

DENTAL SERVICE AT SEA

By CWO (ret'd) Cliff Beauchamp, August 2014

There have been many articles written about dental personnel and their experiences serving on various ships of the Royal Canadian Navy. Dental personnel have been serving on operational ships since 1943, the ships have included Aircraft Carriers, Cruisers, Hospital Ships, Replenishment ships, Maintenance ships, Destroyers, Corvettes and Frigates. Treatment on Destroyers, Corvettes and Frigates was provided with portable equipment temporarily set up in the sick bay or other suitable available locations either while the ship was tied up in port or on a short cruise, these assignments are numerous and it would be difficult if not impossible to list them all.



On the larger ships, the clinics were/are permanent and the personnel part of the ships company and routinely operate on the high seas in peace and war. Although a complete listing of all personnel that served on these ships is not available, as previously mentioned, many articles have been written about their personal experiences but very little of the ship itself. Listed below are the names, description and brief history of these ships.

Typical ship-board clinic with the Royal Canadian Navy in WW2



AIRCRAFT CARRIERS

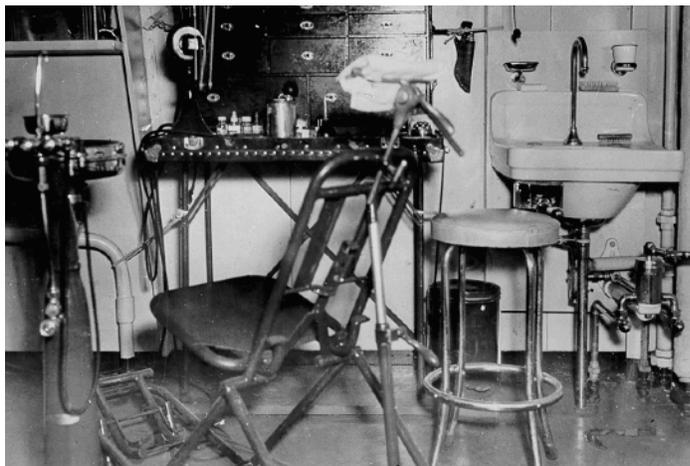
HMS NABOB (D77), 7 September 1943 - 30 September 1944



HMS NABOB was a Bogue-class escort aircraft carrier which served in the Royal Navy during 1943 and 1944. The ship was built as the USS Edisto in Seattle-Tacoma Washington USA launched on the 22 March 1943 (did not serve with United States Navy) and transferred to the United Kingdom under Lend Lease prior to her commissioning into the Royal Navy as HMS Nabob. The ship served as an anti-submarine warfare carrier and the ship's crew was largely drawn with personnel provided by the Royal Canadian Navy, (including a dental detachment from the CDC) and Flight crews from the Royal Navy .

On 22 August 1944 while returning from a strike against the German battleship Tirpitz (Operation Goodwood) she was torpedoed by U-354 in the Barents Sea and sustained heavy damage. Five days later she steamed into Scapa Flow under her own power but had lost 21 men.

She was eventually judged not worth repairing, was beached and abandoned then cannibalized for other ships and decommissioned on 30 September 1944, but retained as part of the Reserve Fleet. She was returned to USN at Rosyth and stricken for disposal 16 March 1946. Sold for scrapping in the Netherlands 3/1947. Resold and converted as the merchant *Nabob* of Norddeutscher Lloyd (later renamed *Glory*). She was sold for scrap in Taiwan in 1977



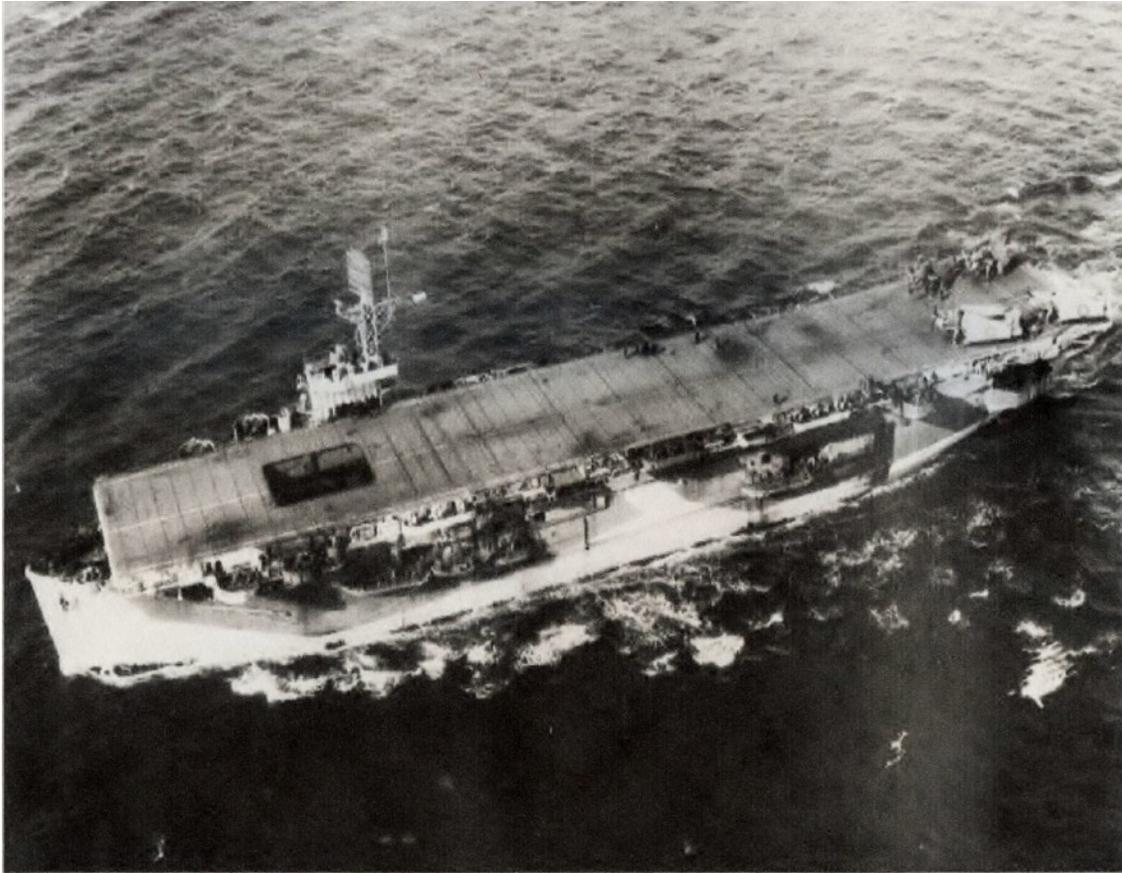
Clinic



Lab

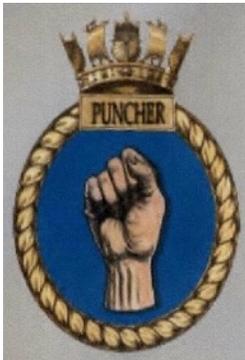


***Nabob* down by the stern as a result of the torpedo damage**



HMS Nabob

HMS PUNCHER (D79), 5 February 1944 - 12 March 1946



USS Willapa (AVG-53/ACV-53/CVE-53) was a Bogue-class escort aircraft carrier (originally an auxiliary aircraft carrier) in the United States Navy, leased to the United Kingdom.

