

THE
RE-COMMISSIONING
OF

H.M.C.S. Skeena

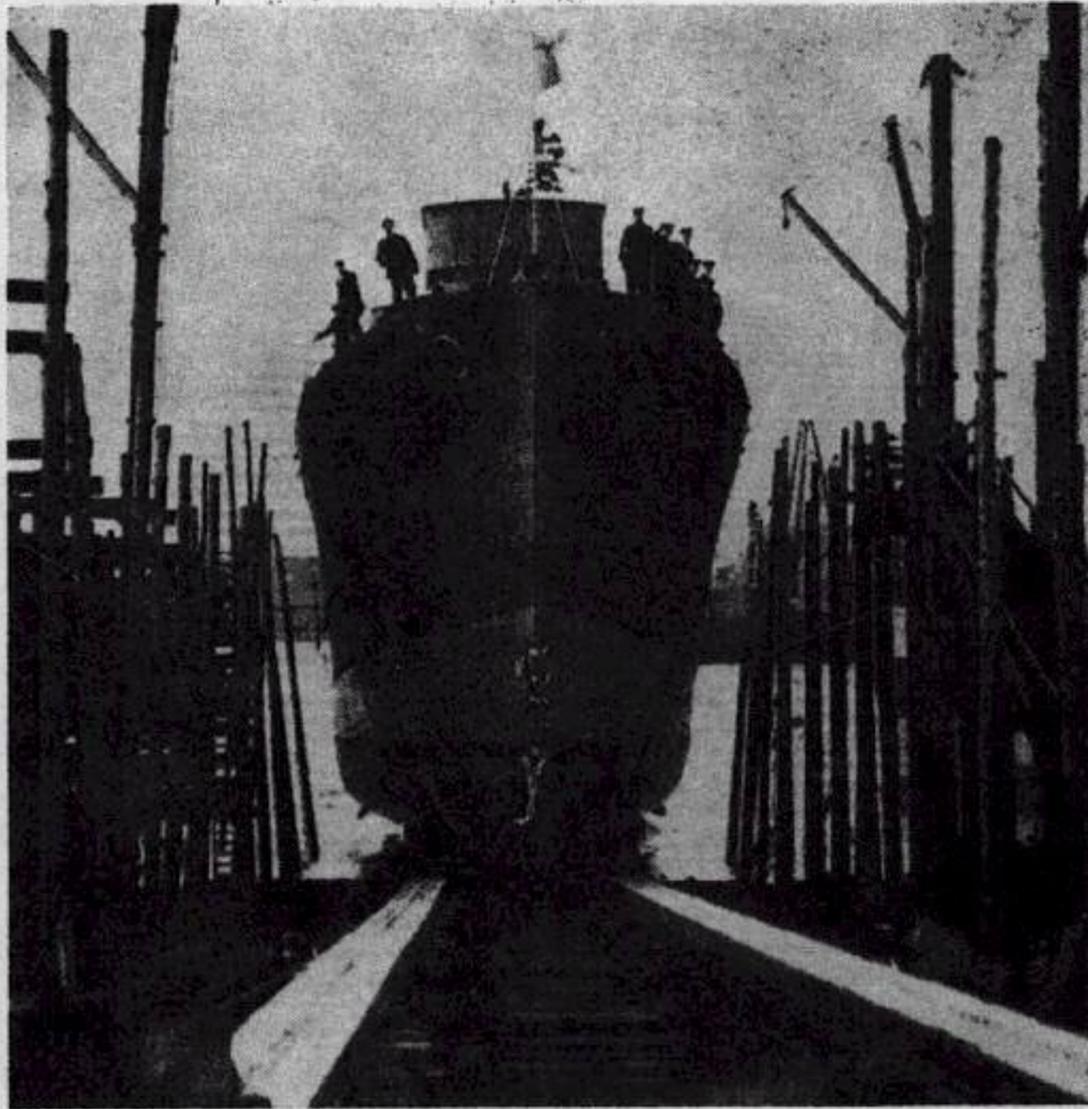


“Go Forth”

—————
1965/1964

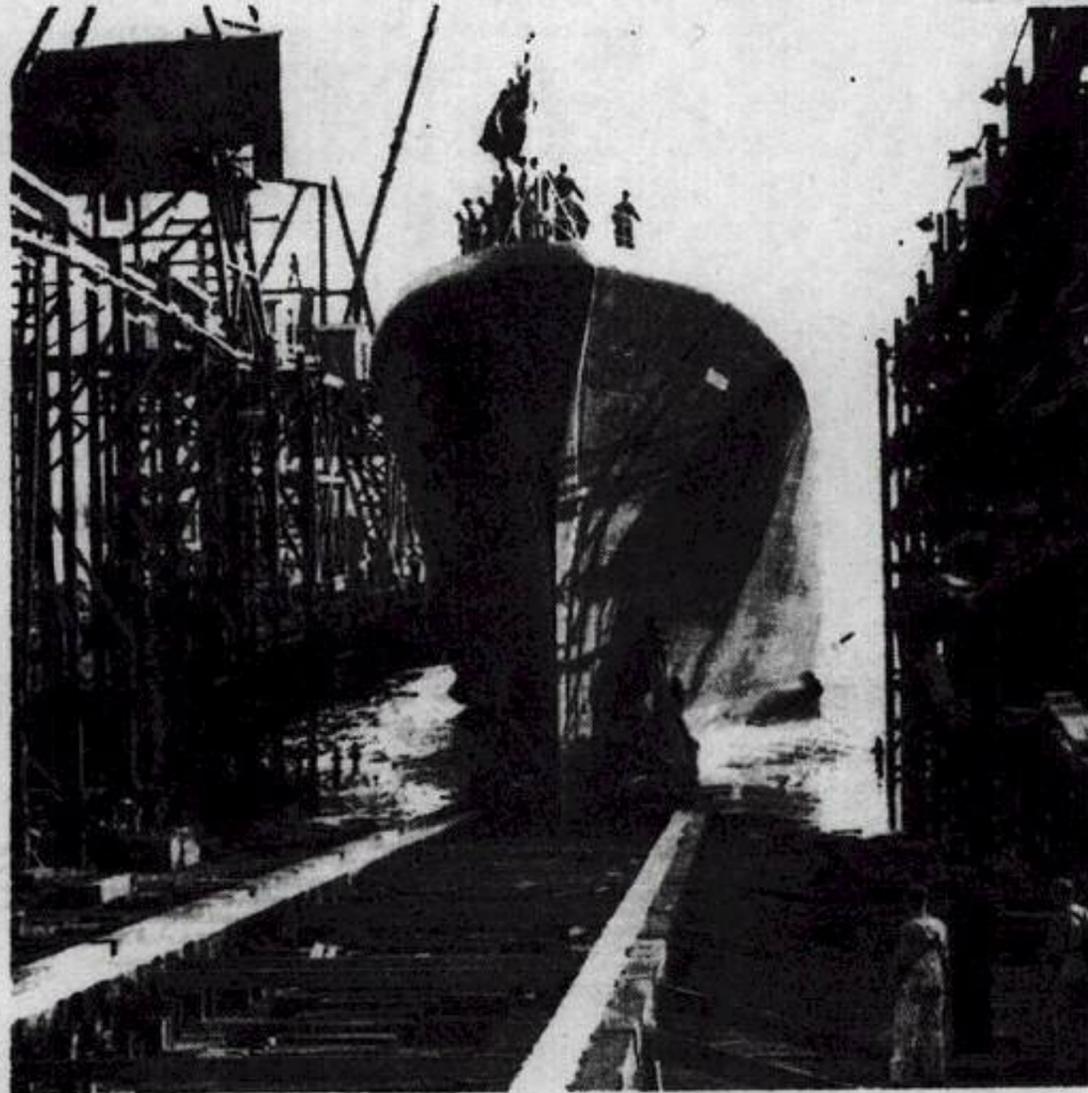
AT
DAVIE SHIPBUILDING LTD.
Lauzon, P.Q.

