

THE
Commissioning
OF
HMCS SKEENA



**AT BARRARD DRY DOCK CO., LTD.
NORTH VANCOUVER B.C.**

MARCH 30, 1957



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



Her Majesty's Canadian Ship *Skeena* is the fifth of the new destroyer escorts to join the fleet. She represents a remarkable contrast to her predecessor of the same name in which I was privileged to serve some 20 years ago. This is to be expected, for the long historic process of the development of ships is today in an era of rapid acceleration.

The capabilities of ships are continuously increasing. This applies not only to surface craft but also to submarines. The destructive potential of the submarine is today far in advance of that which was encountered and overcome in the Second World War. Speed and endurance have materially increased as have the destructive capabilities of their weapons, including the guided missile which can now be used as a long-range bombardment weapon of tremendous power.

This is no light threat. It demands the continuing development of the most effective counter-measures we can produce. The new destroyer escorts, now coming from our shipyards and beginning their service with the fleet, are very effective anti-submarine vessels. Their purpose is serious, and its successful accomplishment is vital.

It is the duty of the officers and men to exploit to the full the many improvements in equipment, devices and weapons which have been incorporated in these ships, and to lose no opportunity to perfect their application to the task in hand. I am confident that this duty will be carried out by the ship's company of the *Skeena* with enthusiasm and increasing effectiveness.

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



HMCS Skeena during sea trials.

A CANADIAN ACHIEVEMENT

HMCS *Skeena* is the fifth of the new Canadian-designed destroyer escorts to join the fleet and the first to be commissioned on the West Coast.

Laid down at Burrard Dry Dock Company, Limited, North Vancouver, B.C., on June 1, 1951, she was launched on August 19, 1952. Her sponsor was Mrs. Clarence Wallace, wife of Colonel The Honourable Clarence Wallace, CBE, president of the company and, at that time, Lieutenant-Governor of British Columbia.

The ship's peacetime complement is 12 officers and 198 men. She has an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.25 feet. Her displacement is 2,800 tons. Her twin screws are powered by geared steam turbines. She has a speed of more than 25 knots and a high degree of manoeuvrability is provided by twin rudders.

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

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

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

CONSTRUCTION

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

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

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

WEAPONS

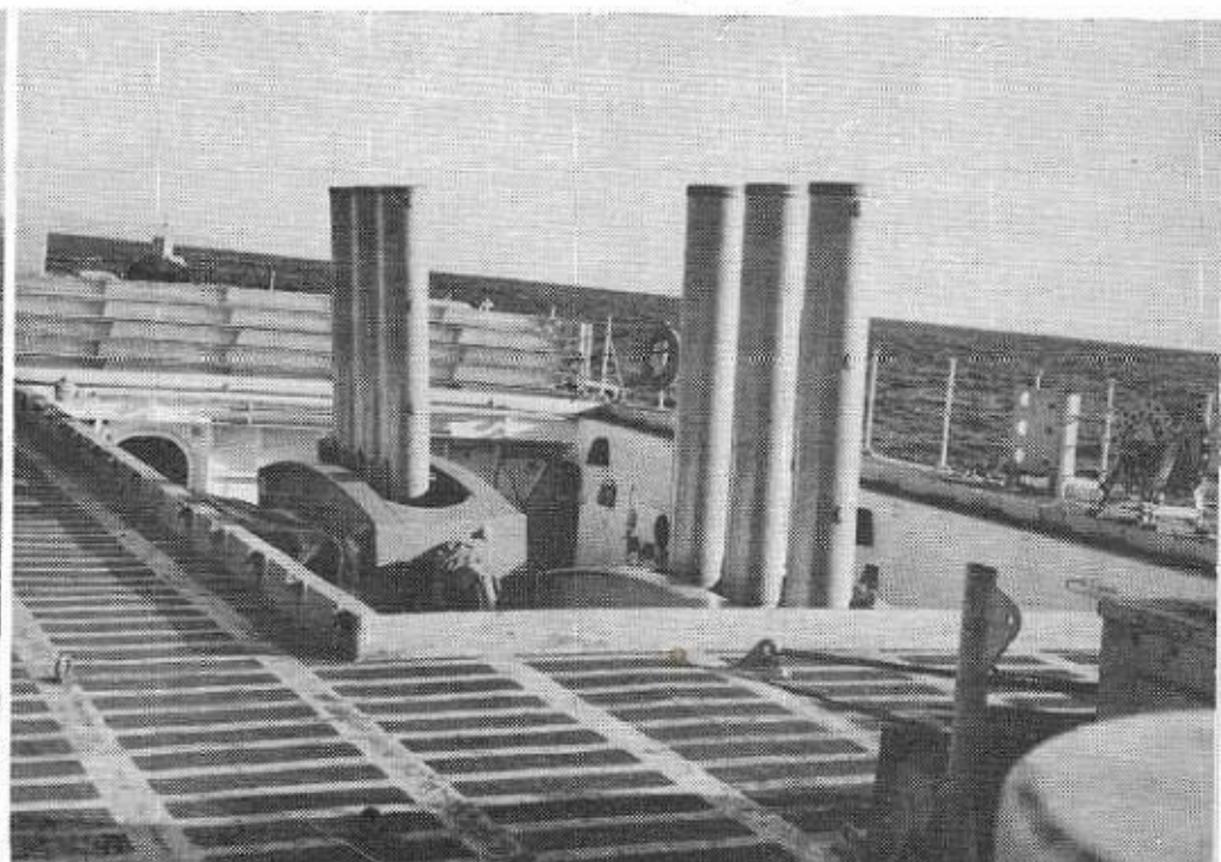
Anti-submarine weapons are the principal armament. They include two mortar mountings, each capable of firing three high explosive projectiles simultaneously and with great accuracy in any direction.

