

THE
Commissioning
OF
HMCS SAGUENAY



AT HALIFAX SHIPYARDS LTD., HALIFAX, N.S.

DECEMBER 15, 1956



Dec. 15, 1956, Halifax
Official flag ceremony, myself and Harry Beatty
Removing the Canadian Red ensign and the
hoisting of the Royal Canadian Navy white ensign
officially taking H.M.C.S. Saguenay into the R.C.N.

Thank you for the honour of signing your
commissioning booklet. I wish you the best
of luck. It will be sending something
further about SAGUENAY

Cui Luba
22 May 90.

The Commissioning of
HMCS SAGUENAY



HON. RALPH CAMPNEY
Minister of National Defence



Nova Scotia craftsmen have devoted their skills to the building of sturdy ships for many generations. From the shipyards of this province, whose long and honoured history has been inextricably interwoven with seaborne commerce and war at sea, have issued stout wooden ships and powerful vessels of steel for peace and war.

Nova Scotia shipbuilders have ever stood ready to accept the challenge of new advances in ship design. The first destroyers ever built in Canada — the second Athabaskan, the Micmac, the Cayuga and the Nootka — came from the shipyard which has been the birthplace of the Saguenay, a ship of the newest and finest class of anti-submarine vessels in the Navy today.

We can well take pride in the Canadian design, the Canadian materials and the Canadian workmanship which have gone into this new warship. We can recall with equal pride the distinguished service of her predecessor, the destroyer Saguenay of Second World War fame. But a source of satisfaction above all this lies in the knowledge that Nova Scotia and Canada are contributing to the free world a ship capable of making a powerful contribution toward the maintenance of the freedom of the seas and of helping defend the ideals which we cherish.

RALPH CAMPNEY,
Minister of National Defence.



VICE-ADMIRAL H. G. DeWOLF,
CBE, DSO, DSC, CD, RCN, Chief of the Naval Staff



It is the aim of the Royal Canadian Navy to have, in readiness to meet any emergency, a fleet that is fully modern, at maximum strength, and as efficient as we can possibly make it.

The commissioning of Her Majesty's Canadian Ship Saguenay is a further important step toward that objective, for it is this ship and those like her that will comprise the main component of our future naval forces.

In keeping with the role assumed by the Royal Canadian Navy in the North Atlantic Treaty Organization, the Saguenay is one of a class of ships designed and built specifically for anti-submarine operations.

There is a serious responsibility. Not only does the submarine pose as great a threat as ever to our ocean lifelines: an even greater danger may be in the development of its capacity to launch and direct, guided missile attacks on Canadian shores.

Whatever her tasks may be in the future, I am confident that HMCS Saguenay will fully uphold the traditions that have been passed on to her, and will serve as a source of pride to all those who have had a part in the creation of this splendid ship.

H. G. DeWOLF,
Vice-Admiral, Chief of the Naval Staff.



HMCS Saguenay during sea trials.

A CANADIAN ACHIEVEMENT

HMCS Saguenay, an anti-submarine escort wholly designed and built in Canada, is the fourth ship of her class to be commissioned in the Royal Canadian Navy.

Laid down at Halifax Shipyards Ltd., Halifax, N.S., on April 4, 1951, she was launched on July 30, 1953. Her sponsor was Mrs. Ruth Porteous, wife of Rear-Admiral W. W. Porteous, the present Chief of Naval Technical Services.

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 draught of 12.75 feet. Her displacement is 2,800 tons. Twin screws powered by geared steam turbines, give her a speed designed to meet the requirements of her role. A high degree of manoeuvrability is provided by twin rudders.

The class to which she belongs is considered to provide the smallest ship capable of dealing successfully with the most modern submarine, or its successor of the foreseeable future, under the extreme weather conditions 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 assist in countering the effects of atomic fall-out. Her anchors are housed in recesses, equipped with manually-operated doors to keep out ice-forming spray. The capstan, normally located on the focs'le, is below decks. The bridge is close to the ship's centre of gravity.

Old methods of ship-handling during action have been replaced by an electronic conning system. The wheelhouse is on the main deck, two decks below the bridge and less vulnerable during attack. Complex radar and direction-finding equipment pierce through fog and darkness. During action, the captain "fights" the ship from the operations room.

CONSTRUCTION

Unit construction involving a new Canadian technique, is employed in building this class. 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 means that, in an emergency demanding large numbers of destroyer escorts, structural steel manufacturers could be given specific sections to fabricate at great speed. Drawings are such that reference to the shipbuilder would be unnecessary. The sections could be shipped to the shipyard, which would, in effect, become an assembly plant.

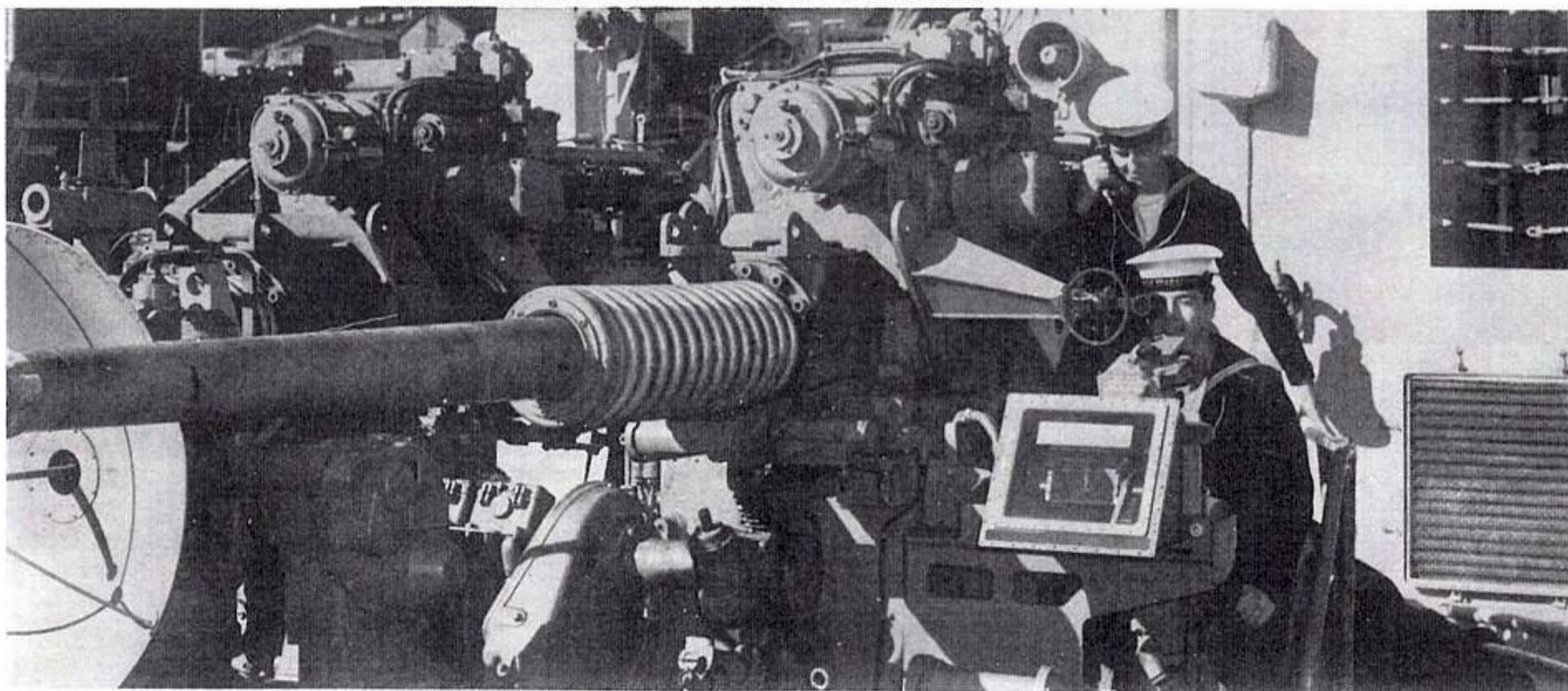
The Saguenay is all-welded, with X-ray tests insuring against hidden defects. A large quantity of aluminum has been used in the ship's interior and superstructure for good stability and weight reduction.