Willapa was laid down on 21 May 1943 at Seattle, Washington, by the Seattle-Tacoma Shipbuilding Corporation and reclassified **CVE-53** on 10 June 1943. Launched on 8 November 1943, the ship was transferred under lend-lease to the Royal Navy on 5 February 1944 to be manned by a Canadian crew.

Renamed **HMS Puncher (D79)**, the carrier served the Royal Canadian Navy except for Fleet Air Arm personnel in the Atlantic and Mediterranean for the duration of hostilities. Stationed with the Home Fleet at Scapa Flow, Puncher initially served in a training role, but was re-tasked to strike and convoy air protection (CAP) after her sister ship, HMS Nabob, was torpedoed off Norway in 1944. Also part of her squadron was the US escort carrier USS Shamrock Bay. Puncher also provided convoy air protection on the Murmansk/Arkhangelsk convoy route which she did six times. Strike operations included against German occupied Norway industrial and shipping targets such as the steel works at Narvik on the west coast of Norway. Following VE-Day she was used for

several months for deck landing training. In September she was partially converted to serve as a troop carrier and employed the rest of the year repatriating Canadian troops from Britain.

Fleet Air Arm squadrons assigned to Puncher included Fairey Barracuda torpedo bombers, Fairey Firefly fighter/bombers, American-built Hellcat (Wildcat) fighters and Avenger torpedo bombers. The Barracuda was one of the largest carrier-borne aircraft in the Royal Navy Fleet Air Arm and required rocket assistance to take flight from the small flight deck.

The Admiralty had determined that, in the post-war world, Canada would have her own aircraft carriers. Both HMS Puncher and HMS Nabob were crewed by RCN crews to establish the knowledge base for the future carriers assigned to that country, HMCS Warrior (ex HMS Warrior), HMCS Magnificent (ex HMS Magnificent) ("The Maggie"), and HMCS Bonaventure (ex HMS Powerful) ("The Bonnie").

Decommissioned on 16 February 1946 at Norfolk, Virginia, and returned to American custody that day, the escort carrier was struck from the Navy Registry on 12 March 1946, having never seen active service with the Navy. Initially sold to William B. St. John, of New York City, on 9 January 1947, the carrier was subsequently resold to a British firm on 4 February 1947 and converted for mercantile service. She later served successively as Muncaster Castle, Bardic and Ben Nevis until she was scrapped in Taiwan in 1973.



HMS PUNCHER

HMCS WARRIOR (R31), 14 March 1946 -23 March 1948



HMS Warrior (R31) was a Colossus-class light aircraft carrier which served in the Royal Canadian Navy from 1946 to 1948 (as HMCS Warrior), the Royal Navy from 1948 to 1958, and the Argentine Navy from 1959 to 1969 (as ARA Independencia (V-1)).

Built by Harland and Wolff in Belfast, she was originally to be called HMS Brave; the Royal Navy had originally intended to rush her into service for operations in the Indian Ocean during World War II, thus she was built without heaters for some onboard equipment since heat was unnecessary in tropical operations.

Royal Canadian Navy service She was launched on 20 May 1944 and completed on 24 January 1946. She was transferred to the Royal Canadian Navy, commissioned as HMCS Warrior and placed under the command of Captain Frank Houghton. She entered Halifax harbour on 31 March 1946, a week after leaving Portsmouth. She was escorted by the destroyer HMCS Micmac and the minesweeper HMCS Middlesex. The RCN experienced problems with the unheated equipment during operations in cold North Atlantic waters off eastern Canada during 1947. The RCN deemed her unfit for service and, rather than retrofit her with equipment heaters, made arrangements with the Royal Navy to trade her for a more suitable aircraft carrier of the Majestic class which became HMCS Magnificent (CVL 21) on commissioning.

Royal Navy service HMCS Warrior returned to the United Kingdom and was decommissioned as HMS Warrior (R31) on 23 March 1948. Warrior was then refitted in Devonport and equipped with a flexible flight deck (layers of rubber) to test the feasibility of receiving undercarriage-less aircraft; the Sea Vampire was used to test the concept, which was successful but not introduced into service. She went into reserve in September 1949 and was decommissioned in June 1950 as a transport for troops and aircraft to support British forces during the Korean War. The ship underwent refit during most of 1952 and 1953 at Devonport Dockyard. During 1954 Warrior was deployed to the Far East, patrolling off the coast of recently pacified Korea. In September the ship helped French and US Navy vessels evacuate non-Communist refugees from Haiphong, North Vietnam to Vung Tau, South Vietnam, transporting more than 3000 people in two voyages, and being awarded a South Vietnamese Presidential Citation. After returning to England another refit was carried out in 1955. This time Warrior received a very slightly angled flight deck for trials. She took part in Operation Grapple, the first British hydrogen bomb tests, embarking a handful of helicopters and Grumman Avenger AS.4s to collect samples from the tests and ferry them back for testing. After the operation was completed, the Avengers were catapulted into the sea as they were contaminated with radioactivity. Considered surplus to requirements by the late 1950s, the Royal Navy decommissioned Warrior in February 1958 and offered her for sale. The return voyage from the Grapple tests was via Argentina, with port visits and demonstrations to the Argentine Navy, to whom the Admiralty was trying to sell her.

She was sold to Argentina in 1958 and renamed ARA Independencia (V-1). Argentine Naval Aviation began air operations from Independencia in June 1959 even before the vessel was officially commissioned into the fleet. The anti-aircraft armament was initially reduced to twelve 40 mm guns, soon further reduced to eight. In May 1962 the ship was however provided with a one quadruple and nine double complexes of that calibre. F4U Corsair, SNJ-5Cs Texan and Grumman S2F-1 (S-2A) Trackers formed the air group in those years. The Navy inventory also included F9F Panther (the first jet fighters in Argentine Naval Aviation, starting from August 1963) and F9F Cougar jets, although the Independencia proved to be unsuitable for operating them. They were embarked during their delivery voyage from the United States to Argentina.

The ship also used the TF-9J Cougar training jet, as well as the North American T-28 Trojan trainer, in the armed version Fennec built in France.