14 August, 1965



1930

Launching of the First HMCS Skeena



1952

Launching of the Second HMCS Skeena

THE RECOMMISSIONING OF HMCS SKEENA
1965



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.



SHIP'S MOTTO

"Go Forth," the motto of Her Majesty's Canadian Ship *Skeena*, is derived from "The Story of Temdee-mawks and the Bear", a legend concerning the totem of the Bear Clan of Kitsum Kalem Lake, to the north of the Skeena River.

The story tells of the capture of the Beautiful Temdee-mawks by a grizzly bear and of her liberation by her brothers. During the fight to free their sister, the brothers chanted a song which became a war song and paddling song for their family. It included the lines:

"The grizzly goes forth into the fast water.
Fierce as a lion, he is not frightened of his
pursuers in the war canoe."



Commander C.J. Mair, CD, RCN
Commanding Officer

The recommissioning of "SKEENA" is a significant day in our lives. It marks the culmination of the conversion and refit of the ship by Davie Shipbuilding Limited, carried out with a remarkable spirit of efficiency and harmonious cooperation. We are starting a new commission with an important and up to date addition to the Atlantic Fleet.

"SKEENA" inherits both a proud name and tradition of service from her predecessor. Our task is a challenging and rewarding one. We will take our ship from the builders and "go forth" together as a hardworking and outstanding ship's company.

A handwritten signature in dark ink, appearing to read "C.J. Mair". The signature is written in a cursive style with a long horizontal stroke at the end.

