



THE
Commissioning
OF
HMCS SASKATCHEWAN

FEBRUARY 16, 1963

AT YARROWS LIMITED, ESQUIMALT, B.C.



The commissioning of HMCS *Saskatchewan* is an occasion of pride and satisfaction for the Royal Canadian Navy.

This fine new ship is a further expression of our intention to maintain a strong anti-submarine force in the defence of Canada and as a contribution to the preservation of peace. The first *Saskatchewan* proved her capabilities in the Second World War. Her successor will undoubtedly carry on the name with the same high sense of purpose.

To those who designed and to those who built HMCS *Saskatchewan*, I extend congratulations on a job well done.

I wish the Captain, officers and men of the *Saskatchewan* God-speed and a very successful commission.

H. S. RAYNER
Vice-Admiral, RCN
CHIEF OF THE NAVAL STAFF

THE SHIP —



— THE TASK

WITHIN the framework of national defence policy, the Royal Canadian Navy is charged with the responsibility for ensuring that Canada, in concert with allied and friendly nations, has unrestricted use of the seas in peace and war.

The prime threat at sea today is the submarine. It is for this reason that the Royal Canadian Navy has specialized in anti-submarine operations and has developed, in partnership with Canadian industry, a series of ships especially designed for anti-submarine warfare. Latest of these ships is HMCS *Saskatchewan*.

The *Saskatchewan* carries anti-submarine equipment and weapons which embody numerous products of science and technology contributing to her fighting efficiency. Yet for all this ship's sophisticated systems and technical innovations, it is upon the officers and men who sail her that her effectiveness ultimately depends.

Far from diminishing the role of the sailor, modern equipment, weapons and tactics impose heavier demands upon the human element than was ever the case in the past.

Today's sailor must be a skilled technician. He must be resourceful and intelligent. He has to be educated and alert, with a capacity to assimilate and translate into action the knowledge required of him in the discharge of his duties. Every man on board a warship must know his job intimately and thoroughly and be prepared to act instantaneously and correctly.

A CANADIAN ACHIEVEMENT

HMCS *Saskatchewan* is the second ship of her class to be commissioned. Name ship and first of the class commissioned was HMCS *Mackenzie*. Four other "Mackenzies" are now building in Canadian shipyards.

The *Saskatchewan* was laid down in Victoria Machinery Depot Co. Ltd., Victoria, B.C., on October 29, 1959, and launched on February 1, 1961. She was sponsored by Mrs. Rayner, wife of Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

The ship will commission with 13 officers and 217 men. She has an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.5 feet. Her displacement is 2,900 tons. Her twin screws are powered by geared steam turbines. She has a designed speed of 28 knots. A high degree of manoeuvrability is provided by twin rudders.

The *Saskatchewan* is insulated and air-conditioned for both the fighting efficiency and comfort of her personnel. Her rounded lines will counter ice formation and facilitate the washing down of radioactive contamination. Her anchors are housed in recessed chambers, equipped with manually operated doors, to reduce ice-forming spray. The capstan, usually located on the foc's'le, is below decks.

As in the earlier *St. Laurent* and *Restigouche* class destroyer escorts, the commanding officer of the *Saskatchewan* will "fight" the ship from the operations room. Here, although he is not in visual contact with the sea or the tactical situation, complex sonar, radar, direction-finding and other equipment enable the captain to take his ship into combat. The wheelhouse is on the main deck, two decks below the bridge for reduced vulnerability during action.