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. This ship is also equipped with homing torpedoes which can alter course to pursue an enemy target taking evasive action on or below the surface of the sea.

Other weapons include two twin 3-inch 50 calibre radar-controlled guns, each with an extremely high rate of fire. Primarily anti-aircraft weapons, they may be used effectively in surface action. In addition, the ship has two 40-mm anti-aircraft Bofors for close-range fire, and a rocket flare projector for night illumination.

The Saguenay carries modern gun armament in addition to the latest anti-submarine weapons. This 3-inch 50 calibre gun is used primarily for anti-aircraft defence.



PROPULSION MACHINERY

All machinery was built in Canada, and Canadian machinery is being installed in all subsequent ships of this class.

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 motive power of the ship is provided by two main turbines and two cruising turbines geared down to the twin shafts. This class is the first in the British Commonwealth or the United States in which hardened and ground gearing has been used, except experimentally, reducing substantially both the gearing weight and housing dimensions.

Much of the auxiliary machinery is powered either by turbines, electricity or diesels.

The boiler room is not pressurized. This allows it to be sealed off from contamination, like any other space in the ship.

ELECTRICAL EQUIPMENT

The Saguenay 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 20,000. About 330 motors and motor generators provide the motive force for a wide variety of equipment. The ship's main electric power is alternating current, in place of direct current as used by the R.C.N. in the past.

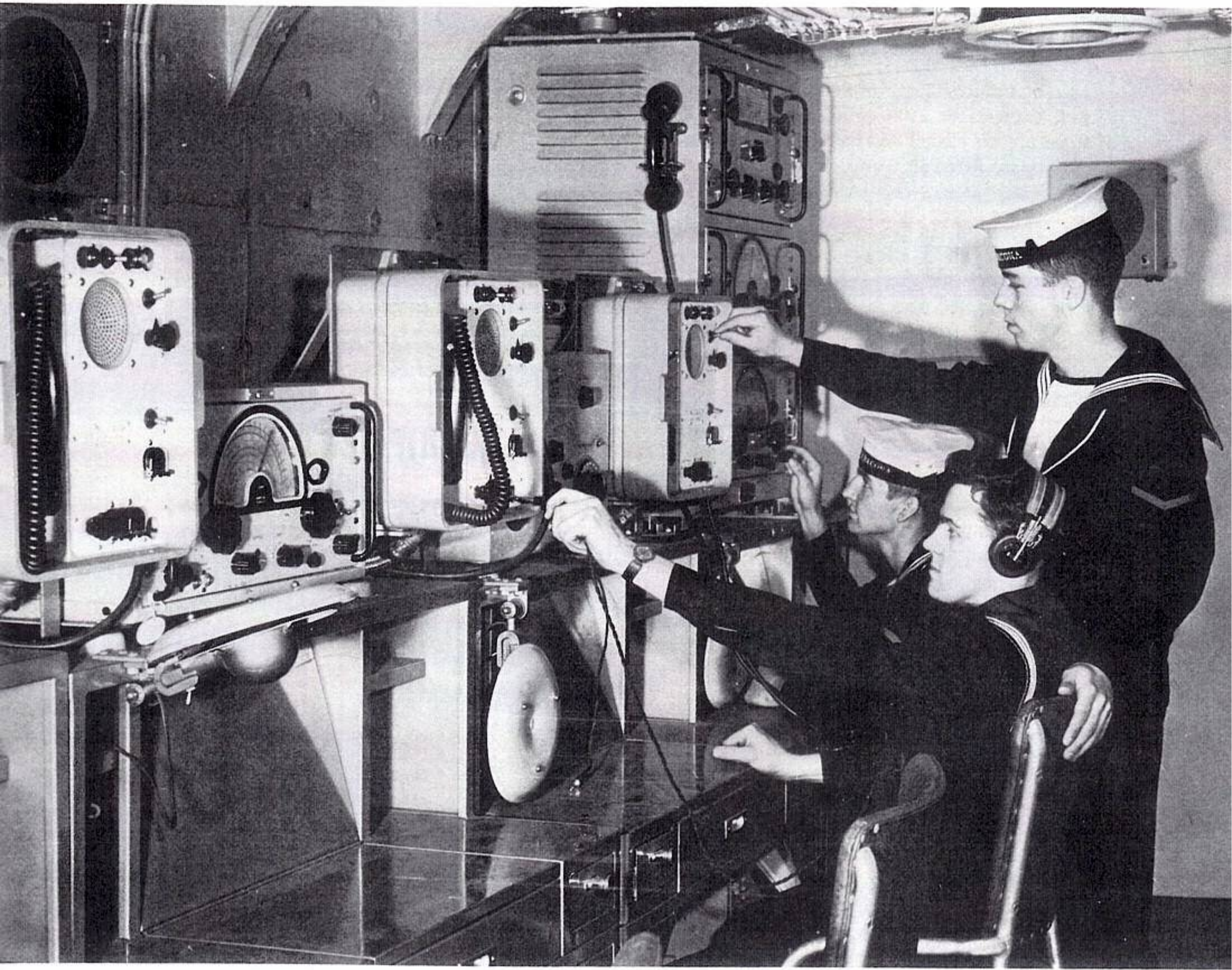
ELECTRONICS

The Saguenay has three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment. A message center 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. Ultrasonic beams from advanced-design sonar sets probe the waters for submarines.

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

A Canadian-designed remote control system makes it possible to broadcast or receive from any one of 30 positions throughout the ship.



One of three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies.
A fourth is equipped with direction-finding equipment.

DAMAGE CONTROL AND DECONTAMINATION

The Saguenay has an extensive damage control organization, with its headquarters 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. Discharge outlets are fitted in compartments below decks for fast pumping. For fire-fighting, three pumps are located at strategic points. Paint is fire resistant.

The ship can be sealed against chemical attack or atomic fall-out, and air re-circulation through the air-conditioning system can be stepped up from the normal three or four cycles an hour to 15 cycles. Exposed personnel are decontaminated in either of two compartments located forward and aft. The ship is equipped for hosing down contaminated exterior 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.

LIFE SAVING AND MEDICAL EQUIPMENT

This class of ship is equipped with rubber rafts in place of Carley Floats and wooden rafts. The 20-man rafts inflate automatically on release into the sea. In addition to emergency rations, each carries survival gear, including a signals kit, heliograph mirror, fishing gear, collapsible bailers, sea anchor, floating sheath knife and plastic whistle.

