

John J. Plaskin Jr.

THE
Commissioning
OF

HMCS MARGAREE



**AT HALIFAX SHIPYARDS, HALIFAX, N.S.
OCTOBER 5, 1957**

The Commissioning of

HMCS MARGAREE



HON. G. R. PEARKE,
Minister of National Defence.



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



The commissioning of this ship is an event of great importance to those who designed, and built HMCS *Margaree* and to those who will sail in her. There exists today a threat of attack from the sea that is far more serious and far more deadly than anything this country has ever known. To provide an effective defence against this menace of the missile launching submarine will require our utmost in skill, ingenuity and endeavour. I know that all these qualities have been utilized both in the production of the ship and the training of her ship's company. It is with confidence therefore that we entrust to HMCS *Margaree* and to her officers and men, their share in this important part of our national defence effort.

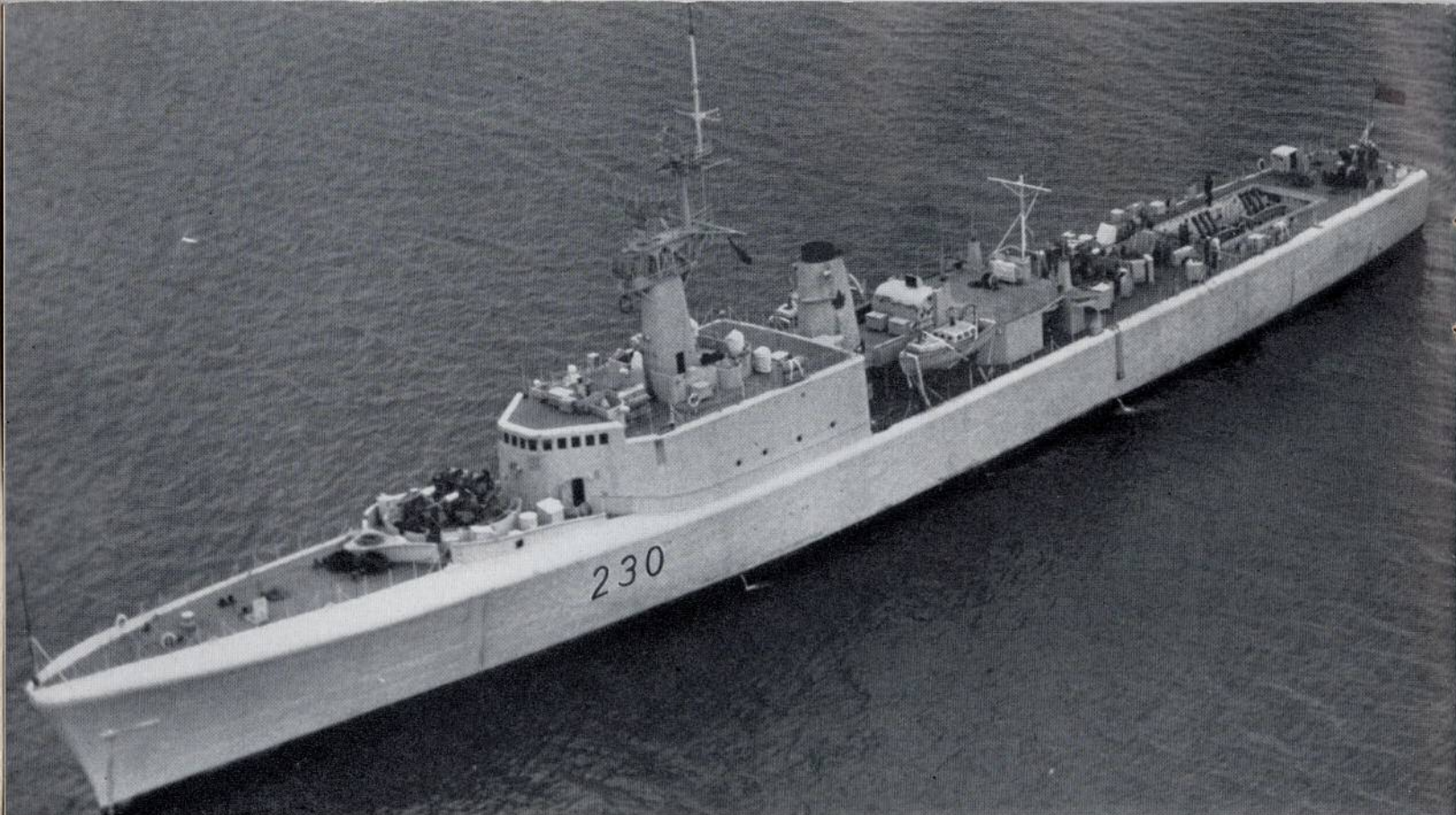


The commissioning of HMCS *Margaree* marks the half-way point in the Royal Canadian Navy's current destroyer escort building programme.