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

Other weapons include two twin 3-inch 50 calibre radar-controlled guns, each with an extremely high rate of fire. Primarily anti-aircraft weapons, they can nevertheless 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.

Modern gun armament is carried in addition to anti-submarine weapons. This 3-inch 50 calibre gun is used primarily for anti-aircraft defence.

Anti-submarine weapons are the *Skeena's* principal armament. These two mortar mountings are each capable of firing three high-explosive projectiles simultaneously in any direction.



PROPULSION MACHINERY

The motive power of the ship is provided by two main turbines and two cruising turbines geared down to 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. The gearing, in the *Skeena's* case, is Swiss-made.

Auxiliary machinery is powered either by turbines, electricity or diesels.

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

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

ELECTRICAL EQUIPMENT

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

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

She has five generators capable of producing 1,400 kilowatts, and capable of servicing a city of 10,000. About 330 motors and motor generators provide the motive force for a wide variety of equipment. The ship's main electric power is alternating current.

ELECTRONICS

The *Skeena* 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 centre is equipped with teletype, and a cryptographic room with coding devices.

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

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 28 positions throughout the ship.



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



Commander (L) J. B. Wadsworth, MBE, CD, RCN, Assistant Principal Naval Overseer, West Coast, and Resident Naval Overseer, Vancouver.



Captain (E) C. I. Hinchcliffe, OBE, CD, RCN (Ret'd), former Principal Naval Overseer, West Coast.

