



# News

CANADIAN NAVAL TECHNICAL HISTORY ASSOCIATION

## Inside this issue:

**From the Archives:**

**Damage Control in the 1953  
Huron Grounding** ..... 2

**Technical Timeline** ..... 3

**Landlocked!**  
**Can you identify the man  
in the photo?** ..... 4

**About the CNTHA** ..... 4

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## DHH Launches Post-War Naval Oral History Project

Iran into Dr. Wilf Lund (Captain (N) ret'd) at the Bytown Mess during Up Spirits on the Friday preceding the Battle of Atlantic weekend. He informed me of a project upon which he is working that will be of interest to us all. Dr. Lund has been tasked by the Directorate of History and Heritage to conduct an interview program with former Maritime Commanders and other senior naval and air officers. The objective is to capture, for historical record, personal perspectives on the development of policy and the major challenges and issues at the higher levels that affected the Canadian Navy in the post-Second World War period.



The undertaking includes focus on the major acquisition projects such as the general-purpose frigate, the DDH-280 tribal-class destroyer, the Canadian patrol frigate, submarines, maritime patrol aircraft and helicopters. Specifically, DHH hopes to enhance its understanding of the acquisition decisions and processes from the standpoint of both requirements and policy. The interviews will provide guidance to the interpretation of the extensive documentation available, as well as important personal insight.

Dr. Lund has asked me to pass this information along to our members, some of whom will be on his list to be interviewed. He also mentioned that a subsequent interview program will be conducted by DHH to gather information on the more technical aspects of acquisition projects from project managers and others who were involved. This is precisely the purpose of the Canadian Naval Technical History Association, to gather and record this type of information for historical purposes. Those who wish to be included in these projects, or who would like to provide written input are encouraged to contact the Directorate of History and Heritage.

— Mike Saker



# Damage Control in the *Huron* Grounding Incident of July 13, 1953\*

(\*Condensed and edited from file: DHN 1151-355/10, dated July 30, 1953.)

*On July 13, 1953 the destroyer HMCS Huron went aground during operations in the Korean War. The ship's engineer officer, Lt/Cdr.(E) H.D. Minogue, RCN, submitted the following damage control report:*

The ship was cruising in state III. All "X" hatches and W/T doors were closed. The watertight integrity of the ship was at its maximum, with only "Y" manholes open to living compartments and ventilation on throughout the ship.

Damage control parties were piped to close up immediately after the impact at about 0038. Reports coming in to the DCHQ from damage control parties indicated the damaged area to be in the forecastle. The engine-room reported engines stopped and that machinery was not affected by the grounding. Propellers were free and generators operating satisfactorily.

The EO and electrical officer went forward to determine the extent of the damage. A preliminary examination showed that maximum damage extended aft to the forward lower messdeck and forward of W/T bulkhead 30. Number 3 deck was heaved up forward of W/T bulkhead 25, rivets were missing and the W/T hatches to No. 2 naval stores and No. 1 provision room were distorted. The following spaces were found to be flooded: No. 2 naval stores, No.1 provision room and the 144Q2W compartment, the refrigerating machinery compartment and the cold room. The 147F compartment was examined and rocks were seen piercing No. 3 deck. The paint locker and forecastle were not entered at this time.

W/T bulkhead 30 was the flooding boundary. Since it showed no signs of leakage, it appeared safe to back the ship off the rocks before permanent

shores were placed behind the bulkhead. So long as the ship was operated astern, bulkhead 30 would hold.

Damage control parties erected vertical shoring in the forward upper and lower messdecks to carry the vertical weight in the forecastle area of the ship. Two-by-fours were used for this work because no larger timber was available in the ship. It was found that two-by-fours placed flat on the deck at either end of a mess bench made good temporary shoring. The mess benches distributed the loading over as wide an area as possible.

By 0400 considerable temporary shoring had been completed. As much fuel oil as possible had been pumped aft from the forward tanks, and the first lieutenant had slipped both anchors. Pumping ceased at 0400 to ensure the boilers did not lose suction. All personnel except for the watchkeepers were piped aft to the quarterdeck.

The ship went to "full astern both" in easy stages with no result. The bridge then ordered "stop port, full astern starboard." The ship took on a definite port list. The bridge then stopped the starboard engine and ordered "full astern port." At about 0426 the bridge reported the ship clear of the rocks. The ship went slow astern to the seaward side of Yang Do, where *Huron* rendezvoused with the USS *Rowan* at about 0500. The destroyer squadron engineer officer from *Rowan* came aboard to see the damage and find out what equipment would be required. *Huron* requested

**Canadian Navy  
90th  
Anniversary!**



McNally

**1910-2000**



one complete set of oxyacetylene cutting equipment, 30 16-foot lengths of four-by-four, and a quantity of wedges. In addition, *Rowan* supplied a crew of welders to assist.