The first ship of the class, HMCS *St. Laurent*, has exceeded all expectations, and this has also been true of the five others that have followed her into commission. Thanks to the experience gained in the construction and operation of these ships, we may now expect even higher standards of quality in those comprising the balance of the programme, including HMCS *Margaree*.

To the Commanding Officer, officers and men of this, our newest ship, I extend every good wish for success in the important task that lies ahead—that of strengthening the fleet by the addition of another fighting unit of the highest possible efficiency.

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



HMCS MARGAREE at sea during trials.

SEVENTH OF HER CLASS

HMCS *Margaree* is the seventh of the new Canadian destroyer escorts to join the fleet and the last of the seven *St. Laurent* class ordered for the Royal Canadian Navy. She is the second of these new anti-submarine ships to commission on the East Coast.

Laid down at Halifax Shipyards, Halifax, N.S., on September 12, 1951, she was launched on March 29, 1956. Her sponsor was Mrs. R. E. S. Bidwell, wife of Rear-Admiral R. E. S. Bidwell, CBE, CD, RCN, former Flag Officer Atlantic Coast.

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 wheelhouse 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 *Margaree* 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 submarines 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 a rocket flare projector for night illumination.

DAMAGE CONTROL AND DECONTAMINATION

The *Margaree* has an extensive damage control organization, 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 suctions taken in hold and lower deck compartments 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 can be readily equipped for hosing down contaminated 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.

All damage control features of this ship are based on the particular hull form characteristic which provides this ship with positive stability under all conditions of damage which the ship can survive. The importance of this feature is that the ship will not under any conditions founder by capsizing but will retain positive stability throughout damage.

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.

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 used 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 *Margaree* 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 *Margaree* 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 advance 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.

LIFE-SAVING AND MEDICAL EQUIPMENT

Carley floats and wooden rafts formerly used in most other ships have been replaced with 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 sick bay is comparable in size to that of a cruiser. There are four berths, a bathroom, and operating table with the latest-type operating light, well-stocked drug and medical lockers, and diagnostic facilities.

HABITABILITY

The *Margaree'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.

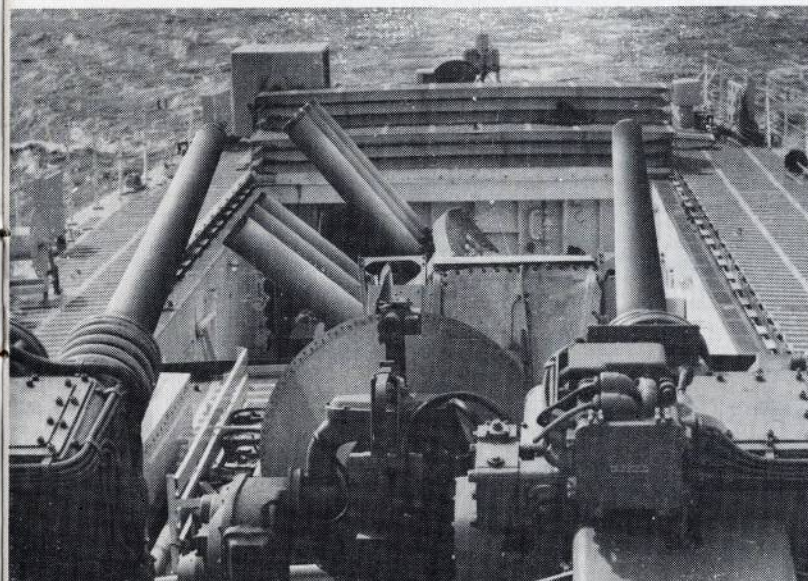
The officers' cabins, which also serve as offices, are arranged for single and double occupancy, except for one accommodating four junior officers. The officers' wardroom has a pantry, dining room and lounge, complete with dummy fireplace and piano. The commanding officer's quarters comprise a bedroom,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

There is a 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 dishwashing machine and garbage disposal unit.

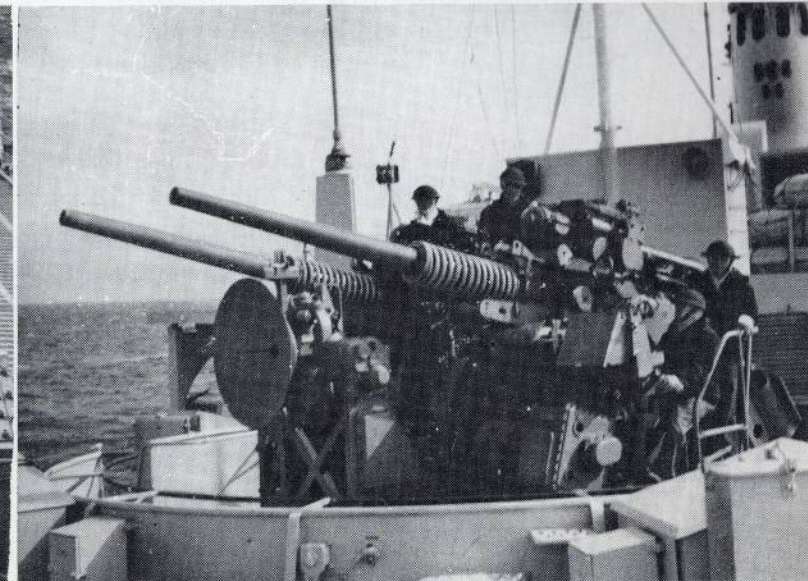
The main dining hall, which can double as a cinema in the evenings, has fireproof tables, cushioned chairs and a piano. Lighting is fluorescent. The chief and petty officers have a separate dining space nearby.