THE NAVAL OVERSEERS

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

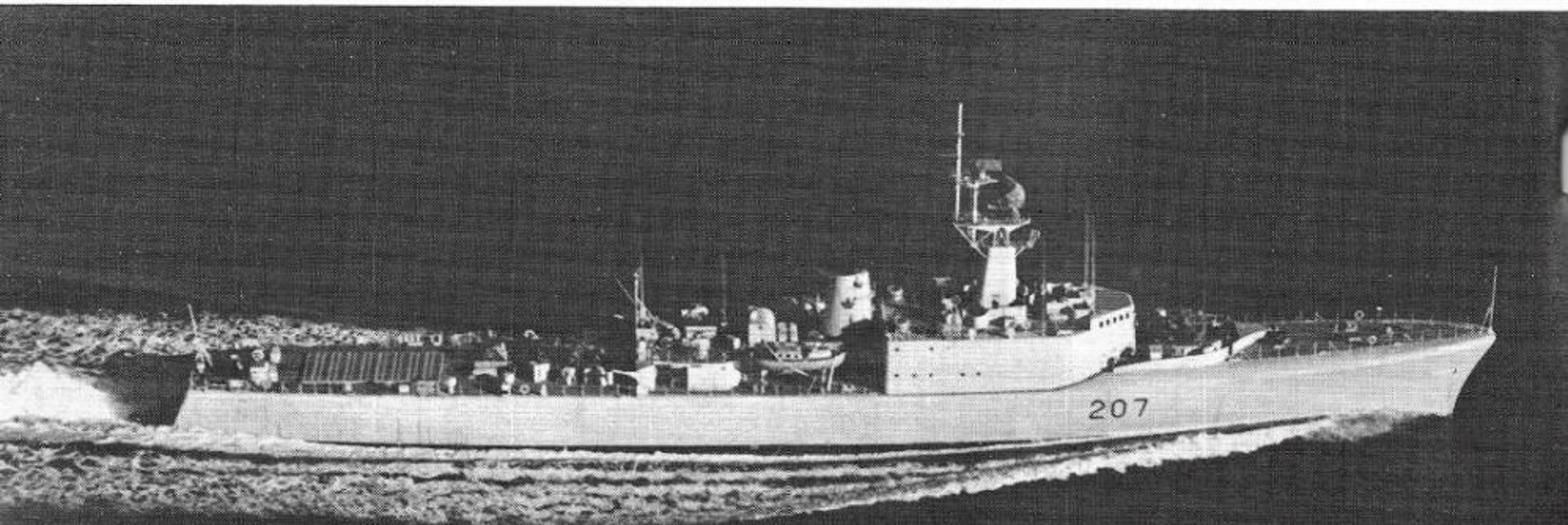
Throughout the greater portion of the time the *Skeena* was building, the Principal Naval Overseer, West Coast, was Captain (E) C. I. Hinchcliffe, OBE, CD, RCN, who went on retirement leave late in 1956. He was succeeded by Captain (E) Erik Revfem, CD, RCN.

Commander (L) J. B. Wadsworth, MBE, CD, RCN, the Resident Naval Overseer, Vancouver, and Assistant Principal Naval Overseer, West Coast, took up his appointment in February, 1955. His predecessor was Commander (E) S. A. Miller, CD, RCN, who is now the Manager Engineering Department, HMC Dockyard, Esquimalt.

Members of the Principal Naval Overseer's staff are: Lieut.-Commander (E) T. B. Robinson, CD, RCN; Lieut. (L) J. A. Wilson, CD, RCN; Constructor Lieut. R. J. Pitcher, CD, RCN; Constructor Lieut. F. M. Connor, RCN, and Lieut. (S) R. A. B. Fee, CD, RCN.

Other members of the Resident Naval Overseer's staff are: Lieut. Commander (E) H. M. Rosser, CD, RCN, engineering overseer; Constructor Lieut. Commander A. D. Carson, CD, RCN; constructor overseer, and Lieut. Commander (L) N. R. Banfield, CD, RCN, electrical overseer.

HMCS *Skeena*, first of her kind to be built on the West Coast.





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



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



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



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

THE BUILDERS

Burrard Dry Dock Company Limited has a long and proud record of service in the ship-building and ship-repairing industry, a field which has been closely connected with the tremendous expansion of western Canada during the past 50 years.

Founded in 1895 by the late Mr. Alfred Wallace, the plant was established on the present site in North Vancouver in 1902.

At the death of the founder in 1929, his son, The Honourable Clarence Wallace, became president. Under his direction the company carried out a vital part in the 1939-45 wartime ship construction and conversion activity, with efficiency and success.

During that period, Burrard's became firmly associated with naval construction through the conversion of passenger vessels to armed cruisers, the conversion of 19 United States aircraft carriers to British Admiralty standards, and in the building of four corvettes and six minesweepers for the Royal Canadian Navy.

Following the war, Burrard Dry Dock Company was called upon to construct first a gate vessel, and then three destroyer escorts, of which HMCS *Skeena* is the first to go into commission.

The completion and commissioning of the *Skeena* is a worthy example of the close and efficient co-operation between the builder and the naval authorities.

Burrard Dry Dock Company is very proud of the part it has played, and stands ready to be of further assistance when called upon.

An aerial view of Burrard Dry Dock Co., Ltd., North Vancouver, B.C.





THE SHIP'S BADGE

THE BADGE of HMCS *Skeena* is symbolic of the river after which the ship is named. The word "Skeena" is said to have been derived from the Indian words "iksh shean (or shyen)" meaning "out of the clouds".*

The source of the river Skeena, like that of many rivers of the British Columbia coast, is far inland among mountains whose tops are shrouded in cloud and mist. It is therefore natural that the Skeena should be known as the river "out of the clouds".