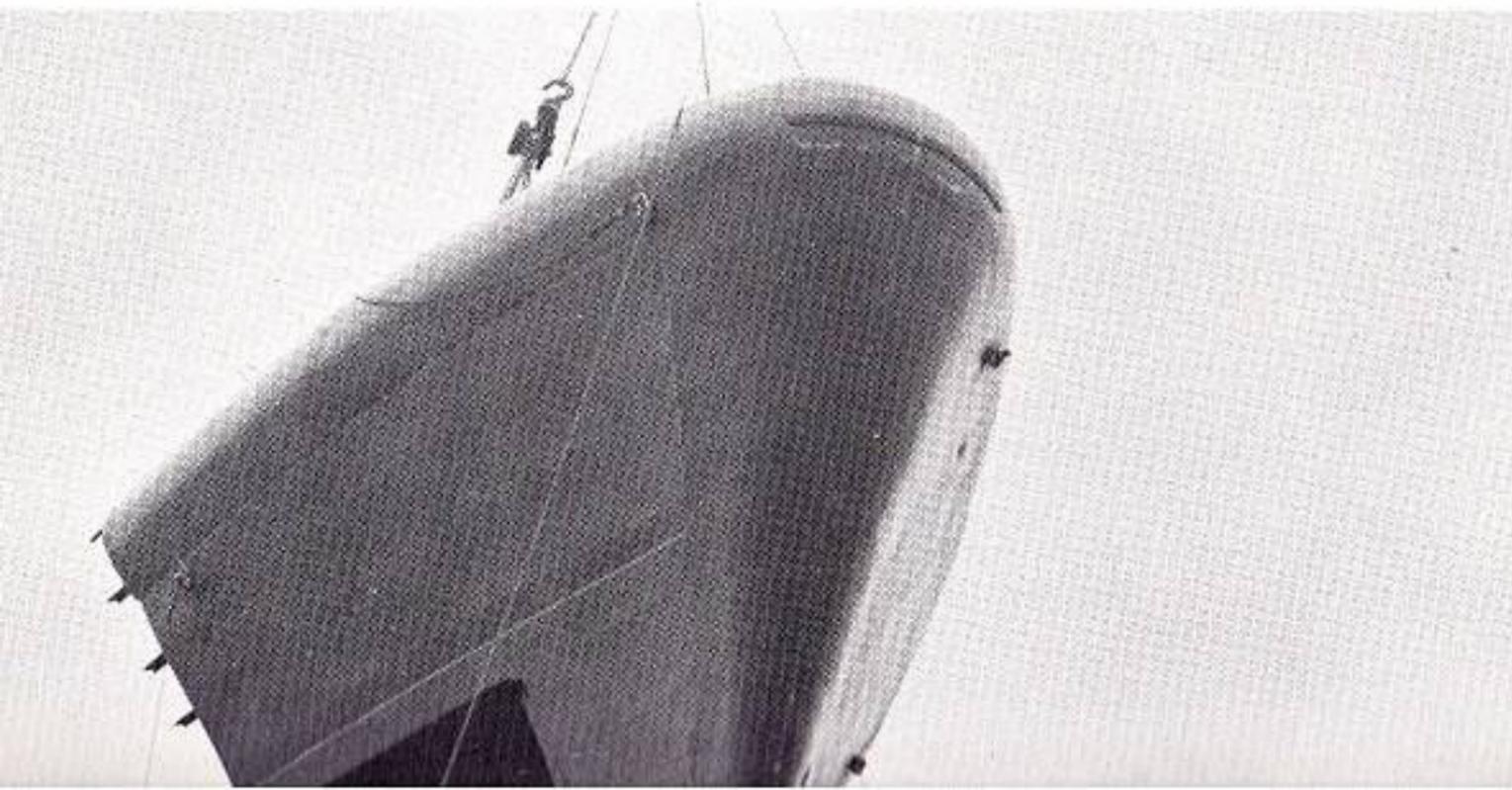
CONSTRUCTION

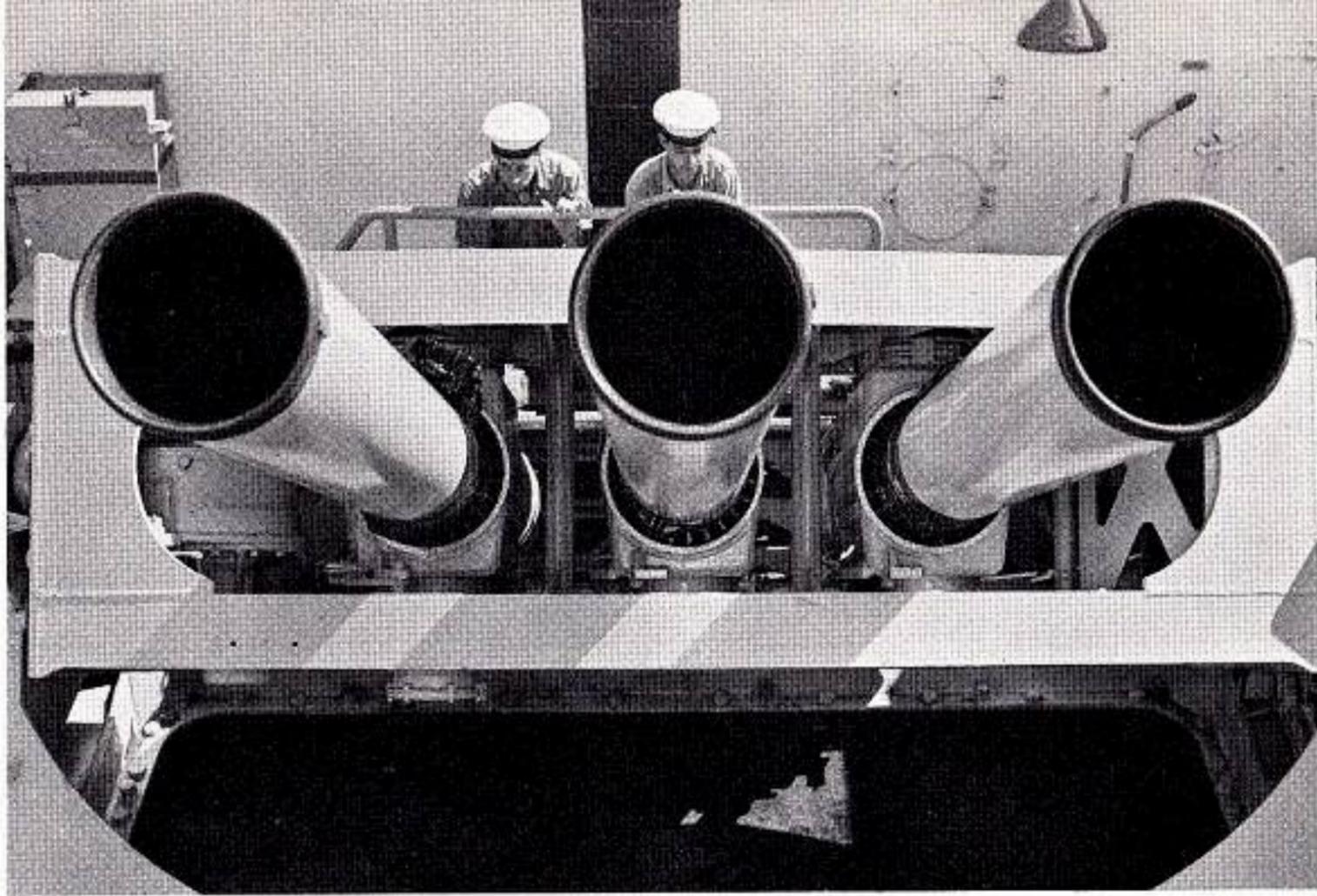
The unit construction technique, developed in Canadian shipyards, has been employed in building this ship. Instead of building from the keel up, in the conventional manner, separate units are prefabricated, then carried to the building ways to be positioned for final welding.

This unit method makes possible the construction of the vessel by sections under cover, where the work is protected from the weather. The system also allows movement of each section within the fabrication shed in such a way as to ensure the most efficient attitude for erection and welding.

This method also makes it possible for several structural steel manufacturers to be working simultaneously on different components of the ship. 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 if required.

The *Saskatchewan* is nearly all welded, and the welds are X-ray tested to disclose hidden defects. A large quantity of aluminum has been used in the ship's interior and superstructure, improving stability through weight reduction.





WEAPONS

Anti-submarine weapons are the principal armament. They include two "omni-directional" three-barrel mortar mountings capable of firing high explosive projectiles with great accuracy.

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 track and strike an enemy target regardless of its evasive action.

Other weapons include one twin 3-inch 70 calibre radar-controlled gun forward and one twin 3-inch 50 calibre aft, each with an extremely high rate of fire. Primarily anti-aircraft weapons, they can also be used effectively in surface action.

PROPULSION MACHINERY

The ship is powered by two main steam turbines geared to twin shafts. Hardened and ground gearing has been used, reducing substantially both the gearing weight and housing dimensions. The main engines are rated at 30,000 shaft horsepower.

Auxiliary machinery is turbine, diesel or electric-powered.