C.J. MAIR
Commander RCN
Commanding Officer

"SKEENA" PROGRAM AT DAVIESHIP

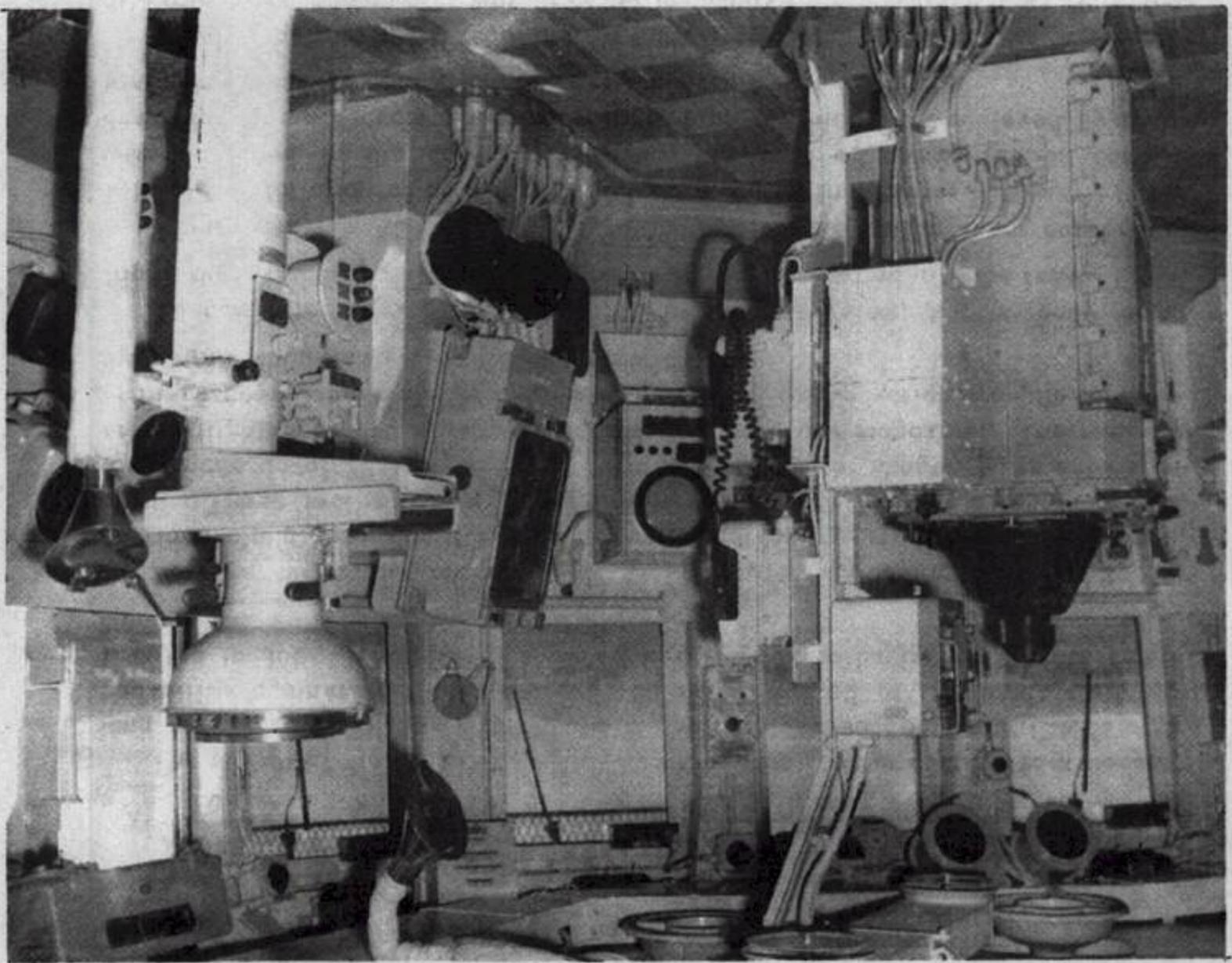
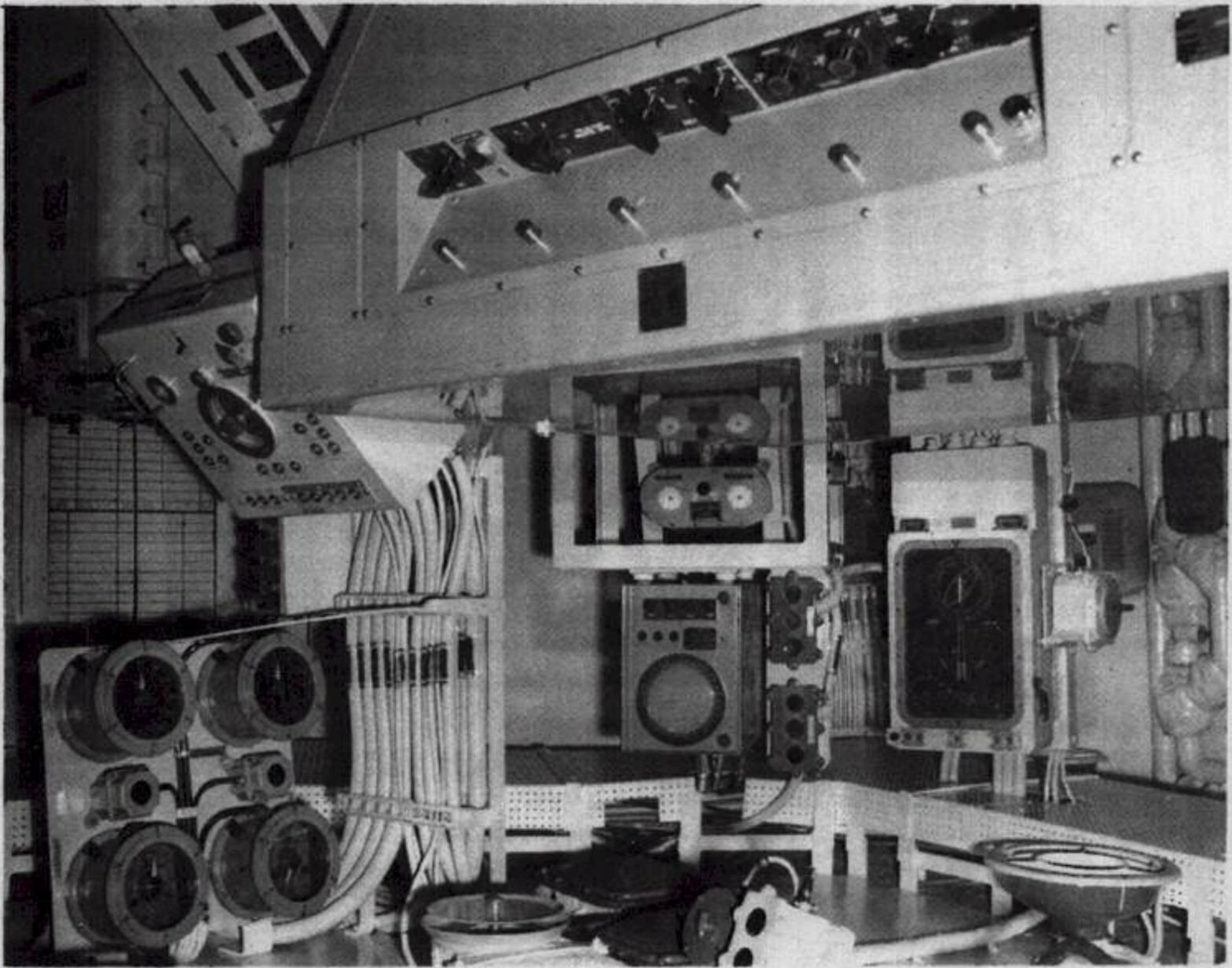
The advent of the all weather Anti-Submarine Helicopter coupled to a modern long endurance Destroyer Escort, has considerably enhanced the R.C.N.'s A/S capability against fast submarines. SKEENA arrived at Davieship Building Limited in July, 1964, from Esquimalt and Halifax to begin her thirteen month conversion.