Since the ship could now manoeuvre astern and W/T bulkhead 30 was holding, it was decided to recover the watertight integrity forward of bulkhead 30 as far as possible. Curtain bulkhead 18 forming the after part of No. 1 central stores would be used as a watertight bulkhead. The entrance was considerably distorted, so a section of the door frame was cut away. Two-by-six planks were placed horizontally across the opening, and seat cushions were placed horizontally along the planks to make a seal. The whole section was backed by a steel door, a table top and two mess benches. Shores were then placed against the backing. Number 3 deck was made watertight by the use of small shot plugs, splinter boxes and seat cushions backed by half-doors or radiators. An attempt was made to pump out the cold room compartment using two 70-ton portable pumps and main suction without success. The attempt was abandoned and shores were placed on the closed hatch.

At 0853 on July 13, *Huron* proceeded *astern* to meet the docking ship and rescue tug until 1133 when a stop was made to cool off main engines. The docking ship and tug were

sighted on the horizon and it was decided to wait for them. They came alongside and the tug proceeded to transfer anchor cable aft to the quarterdeck. The tug also tried to remove the asdic dome, so that the forward 90 feet of *Huron* could be put into the docking ship. The tug's underwater cutting gear gave considerable trouble, but before the dome could be cut away the effort had to be abandoned as the weather began deteriorating.

At 2224 *Huron* started south accompanied by the tug and docking ship. With W/T bulkhead 30 now completely shored, *Huron* could proceed at slow ahead. Progress was satisfactory until the afternoon of July 14 when waves began working at the loose plating on the starboard side. The ship was stopped at 1652 and the senior officer in *Rowan* ordered the tug to take *Huron* in tow astern. The ship reached Sasebo, Japan without further incident on July 18....

#### Postscript

In the covering letter to his engineer officer's damage control report, *Huron's* CO, **Cdr R.E. Chenoweth, MBE**, reported to the Commander Canadian Destroyers Far East (embarked in HMCS *Iroquois*):

"The Ship's Damage Control organization was found to work smoothly and efficiently. The time element in this

(Cont'd page 4)

## Technical Timeline

CNTHA members Pat Barnhouse and Mike Young are collaborating on an ambitious effort to produce a "Timeline of Canadian Naval Technology."

The timeline is intended to identify and briefly describe all the technological achievements of our navy — good, bad and indifferent! The first version is expected to be published in the Spring 2000 issue of *Maritime Affairs*. That edition will be a special one, commemorating the 90th anniversary of the founding of the Royal Canadian Navy.

The authors welcome any comment on this work in progress and it is hoped that the next update will be included in a future issue of this newsletter.

— Mike Young



## Landlocked!

### About the CNTHA

The Canadian Naval Technical History Association is a volunteer organization working in support of the Directorate of History and Heritage (DHH) effort to preserve our country's naval technical history. Interested persons may become members of the CNTHA by contacting DHH.

A prime purpose of the CNTHA is to make its information available to researchers and casual readers alike. So how can you get to read some of it? For the moment there is only one copy of the Collection, situated at the Directorate of History and Heritage located at 2429 Holly Lane (near the intersection of Heron and Walkley Roads) in Ottawa. DHH is open to the public every Tuesday and Wednesday 8:30-4:30. Staff is on hand to retrieve the information you request and to help in any way. Photocopy facilities are available on a self-serve basis. Access to the building requires a visitor's pass, easily obtained from the commissionaire at the front door. Copies of the index to the Collection may be obtained by writing to DHH.



This mid-section mock-up of a *St. Laurent*-class hull compartment was one of the projects constructed by the Trade Group 3 shipwrights as part of their course syllabus at Engineering Division in *Stadacona* in the mid-1960s.

All three men in the photo are brand new petty officers (second class), but we only know the names of two of them: Darwin Robinson, who is kneeling by the hatch went on to receive his commission and eventually retire as a lieutenant-commander; and Don Teed, who left the navy after seven years, is standing in the doorway. Can anyone identify the man at the deadlight? (*DND photo, 71244*)

— *Harvey Johnson, DMSS 2*



(*Cont'd from page 3*)

case was a major factor in that it was essential that every effort be made to refloat before first light due to the proximity of enemy shore batteries....

....this case is perhaps unique in that the damage incurred by the ship subsequent to the refloating and while on passage to Sasebo was negligible. This was largely due to the weather and that the ship was taken in tow stern first. As a result this enabled the maximum amount of stores, equipment and personal gear to be recovered.

It is also desired in the light of experience to submit the following damage control recommendations:

(1) That all ships should be provided with a power driven saw. If such had

been the case the shoring time would have been cut down by 50%.

(2) That all ships should have stowage forward as well as aft for bottles of Oxygen and Acetylene. This would eliminate the necessity of having to move these heavy and cumbersome bottles under blackout and adverse conditions.

(3) That at least 90% of all shoring lumber should be 4 x 4's with the remainder 2 x 4's. It was found that 4 x 4's were the primary requirement, and in this instance, in addition to the 4 x 4's carried by *Huron*, the entire supply of two USN destroyers was required."