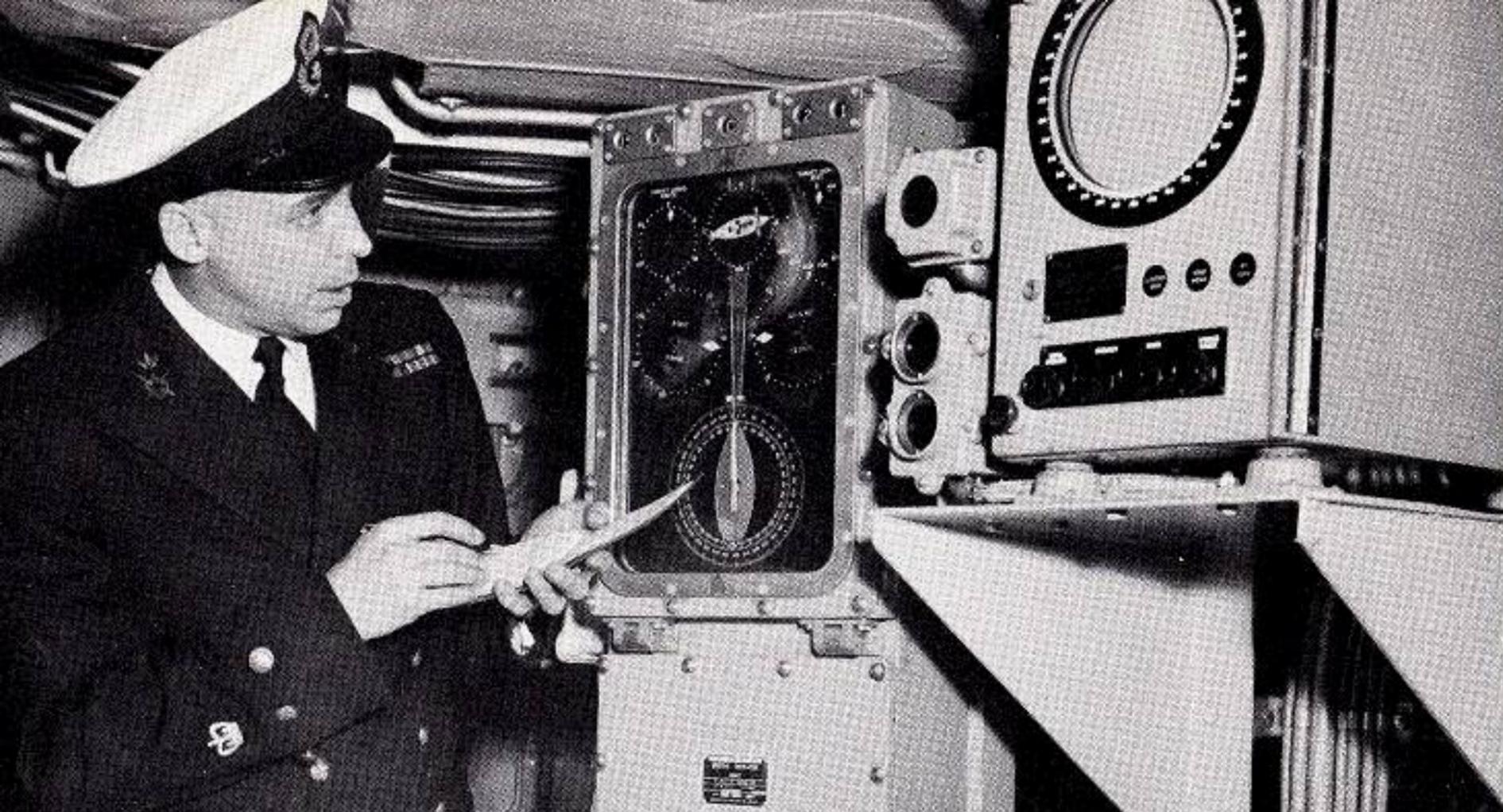
The two water-tube boilers are of extremely compact design, with steam maintained at a constant high pressure and temperature. Remote and automatic controls are used to an extent rarely found in a warship.

ELECTRICAL EQUIPMENT

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

Her generators can produce enough power to supply light, heat and power to a city of 18,000 population.

Most functions of the ship, including armament, navigation, cooking, ventilation, air-conditioning and communications depend on electrical power. About 300 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 *Saskatchewan* has facilities for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. She is also equipped with direction-finding equipment and radio teletype.

The ship has radar systems for gunnery fire control, navigation, surface warning, air warning and air early warning. The several sonar sets are of advanced design and embody certain important Canadian developments.

For internal communications she has 12 separate telephone systems, including lines for docking ship, damage control, radar maintenance and fuelling at sea, and 12 sound broadcast systems. The equipment enables the commanding officer to be in direct contact with every part of the ship. The system is similar to a public automatic telephone service.

A Canadian-designed remote control system makes it possible to broadcast or receive from any of 28 positions in the ship.

DAMAGE CONTROL AND DECONTAMINATION

The *Saskatchewan* has an extensive damage control system with its centre 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. A bilge suction main runs throughout the ship with suction taken in hold and lower deck compartments. The bilge suction is operated by eductors which are driven by four main pumps. These pumps also provide pressure for a fire main which supplies fire hydrants throughout the ship. Portable pumps are also provided at strategic points in the ship. Paint is fire resistant.

The ship can be sealed against atomic, biological or chemical attack, with provision for recirculation of air within the ship through the air conditioning plants. Personnel who have been exposed can be decontaminated in either of two compartments, one located forward and one aft.

The ship is equipped for hosing down contaminated surfaces on the weather and upper decks.

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.

All damage control features of this ship are based on the particular hull form characteristic which provides her with positive stability under all conditions of damage which she can survive. This means that the ship will not under any conditions founder by capsizing and will retain positive stability throughout damage.

LIFE SAVING AND MEDICAL EQUIPMENT

Carley floats and wooden rafts formerly used in most other ships have been replaced with inflatable rubber rafts. These 20-man rafts inflate automatically on release into the sea. In addition to emergency rations, each raft carries survival gear, collapsible bailers, sea anchor, floating sheath knife and plastic whistle. The rafts have a canopy to shelter the men from wind, sun and weather.

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

HABITABILITY

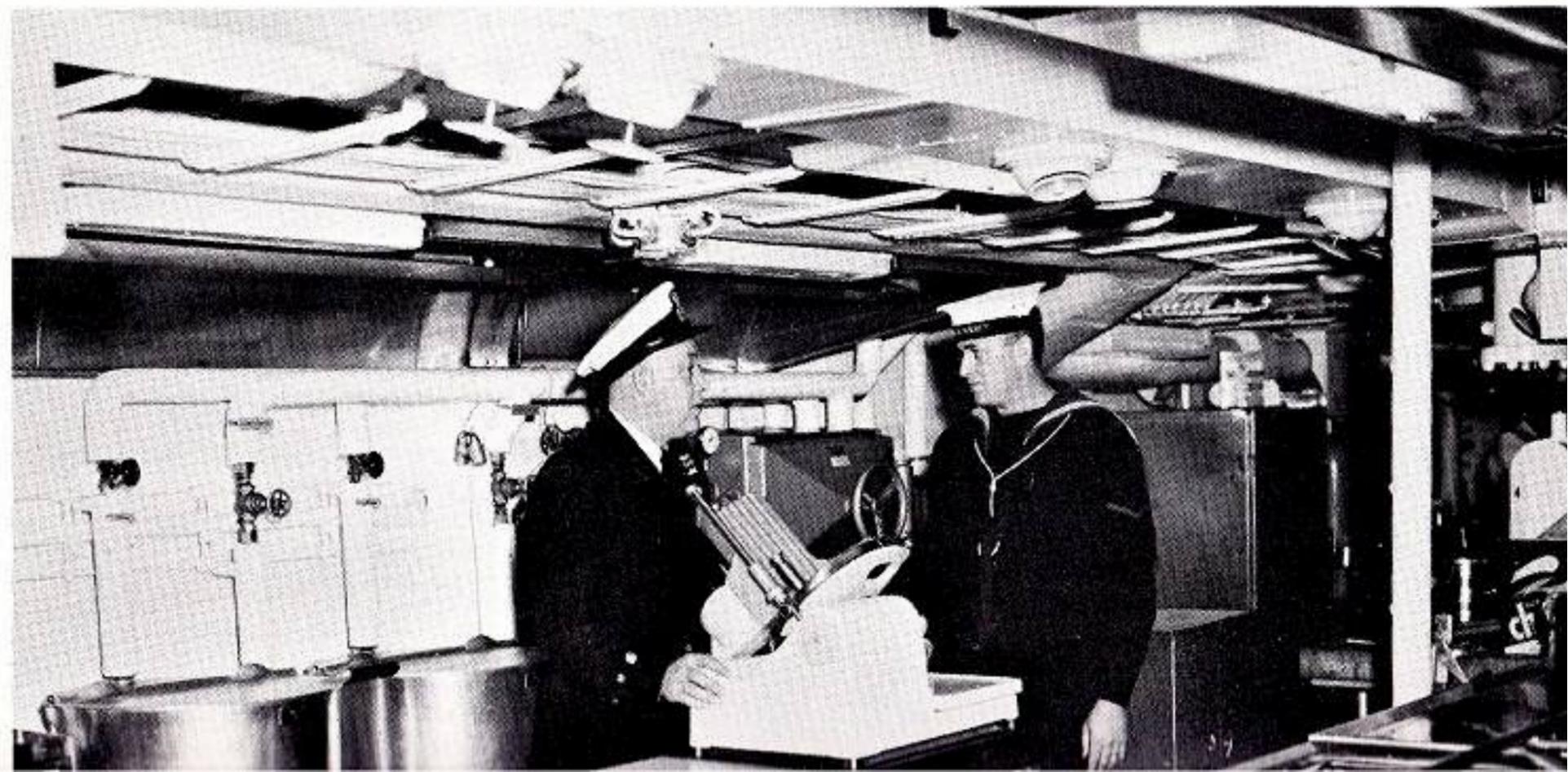
The *Saskatchewan's* men sleep in bunks with foam rubber mattresses, pillows and individual reading lamps. Aluminum clothes lockers and additional drawer space for personal belongings are provided, as are mirrors and electric shaving outlets. Each living space has a recreational area for off-duty hours. In addition, a separate area has been allocated for games, movies and other recreational activities of the men.

