storm-damaged British destroyer and a disabled merchantman.

This demonstration of the fact that warships have many duties other than to serve as engines of destruction is worth remembering at this time, when the preservation of peace and security is the cause that we support.

Added strength to that support comes with the commissioning of HMCS *Columbia*. We welcome her to the fleet, and to her Commanding Officer, officers and men I extend my best wishes for a successful commission.

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

HMCS *Columbia* during sea trials

A CANADIAN ACHIEVEMENT

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

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

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

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

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

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

The *Columbia* was laid down at the Burrard Dry Dock Company's North Vancouver yard on June 11, 1953, and launched on November 1, 1956. Her sponsor was Mrs. K. L. Dyer, the wife of Rear-Admiral K. L. Dyer, DSC, CD, RCN, Chief of Naval Personnel.

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

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

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

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

CONSTRUCTION

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

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

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

WEAPONS

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

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

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

PROPULSION MACHINERY

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

Auxiliary machinery is powered by turbines, electricity and diesels.

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

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

ELECTRICAL EQUIPMENT

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

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

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

ELECTRONICS

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

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

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

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

Control console in the engine room.


CANADA
TURNING
GEAR IN

DAMAGE CONTROL AND DECONTAMINATION

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

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

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

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

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

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

LIFE SAVING AND MEDICAL EQUIPMENT

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

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

HABITABILITY

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

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

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

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

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

UPPER LEFT: Checking equipment in galley

UPPER RIGHT: Storeroom

ABOVE: 3-in. 50 guns

LOWER LEFT: Mortar well

LOWER RIGHT: Main switchboard

HMCS *Columbia*

PROGR

1430—Invited Guests Arrive.

1445—Guest of Honour and Official Party arrive.

THE COMMISSIO

ORDER OF

Introduction by Commander (L) O. H. Meseck, CD, RCN, Resident Naval Overseer, Vancouver.
Address by Burrard Dry Dock Co., Ltd., representative.
Address by the Chief of the Naval Staff (or his representative).
Address by the Hon. Pierre Sevigny, MP, Associate Minister of National Defence.
Acceptance of the ship by Rear-Admiral (E) B. R. Spencer, CD, RCN, Chief of Naval Technical Services.

Commissioning Service conducted by the Chaplain General of the Armed Forces (P), Brigadier, the Venerable J. W. Forth, MBE, CD.

HYMN: Tune "Eternal Father Strong to Save"

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

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

AMEN.

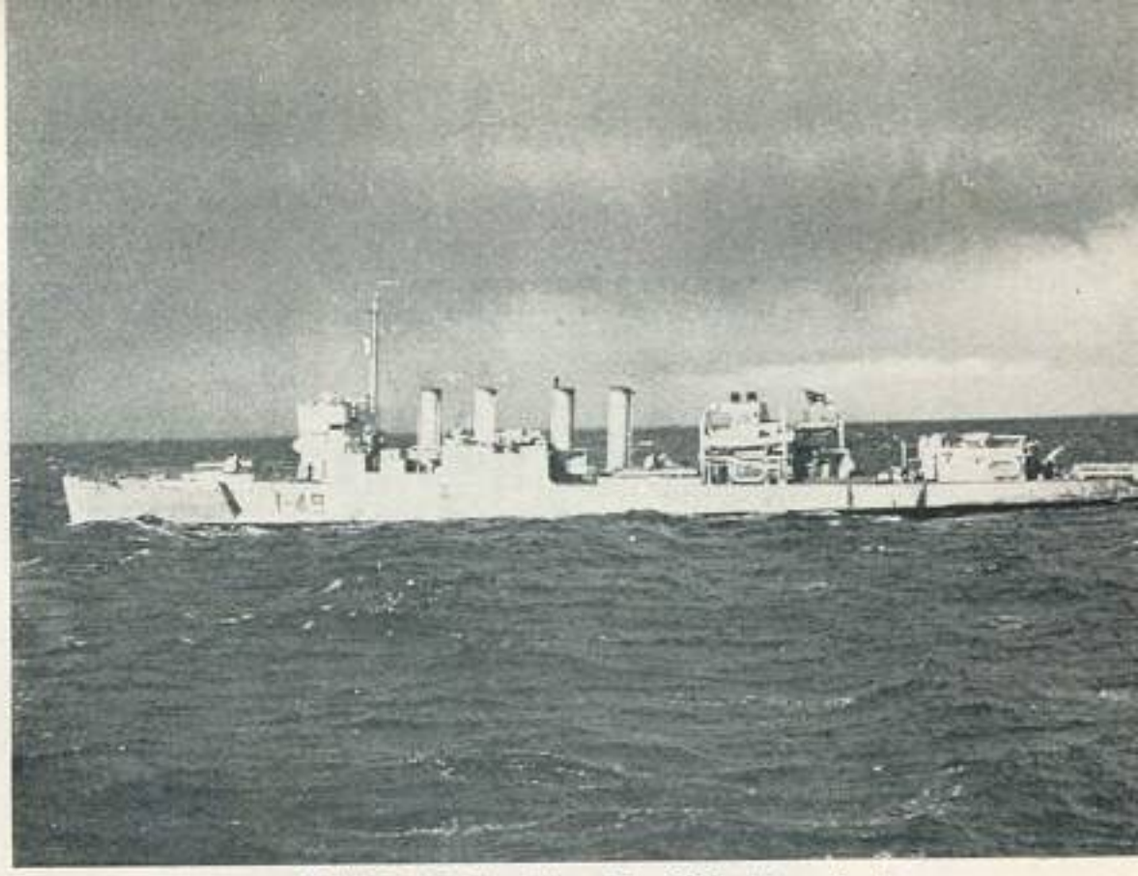
PSALM 107 (Verses 23 to 31, 43) to be said responsively.