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

HABITABILITY

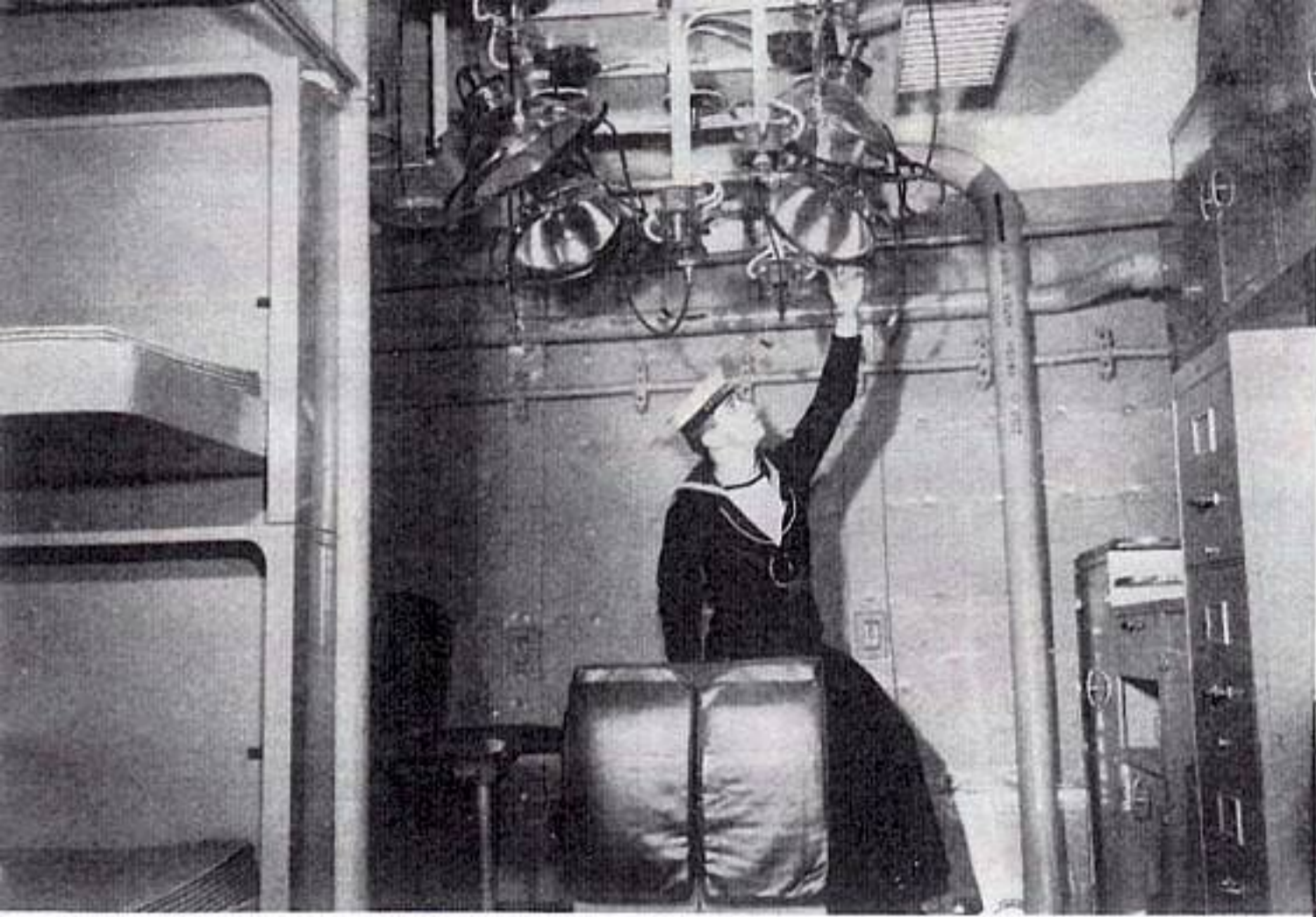
The Saguenay's men sleep in bunks with foam mattresses, pillows and individual reading lamps. Aluminum clothes lockers and additional drawer space for personal belongings are provided, as are mirrors and electric shaving outlets. Each living space has a recreational area for off-duty hours.

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

The ship's company is fed on the cafeteria system from a centrally-located, electrically-equipped galley. In addition to a bakery and pastry, meat and vegetable departments, the galley has a dairy with ice-cream and milk machinery, a dish-washing machine and garbage disposal unit.

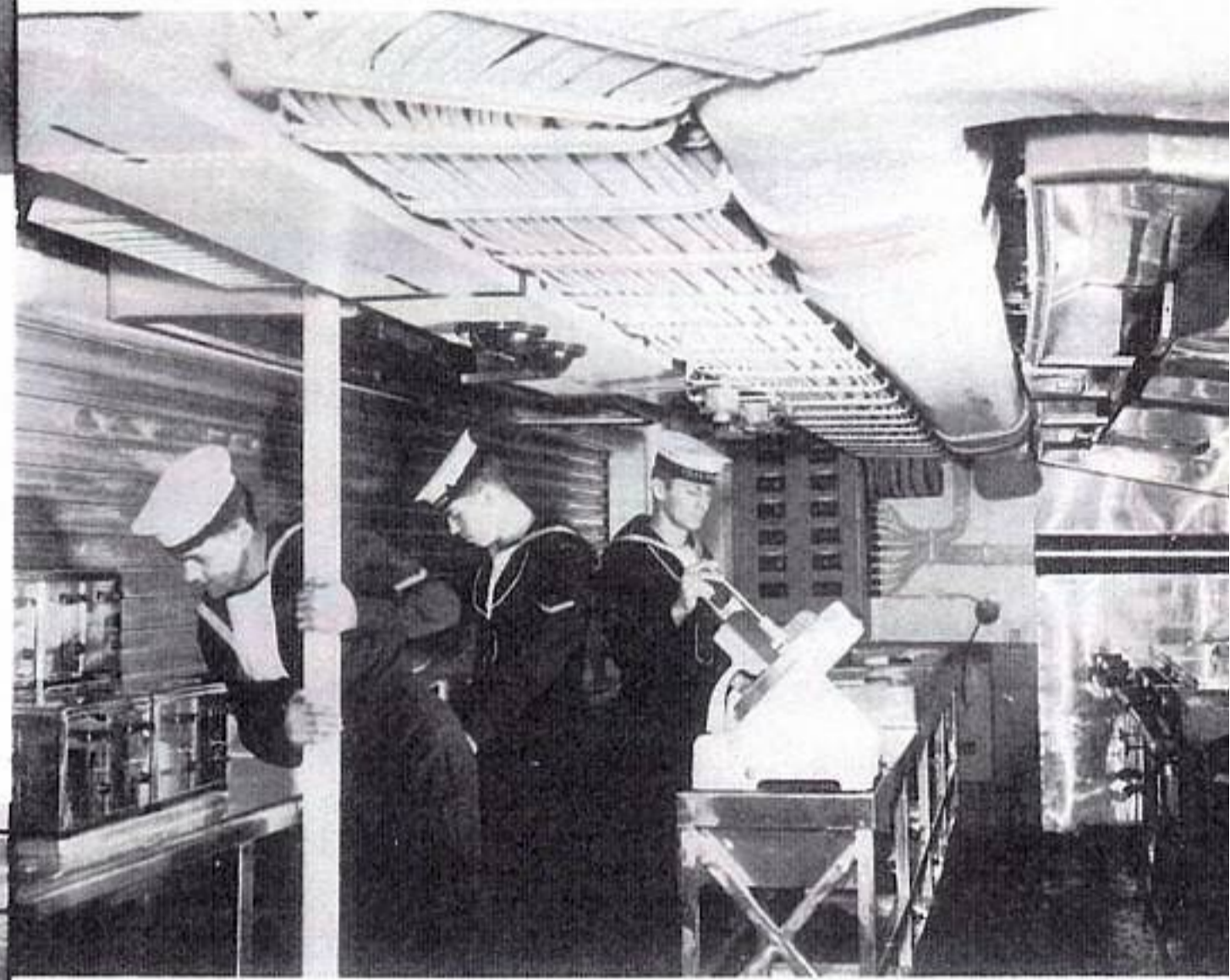
The main dining space, doubling as a cinema in the evenings, has fireproof tables, cushioned chairs, and a piano. Lighting is fluorescent. The chief and petty officers have a separate dining space nearby.