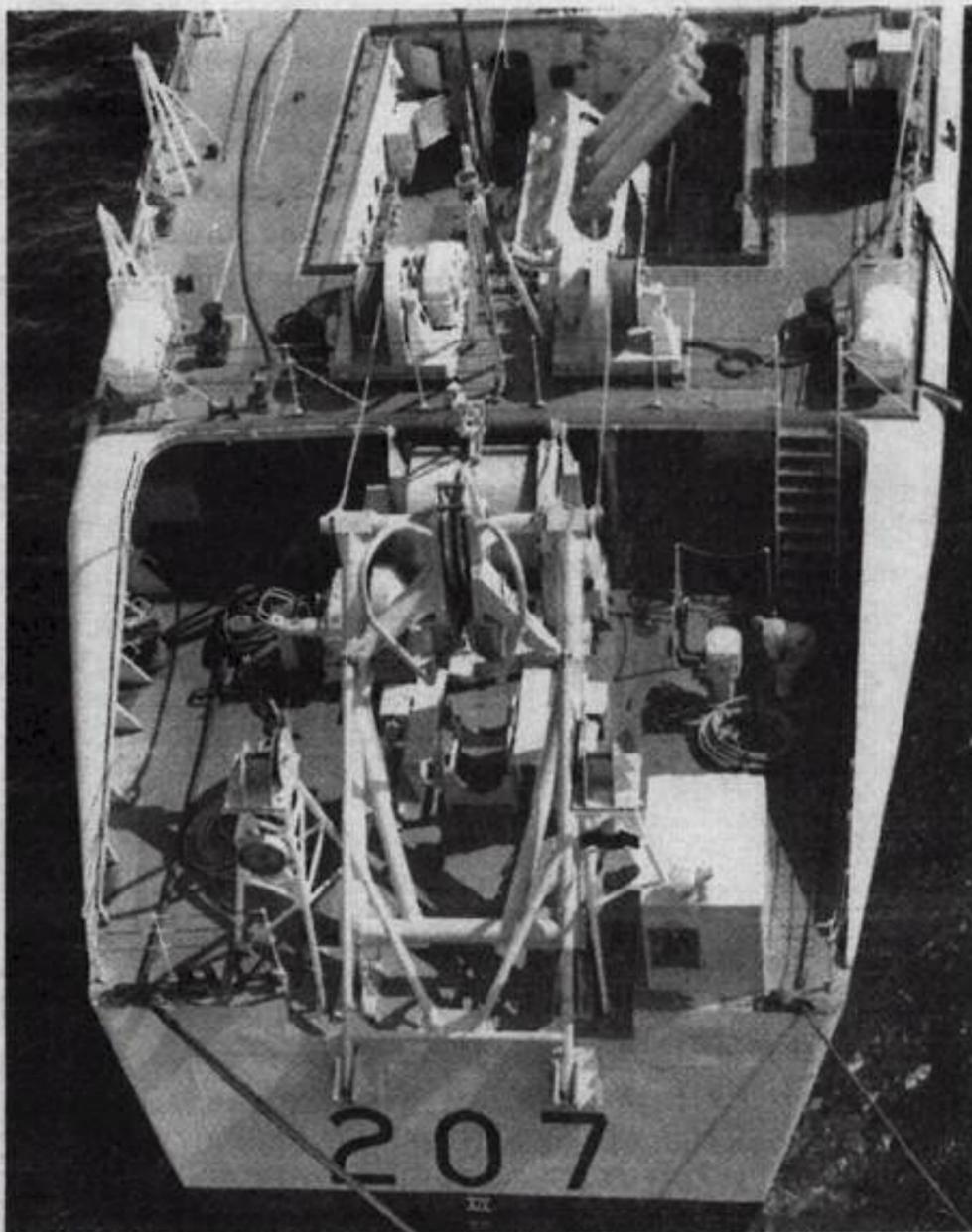
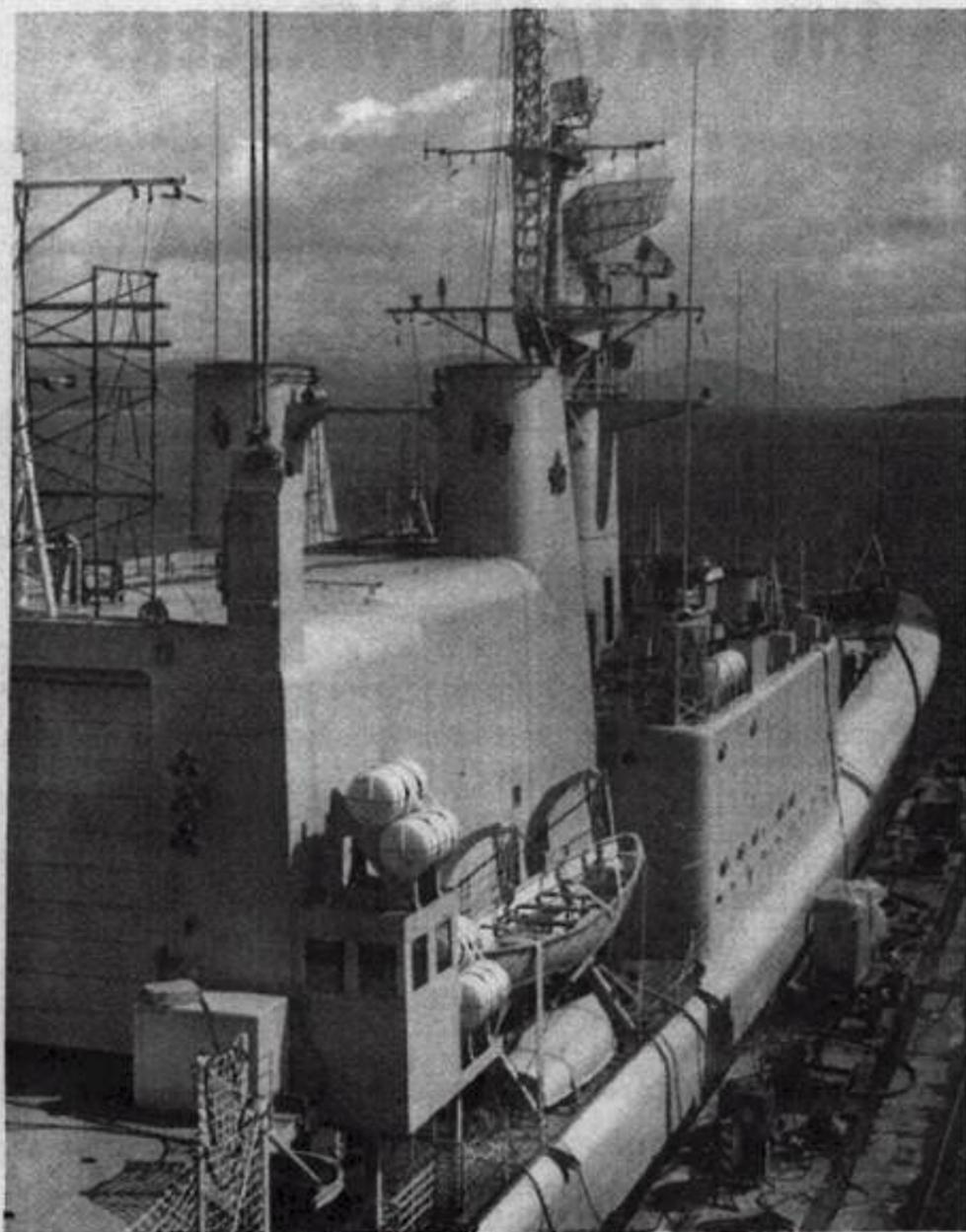
For the successful operation of the helicopter, a landing deck had to be provided along with a suitable hangar for maintenance and stowage of the aircraft. These facilities, for a large ASW helicopter, required a length of 133 feet, made up of 79 feet of flight deck and 54 feet of hangar. The extension of the flight deck aft replaced the 3"50 mounting and magazine. The removal of these considerable weights allowed the fitting of the variable depth sonar to the stern without disturbing the change of trim.