The officers' cabins, which also serve as offices, are arranged for single and double occupancy, except for one accommodating four junior officers. The commanding officer's quarters consist of an office and living quarters.

There is provision for cafeteria-style messing from a centrally located electrically-equipped galley. The galley contains a bakery; sections for handling pastry, meat and vegetables; a dairy with ice cream and milk machinery; a dish-washing machine and garbage disposal unit.

The main dining area can also be used for recreational purposes in the evenings. 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.





Captain J. S. Ross, CD, RCN



Captain J. C. Gray, CD, RCN



Cdr. J. B. Hall, CD, RCN

THE NAVAL OVERSEERS

Throughout the construction of HMCS *Saskatchewan*, it has been the responsibility of the Principal Naval Overseer, West Coast, and his staff to ensure by inspection and trial that everything in the ship met the requirements specified by the Navy.

During the greater portion of the time the *Saskatchewan* was building, the Principal Naval Overseer, West Coast, was Captain J. S. Ross, CD, RCN. After Captain Ross retired from active duty in the Navy in the summer of 1962, this position was assumed by Captain J. C. Gray, CD, RCN.

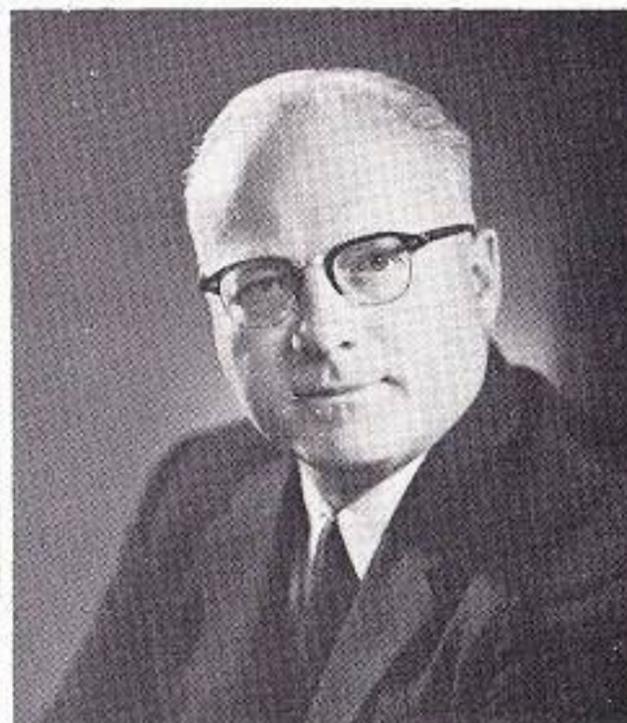
The Principal Naval Overseer, West Coast, is responsible for overseeing work on all naval shipbuilding, ship conversions and some ship refitting by commercial shipyards on the coast. His office was moved from Victoria to North Vancouver during the summer of 1962. At that time the position of Resident Naval Overseer, Victoria, was established for the purpose of maintaining control of the work in the Victoria area. This position is held by Commander J. B. Hall, CD, RCN.

Other members of the overseeing staff in the Victoria area are Lieutenant-Commander A. C. Kent, CD, RCN, Engineer Overseer; Lieutenant-Commander A. W. Boden, BEM CD, RCN, Electrical Overseer; Lieutenant-Commander H. Acklam, RCN, Hull Overseer, and Lieutenant-Commander F. H. Foster, CD, RCN, Supply Overseer.