The ship's badge thus consists of a base suggesting clouds. From this there leaps a fine salmon. The latter has been included in the badge in honour of the first HMCS *Skeena*, which adopted the salmon as an unofficial badge during the Second World War. Heraldic art thus continues to play its part today, as in the past, in maintaining tradition. The heraldic description of the badge is as follows:

"Azure, out of a base invected argent,
a salmon sinisterwise proper."

The ship's colours are white and blue.

*Fifteenth Report of the Geographic Board of Canada, 1917.



AN HISTORIC NAME

THE RIVER after which HMCS *Skeena* is named rises in the northern interior of British Columbia and flows southwest to empty into the Pacific Ocean below Prince Rupert.

Its history is closely interwoven with that of the Tsimshian Indians—"the people of the Skeena River".

The land of the Tsimshian lies along the lower course of the river and to its immediate north, but there is evidence to suggest that these people originally lived inland and moved down-river in comparatively recent times, displacing the Tlingit tribe.*

They are particularly noted for their ceremonial and social institutions and for the beauty of their carvings. These are equalled, if at all, only by those of the neighbouring Haida with whom the Tsimshian occupy the centre of a remarkable area of Indian culture on the North Pacific coast.

Their first contact with the white man was on the arrival of English and American explorers and traders during the latter part of the 18th century. By 1835, the Hudson's Bay Company had established two trading posts in Tsimshian country which was later to be overrun by miners and prospectors whose numbers reached a peak during the great Klondike gold rush at the turn of the century.

That final mark of the arrival of the white man's civilization—the railway—made its appearance shortly after with the extension of the Grand Trunk (now Canadian National) Railway to Prince Rupert in 1914.

*"The Indians of North America," written by John R. Swanton and published by the American Bureau of Ethnology.

FORMER COMMANDING OFFICERS

Of the 12 officers who commanded the first *Skeena* at one time or another, six rose to flag rank.

They were:

Rear-Admiral V. G. Brodeur, CB, CBE, RCN, who, in the rank of Commander commanded the ship from June 10, 1931, to May 24, 1932, and again from March 25, 1937, to April 22, 1938, and was her first Commanding Officer. He was later Commanding Officer Pacific Coast from September, 1943, until his retirement in August, 1946. His father was a former Minister of Marine and Fisheries, and introduced the bill in the House of Commons which created the Royal Canadian Navy in 1910.

Vice-Admiral G. C. Jones, CB, RCN, who died on February 8, 1946, while holding the appointment of Chief of the Naval Staff. He commanded the ship from May 25, 1932, to May 14, 1934, when he was a Commander.

Vice-Admiral H. E. Reid, CB, RCN, who commanded the ship from January 8, 1936, to March 24, 1937, also in the rank of Commander. He became Chief of the Naval Staff in February, 1946, and retired in September, 1947.

Vice-Admiral H. T. W. Grant, CBE, DSO, CD, RCN, who was the *Skeena's* first wartime Commanding Officer. He commanded the ship with the rank of Commander from April 23, 1938, to November 30, 1939. Later he was Chief of the Naval Staff from September, 1947, to December, 1951, at which time he retired after 37 years' service.

Rear-Admiral H. S. Rayner, DSC, and Bar, CD, RCN, the present Chief of Naval Personnel, who was the second wartime Commanding Officer, commanding the ship with the rank of Lieutenant from March 10, 1940, to April 1, 1940.

Rear-Admiral J. C. Hibbard, DSC and Bar, CD, RCN, who was Flag Officer Pacific Coast from March, 1953, until his retirement in July, 1955. He assumed command of the ship on April 2, 1940, and remained with her to December 10, 1941. At that time he held the rank of Lieutenant Commander, and was also senior officer of the escort group which fought the famous three-day battle mentioned elsewhere in this booklet.

Other commanding officers were:

Cdr. J. E. W. Oland (May 15, 1934, to January 7, 1936). Retired as Captain J. E. W. Oland, DSC, RCN, in October, 1944.

Lieut.-Cdr. (now Commodore) E. P. Tisdall (December 1, 1939, to March 9, 1940).

Cdr. H. Kingsley (December 11, 1941, to May 19, 1942). Promoted to Captain on retirement in November, 1950.