HMCS WARRIOR

HMCS MAGNIFICENT (CVL 21), 7 April 1948 - 14 June 1956



HMCS Magnificent (CVL 21) was a Majestic-class light aircraft carrier that served the Royal Canadian Navy from 1948–1956.

Operational history

The third ship of the Majestic class, Magnificent was built by Harland and Wolff, laid down 29 July 1943 and launched 16 November 1944. Purchased from the Royal Navy (RN) to replace HMCS Warrior, she served in a variety of roles, operating both fixed and rotary-wing aircraft. She was generally referred to as the Maggie. Her aircraft complement included Fairey Fireflies and Hawker Sea Furies, as well as Seafires and Avengers.

1949 'mutiny'

On 20 March 1949, while on fleet manoeuvres in the Caribbean, thirty-two aircraft handlers on the Magnificent briefly refused an order to turn to morning cleaning stations to protest various grievances. The captain acted with great sensitivity to defuse the crisis, holding an informal discussion with the disgruntled crew members and carefully using the term "incident" instead of "mutiny", which could have resulted in severe legal consequences for the handlers.

At almost the same time, similar incidents happened on Crescent, at Nanjing, China and on Athabasca at Manzanillo, Colima, Mexico, both of whose captains acted similarly to that of the Magnificent.

In 1953 she took part in the Fleet Review to celebrate the Coronation of Queen Elizabeth II.

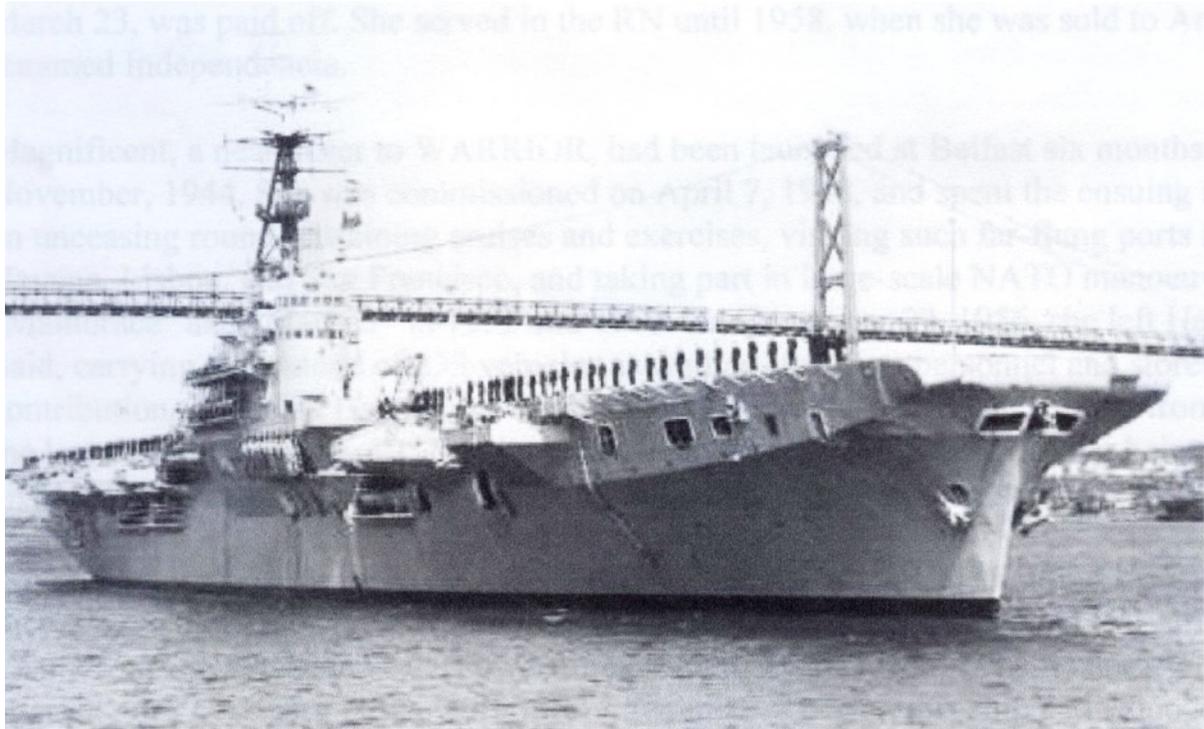
Suez Crisis

Her last role was as a transport during the Suez Crisis, carrying a large part of the Canadian peacekeeping force to Egypt, its vehicles parked on her deck.

Decommissioning

Magnificent was decommissioned by the RCN in 1956 replaced in RCN service by HMCS Bonaventure, another RN Majestic class carrier (HMS Powerful) that had not been completed at

the end of the war. Magnificent was returned to the RN in 1957 and placed in reserve until disposed of. The ship was broken up in Faslane in July 1965.



HMCS MAGNIFICENT

HMCS BONAVENTURE (CVL22), 17 January 1957 - 3 July 1970



HMCS Bonaventure (CVL 22) was a Majestic class aircraft carrier. She served in the Royal Canadian Navy and Canadian Forces Maritime Command from 1957 to 1970 and was the third and the last aircraft carrier to serve Canada. The ship was laid down for the British Royal Navy as HMS Powerful in November 1943. At the end of World War II, work on the ship was suspended in 1946. At the time of purchase, it was decided to incorporate new aircraft carrier technologies into the design. Bonaventure never saw action during her career having only peripheral, non-combat roles. However, she was involved in major NATO fleet-at-sea patrol during the Cuban Missile Crisis.

History

As HMS Powerful she was laid down at Harland and Wolff in Belfast on 21 November 1943, and launched on 27 February 1945. Work was suspended after the end of World War II, and was not resumed until the ship was bought by Canada. She was acquired in the early 1950s by the Royal Canadian Navy, which was looking to replace its aging World War II-vintage light carriers Magnificent (another Majestic class carrier) and Warrior, which were deemed unsuitable for the jet age. Several surplus US and UK ships were considered, and the then-incomplete HMS

Powerful, a Majestic-class light fleet carrier, was purchased in 1952 from the Royal Navy on the condition that it be refitted with an angled flight deck and steam catapult. Bonaventure—named after Bonaventure Island, a bird sanctuary in the Gulf of St. Lawrence—was commissioned into the Canadian Navy upon completion of its refit and modernization on 17 January 1957. In 1966 the carrier docked in Quebec for a mid-life refit. This second refit took 18 months and cost \$11 million. After the 1968 unification of the Canadian armed services, Bonaventure was decommissioned in Halifax, on 3 July 1970, and was scrapped in Taiwan in 1971. Components from Bonaventure's steam catapult were used to rebuild the catapult aboard Australian aircraft carrier HMAS Melbourne.

