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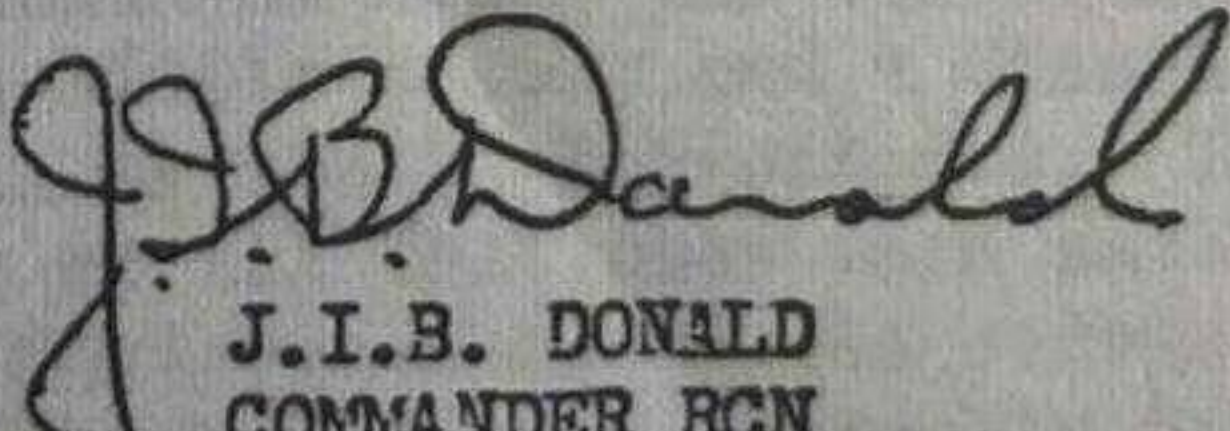
H.M.C.S. ST. CROIX



"WELCOME ABOARD"

You and the ship are about to enter a new phase of operations. For most of you it is the beginning of your naval career. It is time to look forward. New entry training and coursing are now behind you and you have joined the Fleet. Trust will now be placed in you as a mature, self-reliant adult to qualify yourself as quickly as possible to perform effectively as a member of a fighting team. You have an urgent task to fulfil and a vital responsibility to uphold the maritime component of the Canadian Forces, both ashore and afloat. At first, life at sea will seem complicated and considerable personal adjustment will be required. Rewards are ample for those with intelligence, perseverance and a sense of duty and responsibility. This booklet provides useful hints which it will be to your advantage to hoist in.

Good sailing,


J.I.B. DONALD
COMMANDER RCN
COMMANDING OFFICER

"YOUR SHIP"A N H I S T O R I C N A M E

The selection of names for five former United States destroyers turned over to the Royal Canadian Navy in September, 1940, followed the RCN custom of naming its destroyers after rivers.

To signify the U.S.-Canadian relationship, the vessels were named after rivers which for part of their courses form the border between the two countries. They were the St. Croix, Columbia, Niagara, St. Clair and St. Frances. A sixth ship was named HMCS ANNAPOLIS, after two towns with the same name, one in Nova Scotia and the other in Maryland. A seventh "four-stacker", when taken over later by the RCN, had already been commissioned and re-named HAMILTON by the Royal Navy. This name was retained.

The ST. CROIX bears a name closely related with the early settlement of Canada by the French, and one which, for a number of years, was the cause of much investigation in the settlement of a boundary dispute between the young United States of America and the British North American possession only newly won from the French.

The St. Croix flows into Passamaquoddy Bay and forms part of the boundary between the Province of New Brunswick and the State of Maine. The fashion in which the name is spelt causes comment because the French word "croix" is feminine and one expects to see "Ste. Croix." However, most of the population in the region around the river is English speaking and the form "St. Croix" has long been customary.

The river was named by its first explorer, Sieur de Monts, a companion of Champlain. It was under a patent to de Monts, issued by Henry IV of France on November 8, 1603, that the first real attempt to colonize Acadia was made. The river was discovered during this period.

After considerable coastal exploration during the spring and summer of 1604, de Monts, by this time in the Bay of Fundy, decided to find a place to settle his people who were wearied with shipboard life.

He made his settlement on an island a few miles up-stream from the mouth of a river which he named the St. Croix.