Lieut.-Cdr. (now Commodore) K. L. Dyer (May 20, 1942, to February 28, 1943).

Lieut.-Cdr. E. E. G. Boak (March 1, 1943, to November 20, 1943), who retired with the rank of Commander, November, 1951.

Lieut.-Cdr. (now Captain) P. F. X. Russell (November 21, 1943, to October 25, 1944).



COMMANDER J. P. T. DAWSON,
CD, RCN,
Commanding Officer

THE SHIP'S COMPANY

OFFICERS

Lieut. Commander E. G. T. Fisher, RCN.....	Executive Officer
Lieut. (E) J. G. Renfrew, CD, RCN.....	Engineer Officer
Lieut. Commander (L) R. D. Wilson, RCN.....	Electrical Officer
Lieut. Commander (S) C. J. Bicknell, CD, RCN.....	Supply Officer
Lieut. R. A. Evans, RCN.....	Gunnery Officer
Lieut. M. A. Martin, RCN.....	Torpedo Anti-Submarine Officer
Lieut. G. D. Pearce, RCN.....	Communications Officer
Ordnance Lieut. N. T. Malcolm, RCN.....	Ordnance Officer
Lieut. J. I. B. Donald, RCN.....	Direction Officer
Lieut. W. A. Nelles, RCN.....	ABC Officer and Asst. Gunnery Officer
Lieut. G. B. Stanford, RCN.....	Navigation Officer
Sub-Lieut. R. T. Wilson, RCN.....	Correspondence Officer and Gunnery Direction Officer (Visual)

MEN

SEAMAN BRANCH

C1QI4	John Lawrence ✓	LSTD2	John Grant ✓	ABTD1	Edward Mandin
C2GI4	Francis Roach ✓	LSTD2	Gordon Morgan	ABTD1	Roger Mowat
C2TI4	John Cariou ✓	LSTD2	William Mackie	ABTD1	Kenneth Lane
C2QR3	Thomas Moorcroft ✓	LSTD2	Robert Gibson	LSRP2	Eldon Davidge
P1PI4	Norman Hill ✓	LSTD2	Robert Gibson	LSRP2	William Forrester
P1TD3	William Roberts ✓	LSTD2	James Munro ✓	ABRP1	Dennis Taylor
P1AA3	James Tyre	LSTD2	George Downey	ABRP1	Roy Kurze
P1RP3	John Fairhurst ✓	LSTD2	Stanley Spencer	ABRP1	John Anderson
P2QM3	Bruce Hewitt	LSTD2	Donald Hall	ABRP1	Raymond Jack
P2TD3	John Neff ✓	LSTD2	Edward Ross	ABRP1	Robert Nelson
P2TD3	Brian Hunt ✓	LSTD2	Edwin Mann	ABRP1	Robert Carleton
P2RP3	George Robillard ✓	LSTD2	Raymond Marginet ✓	ABRP1	Donald Lavalley
P2RP2	Alexander McLean	LSTD2	Gerald Rutherford	ABRP1	Dennis Shaw
P2RC2	Joseph O'Brien	LSTD2	Kenneth Stranberg ✓	LSRC2	Derrick Jackson
LSTD2	Robert Vilness	LSTD2	Donald Michaud	ABRC1	Ernest Maddams
		LSTD2	Robert Chambers	ABRC1	Ronald Cairns
		LSTD2	Edward Blake		

ABQR1 John Hayes
ABQR1 Keith Hood
ABQR1 Laurie Benson ✓
LSAA2 Ronald Dahl
ABAA1 Donald Moriarty
ABAA1 Thomas Sanderson
ABAA1 Joe Penner

ABAA1 Basil Storoschuk
ABAA1 Thomas Spence
LSQM2 Lloyd Downs
LSQM2 Lloyd Ferguson
LSQM2 Frank Sailor ✓
LSQM2 Joseph Garand
LSQM2 Ross Gooderham

ABQM1 Holger Juliusson
ABQM1 John Arklie
ABQM1 Bruce Beam
ABQM1 Robert Clausen
ABQM1 James Thomson
ABQM1 Wayne Weller
ABQM1 Gene Jones

COMMUNICATION BRANCH

VISUAL

C2VI4 Alexander R. Heys
LSCV2 Norman Clarkson
LSCV1 Randolph Thompson
ABCV1 Ronald Breiland