Role

Bonaventure was the third and final aircraft carrier to be operated by the Royal Canadian Navy and Canadian Forces Maritime Command. Bonaventure played various roles during its service including serving as a platform for anti-submarine warfare.

Aircraft



A Canadian F2H-3, 1957. Banshee



CS2F Grumman (de Havilland) **Tracker**

The Tracker was a twin-engine fixed-wing aircraft acquired by the Royal Canadian Navy to be flown off aircraft carriers for antisubmarine warfare.

Bonaventure carried five squadrons. Initially, she had up to 34 planes and helicopters embarked at any time. The number of aircraft gradually reduced until the refit in 1967, when the air group peaked at 21 aircraft. Initially, two types of fixed-wing aircraft were operated from Bonaventure. The McDonnell F2H-3 Banshee was flown by VF 870 and VF 871 Squadrons, while Grumman CS2F Tracker anti-submarine warfare (ASW) aircraft were operated by VS 880 and VS 881 Squadrons. Bonaventure also carried Sikorsky HO4S helicopters operated by HS 50 Squadron.

Even with the refit, landing a Banshee on Bonaventure's relatively short flight deck was pushing the envelope; some American Pilots refused to land on the short flight deck. The wide wing-span CS2F Trackers were also a tight fit. Despite this, and because of the hard work and dedication of her crew, Bonaventure was able by 1958 to conduct around-the-clock sustained operations, keeping four Trackers and two HO4Ss in the air at all times, saturating an area of 200 square nautical miles (690 km²) with anti-submarine warfare aircraft. The Banshees were retired in 1962. In 1964 new Sikorsky CHSS-2 Sea King helicopters were added to Bonaventure's complement.

Commemoration

There were two anchors of the HMCS Bonaventure. One anchor of HMCS Bonaventure (starboard side) was donated by Maritime Command 6 May 1998 and is on display at Royal Military College Saint-Jean. The second ship's anchor from Bonaventure is preserved at Point Pleasant Park in Halifax where it serves as a monument to the men and women who died while



Bonaventure's anchor, Point Pleasant Park, Halifax, Nova Scotia

...serving the Canadian Navy during peacetime. The ship's bell from Bonaventure is preserved at the Shearwater Aviation Museum in Dartmouth, Nova Scotia which also hosts a large model and exhibit about the carrier.

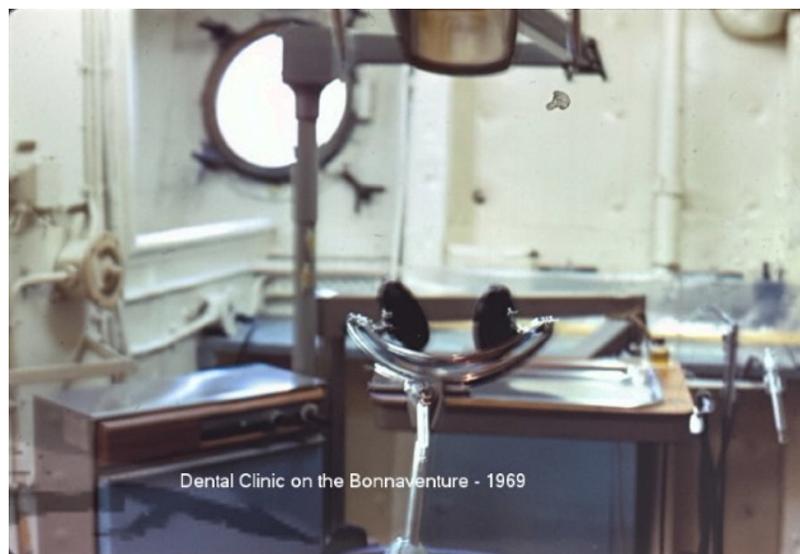
Survival Legend

A Canadian legend especially popular around the time of her scrapping, eventually even mentioned in an article by the Naval Officers Association of Canada, claimed that the well-maintained and recently refitted Bonaventure was quietly swapped for the worn-out Indian carrier Vikrant in 1971, which was the ship actually scrapped. The article quotes Halifax Herald reporter Mike Bembridge

and Senator Forrestall who attempted to track down Bonaventure after it disappeared for two weeks only to reappear already partly disassembled where it was supposed to be scrapped:

In a 1989 Oral History Project of the Library of Parliament, Senator J. Michael Forrestall, a former Progressive Conservative Party defense critic in the House of Commons, cast doubt on Bonaventure's supposed early demise... One evening, Forrestall called the Indian Embassy and asked the military attaché how Bonaventure was working out. The attaché replied, 'Splendid, we are quite pleased with it,' and then, realizing his slip, immediately hung up the phone.

According to this legend Bonaventure now actually survives as the museum aircraft carrier Vikrant, a decommissioned ship in Mumbai, India, which is the last of the 1942 Design Light Fleet Carriers; she is now scheduled to be scrapped due to insufficient financial interest in her upkeep.



Operatory clinic



HMCS Bonaventure with Trackers

CRUISERS

HMCS ONTARIO (C53), 25 May 1945 - 15 October 1958



HMCS Ontario was a Minotaur class light cruiser built for the Royal Navy as **HMS Minotaur (53)**, but transferred to the Royal Canadian Navy on completion and renamed Ontario.

HMS Minotaur was laid down on 20 November 1941 by Harland & Wolff of Belfast and launched on 29 July 1943. She was transferred to the Royal Canadian Navy in July 1944, and completed and commissioned as Ontario on 25 May 1945 at Belfast.

Service history

After commissioning she was worked up on the River Clyde in Scotland. She sailed to join the 4th Cruiser Squadron in the Pacific Theatre, but was too late to see active service, although she was employed in the operations at Hong Kong, Manila and in Japan. She returned home for refit, arriving at Esquimalt on 27 November 1945. In 1953 she took part in the Fleet Review to celebrate the Coronation of Queen Elizabeth II. She was used for training duties postwar until paid off on 15 October 1958. She arrived at Osaka for breaking up on 19 November 1960.

Ship's Bell

The ship's bell of HMCS Ontario (III) is currently held at HMCS ONTARIO Sea Cadet Summer Training Centre in Kingston, Ontario. The second bell is held by the Maritime Museum of British Columbia. The Christening Bells Project at Canadian Forces Base Esquimalt Naval and Military

Museum includes information from the ship's bell of HMCS Ontario, which was used for baptism of babies onboard ship.