Misfortune struck the little colony and a disease, probably scurvy, took heavy toll of the 75 inhabitants. Twenty-five died and many others became so ill that they were saved only by the arrival of spring. De Monts then moved the survivors to Port Royal, situated on the shores of the Annapolis Basin. The buildings at Ile Ste. Croix were taken down and transported to Port Royal with the exception of the storehouse.

"YOUR SHIP"

A N H I S T O R I C N A M E (C O N T ' D)

Nearly 200 years later, this little island which played so brief a part in the early settlement of Acadia was to prove of historic significance in the international boundary arbitration in 1797. It was during that year that the discovery of the remains of de Monts' early settlement, in the exact location shown in Champlain's plan, provided the proof that the river in which the island lay was "the true and ancient River St. Croix" and, as such, was agreed on as the boundary as established by the treaty of 1783.

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T H E S H I P ' S B A D G E

BLAZON:

Argent, a cross wavy azure charged with a similar one argent issuing from between the arms of the cross saltirewise four maple leaves, gules.

SIGNIFICANCE:

During the Second World War, the first ST. CROIX used an unofficial badge that displayed on a shield a large maple leaf with a cross laid over it. It also had in "the chief" the three maple leaves that were in common use at the time. Out of respect for those who served in the first ST CROIX, the devices used in their unofficial badge have been employed in the official badge of the second ship to bear the name.

The present badge also refers to the river, after which the ship was named. Two tributaries flow into the St. Croix from opposite sides so that the waters form a cross. This suggested the name to Champlain's companion, de Monts, who first explored and named the river.

The main charge on the white field of the new badge is a blue wavy cross with a similar white cross inside it to represent the rivers flowing together. Between the arms of the cross are four maple leaves set diagonally.

SHIP'S COLOURS:

Blue and white.

T H E H E R I T A G E

The first HMCS ST CROIX was one of the 50 over-age United States destroyers turned over to the Royal Navy in the famed destroyers-for-bases deal between the United States and the United Kingdom in 1940.

The Royal Navy was unable to man all of them at the time and the Royal Canadian Navy agreed to take seven ships. One of these was the USS McCOOK, which was to become HMCS ST CROIX.

The McCOOK was one of the large number of "four-stackers" built for the U.S. Navy between 1917 and 1920. She took less than eight months to build, being laid down on September 11, 1918, launched on January 31, 1919, and completed on April 30 of the same year. She was paid off on June 20, 1922, and remained in reserve until December 18, 1939, when she was recommissioned under the precautionary measures then being taken by the U.S. Government.

Following the agreement for transfer, the McCOOK and five other destroyers arrived in Halifax on September 20, 1940. Four days later she was handed over to the RCN and re-commissioned as HMCS ST CROIX. The next step was to refit the ship and reduce topweight to make her more suitable for operations in the North Atlantic.

On November 20, 1940, she sailed for the United Kingdom but was damaged in a hurricane and forced to return. Two consorts, HMC Ships ST. CLAIR and NIAGARA, also "four-stackers", made the passage safely.

The ST. CROIX reached Halifax on December 18 and was taken into dockyard charge for repair. The job was completed on March 14, 1941, and the ST. CROIX remained for a time in Canadian waters, carrying out escort and patrol duties. Toward the end of August she was sent to join the Newfoundland Escort Force, which then operated mostly between St. John's, Newfoundland and Iceland.

The ship was still not in a fully operational state and in November, 1941, she went into refit at Saint John, N.B. Returning to duty in the spring of 1942, she was assigned to the Mid-Ocean Escort Force, between St. John's and Londonderry, Northern Ireland.

Her duties were uneventful until, late in July, the ST. CROIX sank her first U-boat. The incident occurred while she was sailing in the escort of a westbound convoy. On July 23, the escort made contact with U-boats and the ST. CROIX took part in an unsuccessful attack on one of a wolfpack of 10.

The following afternoon, her lookout sighted two U-boats on the surface and the ST. CROIX took up the chase. One U-boat ran at full speed on the surface and did not dive until the range had closed to 6,000 yards. The ST. CROIX made two depth-charge attacks and was returning to make a third when she found the sea strewn with wreckage. Air bubbles and oil were still coming to the surface. The submarine was later identified as the U-90.