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



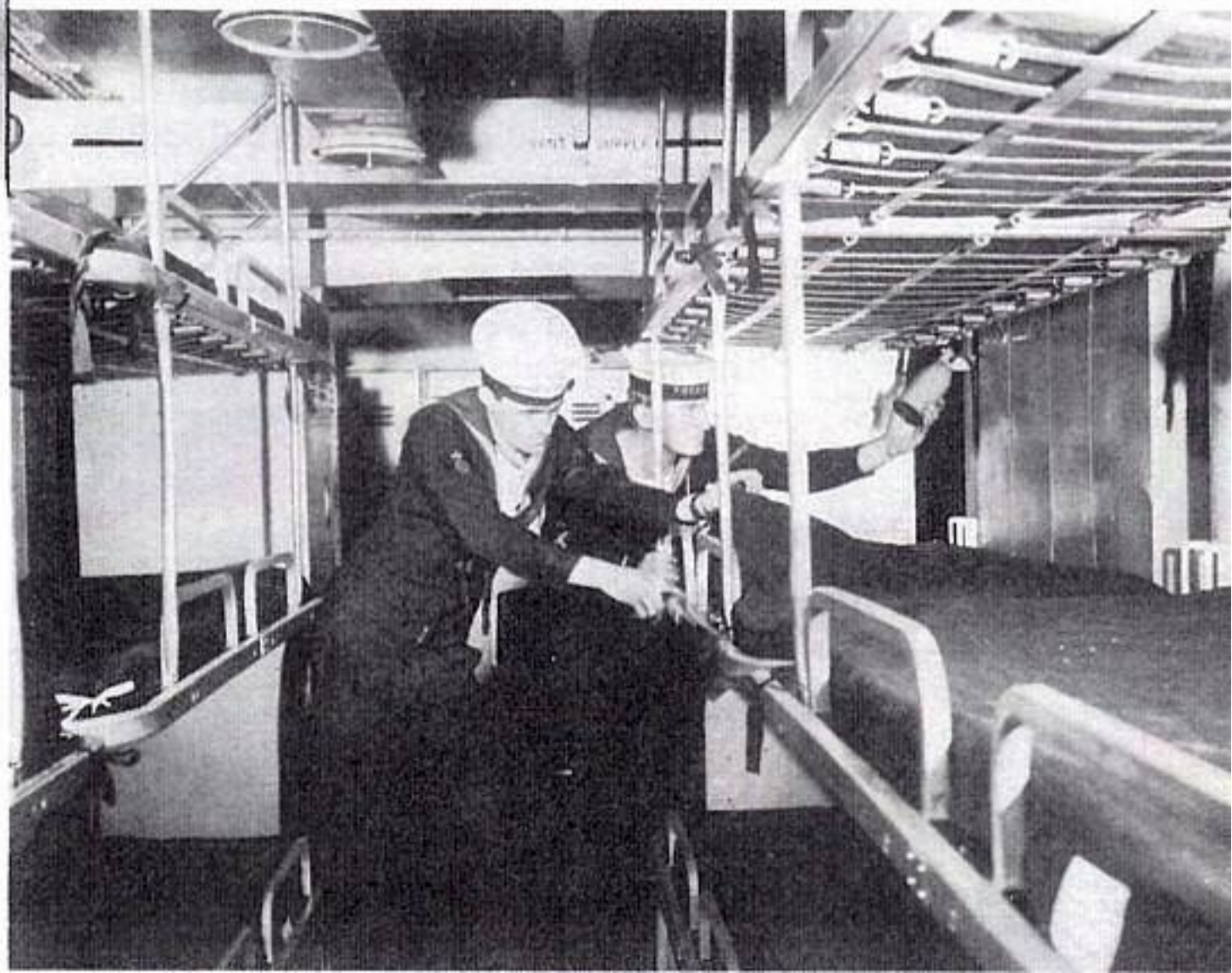
The health of the ship's company is looked after in this modern and spacious sick bay. In size the sick bay is comparable to that previously provided in a cruiser.

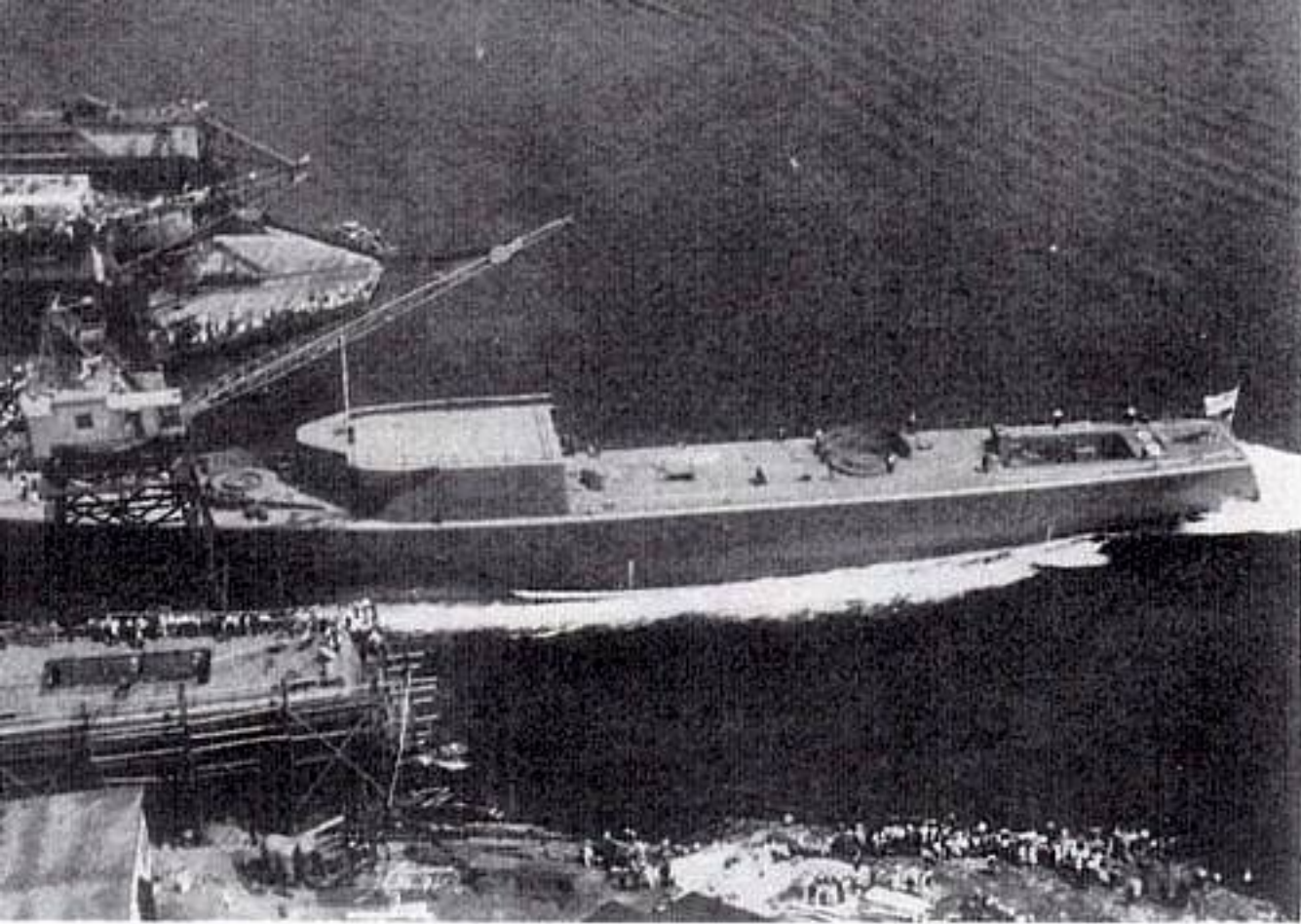
The galley caters to the inner man and has all the equipment to provide nutritious and appetizing meals. Its facilities provide for both officers and men.



A portion of the main dining space, which doubles as a movie theatre, has fireproof tables and cushioned chairs. Lighting is fluorescent.

Living space for the crew provides beds which can double as settees. Each man has his own locker and drawer unit for stowage of kit. Reading lamps and card tables are provided and a choice of two programmes is offered through the broadcast system.





Launching of the second HMCS Saguenay.

P R O G

3:00 p.m. — Inspection of Guard of Honour.

3:15 p.m. — Commissioning ceremonies begin.

Speakers introduced by Captain (L)
J. M. Doull, CD, RCN, Principal Naval
Overseer, East Coast.

T H E C O M M I S S I O O R D E R O F

Address by Chief of the Naval Staff (or his representative).

Address by Mr. R. J. R. Nelson, Vice-President and General Manager of Halifax Shipyards.

Address by The Guest of Honour.

Address by Chief of Naval Technical Services (or his representative).

The commissioning hymn will be announced by Chaplain (P) Harry Ploughman, Command Chaplain.

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 sailors' 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 together.

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 thereof.
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 for 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.

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

RAMME



HMCS Saguenay during sea trials.

4:00 p.m. — Guest of Honour and official party tour ship.

4:15 p.m. — Ship open to inspection by invited guests.

4:30 p.m. — Reception begins.

6:30 p.m. — Reception ends.

NING CEREMONY SERVICE

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 LORD'S PRAYER

BLESSING

Blessing of the ship, conducted by Chaplain (RC)
Ronald MacLean, Command Chaplain.