**Victoria Machinery Depot
Company Limited Shipyard,
Victoria, B.C.**

**Mr. Harold Husband
President of V.M.D.**



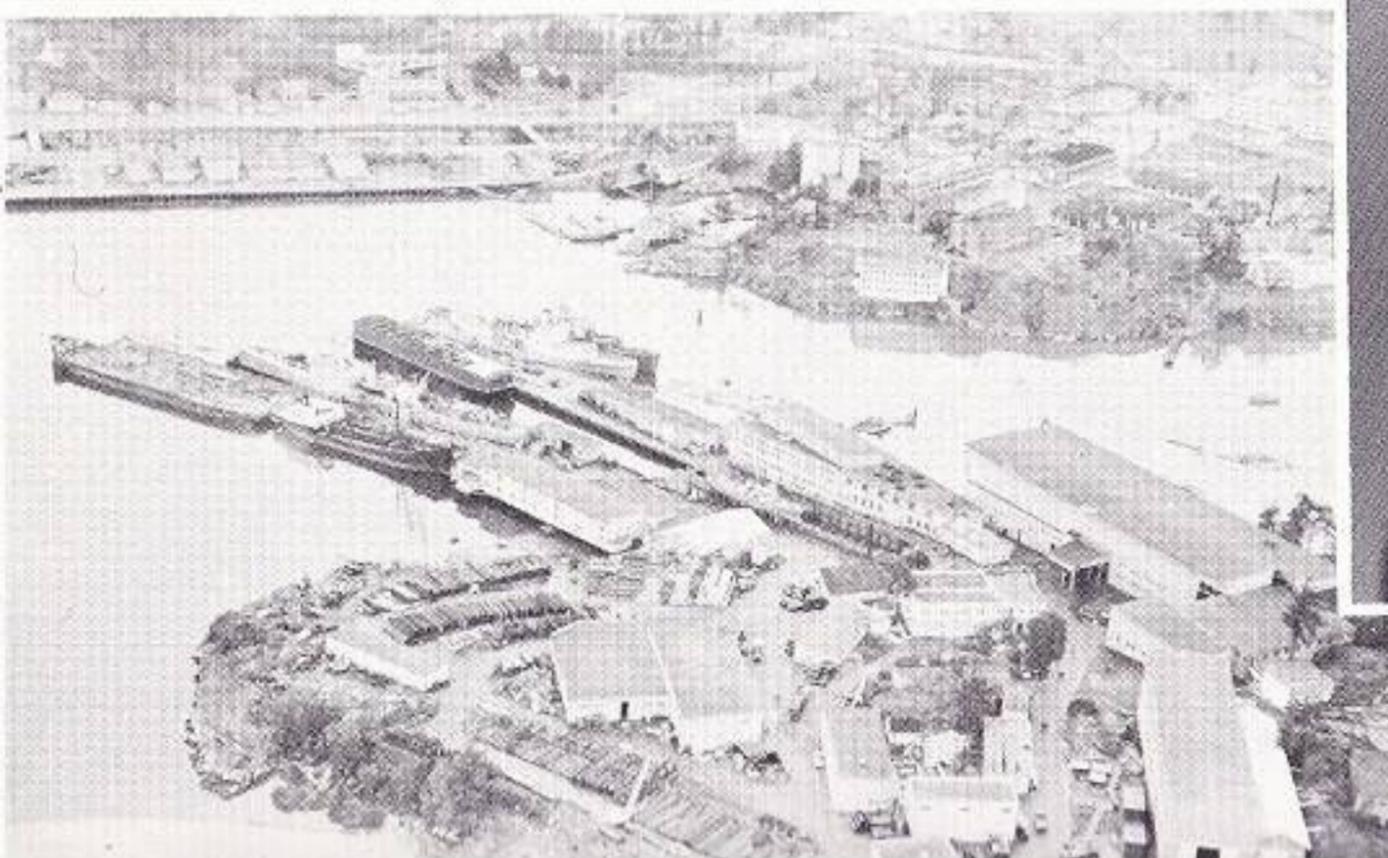
THE BUILDERS

HMCS *Saskatchewan* is a product of the combined efforts of two Greater Victoria shipbuilding yards, Victoria Machinery Depot Company, Limited, and Yarrows Limited. The ship was laid down at the Victoria Machinery Depot, where the hull and superstructure were constructed; then she was moved to Yarrows for fitting out and completion.

This year, Victoria Machinery Depot completes 100 years of continuous operation. In 1963, as well, the yard launches its 100th hull since the beginning of the Second World War. HMCS *Terra Nova*, Restigouche class destroyer escort now operating in the Atlantic Command, was built by V.M.D., commissioning in 1959.

Yarrows was established in 1893, and since that time has produced many warships, passenger ships and cargo ships, ranging up to 10,000 tons. In 1957, Yarrows completed HMCS *Fraser*, St. Laurent class destroyer escort based at Esquimalt.

In the construction of the above ships and many others, as well as the refit and conversion of naval vessels, these two efficient and progressive shipyards have indeed served the Navy well.



**Mr. H. A. Wallace, Vice-President
and Managing Director,
Yarrows Limited.**

PROGRAMME

- 1450—Invited Guests Seated.
1500—Guest of Honour and Official Party arrive.
Commissioning Ceremony.
1545—Guest of Honour and Official Party tour the
Ship, followed by Invited Guests.
1600—Reception.

THE COMMISSIONING CEREMONY ORDER OF SERVICE

Introduction by Commander J. B. Hall, CD, RCN, Resident Naval Overseer, Victoria.
Address by Mr. Harold Husband, President, Victoria Machinery Depot Company Limited.
Address by Mr. H. A. Wallace, Managing Director, Yarrows Limited.
Address by Vice-Admiral H. S. Rayner, DSC and Bar, CD, RCN, Chief of the Naval Staff.
Address by Guest of Honour, The Hon. E. Davie Fulton, PC, QC, MP.
Acceptance of the ship by Commodore S. M. Davis, CD, RCN, Director General Ships.
Commissioning Service conducted by the Rev. C. H. MacLean, CD, Chaplain (P), RCN.

HYMN: 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 responsively.

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.
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 His wonderful works for the children of men.
43. Whoso 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, the supplications of Thy servants for all who in this ship, now and hereafter, shall commit their 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 mortal life, bring them by Thy mercy to the sure haven of Thine everlasting kingdom; through Jesus Christ Our Lord, Amen.

The Naval Prayer

The Lord's Prayer

Benediction

Her Majesty's Canadian Ship *Saskatchewan* commissions.
Commanding Officer, Commander M. W. Mayo, CD, RCN, speaks to the ship's company.
Ship's company embarks in the ship.
Commanding Officer is piped on board and stands by to receive the Guest of Honour, Official Party and Invited Guests.

Commissioning Service conducted by the Rev. J. E. Whelly, Chaplain of the Fleet (RC), RCN.

BENEDICTIO NAVIS

V. Adjutorium nostrum in nomine Domini.
R. Qui fecit caelum et terram.
V. Dominus vobiscum.
R. Et cum spiritu tuo.

Oremus.

Propitiare, Domine, supplicationibus nostris, et bene + dic navem istam dextera tua sancta et omnes qui in ea vehentur, sicut dignatus es benedicere arcam Noe ambulanti supra mare; et mitte porrigere eis, Domine; dexteram tuam, sicut porrexisti beato Petro ambulanti supra mare; et mitte sanctum Angelum tuum de caelis, qui liberet, et custodiat eam semper a periculis universis, cum omnibus quae in ea erunt: et famulos tuos, repulsis adversitatibus, portu semper optabili, cursuque tranquillo tuearis, transactisque, ac recte perfectis negotiis omnibus, iterato tempore ad propria cum omni gaudio revocare digneris: Qui vivis et regnas in saecula saeculorum.
R. Amen.