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

R A M M E

1500—Commissioning Ceremony.
Guest of Honour and Official Party tour the Ship, followed by Invited Guests.

1600—Reception begins.



HMCS *Columbia* (Ex-USS *Haraden*)

NING CEREMONY

F SERVICE

PRAYER

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

The Naval Prayer — The Lord's Prayer — Benediction

Commissioning Service conducted by the Rev. J. E. Whelly, Chaplain of the Fleet (RC).

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

Amen.

Her Majesty's Canadian Ship *Columbia* commissions.

Commanding Officer, Commander W. P. Hayes, CD, RCN, addresses the ship's company.

Ship's company embark in the ship.

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

Captain (E) Erik Revfem, CD, RCN
Former Principal Naval Overseer, West Coast

Commander (L) O. M. Meseck, CD, RCN
Resident Naval Overseer, Vancouver

Captain (E) J. S. Ross, CD, RCN
Principal Naval Overseer, West Coast

THE NAVAL OVERSEERS

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

Throughout the greater portion of the time the *Columbia* was building the Principal Naval Overseer, West Coast, was Captain (E) Erik Revfem, CD, RCN, who is now Deputy Superintendent of HMC Dockyard, Esquimalt. He was succeeded by Captain (E) J. S. Ross, CD, RCN.

Commander (L) O. H. Meseck, CD, RCN, the Resident Naval Overseer, Vancouver, and Assistant Principal Naval Overseer, West Coast, took up his appointment in April, 1959. His predecessor was Commander (L) J. R. Allen, CD, RCN, who went on retirement leave in April, 1959.

Naval members of RNO's staff at Burrard Dry Dock Company Limited are:

Construction Section

Shipwright-Lt.-Cdr. J. Macfie, CD, RCN
Chief Petty Officer A. Sharp
Chief Petty Officer H. R. Weidman
Petty Officer L. Enger.

Engineering Section

Lieut. (E) E. V. Dear, CD, RCN
Chief Petty Officer J. Wood
Chief Petty Officer F. Durkee

Electrical Engineering Section

Lt.-Cdr. (L) F. G. Douglas, CD, RCN
Chief Petty Officer, E. J. H. Perkins
Chief Petty Officer B. Coker

Supply Section

Lieut. (S) R. A. B. Fee, CD, RCN
Chief Petty Officer A. Michaud
Able Seaman R. L. Brown
Able Seaman R. E. Cooke

Ordnance Section

Ord. Lieut. R. Brearley, RCN
Petty Officer G. Tatton

Shpt. Lt.-Cdr. J. Macfie, CD, RCN
Constructor Overseer

Lieut. (E) E. V. Dear, CD, RCN
Engineer Overseer

Lt.-Cdr. (L) F. G. Douglas, CD, RCN
Electrical Overseer

Lieut. (S) R. A. B. Fee, CD, RCN
Supply Overseer

Ord. Lieut. R. Brearley, RCN
Ordnance Overseer

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

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

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

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

THE BUILDERS

The commissioning of HMCS *Columbia* is another milestone in the proud history of Burrard Dry Dock Company Limited.