V. Our help is in the name of the Lord.

R. Who made heaven and earth.

Let us pray.

Graciously hear, O Lord, our supplications, and bless with Thy Holy right hand this ship and all her company, as thou didst deign to bless the ark of Noah passing through the flood:

Reach out to them Thy right hand, O Lord, as Thou didst to blessed Peter walking on the sea: Send Thy Holy Angel from heaven to deliver and preserve her from every kind of danger together with everything within her:

Grant to Thy servants that they may repel every enemy:

That with the security of a tranquil passage they may always safely reach the haven which they wished for:

And having successfully undertaken and completed all the business entrusted to them, may time and again return to their own with joyful thanksgiving.

Who livest and reignest for ever and ever.

R. Amen.

Commission Her Majesty's Canadian Ship Saguenay.

"God Save the Queen"

Address to the ship's company by Commander G. H. Hayes, D.S.C., C.D., RCN, Commanding Officer of HMCS Saguenay.

"O Canada"



CAPTAIN (L) J. M. DOULL, CD, RCN,
Principal Naval Overseer.



CAPTAIN (E) J. S. HORAM, CD, RCN (Ret'd),
former Principal Naval Overseer.

THE NAVAL OVERSEERS

The staff of the Principal Naval Overseer, East Coast, consists of 24 officers, men and civil servants. Working as a closely-knit team, they are providing assistance and guidance in the construction of three anti-submarine destroyer escorts at Halifax Shipyards Limited.

Other destroyer-escorts under construction at the Halifax shipyards are HMC Ships Margaree and Chaudiere.

Captain (L) J. M. Doull is the second Principal Naval Overseer to have headquarters at the Halifax Shipyards since construction commenced on the new vessels. Captain (E) John Horam served as PNO from 1951 until June of this year when he went on retirement leave.

Other members of the naval overseeing staff in the Atlantic Area include Lieut. Commander (E) W. J. Brooking, assistant Principal Naval Overseer; Lieut. Commander (E) Alexander Patrick, Engineer Overseer; Lieut. Commander (L) J. W. Long, Electrical Overseer; Lieut. (E) K. L. Farquharson, Engineer Overseer; Lieut. Commander (S) Lawrence Davis, Supply Overseer; and Constructor Lieut. Robert A. Dillard, Constructor Overseer.

HMCS Saguenay, first of new class built on East Coast.





L. A. FORSYTH, Q.C.
President, Dominion Steel and
Coal Corporation Limited



R. J. R. NELSON
Vice-President and General
Manager,
Halifax Shipyards Limited



D. SCOULER
General Superintendent,
Halifax Shipyards Limited



W. SCOTT
Naval Architect,
Halifax Shipyards Limited

THE BUILDERS

HALIFAX SHIPYARDS LIMITED

A wholly-owned Subsidiary of Dominion Steel and Coal Corporation Limited

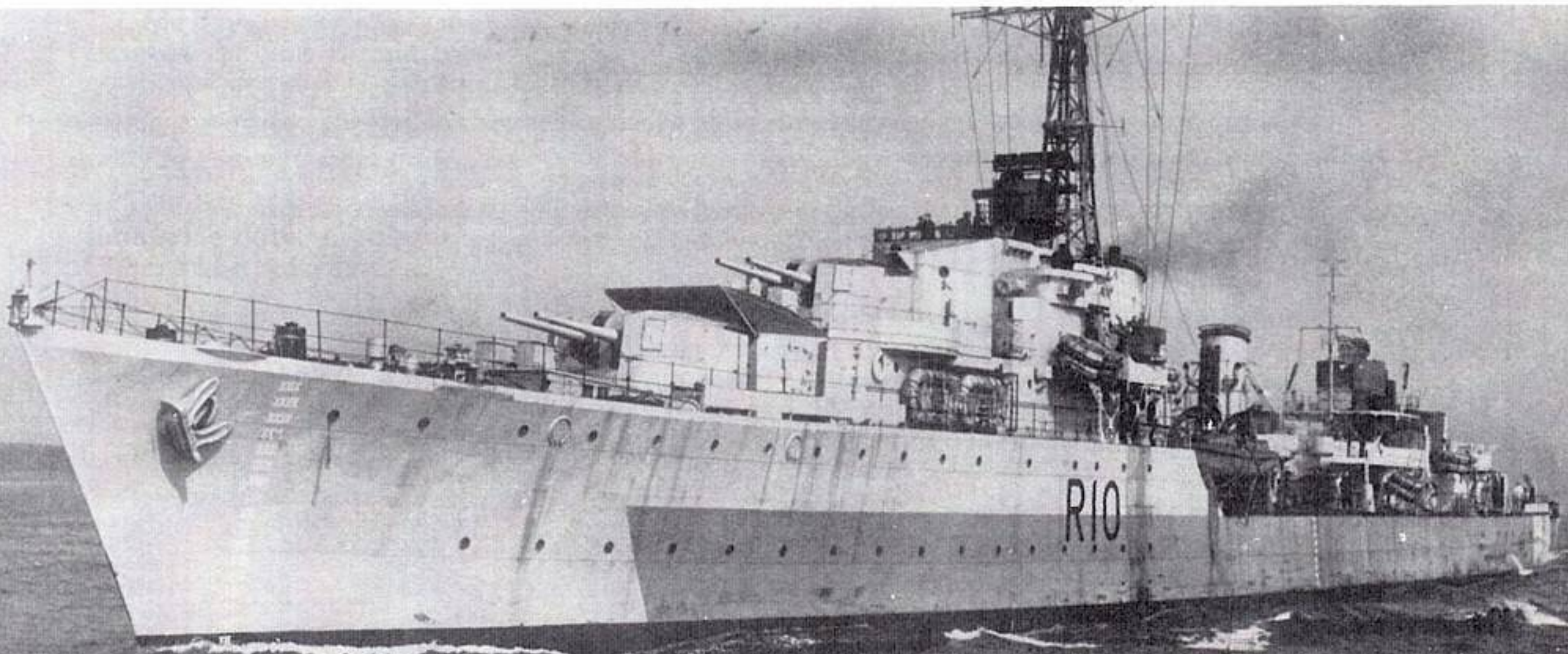
With a high reputation for the building and repairing of naval and merchant vessels of many types, Halifax Shipyards Limited was a natural selection as one of the Canadian shipbuilding firms chosen to construct the complex new anti-submarine destroyer escorts of which HMCS Saguenay is one.

The first destroyers ever built in Canada were built at Halifax Shipyards. They were the Tribal class destroyers Micmac, Nootka, Cayuga and Athabaskan which commissioned shortly after the Second World War. They were the largest warships to be built in Canada up to that time. Subsequently three of them saw service in the Korean theatre. These ships have been a source of satisfaction to the men of "Halship" who wrought them. So it will be with HMCS Saguenay.

With the backlog of skill and experience of Halifax Shipyards the building of HMCS Saguenay was but an extension of problems already met and conquered.

Where new techniques were required these were readily adopted and work went steadily from laying of the first pre-fabricated unit on the keel blocks to the complete and proud vessel now being commissioned.

HMCS Micmac, first destroyer ever built in Canada.





THE SHIP'S BADGE

The ship's badge of HMCS Saguenay symbolizes her association with the river after which she is named.

The blazon is described in heraldic terms as:

"Sable, on a bend wavy argent charged with two like barulets azure an Indian's head facing sinister and coupé at the shoulder proper, wreathed gules from which project tips downwards four feathers of the second pied of the last and pendant from the ear an annulet silver."

During the Second World War, HMCS Saguenay used unofficially for her badge a shield displaying beneath three maple leaves in chief an Indian's head somewhat similar to the one shown in the present badge.

Out of deference to the first Saguenay's war service, the Indian's head has been retained in the official badge design.

The black background refers to what one early explorer and traveller described as the "dark woods" abounding in the region drained by the Saguenay River.

This was probably due to the heavy stands of fir which under certain lighting conditions gave to the landscape a dark appearance.

The wavy white and blue diagonal stripes symbolize the Saguenay River itself.