HMCS Ontario



Dental Detachment aboard HMCS Ontario 1947

Capt JW Turner (right) Sgt GF McKay (left) and Sgt GEC Bradley (centre)

HMCS UGANDA/QUEBEC (66), 21 October 1944 - 15 June 1956

(Renamed HMCS QUEBEC on 14 January 1952)



HMS Uganda, was a Second World War-era Crown Colony-class light cruiser launched in 1941. She served in the Royal Navy during 1943 and 1944, including operations in the Mediterranean, and was transferred to the Royal Canadian Navy as **HMCS Uganda** in October 1944. She served in the Pacific theatre in 1945 and was put into reserve in 1947. When she was reactivated for the Korean War in 1952 she was renamed **HMCS Quebec**. She was decommissioned for the last time in 1956 and scrapped in Japan in 1961.



Construction

HMS Uganda was one of the Ceylon sub-class (the second group of three ships built in 1939) of the Crown Colony-class cruisers, and built by Vickers-Armstrong at their Walker yard. She was launched on 7 August 1941 and commissioned on 3 January 1943.

Home Fleet Operations

In March 1943 after training at Scapa Flow, Uganda sailed as convoy escort to protect a Sierra Leone-bound convoy from the German Narvik-class destroyers operating out of the Bay of Biscay. After two such convoy duties, she was sent as escort for the RMS Queen Mary carrying Winston Churchill and his staff to Washington. The journey was made at 30 knots (56 km/h), and the ship sailed into Naval Station Argentia, Newfoundland low on fuel. Upon return from that duty the Uganda returned to Plymouth for a refit.

Mediterranean Fleet Operations

With her refit completed, she was sent to the Mediterranean as escort to one of the largest troop convoys of the war heading to Sicily.

Uganda was part of the bombardment fleet for Operation Husky, the invasion of Sicily on 10 July 1943. She was then assigned to close support for major bombardments throughout Sicily. On the opening of Operation Avalanche, 9 September 1943, she was part of the fleet bombardment covering the invasion of Italy at Salerno.

While serving in the Mediterranean Sea on 13 September 1943 she took a direct hit from a new German radio controlled 1.4 tonne Glide bomb. Damage control under Lieutenant Leslie Reed managed to get the ship moving with one engine. She was towed to Malta by USS Narragansett, where temporary repairs were made.

There being no dry dock available in the European Theatre that could handle the repairs, Uganda was sent to the United States Navy shipyard at Charleston, South Carolina. The heavily damaged ship, with only one of her four propellers working, proceeded across the Atlantic Ocean to Charleston, arriving on 27 November 1943.

During the repairs, Uganda had two hangars designed for carrying Supermarine Walrus reconnaissance aircraft removed. These hangars were used for radio and radar equipment as well as crew amenities.

Transfer to Canada

Whilst under repair the Canadian government negotiated with Britain to obtain Uganda for the Royal Canadian Navy.

The official transfer took place on Trafalgar Day, 21 October 1944 and she was renamed HMCS Uganda.

As the flagship for the RCN, Uganda served in the Pacific War with the British Pacific Fleet and the United States Third Fleet. She received battle honours for operations during the Battle of Okinawa and was involved in attacking Truk, Formosa and Sakishima Gunto. Controversially, her RCN crew were polled by the Canadian government on 7 May 1945 to determine whether they would volunteer for further duties in the Pacific War. Widespread discontent had grown amongst the crew, due to poor living conditions and the lack of a Canadian identity for the ship and the result saw 605 of her crew of 907 refuse to volunteer. Uganda withdrew to Esquimalt, arriving back in the Canadian port on 10 August 1945, the date of Japanese surrender.

On 1 August 1947, Uganda was paid off (decommissioned) into the RCN reserve.

She was reactivated on 14 January 1952 as a result of the Korean War and was recommissioned as HMCS Quebec, serving two tours in the Korean War theatre, as well as taking part in the RCN task force attending the review of the fleet at Spithead for the coronation of Her Majesty Queen Elizabeth II. She was paid off in June 1956 and scrapped in Japan in 1961.



HMCS Uganda/Quebec

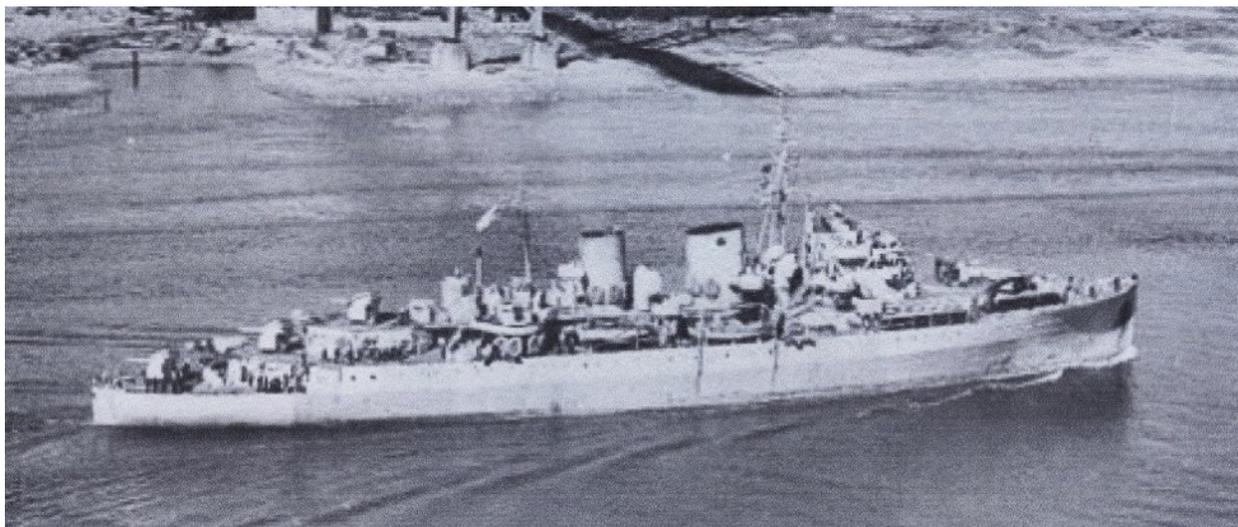
HMCS Prince Robert, 31 July 1940 -10 December 1945

(no crest)

Prince Robert was originally built in 1930 as a cruise ship for the Canadian National Steamship West Coast Service. Upon Canada's entry into WW2, she was requisitioned and converted into an **Armed Merchant Cruiser**

In 1941 the ROBERT was attached to New Zealand as convoy protection for the airmen coming to Canada for the Commonwealth Air Training Plan. She then escorted the Canadian troops to Hong Kong in the ill-fated plan to defend the port against the Japanese. Until 1943, ROBERT spent her time looking for enemy merchant shipping where she successfully captured the German ship, M.S. Weser.