This pioneering firm, founded in 1895 and established on its present site in 1902, has been closely connected with the development of Western Canada and the Port of Vancouver. Starting with the construction of small wooden fishing vessels, hundreds of new ships have left its yards in peace and war—ranging from stately sailing ships to large cargo vessels and warships of many types.

Burrard takes pride in its association with the Royal Canadian Navy and its record of naval construction which included, during the Second World War, the conversion of passenger vessels to armed cruisers and troop transports, the conversion of United States aircraft carriers to British Admiralty standards and the building of corvettes and minesweepers. At the peak in the Second World War, 15,000 employees worked around the clock to produce these vessels, as well as 109 Victory ships—more than one-third of the total of such vessels built in Canada.

Following the war, Burrard was called upon to build, first a gate vessel and several smaller auxiliary craft, then four destroyer escorts, of which HMCS *Columbia* is the last—a further tribute to the ability of the company's craftsmen and engineers. Other ships have been constructed since the war for government and commercial use, including supply ships, icebreakers, ferries and barges of various types.

The Company maintains the largest integrated shipbuilding and ship repairing organization on Canada's West coast and in addition its Industrial Division produces a variety of engineering products for the Industries of the Western Provinces.

Proud of the part it has played in Canada's defence and development, Burrard stands ready to continue its role in the future of this great country.

An Aerial View of Burrard Dry Dock Co. Ltd., North Vancouver, B.C.

THE SHIP'S BADGE

BLAZON:

Gules, a bend wavy Argent charged with two like cottises Azure, and over all in the centre a Dogwood flower proper.

SIGNIFICANCE:

This ship is named for the Columbia River one of the largest in North America flowing into the Pacific Ocean.

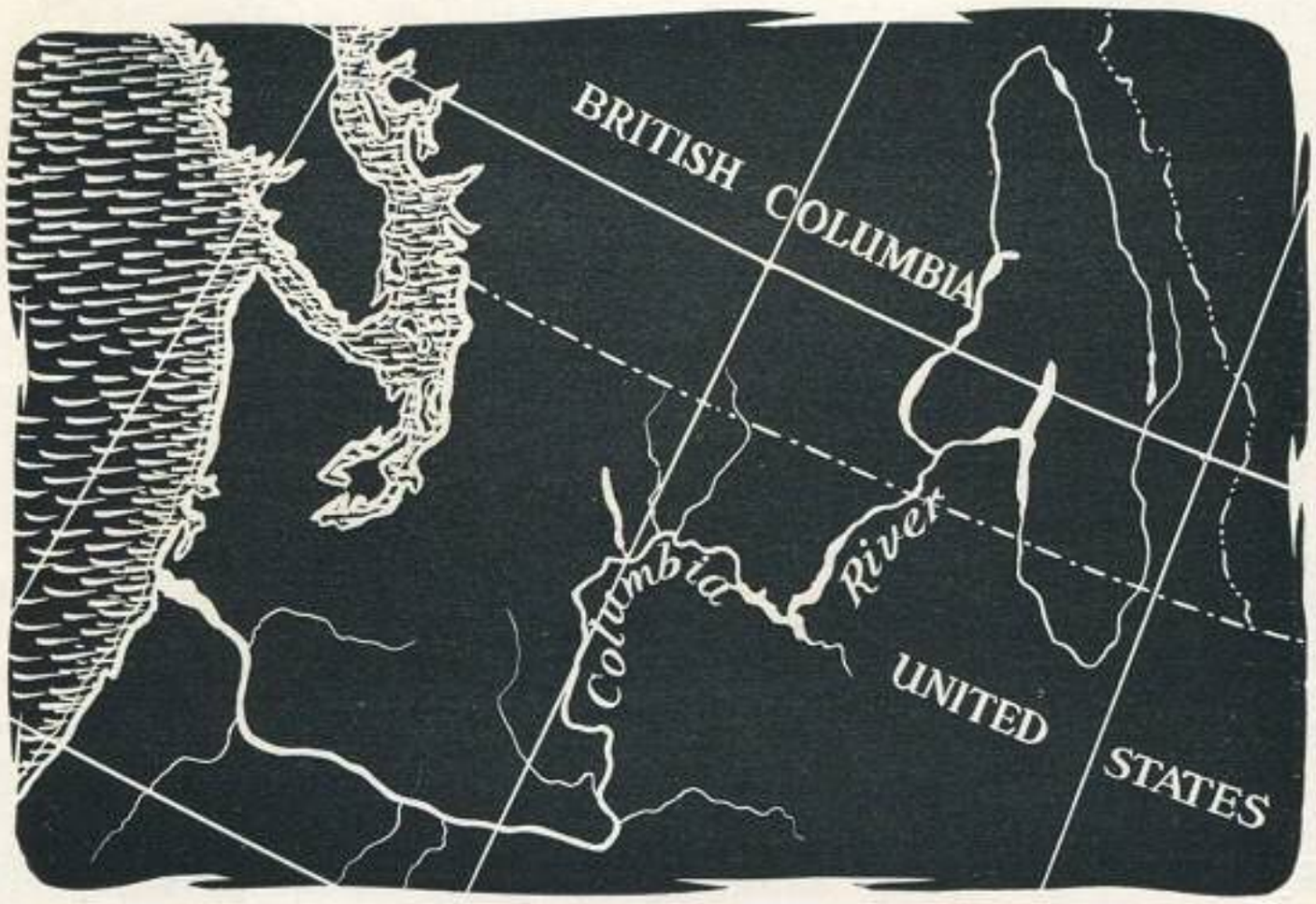
The river is said to have been named by Captain Robert Gray of Boston after the ship "Columbia" in which he sailed into the river's mouth in 1792.