The ship's colours are red and black.



The first HMCS Saguenay in heavy weather during the Second World War.

THE HERITAGE

The second ship in the Royal Canadian Navy to bear the name, HMCS Saguenay carries into service her predecessor's hard-won battle honour of the Second World War: *The Atlantic 1939-1942*.

The first Saguenay was commissioned at Portsmouth, England, on May 22, 1931, the first warship ever to be custom-built for the Canadian Navy.

Based at Halifax, the Saguenay and HMCS Champlain formed the RCN's eastern destroyer sub-division.

During the next few years, the Saguenay participated in several exercises with other units of the fleet, and in 1936 escorted veterans of the First World War on their pilgrimage to Vimy Ridge where Canada's war memorial was unveiled by King Edward VIII. The following year she participated in the naval review at Spithead during the coronation celebrations for King George VI and in 1939 was naval escort for King George VI and Queen Elizabeth during a portion of Their Majesties' tour of the Atlantic Provinces.

Six days after Canada declared war in 1939, the Saguenay, together with HMCS St. Laurent, escorted the first Britain-bound convoy, HX-1, out of Halifax. It was the first of hundreds of eastbound convoys to sail from Halifax during the following six years.

Until October, 1940, the Saguenay operated in the Caribbean and western Atlantic, principally in convoy escort duties.

On her way to the United Kingdom in October to join other Canadian destroyers on anti-submarine duty, the Saguenay rescued 32 exhausted survivors of the torpedoed merchantmen *Cubano* and *Sulaco*.

In the early hours of December 1, 1940, while escorting a convoy of 30 merchantmen homeward bound from Gibraltar, the Saguenay was torpedoed by a submarine about 300 miles west of Ireland. The torpedo struck the ship near the stem, blasted a large hole and started a fire in one of the mess-decks. Twenty-one men were killed and 18 injured. Shortly after the explosion, a submarine was sighted and the crippled destroyer opened fire, forcing the enemy to submerge.

To the destruction wrought by the torpedoing, fire added new horrors and dangers. Within an hour, flames were raging in the forward part of the ship and the Saguenay's bridge had to be abandoned. Confidential books were thrown over the side and other preparations for abandoning ship were carried out.

At dawn, unsuccessful attempts were made to take the Saguenay in tow. Finally, screened by a British destroyer, the Saguenay crawled toward England at a painful four knots. Later, a large section of the ship's damaged hull fell away and she was able to increase speed to six knots.

Four days later, after again being shaken by an underwater explosion, and with only a skeleton crew on board, the Saguenay reached Barrow-in-Furness. Her hazardous trip was regarded as one of the outstanding feats of seamanship of the war.

The Saguenay completed her refit in May, 1941, in time to participate in the chase for the German battleship Bismarck, and the following month escorted the battleship Prince of Wales, with Prime Minister Churchill embarked for passage home after the famous Atlantic Charter meetings with U.S. President Roosevelt at Placentia Bay, Nfld.

In January, 1942, a dramatic encounter with a North Atlantic storm threatened for three nightmarish days to end the destroyer's career. At sea with a westbound convoy, the aging Saguenay ran head on into a hurricane. Raked by seas from stem to stern, frames and plates buckling under the terrific pounding and leaking badly, the Saguenay threatened to break up. But the badly battered ship reached port at St. John's, Nfld., where three months were required to make her fit for sea duty again.

She returned to convoy escort duties on the Newfoundland-Northern Ireland run for the remainder of the summer.

On November 15, 1942, the Saguenay set out from Halifax on her last operational assignment. Detailed to escort the passenger ship Lady Rodney to St. John's, Nfld., the Saguenay picked up a submarine contact about 10 miles south of Cape Race and sped off in the squally darkness to investigate. A short time later she collided with the merchant ship Azra, which sliced off the Saguenay's stern. The destroyer's depth charges exploded after the collision, increasing the damage to the Saguenay and holing the merchant ship so badly that she sank. One officer aboard the destroyer and one aboard the Azra were lost. The Saguenay was towed to St. John's.

It was estimated that over a year would be required to make her fit for service and since about 80 per cent of her normal life had already passed, it was decided to remove her from active service and convert her to a training ship.

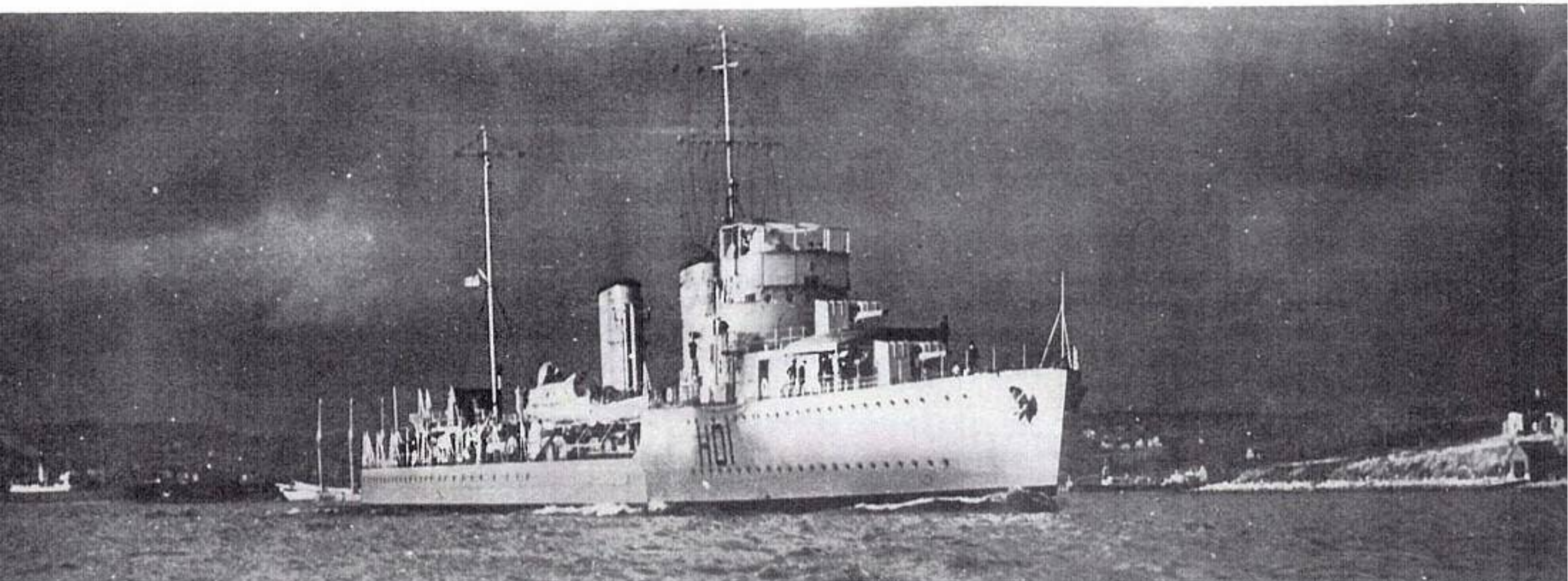
The Saguenay rode out the remainder of the war at anchor in Annapolis Basin as a training ship for new entry sailors at nearby HMCS Cornwallis. Here, hundreds of green young seamen received their first taste of navy life aboard ship.