"YOUR SHIP"

THE HERITAGE (CONT'D)

The final score for this convoy was one U-boat sunk for the loss of two merchantmen sunk and one damaged.

The ST. CROIX's next westbound passage was with a convoy which was beset by a pack of 13 U-boats. During the action, the convoy lost 11 merchantmen between September 10 and 13. On the night of September 14, HMCS OTTAWA (destroyer) was torpedoed and sank almost immediately. The ST. CROIX made a determined counter-attack, but failed to avenge the loss of the OTTAWA.

By the end of October, 1942, the ST CROIX was again in need of repairs and she was sent to Saint John, N.B., for another refit, returning to the convoy routes early in January, 1943.

At the end of February, she sailed from Londonderry to Gibraltar with a convoy which was one of a series between the United Kingdom and the Mediterranean organized to support the Allied forces in North Africa.

On March 4, the ST CROIX took part in the sinking of her 2nd submarine, about 200 miles west of Vigo on the Spanish coast.

Initial contact was made by HMCS SHEDIAC (corvette). After five depth-charge attacks, she was joined by the ST CROIX, which made two more attacks. The hunters finally lost their contact but were confident they had sunk the U-boat, only to be disappointed later to find the official assessment was, "probably slightly damaged".

However, when the German records were examined after the war, it was found they had sunk the U-87, homeward bound from south of the Azores.

Two days after the sinking of U-87, the convoy ran into more U-boats, about 90 miles west-south-west of Cape St. Vincent, at the southwestern tip of Portugal. One of the submarines fired a spread of torpedoes which struck four ships. However, only one ship sank; the others were towed to the safety of Gibraltar.

June and July, 1943, were spent at Halifax, undergoing repairs, after which the ST. CROIX made one more Atlantic convoy crossing, then was allocated to a striking group newly formed for the offensive in the Bay of Biscay.

On September 16, 1943, just one day after the ST. CROIX's new group had sailed on its first patrol, the U-boats, which had largely been withdrawn from the North Atlantic in the summer of 1943, were sent forth, armed with acoustic torpedoes and with orders to attack escort vessels.

The ST CROIX's group was diverted to the aid of a westbound convoy which was heavily beset by a submarine wolf pack. This convoy, and another that joined it, became the focus of a long running battle in which three escorts and six merchantmen were sunk and two escorts damaged, one by accident. The enemy, in turn, lost 3 U-boats.

The ST CROIX was one of the escorts lost, and she went down on the day of the third anniversary of her arrival at Halifax to .. /6

"YOUR SHIP"T H E H E R I T A G E (C O N T ' D)

join the RCN.

On the evening of September 20, 1943, a coastal command aircraft reported it was attacking a U-boat, and the ST. CROIX went to investigate. As she approached the U-boat's last reported position and slowed to use her asdic, a torpedo struck her right aft, followed almost immediately by a second torpedo in the stoker petty officers' mess, near the stern.

About 20 minutes after the first hit, and just after another escort, HMS ITCHEN (frigate), had come into sight, a third torpedo struck the ST. CROIX amidships and she broke in two. The after section sank at once. The forward section floated for about five minutes then turned stem uppermost and sank.

A third escort, HMS POLYANTHUS, coming to assist in picking up survivors, was herself torpedoed and sunk.

The pressure of the battle prevented the ITCHEN from picking up survivors at the time. She returned the following day at dawn to take on board five officers and 76 men of the ST. CROIX's ship's company, which had totalled 147, and one survivor from the POLYANTHUS.

The battle continued and on the evening of September 22 the ITCHEN was hit as she attacked a U-boat close ahead of the convoy. The torpedo apparently struck her in the forward magazine and she blew up and sank immediately.

One ST. CROIX survivor and two from the ITCHEN were picked up—all that remained from the ships' companies of the three escorts, the ST. CROIX, the POLYANTHUS and the ITCHEN.

The ST. CROIX left to her successor the battle honour:

ATLANTIC 1940-43

The present ST. CROIX was laid down at Marine Industries Ltd., Sorel; on October 15, 1954, and launched on November 17, 1956. The ship was commissioned 4 October, 1958.

MOTIVATION, METHOD AND TRUST

Preparedness for war is maintained in peacetime through continuous competition between ships, squadrons, commands and navies. Peak performance from all on board is required for a ship to be a "winner". The importance of each and every individual cannot be over-emphasized.