The white and blue diagonal wavy stripes are suggestive of the river. The red background refers to the fact that the headwaters of this great river are in British Columbia—red being one of the Royal Colours.

The flower of the Dogwood, displayed as the main device, is the floral emblem of British Columbia and amplifies the connection with the Province.

SHIP'S COLOURS:

White and Red.



AN HISTORIC NAME

HMCS *Columbia* takes her name from the Columbia River which, with exception of the Yukon, is the largest river on the Pacific slope of North America.

The river rises in Lake Columbia, a small mountain lake in the Kootenay district of British Columbia. From here it flows north at first until it doubles around to the north of the Selkirk Range; then it flows south through the Arrow Lakes, thence across the international boundary.

Its total length is about 1,150 miles, of which 459 miles are in Canada. The river has a total fall of 2,650 feet, of which 1,360 feet are in Canada, and it drains an area of nearly 259,000 square miles, of which 38,000 square miles are in Canada.

The mouth of the river was discovered and explored by Captain Gray of the *Columbia,* a Boston trading vessel, in 1792. The source was discovered in 1807 by David Thompson, the first white man to explore the river from its source to its mouth.

For many years the river was a highway of the fur trade and today it is the source of a great new power development system.

HMCS *Columbia* (ex-USS *Haraden*) on her arrival in Halifax, where she was commissioned into the RCN on September 24, 1940.

THE HERITAGE

Of the five warships that have borne the name Columbia, all have had association with North America.

The fourth was a destroyer acquired by the RCN from the United States Navy for service in the Second World War. The third, a British trawler that served in 1914 and 1915, had a Canadian commanding officer, Lt.-Cdr. W. H. Hawthorne, RNR. Before her came a steam paddle vessel which served as a troopship and surveying vessel on the North American Station from 1832 until 1857. The first ship to be so named was an ex-privateer brig which, sailing out of Boston under the name *Curlew,* was captured in 1812 and commissioned as HM Sloop of War *Columbia.*

The name was adopted for the Second World War destroyer because in 1940 all Canadian ships of that type were given the names of rivers, and names of border rivers were considered especially suitable for ships acquired from the United States. The Columbia River which rises in British Columbia and after which the new destroyer escort is named, was itself named after a ship whose captain, Robert Gray, discovered the river in 1792.

The *Columbia* was one of 50 "four stackers" which were turned over to Great Britain under the Lend-Lease Agreement. Seven were, in turn, transferred to Canada.

The *Columbia* (ex USS *Haraden*) was commissioned into the RCN at Halifax, N.S., on September 24, 1940, and on October 16 she sailed on her first operation, the local escort of a convoy sailing to the United Kingdom. A number of similar operations were carried out in the following weeks.

It is of interest that one of these convoys, HX-84, which the *Columbia* and *St. Francis* had escorted out of Halifax on October 26, was later attacked by the German armoured ship *Admiral Scheer.* This was the action in which the ocean escort HMS *Jervis Bay* was destroyed in a gallant fight which gave the convoy time to make its escape.

Early in 1941 the *Columbia* was assigned to the Fourth Escort Flotilla of the Clyde Escort Force and remained with this group until June of that year.