ABCV1 Donald Hulme
ABCV1 Robert Hutton
OSCV1 Ralph Lloyd

P2CR2 John Bewley
LSCR John Pencer
ABCR1 William Armstrong
ABCR1 Alfred Morrill
ABCR1 Donald Woolford
ABCR1 Ronald Golbeck

RADIO

C2CR3 Lawrence E. Beatty ✓

ENGINE ROOM BRANCH

C1ER4 Frederick Ewald
C2ER4 Roderick MacPherson ✓
C2ER4 Charles Keen
P1ER4 Joseph Ward
P1ER4 Donald Bath ✓
P2ER3 William Barker
P2ER3 Russel MacKay ✓
P2ER3 Richard S. Bagley
P2ER3 Orville White
C2EM4 William Hutchings ✓
C2EM4 William Grondin ✓
C2EM4 Beaulieu Bonneau ✓

P1EM4 George Noble ✓
P1EM4 Robert Gordon ✓
P1EM4 Roy Mitchell
P1EM4 Sidney Dobell ✓
P1EM4 William Lynch ✓
P2EM2 William Buchan
P2EM2 William Lloyd ✓
P2EM2 Frank Davis ✓
P2EM2 Leland Black
LSEM1 Rene Rougeau
LSEM1 Kenneth Cunningham
LSEM1 Robert Hunt
LSEM1 John Morgan

LSEM2 Lloyd Eisler
LSEM2 Ronald Blake
LSEM2 Stanley Florchyk ✓
ABEM1 James Anderson
ABEM1 Thomas Billard
OSEM1 Harvey Tigar
OSEM1 Lenard McQueen ✓
OSEMS James Reynolds
OSEMS Larry Bartch
OSEMS Wayne Chaboyer
OSEMS David Christie
OSEMS Michael Neeland
OSEMS John Nelson

ELECTRICAL BRANCH

C1ET4 Gerald W. Lister ✓
C2ET4 Kelly J. Nemeth ✓
C2ET4 John Doe ✓
P1ET4 Edward A. Chadwick ✓
P1ET4 Delmer Newhook ✓
P2ET4 Andrew B. Clement ✓
LSED3 Lloyd W. Adams
LSEF3 Eric C. Peterson ✓

C1RT4 Elwyn Perkins ✓
P1RT4 John H. Davison ✓
P2RT4 Donald Le Grand ✓
P2RW3 Edward J. Corder
LSRN3 Floyd F. Boettger
ABLM1 Max Engler

ABLM1 Robert A. Laplante
ABLM1 Douglas Murray
ABLM1 Robert F. Schulte
ABLM1 Alexander S. Ross
OSLMS Merle Wittkopf
OSLMS John W. Clark
OSLMS Paul A. Narum
OSLMS David V. Bowden

ORDNANCE BRANCH

C1OT4 Frank Blosser ✓
C2OT4 Richard Lower ✓

P1TA4 Lawrence Orton ✓
P1GA4 Edward Alexander
LSAM2 Frank Hicke ✓

ABAM2 Kenneth MacMaster
ABAM2 Lindsay McLaren

SUPPLY BRANCH

C2WR4 John P. Kennedy ✓
ABAW1 Marcus A. Bain
P1PW3 Robert J. Rogerson
C2ST4 Thomas M. Worthington ✓
P2NS3 Oliver C. Shaw
ABNS1 Kenneth C. Langston
ABNS1 Emerson R. Eckersley

P1VS3 Douglas D. Vail ✓
P2VS3 Robert J. Sears
ABVS1 Robert C. J. Marcus ✓
ABVS1 Larry D. Robinson ✓
C2CK4 William Ona ✓
P1CK3 Edward A. Morrison ✓
LSCK2 Douglas J. Angrove ✓
ABCK2 Donald Androwski ✓
ABCK1 Roland L. Cyr ✓

ABCK1 Leonard A. Wilson
ABCK1 Rene J. Chagnon
P1SW4 Robert G. Roberts
P1SW3 Watson C. Berry ✓
P2SW3 Charles K. Whillans
ABSW1 Donald J. Reekie
ABSW1 Bruce W. Hill
ABSW1 Alfred S. Carr
P1MA4 Germain Bouchard ✓