1. Motivation

For peak performance a man must want to work where he is and at the work he is required to perform. Job interest, spirit and enthusiasm are most necessary. You must be in this category.

2. Method

To be fully effective your effort must be applied through efficient, safe, clean, tidy and service-approved work methods. Learn and apply these. Do not make extra work for others. Tidy up behind yourself. Put gear back in its proper place after use.

3. Trust

You must be worthy of the trust placed in you to complete work or duty assignments efficiently and on time without constant supervision.

TRAINING

You can pass the examinations and qualify for Pay Level 3 in less than 6 months from now! This should be your FIRST goal, from the day you join. Your Pay Level 3 knowledge will be acquired through study of your Trade Manual, through working "on the job" with higher tradesmen in your department and through a limited amount of group instruction.

During your "on the job training" period you will also acquire a considerable amount of general ship knowledge, including routines, watchkeeping, organization, evolutions, drills, ship familiarization and part-of-ship duties. Efficiency as a member of the ship's company and familiarization with all the departments and functions of the ship should be your SECOND goal. KNOW YOUR SHIP.

You will receive assistance towards both goals, but your training will require substantial time and effort on YOUR part.

DOMESTIC DUTIES AND CLEANLINESS

It is most important in any ship, where men live in close company, that all spaces, particularly living areas, be kept as clean and tidy as possible. You will be expected to take your share of domestic duties from time to time, scrubbing out your mess, night cleaning stations, etc. It is important too, living with others in messes & at close quarters, that you keep YOURSELF clean and tidy for the benefit of all concerned. Remember the three T's: Taut, Tidy and Tiddley.

NAVAL CUSTOMS

It is not the intention of this pamphlet to delve deeply into all the customs and traditions of the service. There are many books available to anyone who wishes to study this interesting subject. It is intended here only to point out that nearly all of the customs and traditions observed in a ship have arisen because of the shipboard environment. Living in close quarters as we do, it is necessary to observe good manners. In the final analysis good manners are really consideration for other people, thus the evolution of service customs. If you follow the customs of the service you are less likely to go wrong. Take for example the everyday situations involving military courtesy. On board it is customary to salute officers on deck when you meet them for the first time in the morning. This simple act is the time honoured form of greeting and a sign of recognition within the service. There should be no reason for feeling uncomfortable when offering a salute, so salute when it is appropriate, and look the officer right in the eye when you do it. Likewise it is customary to give way in a passageway to officers and Chief and Petty Officers. Their business is usually urgent and they shouldn't have to fight their way through a crowd. It is also customary to stand when an officer enters your compartment or when he addresses you. If the officer does not wish you to do this, because of what you are busy employed doing, he will tell you not to rise or will take off his cap to indicate his business is informal.

On the subject of good manners, it is appropriate to mention here the matter of foul language. Too many men in the service forget that foul language is a distasteful and offensive bad habit. Like any other habit it has to be developed but it can be broken. Junior men in the service normally develop this habit because they are under the mistaken impression that all "salty jacks" talk that way. Nothing could be farther from the truth. The use of foul language usually indicates lack of maturity, vocabulary and consideration for other people. A good seaman lacks none of these things. It must be realized that the continued use of foul language acts as a barrier to acceptance by mature persons, both service and civilian, and limits your power of expression when circumstances are such that you can't use it.

ORDERS

As soon as you have read this pamphlet look through the Ship's Standing Orders. There will be a copy in your mess for you to sign to indicate that you have read the Orders and understand them. The orders are kept in the messes for your convenience. Refer to them when you have any doubts or questions about administration, discipline, welfare, routines or the general running of the ship. The Departmental orders are as important as the General section.

Read Daily Orders EVERY day. This is the ship's daily "newspaper". In Daily Orders you will find lists of dutymen, details of dress, leave and routines, notices of general information on programmes, parties to be landed, examination results and other items of interest as well as special orders and directives. Daily Orders are written under the authority of and signed by, the Executive Officer.