In June, 1941, the escort forces were reorganized so that convoys could be escorted all the way from Halifax to their destinations in Britain and back again. This entailed the establishment of a Newfoundland Escort Force and, to form it, all Canadian ships were withdrawn from United Kingdom waters to be based at St. John's, Nfld. Following further convoy escort duty, the *Columbia* returned to Halifax in December, 1941, for a refit.

With the escort reorganization that followed the entry of the United States into the war, the *Columbia* was transferred in January to the Western Local Escort Force which had its base at Halifax.

The immediate period which followed was busy but uneventful for the *Columbia,* which assisted in the escorting of many convoys. Since she was now in WLEF, these duties took her no further east than a day's steaming from St. John's where WESTOMP was established.

While thus engaged, the *Columbia* played a vital part in the saving of a merchant ship in October, 1942. Before dawn one day the SS *Mathew Luckenbach* was rammed in the starboard quarter by the SS *Zacapa.* The *Columbia* saw the distress rockets and closed the damaged ship, which was down by the stern with the *Zacapa* standing by. Soon the *Mathew Luckenbach's* boats were lowered and the crew abandoned ship. Her master boarded the *Columbia* and requested that she take his ship in tow. However, a U-boat had been reported in the vicinity so the *Columbia* had to act as screen. She had, however, already sent a signal for tugs from Halifax, about 60 miles to the west-northwest. Until they came, the two damaged ships would have to make what headway they could. The *Zacapa* was little damaged and reached Halifax under her own steam, but she remained in company for protection.

The master and crew of the *Mathew Luckenbach* returned to their own ship, but half-an-hour later, at 0800, they abandoned her again when water began to rise in the engineroom.

The *Columbia* then sent a boarding party consisting of three officers and three men to the *Mathew Luckenbach.* When the ship's master saw this, he went aboard again to receive them. The *Columbia's* party stopped the leaks in the engineroom and, getting volunteers from the *Mathew Luckenbach's* "black gang", they raised steam on the main engines and by 1023 the ship was under way and eventually worked up to seven knots. The ship was finally able to reach Halifax and at 2300 that day she was beached in MacNab Cove.

It was not to be too long after this that the *Columbia* was again to figure in a ship rescue mission. One January 22, 1943, the *Columbia* was in Halifax Harbour when she was suddenly ordered to sea to assist HMS *Caldwell* (one of the British "Town" class destroyers) adrift and without propellers near Artimon Bank, about 80 miles south-east of Cape Breton.

The *Caldwell* had earlier been severely damaged in a storm and had been taken in tow by a rescue tug to St. John's. It was decided to tow the *Caldwell* from there to Boston for repairs and refitting.

Shortly after getting under way, a storm of hurricane force blew up. The tug's towing winch broke and the craft had to make for Louisburg to shelter. In the meantime, an escorting mine-sweeper, HMCS *Wasaga,* stood by the *Caldwell.* Several ships, mostly tugs, were ordered to her aid, but one after the other they were turned back by the sea, or by ice forming on their upper works. On the morning of January 24, the *Columbia* sighted the *Caldwell.*

When she made herself known she was greeted with the signal: "Hail, Columbia!" flashed by lamp.

Various attempts to take the ship in tow were made by one of the tugs, by the *Columbia* and by the *Wasaga* but all ended in failure due to the high sea and rough conditions which existed.

Later, on a second attempt to take the *Caldwell* in tow, the *Columbia* was successful and the Canadian destroyer shaped her course for Halifax.

The distance was 370 miles and she arrived with her tow 43 hours later, on January 25.

Four days later, January 29, the *Columbia* arrived in Saint John, New Brunswick, for a refit and she remained there until May 27, 1943. It was during this refit that her fourth boiler and funnel were removed and her range was increased by installing fuel tanks in the after boiler room. Following further work by the dockyard at Halifax, she returned to her convoy escort duties once more, sailing on July 5 as the Senior Officer's ship of Escort Group W-4.

The *Columbia* spent the rest of the summer and fall escorting convoys between New York and St. John's.

HX-280 was the last convoy the *Columbia* was to escort. She sailed with the support group on February 22 in heavy overcast and intermittent fog that precluded accurate navigational fixes being obtained. By the time she parted company from the convoy on February 24, a discrepancy had arisen in her dead reckoning position and that of the convoy commodore. Using her own reckoning with caution she shaped course for St. John's.

Difficulties that arose from her radar having broken down, and incorrect echoes being received from an antenna which had iced, added further complications.