To complete the helicopter program, a fuelling system, pilot's ready room, flight deck lighting and a workshop spare were incorporated into the refit.

Along with the ASW facility, plans to improve the ship's sonar capability with the installation of an AN/SQS 503 set mounted in a larger hull outfit (C2), were included in the contract. Modern concepts of communication control demanded a single communications control room which was achieved by combining the message centre, crypto room, and radio rooms 1 and 3.

Finally, because of a reduction in complement and the extensive structural alterations, an opportunity was afforded to improve the habitability by relieving the existing cramped conditions with the addition of a recreational space and increasing the capacity of the air conditioning system.





THE NAVAL OVERSEERS



CDR K.W. SALMON, CD, RCN



LCDR. J.D. NEWTON, CD, RCN, AMI MECH E

CDR K.W. SALMON, CD, RCN

Throughout the re-conversion and refit of HMCS Skeena, it has been the responsibility of the principal Naval overseer, Quebec and his staff to ensure by inspection and trials that everything in the ship met the requirements specified by the Navy.

While Skeena was being re-converted at Davies Shipbuilding Ltd., Lauzon, P.Q., the PNO, Quebec was Commander K.W. Salmon, CD, RCN, BSC, EE.

Commander Salmon came into the service directly from University. He joined the RCNVR in 1941 and served throughout the war. In 1951, he joined the RCN. He served as Executive Officer Cape Breton in 1957, Assistant PNO Montreal in 1961 and Principal Naval Overseer in August 1963. In July 1965 CDR Salmon was appointed Officer-in-Charge Engineering Division, HMCS Stadacona.

LCDR. J.D. NEWTON, CD, RCN, AMI MECH E

Lieutenant Commander Newton joined the service as a Naval Cadet at the Royal Naval College in 1941 and subsequently graduated from the Royal Naval Engineering College in marine and aeronautical engineering and from the Royal Canadian Air Force Staff College. He has held various appointments at sea and on shore and was appointed Assistant Principal Naval Overseer, Quebec in August 1964 and Principal Naval Overseer in July 1965.

THE BUILDERS



T.R. McLAGAN
Chairman of the Board



R. LOWERY
President



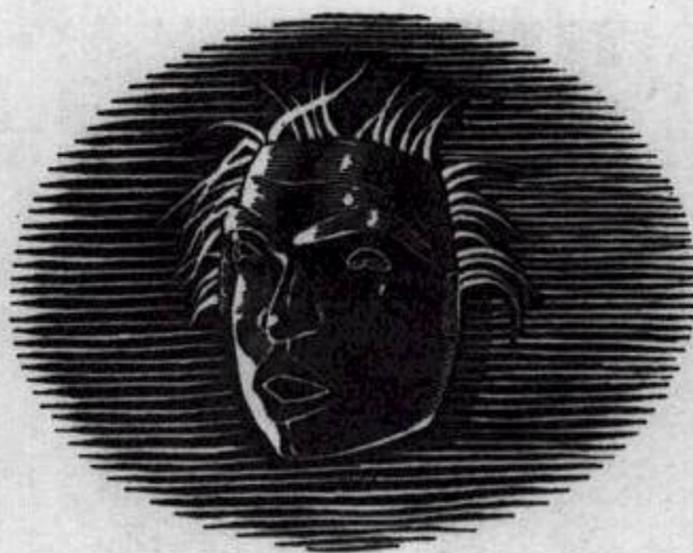
T. VELIOTIS
General Manager

The re-commissioning of HMCS SKEENA as a DDH, the first to be converted on the East Coast, is a fine indication of workmanship and co-operation so characteristic of Davie Shipbuilding Limited over the past century.

Founded in 1811 and established on its present site in 1882, "Davieship" is proud of its long association with the Royal Canadian Navy. A large variety of naval vessels have been built and refitted, particularly during the last war. Included in this impressive list are the new additions to the Fleet "GATINEAU" and "QU'APPELLE" together with the fleet replenishment ship "PROVIDER".

In addition to building for the Royal Canadian Navy, "Davieship" leads Canada in the building of ships for Canada's commercial fleets. "Davieship" has produced giant 42,000 ton deadweight tankers, the largest ships ever built in Canada, and is a leader in the construction of icebreakers for Canada's Department of Transport.





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".

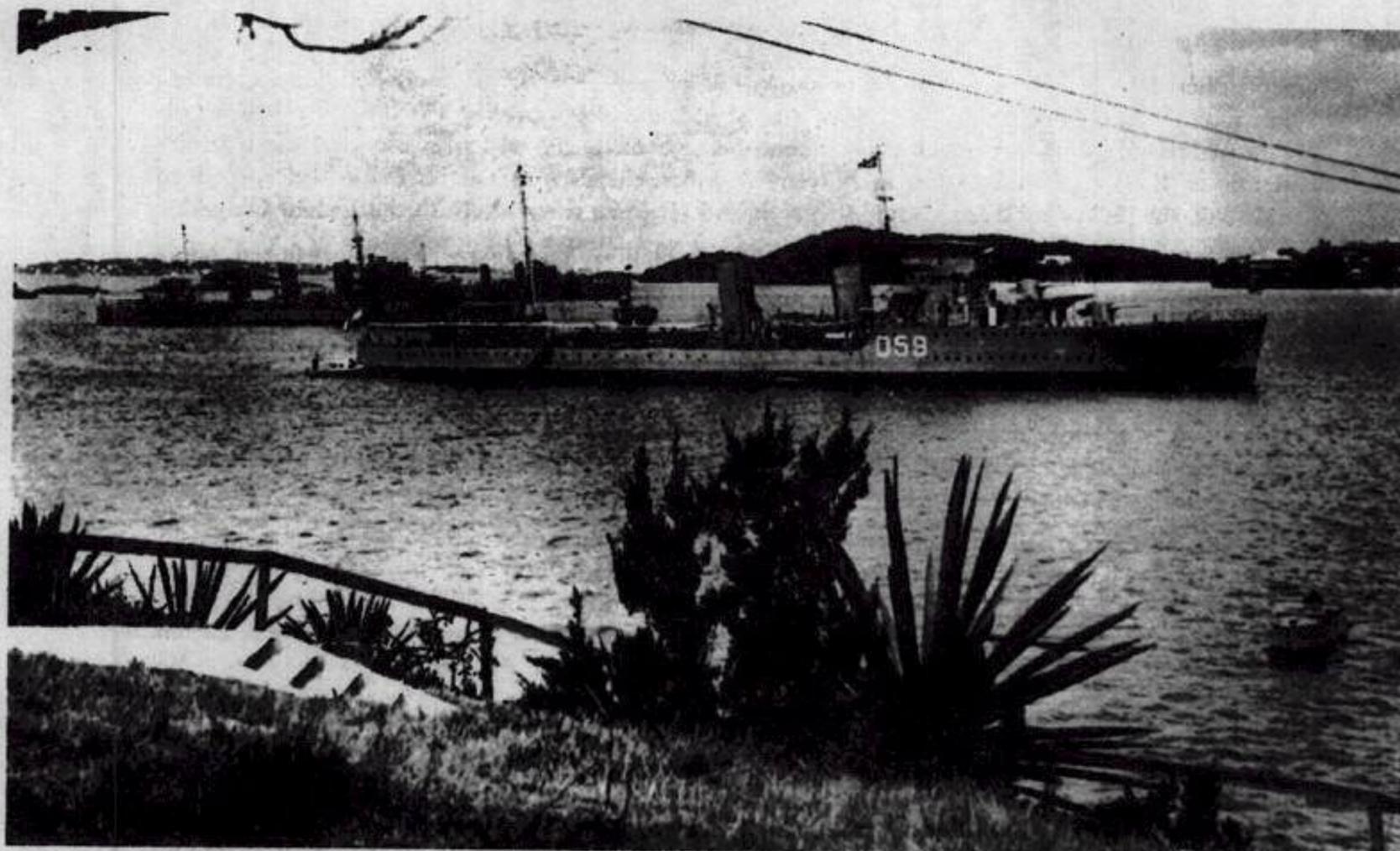
The land of the Tsimshian lies along the lower course of the river and to its immediate north, but there is evidence to suggest that these people originally lived inland and moved down-river in comparatively recent times, displacing the Tlingit tribe.*