In 1943 she was then converted to an **Anti-Aircraft Cruiser**, and escorted convoys in the Mediterranean and was even put under US command for a period of time for operations in the Aleutians. In July 1945, she went to join the British Pacific Fleet, and in August arrived in Hong Kong to facilitate the release of the Canadian POWs and to have her Captain represent Canada at the surrender ceremonies. Prince Robert was re-converted to a cruise ship post war and until



1962 sailed as an Italian luxury liner.

Hospital Ships

Lady Nelson, 22 April 1943 - April 1946

(no crest)

The Lady Nelson was built for the Canadian National Steamship Company, completed in 1928 and put into service as a cruise ship to the West Indies. On 22 March 1942 Lady Nelson was torpedoed by U-161 while alongside at Port Castries, St Lucia. Nelson sank immediately and 15 passengers and 3 crewmen were killed. The ship was refloated and repaired and converted to a hospital ship for 518 patients. On 22 April 1943 the Nelson was commissioned as HMCS Lady Nelson. She sailed with 70 medical personnel and a merchant navy crew. Like all hospital ships the Lady Nelson was painted white with a broad green stripe and red crosses on its hull. At night, lights illuminated these markings, along with Red Cross flags and a red cross on the funnel.

From 1943 to 1946 she sailed over 199,000 miles between Canadian, English and foreign ports(Gibraltar, Algiers, Ohran and Naples) transporting 21,099 wounded veterans back home. In April 1946 the Nelson was decommissioned as a hospital ship and transferred to repatriation service logging another 32,237 miles to carry 2,481 service men and their dependents (war brides) from the United Kingdom to Canada.

In October 1946 she was returned to its owner and resumed service until November 1952. In 1953 the ship was sold to Egypt and renamed Gumhurst Misr for Khedivial Mail line, Alexandria. In 1960 renamed Alwadi for the same owner finally being broken up in 1968.



Letitia, 1944 - 1946

(no crest)

The SS Letitia was an ocean liner built initially for service with the shipping firm Anchor-Donaldson Ltd. She made her maiden voyage from Glasgow to Montreal on April 24, 1925. In 1939 she was requisitioned by the Admiralty and commissioned as an Armed Merchant Cruiser. She later became a troopship and was extensively damaged in 1943 and was temporarily repaired in the USA. In 1944 she was taken over by the Canadian Government and converted into a hospital ship carrying 200 medical personnel with a capacity for 1000 patients. She spent the remainder of the war carrying wounded to Canada, In September 1945, the Letitia sailed to Hong Kong as part of the Canadian contingent for the release of the prisoners of war .She continued in service in the immediate aftermath of the war repatriating Canadian military personnel. She was sold in 1946 to the Ministry of Transport and renamed EMPIRE BRENT. While on route to Halifax in 1947, she collided with and sank the STORMONT in the River Mersey . She returned to her home river December 1947,overhauled and refitted as a troopship for voyages to India and the Far East until 1949 In that year she began an emigration service to Australia until later in 1950 when she was laid up for about six months but returned to perform the same role, this time to New Zealand with the new name CAPTAIN COOK and her ownership eventually passed to the New Zealand government She commenced sailings from Glasgow via Panama to Wellington on 5th Feb.1952 She arrived at Glasgow February 1960 on her last voyage, laid up at Falmouth and sold to British Iron and Steel Corporation taken to Inverkeithing for breaking by T W Ward Ltd.



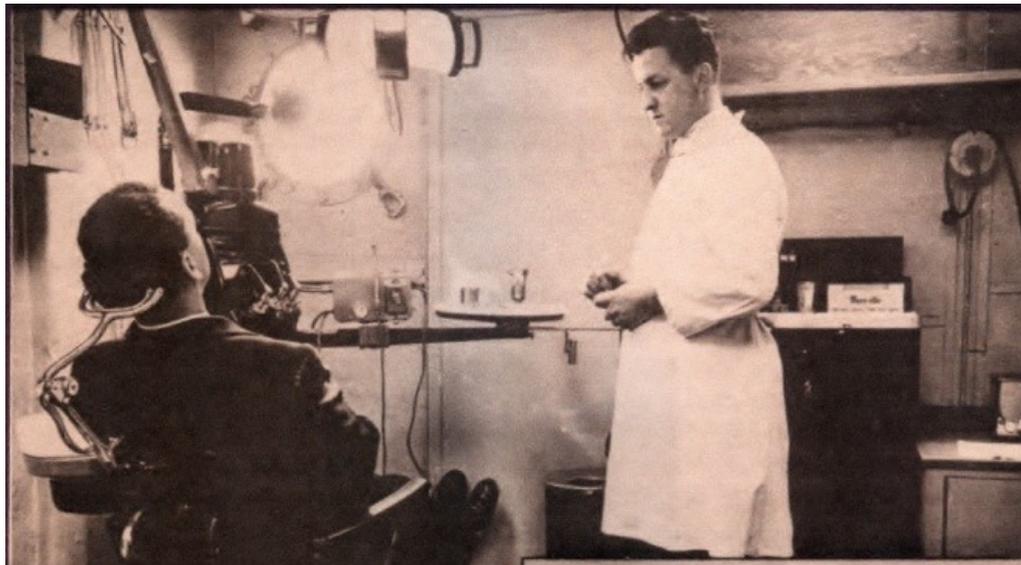
HMCS Hospital Ship Letitia

Maintenance Ships

HMCS Cape Scott (ARE 101), 28 January 1959 - 1 July 1978



HMCS Cape Scott (ARE 101) was a Cape-class escort maintenance ship. She was built for the Royal Navy as HMS Beachy Head in 1944. She was loaned to the Royal Netherlands Navy in 1947 as HNLMS Vulkaan and returned to the Royal Navy in 1950 and resumed her original name. She was sold to the Royal Canadian Navy in 1952 and lay alongside in Halifax for some years, providing supplementary workshop and classroom facilities until Cape Breton was transferred to the west coast in 1958. After refit at Saint John, Cape Scott was at last commissioned on January 28, 1959, to serve at Halifax until she was decommissioned on 1 July 1970. . In 1972 she was re-designated Fleet Maintenance Group (Atlantic), but was sold when the group moved ashore in 1975 and left under tow in 1978 to be broken up in Texas.



Sgt Doug Hurley 1961



HMCS Cape Breton (ARE 100), 1952-1975



HMCS *Cape Breton* was a Royal Canadian Navy Cape-class maintenance ship. Originally built for the Royal Navy as **HMS *Flamborough Head*** in 1944, she was transferred in 1952. Upon her commissioning she was the second ship to bear the name *Cape Breton*. She served operationally from 1953–1964, when she was laid up. She was used as a floating machine shop until the late-1990s, before being sold for use as an artificial reef off the coast of British Columbia.