Consequently, when the *Columbia* altered course to the northwest to round Cape Spear and enter St. John's, her new course took her into Motion Bay, to the south of the cape.

As land was sighted through the fog the engines were ordered full astern, but the ship struck the almost vertical cliff ahead. She was escorted into St. John's by the minesweeper HMCS *Trois Rivieres* on February 26.

The *Columbia's* retirement from active service had been ordered prior to this. She was moved to Halifax on July 1 and it was decided that she would be used as a fuel and ammunition hulk. Her magazines were enlarged and on September 18, 1944, she was towed from Halifax to Liverpool, N.S., where she acted as a store for the fuel and ammunition taken out of ships refitting at Liverpool.

She was finally sold to the National Iron and Metal Company of Hamilton, Ont., for scrap.

From her successors, the auxiliary patrol trawler HMS *Columbia* and the Second World War destroyer, respectively, the new *Columbia* has received the following battle honours:

Belgian Coast—1914-1915

Atlantic—1940-1943

During the Second World War, many Canadian warships were "adopted" by cities and towns across the country. In almost every instance where a ship was named after a particular municipality, that city or town officially "adopted" the ship.

Since HMCS *Columbia* is named after the Columbia River, a group of municipalities in the Columbia Valley have kindly offered to "adopt" the ship, an offer which has been gratefully accepted.

This gesture was initiated jointly by the Trail Branch of the Navy League of Canada and the West Kootenay Branch of the Naval Officers' Associations of Canada.

FORMER COMMANDING OFFICERS

During the three-and-a-half years in which she carried out operational duties with the Royal Canadian Navy, the Second World War destroyer HMCS *Columbia* had four commanding officers. They were:

Lieutenant-Commander Sommerville W. Davis, RCN (September 20, 1940, to May 13, 1942).

Lieutenant-Commander George H. Stephen, DSC, RCNR (May 14, 1942, to March 17, 1943).

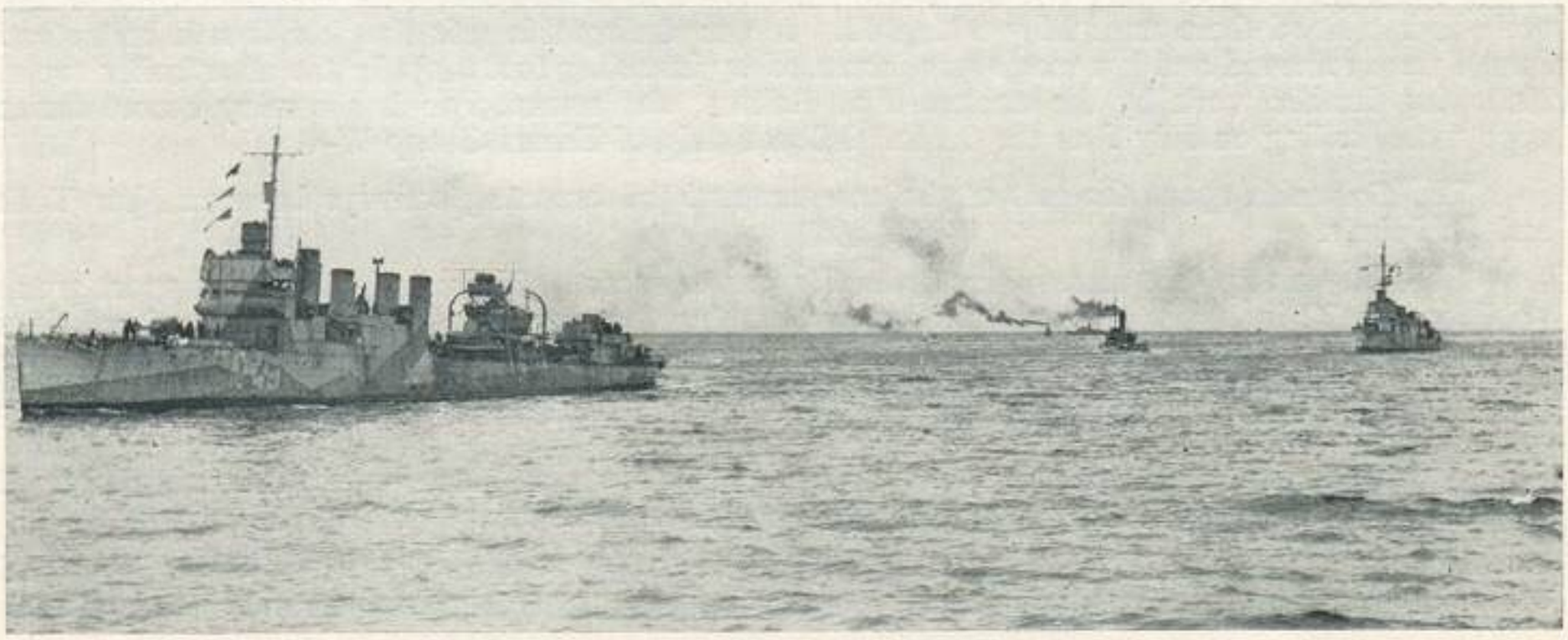
Lieutenant-Commander Bernard D. L. Johnson, RCNR (March 18, 1943, to November 23, 1943).