BLESSING OF A SHIP

V. Our help is in the name of the Lord.
R. Who made heaven and earth.
V. The Lord be with you.
R. And with thy spirit.

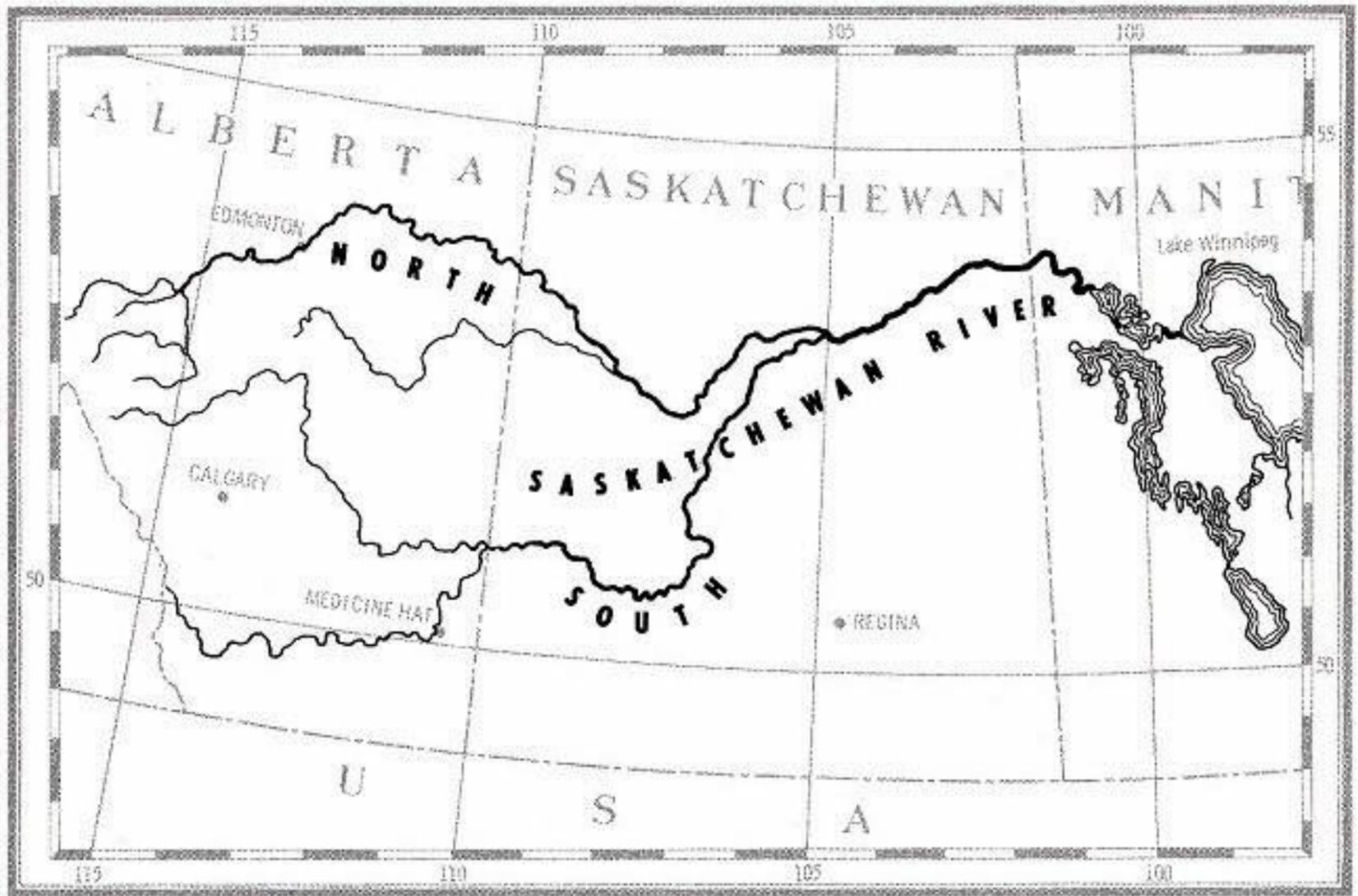
Let us pray.

Be attentive, O Lord, to our supplications, and bless + this ship and all who sail hereon, as thou wast wont to bless Noah's Ark in the Deluge. Stretch forth thy hand to them, O Lord, as thou didst reach out to Peter when he walked upon the sea. Send thy holy angel from heaven to watch over it and those on board, and keep it safe at all times from every disaster. And when threatened perils have been removed, comfort thy servants with a calm voyage and the desired harbour. And having successfully transacted their business, recall them again when the time comes to the happiness of country and home. Thou Who livest and reignest forevermore. R. Amen.

PRAYER FOR SAILORS

(to St. Brendan)

St. Brendan, named "Patron of Seafarers," help those who fight our battles on the waters. You were fittingly called "God's Voyager," because you spread His Gospel by long and dangerous voyages and gave that Gospel of salvation to many. As our fathers were brought through the Red Sea and carried in safety through the overflowing waters, so grant that through your intercession our sailors, marines and those who guard our nation's coasts may be preserved from all dangers of the sea, may be protected on their course and come safely into port. Amen.



AN HISTORIC NAME

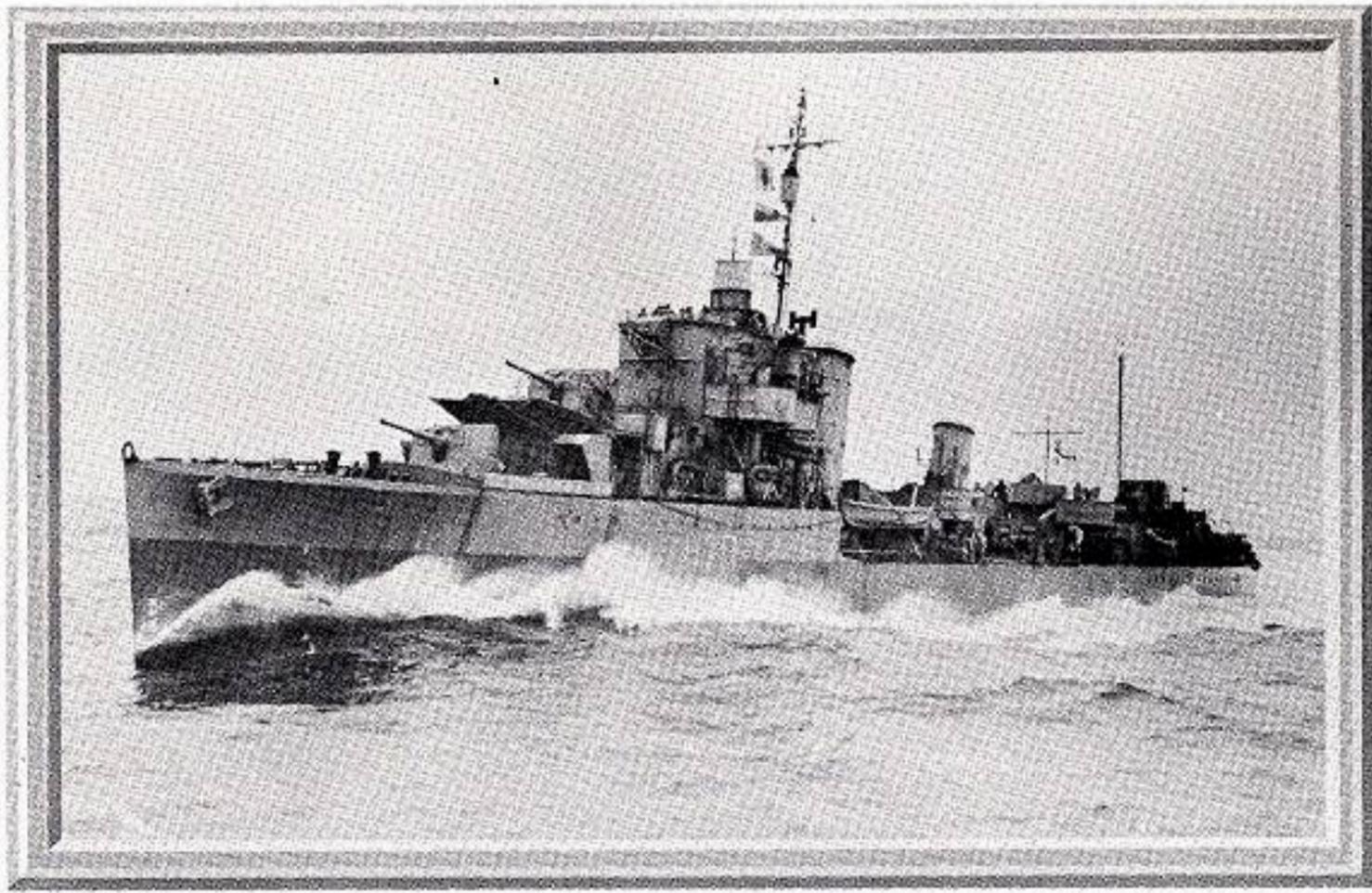
HMCS *Saskatchewan* takes her name from the Saskatchewan River, the great river of the western plains.

The name is derived from the Cree, KISIKATCHEWIN, meaning "rapid river." In 1741, La Vérendrye and his sons discovered the river and soon after it became a main route for fur traders and a pathway of settlement. Later, the Hudson's Bay and North West Companies established trading posts along its route.