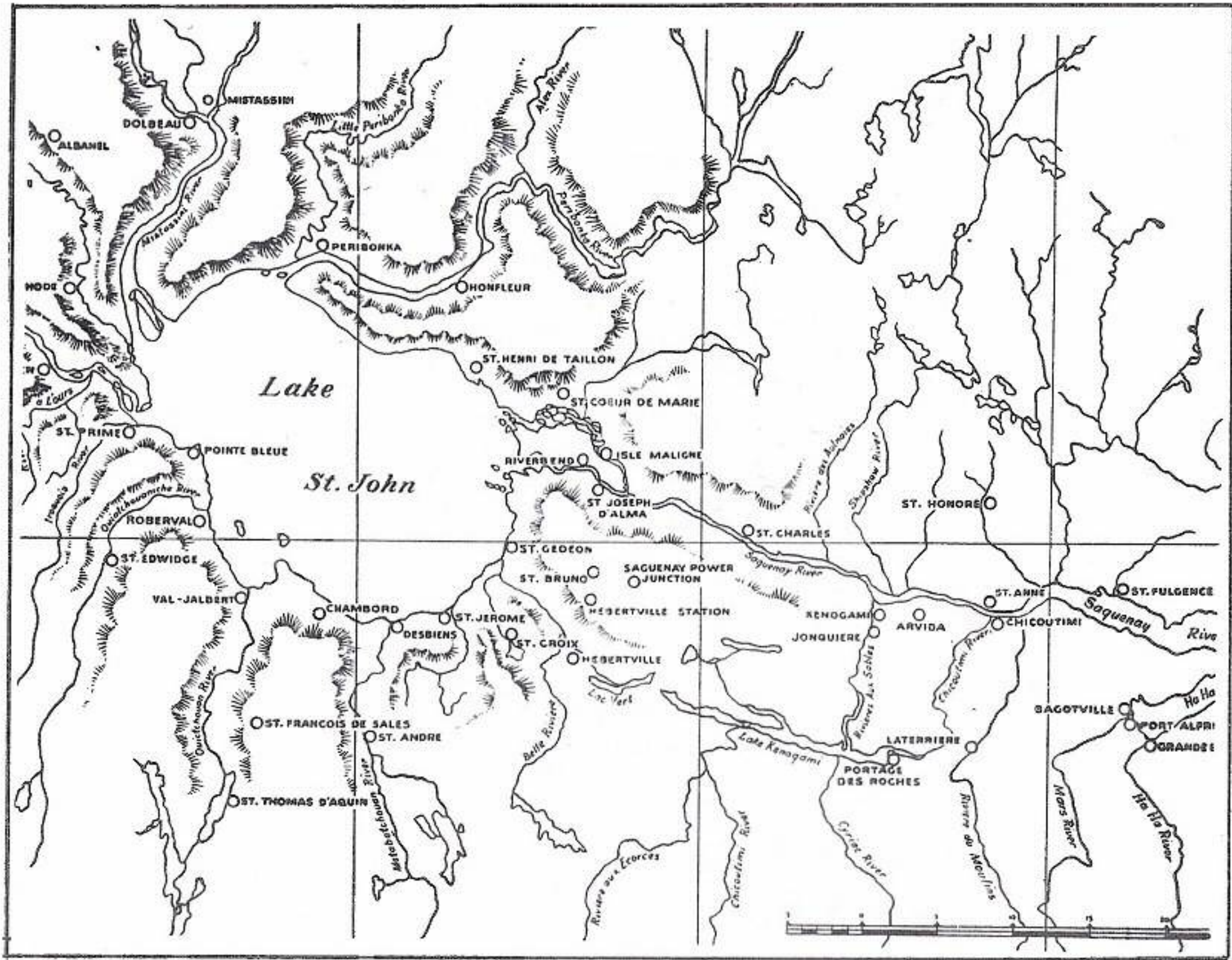
When at the close of the war, preparations were made to dispose of the Saguenay, the news was received sadly. In his final message to the ship, the Commander-in-Chief, Canadian North West Atlantic, voiced the feelings of the fleet:

"I much regret the passing of the first destroyer built for the Royal Canadian Navy, a ship with an enviable record both in peace and war and hope that before long another ship will bear her name and carry on her tradition."

It now does.

The first HMCS Saguenay which left an heroic record to her successor.





AN HISTORIC NAME

The river after which this ship is named flows through the heart of what is known as the Saguenay District, a leading centre of Canada's huge pulp and paper, and aluminum industries.

Early French explorers, following the trail of Indian legends, thought that, along the Saguenay, they had found the fabled northwest passage to a kingdom of gold, gems and tropical fruit.

Later, colonization by-passed the Saguenay. In 1759, the Hudson's Bay Company was granted exclusive trading rights in the district and, from that time onward, pioneers and their descendants slowly, but surely, developed the area.

These people also developed a peculiar pride in their remote Saguenay kingdom and in their typically French-Canadian way of life, so well expressed in "Maria Chapdelaine," a novel of the Lake St. John people.

Today, there are more than 150,000 people living and working in the Saguenay District. They have opened up and improved some half million acres of land, of which about 300,000 are now under cultivation. Deeply religious and conservative in their attitudes, these people have a strong love of home, church and family.

Few areas in Canada have as promising an outlook as the Saguenay District. Rich in natural resources, this fast developing area today extends from Mistassini in the north to St. Thomas D'Aquin in the south, and from St. Felicien in the west to Grande Baie in the east.



COMMANDER G. H. HAYES, DSC, CD, RCN
Commanding Officer

THE SHIP'S COMPANY

OFFICERS

Lieut. Commander B. C. Thillaye, RCN.....Executive Officer
 Lieut. Commander (E) Alexander Patrick, RCN..Engineer Officer
 Lieut. Commander H. L. Pickering, RCN.....Senior Watchkeeper and Air Direction Officer
 Lieut. Commander J. P. Cote, RCN.....Communications Officer
 Lieut. (L) E. L. McConechy, RCN.....Electrical Officer
 Lieut. (S) M. B. Young, CD, RCN.....Supply Officer
 Lieut. H. D. W. Bridgeman, RCN.....Operations Room Officer
 Lieut. G. M. deRosenroll, RCN.....Torpedo Anti-Submarine Officer
 Lieut. A. P. Campbell, RCN.....Gunnery Officer
 Ordnance Lieut. T. E. Coffin, RCN.....Ordnance Officer
 Acting Lieut. D. M. Carmody, RCN.....Navigator

MEN

Adams, J. W.....ABTD1	Boutilier, L. G.....P2QM2	Emsley, J. L.....LSVS2
Allen, R. G.....OSEM1	Bray, E. A.....P1TD3	Estabrooks, R. R.....LSEM2
Anderson, L. J.....P2RP2	Butler, D. H.....ABTD1	Evans, R. C.....OSLMS
Andrew, J. M.....ABAA1		
Ayotte, H. G. J.....ABQM1		
	Carlton, R. R.....ABTD1	Fallahay, R. J.....P2RT4
Barns, J. L.....LSQM2	Collier, R. S.....LSTD3	Fester, R. J.....ABTD1
Barrett, C. L.....OSEM1	Conrod, K. P.....LSSW1	Foreman, W. L.....ABTD2
Beamish, J. N.....ABEM1	Coyle, G. J.....LSRT2	Forget, J. P.....P1TD2
Beaudry, A. J.....ABNS1	Crooker, K. J.....P2RC3	Fuller, S. A.....ABEM1
Beerworth, I. H.....ABTD1	Currie, R. F.....P1VS3	Frye, A. E.....ABRP1
Bennett, R. S. H.....ABQM1		
Bessem, N. I.....LSRT3		
Bittle, G. E.....OSLMS	Doncaster, W. A.....P1EM3	Gain, J. J.....ABTD1
Bissett, A. R.....C2WR4	Duckworth, W. G.....ABEM1	Gamelin, S. O.....LSEM2
Bleski, E. M.....ABQM1	Duffy, W. C.....P2TD3	Gaudet, J. U.....OSLMS
Bonner, L. R.....P1EM3	Duncan, S. M.....C2OT4	Gaudet, J. A.....P2TA3
Botting, G. G.....ABAA1	Dymott, D. A.....ABQM1	Geary, J. H.....LSAA2
		Geddes, P. L. R.....OSLMS
		Gibson, A. E.....ABLR1