DRESS

You learned how to wear and maintain your uniform kit and clothing in CORNWALLIS. Here in ST. CROIX we expect high dress standards. Your uniform clothing must be kept clean, well pressed and smart at all times, whatever the "dress of the day". You will be expected to have all your badges sewn on correctly and neatly, your cap kept cleaned and whitened, your shoes or boots kept polished and properly laced up "athwartships". Above all, you must always have on a clean, well tied cap ribbon, proudly worn. Ashore, your dress is always to be "Royal Guard" standard. The ship has a laundry, complete with pressing facilities. Its capacity is limited, however, and not perhaps what you have been used to ashore, so make sure you get your gear in on time according to the posted laundry schedule. In harbour, particularly in Esquimalt, the ship is usually well serviced by laundry and dry cleaning establishment delivery trucks. This will provide additional facilities for keeping your gear "up to scratch". Finally, don't forget that only uniform clothing is allowed to be worn on board, except when visiting the ship in home port between 1630 and 2000 weekdays and 1130 and 2200, Saturday, Sunday and holidays, when plain clothes may be worn. Non-service clothing may be brought on board only by special request and then normally only for authorized sports.

KIT UPKEEP

Make sure that you keep your kit up to the required "issue" levels. This is why your Clothing Upkeep Allowance is paid to you. It will take all of your Clothing Upkeep Allowance to maintain your kit properly, so do not count the allowance as entertainment or pocket money when you arrange your budget.

FRESH WATER

Ships can carry only a limited amount of fresh water for domestic use. Although a certain amount is distilled from sea water by the Engineering Department daily, most of this is required for the ship's boilers. You must be sparing in your use of domestic fresh water, bearing in mind that the water available must suffice for the needs of the laundry, the galley, dishwashing equipment, scrubbing out living spaces and for 240 other people themselves. **DON'T WASTE FRESH WATER ANYTIME - YOU MAY FIND YOURSELF DOWN BETWEEN THE EVAPORATORS MAKING IT.** When showering observe the following rules:

1. RINSE ONCE, then shut off the shower.
2. SOAP yourself all over.
3. RINSE OFF SOAP then SHUT OFF the shower.

LEAVE

When you are granted any leave, long or short, remember the following points:

1. You MUST be back ON TIME, or before your leave EXPIRES.
2. If you are injured or delayed by accident, sickness or other causes when on leave, contact the ship, by telephone call or telegram to the Officer of the Day, BEFORE you are adrift. This does not necessarily relieve you of your responsibility to be back on time, but it helps the ship to know where you are and what your problem is, and will act in your favour when your absence is being dealt with.
3. If the ship is absent from the port when you return from leave, report to the Officer of the Day on board another ship of the Second Canadian Escort Squadron in harbour, or the nearest naval or military establishment, ON TIME or before your leave has expired.
4. When you proceed on long leave, with a CANADIAN FORCES LEAVE FORM, read and understand the instructions contained on the back of the form.

INTOXICANTS

Intoxicants include navy issue rum, beer sold on board from the ship's canteen, and liquor purchased abroad for bringing home.

1. In seagoing ships, men of age 20 and over may elect to be "GROG" and draw a daily ration of rum or grog. Men under 20 are classed as UNDER AGE and are not permitted to draw this ration. Men 20 and over who do not wish to draw the grog ration may elect to be TEMPERANCE.

2. All members of the ship's company over 18 are entitled to buy beer from the ship's canteen when it has been authorized for sale. The only exception to this is when the punishment of stoppage of grog has been awarded to an individual.
3. At no time are individuals to bring intoxicants aboard the ship, not even for declaration.
4. Regulations do not allow anyone to receive or drink from any other person's authorized ration.

ESQUIMALT - HOME PORT

Esquimalt, and the surrounding district, has over 100 years of military and naval experience and association. It is an attractive district and on the whole it is reasonably friendly towards the sailor. Night life in the area, however, is limited for a district of its size. It is therefore advisable to undertake self-entertainment by participation in service and civilian social or sporting activities, community and youth groups and the like. The following list indicates some activities and groups you might find interesting or appealing. Some of these groups may require sponsorship by a member, or entrance and annual fees, or may have restricted memberships. If you are interested, however, they are worthy of further investigation.

<u>ORGANIZATION OR CLUB</u>	<u>MEMBERSHIP RESTRICTIONS</u>
Young Men's Christian Association	none
RCN Sailing Association	none
Club 44 - NADEN	none
Amateur Theatrical Groups (various)	some
Racquet Club of Victoria	some
RCN Golfing Association	none
Pacific Command Rifle Association	none
NADEN sports facilities	none *
Church Activities	none
Square Dance Clubs	some
Local Golf Clubs	some

* Use of facilities such as are in the NADEN gym would be worth many dollars in annual fees on the "outside".