In 1885, during the Riel skirmishes, the first and only naval action was waged on the South Saskatchewan. At that time General Middleton, leader of the Northwest Field Force, requisitioned the *Northcote*, a 100-foot stern-wheeled river vessel, used to supply Hudson's Bay posts. He armed the ferry with a Gatling gun, 50 armed troops and fitted "armour plating," consisting of two-inch planks and bags of oats. It was planned to sail the gunboat from Gabriel's Crossing for an attack on enemy forces at Batoche, six miles distant. The enemy, however, took up stations on both sides of the river and fired on the gunboat before it reached Batoche. This action, coupled with the uncanny strategy of the enemy in cutting loose the cables of a river ferry in the path of the *Northcote*, caused considerable damage to the gunboat and resulted in her withdrawal from the campaign.

The river has two main branches, the North Saskatchewan and the South Saskatchewan, each with numerous tributaries. Both branches have a common origin in the Columbia Icefield, but diverge until they are 300 miles apart. Flowing eastward for more than 800 miles, they finally converge at the Forks, east of Prince Albert, in central Saskatchewan. The main stem then runs another 340 miles, finally emptying into Lake Winnipeg.

The drainage area of the Saskatchewan comprises one of Canada's great agricultural regions and now further steps are being taken to ensure that the river will be able to meet future agricultural and industrial needs.



THE HERITAGE

The first *Saskatchewan* began her career as HMS *Fortune*, a "Fearless" class destroyer of the Royal Navy. The ship was laid down on July 28, 1933, at John Brown's Shipyard, Glasgow, was launched on August 29, 1934, and commissioned on May 8, 1935.

In the first three-and-one-half years of the Second World War, she steamed more than 200,000 miles, was credited with a U-boat "kill" and saw action in the North Sea and the Mediterranean.

On April 7, 1943, His Majesty, King George VI, gave approval to change her name from *Fortune* to *Saskatchewan* and to transfer the ship to the RCN.

HMCS *Saskatchewan* was commissioned at London on May 31, 1943. After refit, trials and work-ups, she joined Canadian Escort Group C-3 for close convoy escort duty on the North Atlantic. In the next nine months, the *Saskatchewan's* group escorted a total of 14 convoys from and to North America.

In May, 1944, the *Saskatchewan* was withdrawn from convoy work and, with other RCN destroyers, carried out special training off Londonderry, Northern Ireland, in preparation for participation in the forthcoming invasion of Normandy.

On June 4, 1944, the RCN destroyers began patrol between Land's End and the Lizard, as part of a barrier to prevent U-boats from attacking the invasion route to the Normandy beaches.

Later, the same ships engaged in an offensive patrol designed to destroy an enemy escort force off Brest, in the Bay of Biscay. Three enemy ships were destroyed.

Following further patrols, the *Saskatchewan* sailed for Canada and, on August 11, 1944, arrived at Shelburne, N.S., for refit.

On January 14, 1945, the *Saskatchewan* returned to British waters where she carried out escort and patrol duties until her final return to Canada in June, 1945.

On January 28, 1946, HMCS *Saskatchewan* was paid off for disposal at Sydney, N.S., and later that year sold and broken up for scrap.

To her successor she left the battle honours:

ATLANTIC—1943-44

NORMANDY—1944

BISCAY—1944



1. The twin 3-inch 50 calibre gun

2. The command position

3. A section of the boiler room

4. Electronic equipment in the weapons department



E. A section of the sonar control room

F. An electronic computer

G. The supply office

H. A torpedo launcher





**Commander M. W. Mayo, CD, RCN
Commanding Officer**

THE

OFFICERS

| | |
|-------------------------------------|---------------------|
| Commander M. W. Mayo..... | Commanding Officer |
| Lieut.-Commander A. A. Henley..... | Executive Officer |
| Lieut.-Commander S. W. Riddell..... | Weapons Officer |
| Lieut.-Commander A. R. Shields..... | Supply Officer |
| Lieut. R. B. Dougan..... | Operations Officer |
| Lieut. D. S. Tyre..... | Engineering Officer |
| Lieut. J. M. Treddenick..... | Deck Officer |
| Sub-Lieut. J. C. Slade..... | Navigating Officer |
| A/Lieut. A. M. Wilson..... | Operations Dept. |
| Sub-Lieut. R. J. Wreford..... | Operations Dept. |
| Sub-Lieut. R. C. Waller..... | Supply Dept. |
| Sub-Lieut. E. R. Powell..... | Weapons Dept. |
| Sub-Lieut. D. J. Reilley..... | Engineering Dept. |

MEN

| | |
|-----------------------------------|----------|
| Chief Petty Officer R. Lower..... | Coxswain |
|-----------------------------------|----------|

WEAPONS DEPARTMENT

| | |
|------------------------------------|---------------------------------|
| Chief Petty Officer.....J. Grahame | Petty Officer.....G. Armstrong |
| Chief Petty Officer.....R. Gray | Petty Officer.....C. Hutchings |
| Chief Petty Officer.....J. Bell | Petty Officer.....V. Schwager |
| Petty Officer.....R. Baldwin | Petty Officer.....R. Boomer |
| Petty Officer.....J. Corbett | Petty Officer.....W. Cartwright |
| Petty Officer.....J. Foster | Petty Officer.....E. Badminton |
| | Petty Officer.....M. Evans |

SHIP'S COMPANY

Petty Officer.....D. Dodd
Petty Officer.....D. Little
Petty Officer.....D. Lyle

Leading Seaman.....J. Harpham
Leading Seaman.....D. Linklater
Leading Seaman.....J. McCourt
Leading Seaman.....F. O'Neil
Leading Seaman.....G. Van Horne
Leading Seaman.....J. Kozier
Leading Seaman.....J. Henery
Leading Seaman.....G. McCarthy
Leading Seaman.....H. Last
Leading Seaman.....L. Deen
Leading Seaman.....L. Grant
Leading Seaman.....G. Walker

Able Seaman.....J. Graham
Able Seaman.....D. Ferguson
Able Seaman.....J. MacGillivray
Able Seaman.....G. Clark
Able Seaman.....G. Roberts
Able Seaman.....A. Dykstra
Able Seaman.....K. Fitzgerald
Able Seaman.....V. Barone

Able Seaman.....J. Hennis
Able Seaman.....J. Taylor
Able Seaman.....G. Ross
Able Seaman.....D. Jarvis
Able Seaman.....J. Freeman
Able Seaman.....L. Erickson

Ordinary Seaman.....G. Nickolson
Ordinary Seaman.....B. Greenwood
Ordinary Seaman.....C. Lablanc
Ordinary Seaman.....R. Reitan
Ordinary Seaman.....E. Marshall
Ordinary Seaman.....B. Baxter
Ordinary Seaman.....R. Holler
Ordinary Seaman.....C. Webster
Ordinary Seaman.....J. Blair
Ordinary Seaman.....G. Fletcher
Ordinary Seaman.....L. Hanson
Ordinary Seaman.....L. Vlake
Ordinary Seaman.....J. Portlock
Ordinary Seaman.....D. Hansen
Ordinary Seaman.....G. Kendall
Ordinary Seaman.....J. Bickert
Ordinary Seaman.....R. Giesbrecht
Ordinary Seaman.....B. Flamont
Ordinary Seaman.....R. Knight