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.



Today's destroyer escorts proudly bear the names of former destroyers of the Royal Canadian Navy. Here, anchored in Hamilton, Bermuda, in 1937, are three destroyers which subsequently left heroic wartime records to their successors. In foreground is HMCS Skeena, with HMC Ships Saguenay and St. Laurent.

THE HERITAGE

The first ship of her name to enter service in the Royal Canadian Navy, HMCS *Skeena* was commissioned at Portsmouth, England, on June 10, 1931, as one of the first two destroyers ever built specifically for Canada. Sailing from the United Kingdom June 23 in company with her sistership, HMCS *Saguenay*, the *Skeena* called first at Halifax before proceeding alone to Esquimalt, B.C., where she arrived August 7.

For the next eight years, she served Canada's small peacetime navy as a training ship. The usual round of training cruises, local patrols and goodwill tours completed her activities which were highlighted in the spring of 1937 by her participation in the Spithead review for the coronation of His Majesty King George VI.

On September 3, 1939, when Great Britain formally declared war the *Skeena* was at Halifax. The following day she sailed for Bermuda with the Royal Navy's Commander-in-Chief, America and West Indies Station, on board. Back at Halifax on September 11, the day after Canada declared war, she took her place in the Halifax Force whose six destroyers were busy around the clock doing their part in establishing the port of Halifax as a major convoy terminal.

Throughout the winter and spring of 1940, the Halifax Force carried the burden of local escort for North Atlantic convoys. On May 24, 1940, the *Skeena*, *St. Laurent* and *Restigouche* were despatched overseas from Halifax to aid in the defence of Britain against threatened invasion. The *Fraser*, steaming to Bermuda, was ordered to alter course for England.

The *Skeena's* duties through that summer and fall consisted of a variety of missions including anti-submarine sweeps in coastal waters, routine escort patrols and the rescue of survivors from the torpedoed merchant vessels. In this latter activity particularly she distinguished herself. On July 10, she picked up 64 seamen from SS *Manipur*, torpedoed north of Scotland. On

September 2, when SS *Thornlea* went down, 20 of her crew were rescued by the Canadian destroyer. The following month, when the armed merchant cruiser *Cheshire* was torpedoed west of Ireland, the *Skeena* took 220 officers and men on board and then escorted the *Cheshire* in tow to Belfast. Further west, in November, when the Norwegian SS *Bruse* was torpedoed and sunk, she picked up six exhausted survivors and returned them safely to the United Kingdom.

In March, 1941, the *Skeena* went into refit at Halifax, joining the newly-organized Newfoundland Escort Force on completion.

Her first encounter with the German "wolf pack" menace came in September, 1941, while she was senior ship of a four-ship mid-ocean escort with a slow eastbound convoy of 64 merchantmen. From September 9 to 11, the convoy, labouring at five knots past the southern tip of Greenland, was badly mauled by a pack of 17 U-boats. Outnumbered four to one, the escorts made a valiant attempt to ward off the enemy but, in spite of their best efforts, 16 merchant vessels were torpedoed.

The *Skeena* carried out depth-charge attacks on a promising contact and she was officially credited with "U-boat probably damaged". HMCS Ships *Chambly* and *Moose Jaw*, engaged on anti-submarine exercises in the area, were ordered to reinforce the escort. They were to claim the RCN's first known U-boat kill when, on September 10, they sent *U-501* to the bottom. Next day, *U-207* was destroyed by HM Ships *Leamington* and *Veteran*.

However, these two successes were by reinforcements. The ordeal of the four-ship escort of the convoy was an example of the harrowing trials and difficulties faced by the sadly inadequate escort forces in the North Atlantic early in the war.

An official report refers to the incident as an "appalling tale of disaster". In the sense that one-quarter of the convoy was destroyed, that is what it was. Yet, it seems almost incredible that 48 merchantmen made port following a three-day battle during which a single destroyer and three corvettes were pitted against no fewer than 17 submarines.

After this large scale attack on the convoy, mid-ocean groups were temporarily increased to eight escorts for each convoy. Unfortunately, it was not possible to maintain groups at this strength owing to the severity of the North Atlantic weather during the winter of 1941-42. The *Skeena* herself suffered structural damage during January, 1942, while escorting a convoy. Forced to put back to St. John's for temporary repairs, she was hastening to rejoin her convoy on January 11 when she ran into a second gale which buckled frames, started leaks and ripped her depth charges loose so that 11 of them had to be jettisoned.

Later, she joined the Mid-Ocean Escort Force which was formed early in 1942 and absorbed the Newfoundland Escort Force. It was after joining this force that the *Skeena* and the *Wetaskiwin* (corvette) escorting a convoy on July 31, 1942, cooperated in destroying *U-588*.