In addition, seasonal sports such as fishing, hunting, swimming and hiking are readily available, and good facilities are to be found throughout the Province of British Columbia.

If you are interested in helping out with Scouts, Wolf Cubs, Rovers, Church Activities and Minor League sporting organizations, particularly Hockey and Baseball, there is a desperate need for the willing Leader, Assistant Leader, helper or coach, etc. Men with experience, skill, ability or just plain willingness, in any of these areas of Community endeavour, will be most welcome and should find no difficulty in participating.

All these activities, and many more facilities including art displays, concerts, libraries and museums can be found ashore in the Greater Victoria area. Your participation in any will bring you into contact with local citizens, and can lead to further interests and activities to fill your off-duty hours, as well as being rewarding and of help in making your stay in the area more enjoyable. Life ashore in this area is largely what you make it, but there is plenty to do if you are interested and the local citizens can prove interesting and friendly.

The Following "Danger Points" should be borne in mind.

1. ANY PORT

A civil conviction, on any charge, is viewed as a disgrace to the navy and may have a serious effect on your future in the Service.

2. GREATER VICTORIA

The local police forces are very strict about the mixture of alcohol and gasoline. Don't get caught out on this one. The penalties are severe.

3. ANY PORT

If your buddy is being arrested or questioned, DON'T interfere. It is too late to help him and you will probably be taken along as well. If your buddy has been hauled in, report the fact on your return to the ship.

4. IDENTIFICATION CARD

Loss of your identification card is a National Security hazard, and will result in service penalties to yourself. You are required to carry your ID card on your person at all times when out of the ship. Always guard yours as you would a hundred dollar bill, ashore and on board.

5. DRIVING CHARGES

Some automobile offences are tried under the Criminal Code with very severe penalties upon conviction. If you are arraigned on a serious charge, such as impaired, reckless, or dangerous driving DO NOT PLEAD GUILTY BEFORE SEEKING ADVICE. Seek advice from your Divisional Officer or the Deputy Judge Advocate General's office at Command Headquarters (through your Divisional Officer) or from a civilian lawyer.

6. LIQUOR

It is illegal to have an open or unsealed bottle of liquor in a public place including in your clothing, baggage or automobile. This law applies to single bottles of beer not contained in a sealed package as bought from a Liquor Commission store. It is also illegal for persons under the age of 21 years to drink alcoholic beverages and spirits of all types, when not on Federal property. It may or may not apply in ports abroad, depending upon local laws.

7. NAVAL & MILITARY ESTABLISHMENTS, SHIPS & DOCKYARDS

Queen's Regulations and Ship's Standing Orders forbid you to bring any intoxicant into these locations or to save or keep any intoxicant in them or in your mess, locker or kit. Commissionaires, security guards and Shore Patrol may search you and your automobile or baggage at any time.

8. DUTY FREE TOBACCO

The privilege of purchasing cigarettes and tobacco at duty free prices on board is enjoyed only by the seagoing navy. We must safeguard this privilege by not abusing it—or we shall lose it. Your "ration" is one pack per day, and you may only "land" one open pack per day under all circumstances. Read Ship's Standing Orders. Don't take more than your permitted ration ashore. Don't sell your ration to others. You will suffer penalties if you do, and you will jeopardize the duty free privileges of the whole fleet.

9. WHEN THINGS GO WRONG

On board or ashore, when things go wrong, STOP and THINK. Don't act on first impulse. A foolish act on receipt of bad news, or some frustration or annoyance, can result in irreparable damage to your service and civilian future. ALWAYS talk over any problem you may have with your Divisional Officer or Chief Petty Officer before it starts to get you down. There are many ways in which you can be helped with personal, service or home problems IF YOU JUST ASK. Should you become discouraged and "take off" from the ship, you immediately remove any possibility of help or benefit the navy could have offered, and desertion is a very serious offence.

FINALLY

The answer is to strive to adjust as quickly as possible to the life at sea, become master of your environment, learn your trade and be ready, willing and able when opportunity knocks. Your rewards can be many — and surprisingly enough, IT CAN BE FUN.