Gillingham, G. J.....	ABEM2	MacKenzie, J. D.....	ABRP1	Saulnier, E. J.....	ABQR1
Goodfellow, J. A.....	LSAA2	Male, G. G.....	LSED3	Savage, R. M.....	LSQM2
Goodwill, N. J.....	P2EM4	Mann, J. D.....	ABRT3	Shamess, R. A.....	LSRP1
Grant, B. H.....	C2AA3	Marsh, B. M.....	ABAA1	Sharp, L. A.....	P1CK3
Griffin, C. F.....	LSRC3	Mason, G. L.....	C2ET4	Shaw, G. A.....	LSQR3
Grosvenor, A. E.....	P1EM4	Melvin, R. L.....	ABVS1	Shipley, J. A.....	ABTD1
Halle, J. A. P. L.....	ABQM1	McDonald, D. J.....	LSEM1	Shortreed, R. W.....	ABRP1
Hamilton, J. A.....	OSLMS	McLay, H. E.....	P1SH4	Smith, G. W.....	ABEM1
Hebert, R. J. S.....	LSAM2	McLean, J. H.....	ABVS1	Snow, D. S.....	P2RT4
Hogan, G. J.....	LSRP2	Millman, J. E.....	LSTD2	Squire, R. D.....	P1ET4
Ingraham, G. L.....	ABEM1	Mitchell, William.....	P2RP3	Stearne, R. I.....	ABLR1
Jewer, E. C.....	OSEM1	Mohr, E. R.....	OSEM1	Stone, E. S.....	ABLR1
Johnson, C. M.....	C2SW3	Moreau, J. R.....	P2EM4	Tarrant, V. J.....	LSRP2
Julien, C. A.....	ABTD1	Morgan, G. E.....	ABTD1	Teepell, T. M.....	LSEM1
Kemp, H. D.....	ABTD1	Morris, C. G.....	C2RT4	Thickett, A. V.....	C1ET4
Kennedy, D. R.....	LSEM2	Moss, B. E.....	P1PI4	Tilley, L. A.....	OSEM1
Kent, J. C.....	ABCK1	Myers, H. B.....	C1SH4	Toohey, L. E.....	LSLR1
Kimber, J. R.....	C1EM4	Nanson, J. E.....	ABLR1	Trudel, L. J.....	C2ER4
Kinsell, J. A. G.....	ABNS1	Nash, M. P.....	C2EM4	Truelove, Lawrence.....	LSQM2
Kipfer, R. A. N.....	OSLMS	Nicholls, J. H.....	P1ET4	Twinn, D. C.....	ABRP1
Knott, G. H.....	ABRP1	O'Riley, D. W.....	ABRP1	Upcott, E. J.....	LSEM1
Lake, R. L.....	LSTD2	O'Very, H. W.....	P2EF3	Veniot, L. S.....	ABAA1
LaPointe, F. J.....	LSRP1	Page, A. T.....	ABTD1	Vincent, J. J.....	LSRC1
Lauder, G. A.....	C2GI4	Partanen, V. O.....	C2ER4	Wadsworth, K. G.....	LSEM1
Lawrence, K. R.....	LSEF3	Pecore, B. A.....	ABAM1	Walford, Frank.....	C1ER4
Lay, J. H.....	P1ER4	Peters, J. R.....	ABTD1	Walker, R. E.....	P1QM3
LeBlanc, D. A.....	LSNS1	Player, R. H.....	C2QI4	White, W. A.....	C2CK3
LeBlanc, C. J. F.....	ABAA1	Powell, J. B.....	C2EM4	Whiteland, T. J.....	ABRC1
LeClerc, R. M.....	P2PR2	Quinn, P. G.....	LSQM2	Williams, H. O.....	ABEM1
Ledgley, D. W.....	OSLMS	Raymond, S. A. M.....	ABAW1	Wile, P. O.....	P1AA3
Leeming, R. D.....	P2PW2	Robb, I. S.....	LSRC2	Wilkes, G. A.....	LSTD3
Lovelace, J. D.....	OSEM1	Ruth, C. C.....	LSRP1	Wilson, J. F.....	C2TL4
Luton, J. D.....	P1NS3			Wood, N. G.....	OSEM1
Lyons, L. G.....	ABLR1			Young, L. E.....	P2ED3

FORMER COMMANDING OFFICERS

Of the 13 officers who commanded the first HMCS Saguenay during peacetime and wartime, three became officers of flag rank.

They were:

Cdr. P. W. Nelles (May 22, 1931, to June 6, 1932), first commanding officer. Was later Chief of the Naval Staff from 1934 to 1944 and Senior Naval Officer Overseas from May, 1944, until retirement in January, 1945. Retired as Admiral P. W. Nelles, CB, RCN.

Cdr. L. W. Murray (June 7, 1932, to April 22, 1934). Was Commander-in-Chief, Canadian Northwest Atlantic from 1943 to 1946. Retired in March 1946 as Rear Admiral L. W. Murray, CB, CBE, RCN.

Cdr. F. L. Houghton (June 30, 1938, to July 7, 1939). Was Vice Chief of Naval Staff from 1947 to 1951. Retired in June, 1951, as Rear-Admiral F. L. Houghton, CBE, RCN.

Other commanding officers were:

Cdr. R. I. Agnew (April 23, 1934, to May 5, 1936). As Commodore R. I. Agnew, OBE, RCN, was in command of HMCS Niobe and Senior Canadian Naval Liaison Officer, United Kingdom, when he died on March 22, 1949.

Cdr. W. J. R. Beech (May 6, 1936, to June 29, 1938). As Commodore W. J. R. Beech, RCN, was Chief of Staff to Commander-in-Chief, Canadian Northwest Atlantic from 1943 to 1945. He retired on April 1, 1945.

Lt.-Cdr. G. R. Miles (July 8, 1939, to April 21, 1941). Was promoted to commander while in command. As Commodore G. R. Miles, OBE, RCN, was Commodore, RCN Barracks, Esquimalt, when he died on February 19, 1951.

Lieut. P. E. Haddon (April 22, 1941, to April 7, 1942). Now Capt. P. E. Haddon, CD, RCN, Chief of Staff to Flag Officer Pacific Coast.

A/Cdr. D. C. Wallace (April 8, 1942, to January 14, 1943). Now Capt. D. C. Wallace, OBE, DSC, RD, RCN (R) (Ret'd), HMCS Brunswicker, Saint John, N.B.

Lieut. J. W. McDowall (January 15, 1943, to March 9, 1943). Now Cdr. J. W. McDowall, CD, RCN, Assistant Chief of Staff (Plans and Operations) to Flag Officer Atlantic Coast and to Commander Canadian Atlantic.

Lieut. J. H. Ewart, RCNVR (August 24, 1943, to December 28, 1943). Subsequently retired.

A/Lieut. W. E. Hughson (December 29, 1943, to April 15, 1945). Now Lieut. W. E. Hughson, RCN (R) (Ret'd), HMCS York, Toronto.

Lieut. K. P. Blanche, RCNVR (April 16, 1945, to July 30, 1945). Subsequently retired.



MRS. W. W. PORTEOUS

SPONSOR SAVED THE DAY

A naval officer's wife saved the day when the launching of the second HMCS Saguenay went off schedule at Halifax Shipyards Ltd., on July 30, 1953.

The day of the launching was bright and sunny. Invited guests, numbering some 575, included the Lieutenant-Governor of Nova Scotia, naval officials, senior officers of the three armed services in the Maritimes, local civic dignitaries, prominent Maritimes businessmen and senior officers of a visiting U.S. Navy task force which had arrived in Halifax only that morning.

The ceremonies progressed well until, through a slight mix-up in signals, the ship started to move down the ways ahead of time.

The sponsor, Mrs. W. W. Porteous, wife of Rear-Admiral W. W. Porteous, Chief of Naval Technical Services, then Commodore Superintendent, HMC Dockyard, was talking to Mrs. R. J. R. Nelson, wife of the shipyard's general manager. Suddenly she looked up and saw the vessel moving along the ways.

Without hesitation, she seized the traditional champagne bottle and hurled it down the ways after the ship. It was a perfect pitch and hit the Saguenay full on the bow. Nothing was missed to fulfill tradition as Mrs. Porteous completed her part of the ceremony with "I name this ship Saguenay. May God bless her and all who sail in her."

Later Mrs. Porteous said she could not recall what happened after she noticed the Saguenay picking up speed along the ways.

"I'd been getting advice for days about how to throw that champagne bottle. When I saw the Saguenay start, I forgot all about that advice, I just knew I had to throw."

Could she have missed?

"No," she said, "I met my husband on the first Saguenay."