The first HMCS *Skeena*.



Throughout most of the voyage, which began July 25, enemy submarine radio transmissions were intercepted indicating nearby enemy activity. By July 29, the German Submarine U-164 had sighted the convoy and was shadowing it while homing reinforcements to the scene. Next day, six submarines were in contact.

The successful attack of the two Canadian ships began on the morning of July 31. At 0636 a lookout in a merchant ship reported an object to the eastward. The *Skeena* gave chase and five minutes later a submarine dived. It was estimated the U-boat had been doing 22 knots at the time.

Single charges were dropped at the nearest and furthest "on" positions and a "diamond" search begun. At 0705, a firm asdic contact was obtained and was immediately classified as a submarine at 900 yards range. Several attacks were carried out and diesel oil came to the surface.

At 0800, the *Wetaskiwin* arrived and there began an almost perfect anti-submarine team's performance. Time and again, one or the other would hold contact while the other delivered a deliberate attack. The final attack was made at 1118 and large quantities of wreckage appeared on the surface. There were no survivors.

In March, 1943, the *Skeena* returned to the Western Approaches Command with three other Canadian destroyers and 15 corvettes. She continued on escort duty in the North Atlantic until the spring of 1944 when she was placed under the Commander-in-Chief, Plymouth, to take part in invasion operations.

Throughout the tense days of June, 1944, she sailed with Canadian Support Group EG-12, based on Plymouth. Engaged on anti-submarine patrols to protect cross-Channel shipping during the Neptune landings, EG-12 was also employed in covering the vitally important "build-up" convoys which continued throughout the summer. In this event, German submarines never made any whole-hearted attempt to crash the Allied anti-submarine screen.

During July, the *Skeena* and other ships of EG-12 took part in an action against a strong enemy surface force escorting U-boats between Brest and a point about 10 miles south of the Island of Ushant. Of three large "flak" ships encountered, two were sunk and one left abandoned and heavily on fire. The U-boats, once the attack began, dived and returned to Brest. The night's work was not without its Canadian casualties and in the *Skeena* alone three men were seriously wounded and 11 slightly wounded.

On August 12, the *Skeena* took part in a heated engagement in Audierne Bay with an enemy force believed to consist of three armed trawlers and two large vessels. The trawlers were destroyed and heavy damage was inflicted on one of the other enemy ships.

Unfortunately, the *Skeena* and *Qu'Appelle* (destroyer) were in collision toward the end of the action and were forced to withdraw.

Repaired in the United Kingdom, the *Skeena* returned to operations in September, but her life was nearing its end. Caught in the grip of a North Atlantic gale, she was driven ashore on the Icelandic island of Videy during the early hours of October 25, 1944, with a loss of 15 lives. The long, action-filled career of a veteran destroyer thus came to a close.

Behind her she left the battle honours:

Atlantic	1939-44
Normandy	1944
Biscay	1944

These are borne by her successor.

FORMER COMMANDING OFFICERS

Of the 12 officers who commanded the first *Skeena* at one time or another, eight 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, who was Chief of the Naval Staff in 1945, commanded SKEENA as a Commander, from May 25, 1932, to May 14, 1934.

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 war-time 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 E.P. Tisdall was SKEENA'S Captain from December 1, 1939 to March 9, 1940. He was Vice Chief of the Naval Staff at the time of his retirement in 1961.

Vice-Admiral H.S. Rayner, DSC and Bar, CD, RCN, who was the last Naval Officer to hold the appointment of Chief of the Naval Staff, was the second wartime Commanding Officer, as a 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.

Vice-Admiral K.L. Dyer, DSC, CD, RCN, the present Chief of Personnel at Canadian Forces Headquarters, commanded SKEENA as a Lieutenant-Commander from May 20, 1942 to February 28, 1943.

FORMER COMMANDING OFFICERS

(Continued)

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.

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

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 Commodore) P.F.X. Russell (November 21, 1943, to October 25, 1944).

Commanding Officers of the second Skeena from 1957 to 1964 were:

Commander (now Captain) J.P. Dawson

Commander (now Captain) W.M. Kidd

Commander (now Captain) A.L. Collier

Commander (now Captain) R.H. Leir

Commander M.A. Martin





1931



1957



1965

THE SHIP'S COMPANY

OFFICERS

Commander C.J. Mair, CD, RCN
Commanding Officer

Lieut. Commander C.G. McIntyre Executive Officer
Lieut. Commander J.A. Gruber Engineering Officer
Lieut. Commander T.H. Copeland Deck Officer
Lieut. R.D. Cruickshank Supply Officer
Lieut. F.W. Herrndorf Weapons Officer
Lieut. H.M.D. MacNeil Operations Officer
Lieut. P.T. Haydon Ass't Ops (Navigation)
Cmd. Officer F.J. Micallef C.B. Officer
Cmd. Officer D.G. Francis Ass't Engineering Officer
Sub-Lieut. J.N. Ray Ass't Weapons Officer (Gunnery)
Sub-Lieut. D.B. King Ass't Supply Officer
Sub-Lieut. T.C. Brooke Ass't Ops (Communications)
Sub-Lieut. S.W. Sales Operations Department

MEN

Chief Petty Officer J. Morgetroyd Coxswain

OPERATIONS DEPARTMENT

Chief Petty Officer	J. Puddifant	Able Seaman	D. Clark
Chief Petty Officer	L. Stewart	Able Seaman	U. Clavel
Petty Officer	D. Kostuk	Able Seaman	J. Currie
Petty Officer	B. King	Able Seaman	R. Daigle
Petty Officer	A. Thompson	Able Seaman	R. Falcon
Petty Officer	A. Low	Able Seaman	M. Greenland
Petty Officer	E. Malpage	Able Seaman	W. Hicks
Petty Officer	N. Bessem	Able Seaman	G. Hill
Petty Officer	W. Tait	Able Seaman	R. LeClair
Petty Officer	J. Young	Able Seaman	R. Milner
Leading Seaman	H. Flowers	Able Seaman	F. Murphy
Leading Seaman	E. Gorai	Able Seaman	P. O'Leary
Leading Seaman	F. Guadagnolo	Able Seaman	J. Richard
Leading Seaman	K. Morley	Able Seaman	J. Seward
Leading Seaman	K. Mccoll	Able Seaman	M. White
Leading Seaman A	A. Place	Ordinary Seaman	K. Bisson
Able Seaman	R. Carby	Ordinary Seaman	C. Blais
Able Seaman	R. Angus	Ordinary Seaman	J. Burnell
Able Seaman	F. Baker	Ordinary Seaman	H. Gardiner
Able Seaman	R. Begg	Ordinary Seaman	G. Martin
Able Seaman	P. Bertholot	Ordinary Seaman	L. MacKenzie
Able Seaman	A. Brant	Ordinary Seaman	L. Olsen
Able Seaman	C. Chisolm	Ordinary Seaman	J. Thompson
Able Seaman	D. Churnside		