Lieutenant-Commander Robert A. S. MacNeil, OBE, RCNR (November 24, 1943, to March 30, 1944).

There were, in addition, four other officers who held brief periods of command during the period when the ship was under repair, from March 31 to July 22, 1944.

During the period from July 23, 1944, until March 1, 1945, when she was being used as a fuel and ammunition hulk, she was under the command of Lieutenant John G. Hughes, RCNR.

The Second World War Destroyer HMCS *Columbia*, left, arriving in Halifax with the British Town class destroyer HMS *Caldwell* in tow. The *Caldwell*, adrift and without propellers about 80 miles southeast of Cape Breton, was towed a total distance of 370 miles to Halifax by the *Columbia* in 43 hours.



Commander W. P. Hayes, CD, RCN,
Commanding Officer

THE SHIP'S COMPANY

OFFICERS

Lieut. Commander A. M. Cockeram, CD, RCN ..... Executive Officer
Lieut. D. J. Thomson, CD, RCN ..... Torpedo Anti-Submarine Officer
Lieut. R. E. G. Bidwell ..... Direction Officer
Lieut. Commander R. A. Lyons, CD, RCN
Sub. Lieutenant D. F. Matheson, RCN
Lieut. (E) E. V. Dear, CD, RCN ..... Engineer Officer
Lieut. Commander (L) W. D. Hutchinson ..... Electrical Officer
Lieut. Commander (S) D. S. McNicol, CD, RCN ..... Supply Officer
Cmd. Ordnance Officer R. A. Caught ..... Ordnance Officer

MEN

Chief Petty Officer Gordon Sears ..... Coxswain

SEAMAN BRANCH

Chief Petty Officer T. I. Burry
Chief Petty Officer H. W. O'Reilly
Chief Petty Officer J. A. Kirk
Chief Petty Officer M. A. McDonald

Petty Officer L. Stagg
Petty Officer W. D. Salsman
Petty Officer P. J. Wilkins
Petty Officer P. H. Rose
Petty Officer J. B. Milne
Petty Officer T. J. Estabrooks

Leading Seaman L. Maskell
Leading Seaman B. W. Highfield
Leading Seaman W. Ackerman
Leading Seaman W. J. McBride
Leading Seaman D. O'Neill
Leading Seaman L. Lindstrom
Leading Seaman T. Haley
Leading Seaman G. Paden
Leading Seaman F. E. Smith
Leading Seaman J. Smith

Able Seaman W. Murdock
Able Seaman W. Peterson
Able Seaman D. A. Baker
Able Seaman J. Puskas

Ordinary Seaman W. Gregory
Ordinary Seaman J. J. M. Roy
Ordinary Seaman C. Smith
Ordinary Seaman D. Steele
Ordinary Seaman M. H. Wilson
Ordinary Seaman K. S. Stewart
Ordinary Seaman W. Sharpe
Ordinary Seaman J. A. D. Viney
Ordinary Seaman Melvin A. Blakney
Ordinary Seaman H. H. Dunfield
Ordinary Seaman C. J. Highfield
Ordinary Seaman E. F. Faught
Ordinary Seaman R. R. Park
Ordinary Seaman R. E. Patterson
Ordinary Seaman J. A. Seppala

ENGINEERING BRANCH

Chief Petty Officer ..R. S. Hutchings
Chief Petty Officer ..W. H. Prentice
Chief Petty Officer ..K. V. McDonald
Chief Petty Officer ..B. Marenger
Chief Petty Officer ..G. A. Clark
Chief Petty Officer ..F. A. Tinline
Chief Petty Officer ..R. M. Spencer
Chief Petty Officer ..T. E. Bottomley