Service with Canada

Flamborough Head was transferred to the Royal Canadian Navy in 1952. She was officially renamed and recommissioned *Cape Breton* on 31 January 1953. *Cape Breton* was assigned to the Atlantic Fleet and homeported at Halifax, Nova Scotia until 25 August 1958 as a repair and training ship. She had been acquired in an effort to expand the range of the fleet and to sustain operations against Soviet submarines deploying west. In 1958 she sailed to Esquimalt, British Columbia where she was converted to an escort maintenance ship, she was recommissioned on 16 November 1959. The conversion involved installing engineering and electrical workshops and the fitting of a helicopter landing platform as well as a dental clinic.

On 10 February 1964, *Cape Breton* was paid off into the reserve. This was due to efforts to cut costs. From there on, the vessel served as a towed support facility and accommodation vessel at Esquimalt under the designation Maintenance Group (Pacific). In 1993, she was replaced by a shore building



HMCS Cape Breton

Auxiliary Oiler Replenishment (AOR) Ships

There have been three of these ships commissioned since WW2: HMCS Provider, HMCS Protecteur and HMCS Preserver. Dental treatment was initially provided from dental vans tied down in the helicopter hangars, permanent clinics were built in Protecteur in 1973-74, Preserver 1981-82 and Provider in 1986.



Dental Van tied down in hangar aboard HMCS Protecteur circa 1970/71

HMCS Provider (AOR 508), 28 September 1963 - 24 June 1998



Her Majesty's Canadian Ship (HMCS) Provider was the sole ship of the Canadian Provider class replenishment oiler. She was the first dedicated Auxiliary Oiler Replenishment ship commissioned for the Royal Canadian Navy in 1963. She was built by Davie Shipbuilding and Repairing Company Limited of Lauzon, Quebec.

Originally assigned to the East coast, her open deck made her vulnerable and she was re-assigned to the West coast.

Service

Provider was stationed in the Mediterranean sea, along with two destroyers, in May 1967 to help support Canadian troops who were part of the United Nations Emergency Force in Gaza.

Provider was first stationed at CFB Halifax but was moved to CFB Esquimalt in 1969.

Along with Mackenzie and Yukon, Provider attended Canada Week at Expo '70 in Osaka, Japan.

Provider, along with Huron, Annapolis, and Kootenay, were the first western warships to visit the former Soviet base of Vladivostok since 1937. Over a four-day period in June 1990, over 30,000 Russians toured the four ships, and their crews were welcomed into the town with open arms. Over 50,000 lapel pins, stickers, and flags were given by the crews of the Canadian ships, as

well as showing the locals what a screwdriver was. After leaving Vladivostok, Provider rescued 88 Vietnamese who were adrift in the South China Sea before making a port call in Manila.

Provider escorted Huron to the Panama Canal in January 1991. Huron was on her way to CFB Halifax for refitting before heading into the Gulf War. Had the Gulf War continued, Provider and Restigouche would have either joined or relieved other Canadian ships in the war zone.

Relieving ships from CFB Halifax, Provider joined the United Nations embargo against Haiti in late 1993.

In 1996, the home port of Provider was once again changed back to CFB Halifax.

Fate

The ship was paid off 24 June 1998, two years later than originally planned, and remained in Halifax Harbour until 2002 while she awaited auction.

Provider arrived in Aliağa, Turkey for scrapping on 28 August 2002.



HMCS Protecteur (AOR 509), 30 August 1969 - present



Her Majesty's Canadian Ship (HMCS) Protecteur (AOR 509) is the lead ship of the Protecteur-class replenishment oilers in service with the Royal Canadian Navy. She is part of the Maritime Forces Pacific (MARPAF), home ported at CFB Esquimalt, British Columbia. Built by Saint John Shipbuilding and Dry Docks in Saint John, New Brunswick, she was commissioned on 30 August 1969. She is the first Canadian naval unit to carry the name Protecteur; however, there have been several units, including a base, named HMCS Protector.

Mostly known for her humanitarian efforts, Protecteur has also served in times of war including Operation Friction and Operation Apollo in the Persian Gulf region, multi-national naval exercises and as part of the INTERFET in East Timor. Operation Apollo was the largest deployment of the Royal Canadian Navy since the Korean War. In six months Protecteur logged over 50,000 nautical miles (93,000 km; 58,000 mi), delivering over 150,000 barrels (~20,000 t) of fuel and 390 pallets of dry goods to deployed coalition ships. Protecteur, as well as her sister ship Preserver, are scheduled to be paid off in 2017, however the replacement Joint Support Ship Project is not scheduled to enter service until two-years later.

Building Protecteur

Protecteur is the first Canadian naval unit to carry the name Protecteur; however, there have been two Australian and seven British naval units named Protector. The name was also used for a Canadian base, named HMCS Protector.

Construction

First authorized in 1959, HMCS Protecteur was constructed by Saint John Shipbuilding and Dry Docks in Saint John, New Brunswick starting on 17 October 1967, was launched on 18 July 1968 and was officially commissioned by the Royal Canadian Navy on 30 August 1969.

General characteristics

Protecteur is one of two ships in the Protecteur-class of replenishment oilers in service with the Royal Canadian Navy. The ship is 171.9 m (564 ft) long and 23.2 m (76 ft 1 in) wide, with a displacement between 8,380 and 24,700 tonnes (8,248 and 24,310 long tons) depending on her load. Protecteur's draught is 10.1 m (33 ft 2 in), and she has been given an ice rating of three.

Protecteur's primary role is to deliver supplies to deployed ships. Fully loaded, Protecteur can store up to 14,590 t (14,360 long tons) of fuel, 400 t (394 long tons) of aviation fuel, 1,048 t (1,031 long tons) of dry cargo, and 1,250 t (1,230 long tons) of ammunition. Fuel can be transferred at a rate of 1,500 t (1,476 long tons) per hour and 2,500 lb (1,100 kg) of dry cargo per hour can be transferred all while traveling at her top speed.

Armament

Four BAE Systems Mark 36 SRBOC chaff launchers and an AN/SLQ-25 Nixie towed decoy are the ship's primary defenses. When Protecteur was originally launched, she was fitted with a twin 3"/50 caliber gun mounted on her bow,^[2] however the 3" guns were replaced with two 20 mm Phalanx CIWS mounts, one at the bow and one astern in August 1990. The CIWS emplacements were part of the upgrades that Protecteur received before deploying to the Persian Gulf region.



HMCS Regina being refueled by HMCS Protecteur in the Pacific Ocean.

Her former 3"/50 guns was temporarily fitted, together with two Bofors 40 mm guns, six .5 inch machine guns, as well as Blowpipe and Javelin MANPADs during the Gulf War. The CIWS mounts were retained after the war, but the Bofors and 76 mm gun were removed from Protecteur after returning from war.