WEAPONS DEPARTMENT

Chief Petty Officer C. Thorne
 Chief Petty Officer H. Fox
 Chief Petty Officer R. Faulkner
 Petty Officer R. Carpenter
 Petty Officer J. Chaterton
 Petty Officer J. Markey
 Petty Officer J. Haryett
 Petty Officer W. Hood
 Petty Officer S. Barkhouse
 Petty Officer W. Roper
 Petty Officer C. Murley
 Petty Officer S. Tulk

Leading Seaman W. Bramfield
 Leading Seaman E. LaPierre
 Leading Seaman J. Maskell
 Leading Seaman N. Pepper
 Leading Seaman R. Scrutton
 Leading Seaman G. Day
 Leading Seaman J. LeLievre
 Leading Seaman P. MacIntyre
 Leading Seaman J. Price
 Leading Seaman D. Sturgeon

Able Seaman J. Arbrogast
 Able Seaman G. Boisvert
 Able Seaman W. Bradley
 Able Seaman R. Dennis
 Able Seaman B. Draper
 Able Seaman B. Greer
 Able Seaman G. Lehesque

Able Seaman J. Mah
 Able Seaman P. Malton
 Able Seaman D. Mitchell
 Able Seaman H. Padley
 Able Seaman R. Reinhart
 Able Seaman E. Wade
 Able Seaman E. Bardeau
 Able Seaman R. Booth
 Able Seaman B. Brush
 Able Seaman D. Dooks
 Able Seaman K. Ellwanger
 Able Seaman J. Jessome
 Able Seaman B. Lunney
 Able Seaman F. Mallory
 Able Seaman P. Michie
 Able Seaman B. McNeil
 Able Seaman K. Parkin
 Able Seaman J. Straiton

Ordinary Seaman C. Bouchard
 Ordinary Seaman J. Hart
 Ordinary Seaman J. LeMieux
 Ordinary Seaman B. Pfeiffer
 Ordinary Seaman W. Thomson
 Ordinary Seaman L. West
 Ordinary Seaman B. Brown
 Ordinary Seaman W. Hetherington
 Ordinary Seaman A. Oleson
 Ordinary Seaman G. Picard
 Ordinary Seaman A. UpRight

ENGINEERING DEPARTMENT

Chief Petty Officer M. Chihrin
 Chief Petty Officer J. Pearson
 Chief Petty Officer F. Smith
 Chief Petty Officer G. Wakunick
 Chief Petty Officer G. Young
 Chief Petty Officer B. Mader
 Petty Officer S. Bellanger
 Petty Officer W. Hansen
 Petty Officer W. Hodgins
 Petty Officer B. McKone
 Petty Officer K. Power
 Petty Officer W. Shaffner
 Petty Officer V. Whittaker
 Petty Officer W. Wilmot
 Petty Officer R. Bruhn
 Petty Officer G. Jackson
 Petty Officer T. Ringer

Petty Officer J. Cavana
 Petty Officer F. Coady
 Petty Officer D. Gillis
 Leading Seaman W. Atwood
 Leading Seaman N. Field
 Leading Seaman J. Myers
 Leading Seaman R. Wainwright
 Leading Seaman L. Auclair
 Leading Seaman W. Lusty
 Leading Seaman R. Ross
 Able Seaman R. Baker
 Able Seaman F. Carter
 Able Seaman B. Duncan
 Able Seaman W. Garrett
 Able Seaman J. Holland
 Able Seaman G. Lait

Able Seaman	K. Buckingham
Able Seaman	J. Crawforth
Able Seaman	L. Gannon
Able Seaman	J. Godin
Able Seaman	R. Jobson
Able Seaman	D. Leavitt
Able Seaman	R. Miller
Able Seaman	E. McConkey
Able Seaman	F. Mercer

Able Seaman	R. Moore
Able Seaman	H. Stadelbauer
Ordinary Seaman	R. Bleekman
Ordinary Seaman	W. Darrach
Ordinary Seaman	R. Holmes
Ordinary Seaman	M. Connolly
Ordinary Seaman	R. Doucette
Ordinary Seaman	J. LaCelle

DECK DEPARTMENT

Petty Officer	J. Newton
Petty Officer	A. Gale
Petty Officer	F. Hall
Leading Seaman	G. Walsh
Leading Seaman	V. Crane
Leading Seaman	R. Sexton

Able Seaman	R. Clark
Able Seaman	K. Crook
Able Seaman	G. Thurrott
Able Seaman	L. Mallette
Ordinary Seaman	B. Montagne
Ordinary Seaman	W. Walters
Ordinary Seaman	R. Painchaud

SUPPLY DEPARTMENT

Chief Petty Officer	M. Gerrior
Petty Officer	P. Smoth
Petty Officer	J. Andrusyk
Petty Officer	J. Hughes
Petty Officer	G. Roberts
Petty Officer	R. Stevens
Petty Officer	C. Davies
Petty Officer	J. Giroux
Petty Officer	R. Mairs
Leading Seaman	P. Allen
Leading Seaman	J. McLean
Leading Seaman	T. Whattam
Leading Seaman	R. Mason
Leading Seaman	K. Richardson
Able Seaman	M. Snell
Able Seaman	L. Francis

Able Seaman	R. Gumbley
Able Seaman	P. Hunter
Able Seaman	D. Little
Able Seaman	A. Reekie
Able Seaman	A. Burns
Able Seaman	M. Gale
Able Seaman	R. Hachey
Able Seaman	J. LaRocque
Able Seaman	G. Quigley
Able Seaman	H. Spears
Ordinary Seaman	L. Bigg
Ordinary Seaman	F. Greive
Ordinary Seaman	S. Marquette
Ordinary Seaman	C. Savard
Ordinary Seaman	D. Cooper
Ordinary Seaman	D. Higgs
Ordinary Seaman	R. McCrimmon