Petty Officer .....K. McKendry
Petty Officer .....R. Foster
Petty Officer .....G. W. Lampshire
Petty Officer .....W. Nethery
Petty Officer .....C. R. Hawkins
Petty Officer .....F. K. Wood
Petty Officer .....R. J. Gravelle
Petty Officer .....K. W. McIntosh
Petty Officer .....R. W. Smith
Petty Officer .....O. H. McPhaden
Petty Officer .....D. R. Kennedy
Petty Officer .....R. H. Jackson
Petty Officer .....N. Koharski
Petty Officer .....J. N. McGraw

Leading Seaman ....G. Hardwicke
Leading Seaman ....M. Sovie
Leading Seaman ....C. Arthur
Leading Seaman ....D. Tomsette
Leading Seaman ....L. Smaggus
Leading Seaman ....J. L. Cummings
Leading Seaman ....R. M. Zelazny
Leading Seaman ....G. L. Ingraham

Able Seaman .....D. Bush
Able Seaman .....L. Slobodyian
Able Seaman .....R. Baillargeon
Able Seaman .....A. Graham
Able Seaman .....R. B. Douglas
Able Seaman .....J. W. Galea
Able Seaman .....P. A. Spicer
Able Seaman .....K. N. Calder
Able Seaman .....G. D. Callaghan
Able Seaman .....K. F. Young
Able Seaman .....E. Eddisford
Able Seaman .....D. G. Halbert
Able Seaman .....E. F. Pead
Able Seaman .....D. Isham
Able Seaman .....J. E. Ardill
Able Seaman .....T. A. O'Donnell
Able Seaman .....J. H. Vansomer
Able Seaman .....J. P. Saulnier

COMMUNICATIONS BRANCH

Chief Petty Officer ..R. Pendlebury
Chief Petty Officer ..W. K. Carson

Petty Officer .....S. E. Miller
Petty Officer .....A. J. Lacour

Leading Seaman ....J. Walter
Leading Seaman ....J. Reid
Leading Seaman ....W. Perrin
Leading Seaman ....J. Murphy
Leading Seaman ....W. Forsyth

Able Seaman .....J. Brownridge
Able Seaman .....S. Femia
Able Seaman .....C. Ridley
Able Seaman .....B. McGuffie

Ordinary Seaman ....R. Lambier
Ordinary Seaman ....O. Vanek
Ordinary Seaman ....R. Biro

ELECTRICAL BRANCH

Chief Petty Officer ..J. Palmer
Chief Petty Officer ..L. Tedds
Chief Petty Officer ..H. Warman

Petty Officer .....R. Norris
Petty Officer .....J. Muir
Petty Officer .....J. Dickson
Petty Officer .....H. O'Very
Petty Officer .....O. Hodgson
Petty Officer .....R. Hassall
Petty Officer .....E. Rioux
Petty Officer .....C. McClelland

Leading Seaman ....M. Gaudreau

Able Seaman .....R. McGlone
Able Seaman .....A. Beaton
Able Seaman .....R. Nelson
Able Seaman .....R. Eden

ORDNANCE BRANCH

Chief Petty Officer ..J. A. Guise

Petty Officer .....A. Porter
Petty Officer .....A. Black

Leading Seaman ....P. J. Ambrose
Leading Seaman ....R. Hickes

Ordinary Seaman ....W. Gallagher

SUPPLY BRANCH

Chief Petty Officer ..G. G. Mumford
Chief Petty Officer ..I. N. Doucet

Petty Officer .....J. T. Gagnon
Petty Officer .....W. Walsh
Petty Officer .....P. Perry
Petty Officer .....B. Russell
Petty Officer .....W. Holmes
Petty Officer .....R. Manuge
Petty Officer .....S. MacGregor
Petty Officer .....J. C. Lacroix
Petty Officer .....A. M. D'Orsay

Leading Seaman ....J. Goodin
Leading Seaman ....J. Scott
Leading Seaman ....J. Ingham
Leading Seaman ....O. B. Phair
Leading Seaman ....G. Doucet

Able Seaman .....R. Neuman
Able Seaman .....J. Smith
Able Seaman .....A. L. Astbury
Able Seaman .....A. Deforge
Able Seaman .....M. Burchill
Able Seaman .....W. Sheridan
Able Seaman .....C. J. Cright
Able Seaman .....T. Ogilvie
Able Seaman .....D. J. Lawrence
Able Seaman .....E. E. Hadcock
Able Seaman .....R. Martin
Able Seaman .....R. E. Lawrence
Able Seaman .....J. Gorman

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