Originally Protecteur was to be fitted with Mark 29 NATO Sea Sparrow. However, due to delays in procurement, the Sea Sparrow system was never installed. The CH-124 Sea King helicopters on board Protecteur also provide weapons support, carrying Mark 46 torpedos and a 7.62 mm machine gun.

Crew

Three hundred sixty five men and women serve on Protecteur. There are 27 officers aboard ship and a total of 45 crew members are part of the air detachment that flies three CH-124 Sea King helicopters off the back of the ship. In 1988 the crew of the Protecteur was officially desegregated, allowing both men and women to serve on board her. Protecteur is equipped with a small dental clinic, which provides dental care for the Royal Canadian Navy when deployed.

Service

The Polish yacht Gedania left Resolute Bay and went missing on 30 August 1975. Gedania was a sailboat, and was only the second pleasure craft to attempt to traverse the Northwest Passage; however they were turned back due to regulations regarding the passage. The sailboat was on a journey to circumnavigate the North and South American continents. The crew of Protecteur initiated a \$400 thousand (equivalent to \$1.7 million in 2014) search for the lost ship before it completed its journey

In 1980, while Protecteur was operating off the coast of Portugal, Commanding Officer Captain Larry Dzioba hoisted an Esso flag on the ship's mast, joking that they were the "biggest floating gas station in the neighbourhood". In 1981, Protecteur served in CARIBOPS 81 off the coast of Puerto Rico, along with at least two Canadian destroyers. Protecteur and her CH-124 helicopters performed a nighttime rescue of the crew of a disabled Norwegian chemical tanker in June 1982. The Norwegian crew was forced to abandon their ship after a fire had broken out. For the 75th anniversary of the Royal Canadian Navy, Protecteur hosted a dinner with the captains of 35 ships, including ships from Belgium, Brazil, Denmark, France, Great Britain, Italy, the Netherlands, Norway, Portugal, and the United States, as well as then Governor General Jeanne Sauvé and Prince Andrew.

In 1991, Protecteur was part of the Canadian contingent sent to the Persian Gulf as part of Operation Desert Shield and later Operation Friction (the Canadian name for its operations during the Gulf War). The ship, part of a three-vessel force,^[28] the other two being the Iroquois-class destroyers Athabaskan and Terra Nova, saw extensive service in the Central Gulf. The ship was honoured with the Gulf and Kuwait Medal for her service in the war. In 1992, Protecteur was sent to help after Hurricane Andrew in Florida, with tasks including repairing schools, community centres, and hospitals in the region. A small pool was built on the helipad of Protecteur providing some relief to hurricane ravaged Floridians. Homes, churches, and a senior centre were also repaired in the Bahamas. The homeport of Protecteur was changed from CFB Halifax to CFB Esquimalt after the hurricane relief efforts. The frigate Vancouver and Protecteur participated in the multi-national RIMPAC 98 off the coast of Hawaii in June 1998.^[35]

Protecteur was deployed to East Timor as part of the Australian-led INTERFET peacekeeping taskforce from 23 October 1999 to 23 January 2000. Crew from Protecteur helped reconstruct a police academy in Dili during their deployment in support of INTERFET. The Royal Canadian Mounted Police then used the newly reconstructed academy to set up a training school for the National Police of East Timor. Protecteur participated in Operation Apollo for six months, logging over 50,000 nautical miles (93,000 km; 58,000 mi) and delivering over 150,000 barrels (~20,000 t) of fuel and 390 pallets of dry goods returning to CFB Esquimalt in November 2002. Operation Apollo was the largest Canadian deployment since the Korean War. Protecteur participated in RIMPAC again in 2004, along with the Algonquin and Regina.

On 19 September 2011, Protecteur departed from CFB Esquimalt for a two month deployment off southern California as part of the USS Abraham Lincoln carrier strike group. Protecteur joined the destroyer Algonquin and the frigate Ottawa in Fleet Week activities in San Diego, California, between 26 and 30 September 2011. On 30 August 2013, the ship was involved in a collision with Algonquin during towing exercises. There were no injuries to personnel, although Protecteur sustained damage to her bow. The damage was repaired in time for Protecteur to participate in a Task Group Exercise with the United States Navy in mid October 2013.

In 2014, Protecteur suffered an engine room fire and breakdown 340 nautical miles northeast of Pearl Harbour, Hawaii. She was moving at limited speeds and the USS Michael Murphy, USS Chosin, and the USNS Sioux was dispatched from the USN to assist. Chosin attempted to tow Protecteur, but the towing line broke. About 20 members of the ship's crew were injured as a result of the fire, and her engines were badly damaged.^[48] After a preliminary assessment, it was decided that the vessel could not be repaired in Pearl Harbor and plans were in the works to have her towed back to her home port in Canada for disposition.

On 16 May 2014, she left Pearl Harbor under tow from the United States Military Sealift Command-operated Rescue and salvage ship USNS Salvor for an expected three week journey to her home port of CFB Esquimalt near Victoria, B.C. Protecteur was delivered to Esquimalt on 31 May 2014.

Future

Plans for replacing Protecteur and her sister ships were first brought up in 2004. Lack of spare parts for the ship's boiler and the fact that she is a monohull tanker have been the main driving points to replacing Protecteur and her sister ship. It was planned that the ship would continue to operate until 2015, however the Joint Support Ship Project will not be completed until two years later, leaving a gap in the ability for the RCN to refuel and resupply her own ships while deployed. It is likely that HMCS Protecteur, following extensive damage as a result of a fire in February of 2014, will be decommissioned. "It's likely repairs will be too expensive for the navy to consider" because she was to be retired in 2017.



HMCS Protecteur

HMCS Preserver (AOR 510), 7 August 1970- present



HMCS Preserver is a Canadian Protecteur-class auxiliary oiler replenishment of the Royal Canadian Navy commissioned in 1970.

Built by Saint John Shipbuilding in Saint John, New Brunswick, she underwent a major refit in 2005, after the ship was plagued by electrical problems.

She is the second ship to bear the name Preserver. Commissioned 11 July 1942, the first HMCS Preserver served in World War II as a Fairmile motor launch base supply ship under the East Coast's 'Newfoundland Force'. She was paid off 6 November 1945.

Service history

The ship has served Canada's fleet in domestic and international exercises in the 1980s and 1990s. She was a vital part of operations during the first Gulf War and then again in 2001 for Operation Apollo, Canada's initial response to the Global War on Terror.

She is currently serving in the Royal Canadian Navy Atlantic Fleet out of Halifax, Nova Scotia. The ship will continue to operate until the Joint Support Ship Project is eventually completed.

The general characteristics of the Preserver are similar to the Protecteur.



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