DECK DEPARTMENT

Petty Officer.....W. Stewart
Petty Officer.....J. Woods
Petty Officer.....C. Moore
Petty Officer.....P. Louchran
Petty Officer.....A. Harris

Leading Seaman.....H. Parsons
Leading Seaman.....C. Logan

Leading Seaman.....W. Moore
Able Seaman.....H. Neufeld
Ordinary Seaman.....H. Higginson
Ordinary Seaman.....D. Duncan
Ordinary Seaman.....R. Nadeau
Ordinary Seaman.....T. Letki
Ordinary Seaman.....H. Cockburn

OPERATIONS DEPARTMENT

Chief Petty Officer.....F. Hooper
Chief Petty Officer.....H. Symington
Chief Petty Officer.....L. Larson

Petty Officer.....B. Thackeray
Petty Officer.....D. Stipkala
Petty Officer.....L. Glassford
Petty Officer.....J. Wilson
Petty Officer.....R. Fraser
Petty Officer.....H. Lenz
Petty Officer.....R. Thomas
Petty Officer.....R. McCullagh
Petty Officer.....B. Scanlan
Petty Officer.....G. Jennings
Petty Officer.....J. LaFave

Leading Seaman.....D. Nordstrom
Leading Seaman.....J. Croft
Leading Seaman.....V. Frank
Leading Seaman.....K. Hansen
Leading Seaman.....W. Guy
Leading Seaman.....J. Sparshu
Leading Seaman.....H. Miller
Leading Seaman.....R. Simm
Leading Seaman.....R. McDonald
Leading Seaman.....A. Krupa

Able Seaman.....J. Mogentale

Able Seaman.....C. Hughes
Able Seaman.....R. Anderson
Able Seaman.....M. Smith
Able Seaman.....J. Leask
Able Seaman.....D. Odgers
Able Seaman.....R. Rutherford
Able Seaman.....D. Jamieson
Able Seaman.....A. Hutchinson
Able Seaman.....G. MacAdam
Able Seaman.....H. Evenson
Able Seaman.....P. Petznick
Able Seaman.....R. Daws
Able Seaman.....F. McCord
Able Seaman.....R. Wortman
Able Seaman.....J. Lockert
Able Seaman.....R. Marsollier
Able Seaman.....B. Sands

Ordinary Seaman.....D. Thomson
Ordinary Seaman.....A. Morton
Ordinary Seaman.....B. Lehti
Ordinary Seaman.....J. Atchison
Ordinary Seaman.....W. Shaw
Ordinary Seaman.....J. Shernoff
Ordinary Seaman.....G. Hewitt
Ordinary Seaman.....K. Wiggins
Ordinary Seaman.....R. Cutts
Ordinary Seaman.....W. King
Ordinary Seaman.....I. Williams

ENGINEERING DEPARTMENT

Chief Petty Officer.....J. Haight
Chief Petty Officer.....C. McIlroy

Chief Petty Officer.....C. Gillette
Chief Petty Officer.....J. Pilon

Chief Petty Officer.....R. McMurtrie
 Chief Petty Officer.....J. Charlton
 Chief Petty Officer.....H. Southin

Petty Officer.....B. McCulloch
 Petty Officer.....H. Driemel
 Petty Officer.....D. Lousier
 Petty Officer.....G. Holenchuk
 Petty Officer.....C. Hawstock
 Petty Officer.....J. Porteous
 Petty Officer.....J. Sigalet
 Petty Officer.....A. Rogers
 Petty Officer.....K. Pfister
 Petty Officer.....A. Marsh
 Petty Officer.....J. Allan
 Petty Officer.....J. Burnett
 Petty Officer.....T. Trotter

Leading Seaman.....G. Douglas
 Leading Seaman.....G. Carlson
 Leading Seaman.....T. Marchant
 Leading Seaman.....E. Hunt
 Leading Seaman.....M. Olson
 Leading Seaman.....R. Carver
 Leading Seaman.....D. Brown
 Leading Seaman.....D. Duffner
 Leading Seaman.....J. Shaw
 Leading Seaman.....T. Seal

Able Seaman.....W. Innes
 Able Seaman.....W. Edwards

Able Seaman.....B. Robertson
 Able Seaman.....C. Radomski
 Able Seaman.....J. Barnabe
 Able Seaman.....J. Coughlin
 Able Seaman.....D. Smith
 Able Seaman.....M. Cox
 Able Seaman.....D. McGee
 Able Seaman.....R. Brideson
 Able Seaman.....K. Kamann

Ordinary Seaman.....A. Amos
 Ordinary Seaman.....R. Good
 Ordinary Seaman.....J. Wilson
 Ordinary Seaman.....D. Reid
 Ordinary Seaman.....S. McKay
 Ordinary Seaman.....T. Anderson
 Ordinary Seaman.....J. Buchholtz
 Ordinary Seaman.....D. Browne
 Ordinary Seaman.....R. Worrall
 Ordinary Seaman.....T. Ihaksi
 Ordinary Seaman.....D. Preston
 Ordinary Seaman.....W. Thomas
 Ordinary Seaman.....B. Smith
 Ordinary Seaman.....A. Pasula
 Ordinary Seaman.....G. Armitage
 Ordinary Seaman.....F. Santo
 Ordinary Seaman.....R. Irwin
 Ordinary Seaman.....A. Crampton
 Ordinary Seaman.....G. Gatto

SUPPLY DEPARTMENT

Chief Petty Officer.....H. Wynn
 Chief Petty Officer.....B. Humberstone

Petty Officer.....T. Lee
 Petty Officer.....D. Schellenberg
 Petty Officer.....J. Campsall
 Petty Officer.....A. Watts
 Petty Officer.....M. Salter
 Petty Officer.....H. Hall

Leading Seaman.....D. Hill
 Leading Seaman.....R. Descoteau
 Leading Seaman.....A. Jeffrey
 Leading Seaman.....A. D'Amour
 Leading Seaman.....P. Lyle

Able Seaman.....D. Chidlow
 Able Seaman.....W. Amiss
 Able Seaman.....G. Entzminger
 Able Seaman.....P. MacKenzie
 Able Seaman.....L. Smith
 Able Seaman.....J. Johnson
 Ordinary Seaman.....J. Todoruk
 Ordinary Seaman.....R. Ellis
 Ordinary Seaman.....T. Nyberg
 Ordinary Seaman.....L. Vanpeteghen
 Ordinary Seaman.....J. McGannon
 Ordinary Seaman.....R. Butters
 Ordinary Seaman.....R. Beasley
 Ordinary Seaman.....W. Stoddart
 Ordinary Seaman.....W. Pick



THE SHIP'S BADGE

BLAZON: Vert, a bend wavy Argent charged with a like bendlet Gules, and over all Garb, Or.

SIGNIFICANCE: This design refers to the unofficial war-time badge of HMCS SASKATCHEWAN, which displayed a Wheat Sheaf or Garb and is derived from the devices and colours in the Arms of the Province of Saskatchewan, three wheat sheaves upon a green field.

The wavy white and red diagonal stripe, termed a 'bend' in heraldry, refers to the river.

SHIP'S COLOURS: Gold and Green

ROGER DUHAMEL, F.R.S.C.
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1963