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

Barrels of the ship's two triple mortars are shown between those of the after 3-inch 50 calibre gun twin mounting.



After 3-inch 50 calibre gun with gun's crew closed up during gunnery trials.



PROGRAMME



The second HMCS MARGAREE.

- 1015—Official Party and Invited Guests arrive.
- 1030—Guest of Honour, The Hon. G. C. Nowlan, Minister of National Revenue, arrives. Inspection of Guard of Honour
- Commissioning Ceremony begins.

- 1130—Guest of Honour and Official Party tour the ship, followed by other Guests.
- 1200—Reception begins.
- 1330—Reception ends.



The first HMCS MARGAREE.

THE COMMISSIONING CEREMONY ORDER OF SERVICE

The National Anthem.

Introduction by Ord. Captain R. J. Henning, CD, RCN, Principal Naval Overseer, East Coast.

Address by the Guest of Honour, The Hon. G. C. Nowlan, PC, MP, Minister of National Revenue.

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

Address by Rear-Admiral H. F. Pullen, OBE, CD, RCN, Flag Officer Atlantic Coast.

Acceptance of the Ship by the Chief of Naval Technical Services, (or representative).

Commissioning Service conducted by Chaplain (P) B. A. Peglar, CD, RCN, Command Chaplain (P), Atlantic Coast.

Hymn: Tune "Eternal Father Strong to Save"

<p>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.</p>	<p>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.</p>
--	--

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.
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 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 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 by Chaplain (RC) J. E. Whelley, RCN, Command Chaplain (RC) Atlantic Coast.

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

Her Majesty's Canadian Ship *Margaree* commissions.

"God Save the Queen"

Address to the ship's company by Commanding Officer, Commander J. E. Korning, CD, RCN.

"O Canada"

Tour of ship begins.



Capt. (L) J. M. Doull, CD, RCN, former Principal Naval Overseer, East Coast.



Capt. R. V. Henning, CD, RCN, Principal Naval Overseer, East Coast.



Lt. Cdr. (E) J. W. Brooking, CD, RCN, Asst. PNO.

THE NAVAL OVERSEERS

The Principal Naval Overseer, East Coast, is Ordnance Captain R. V. Henning, CD, RCN, who assumed his appointment from Captain(L) J. M. Doull, CD, RCN, in July, 1957.

The staff of the Principal Naval Overseer assists and guides the programme of construction of naval vessels in the Halifax Shipyards where HMCS *Margaree* is the second of three anti-submarine destroyer escorts being built.

Members of the staff are: Lieut. Commander(E) J. W. Brooking, CD, RCN, Assistant Principal Naval Overseer; Constructor Lieut. Commander R. A. Billard, CD, RCN, Hull Overseer; Lieut. Commander(E) L. R. Johns, CD, RCN, and Lieut. (E) E. K. Farquharson, RCN, Engineer Overseers; Lieut. Commander (L) J. W. Long, CD, RCN, Electrical Overseer; Lieut. Commander (S) A. F. Reade, CD, RCN, Supply Overseer, and Mr. A. P. Bell, Trials Co-ordinator.

Other members of the staff include Chief Petty Officers W. R. Lavis, G. Redden, W. T. Hatcher and L. Millward; Petty Officers C. R. Thorne, W. J. Greenwood, R. H. Slasor, D. E. Williams and C. W. Bishop, and Leading Seaman W. L. Saunders; Miss M. D. Nordin, stenographer, and H. C. Kingsbury, E. P. MacDonald and R. K. Woods, time and material recorders.



Const. Lt. Cdr. R. A. Billard, CD, RCN, Hull Overseer.



Lt. Cdr. (E) L. R. Johns, CD, RCN, Engineer Overseer.



Lieut. (E) E. K. Farquharson, RCN, Engineer Overseer.



Lt. Cdr. (L) J. W. Long, CD, RCN, Electrical Overseer.



Lt. Cdr. (S) A. F. Reade, CD, RCN, Supply Overseer.



A. P. Bell, Trials Co-ordinator.



C. B. Lang, President, Dominion Steel and Coal Corporation Limited.



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



D. Scouler, General Superintendent, Halifax Shipyards.



C. A. McNicoll, Superintendent of Shipbuilding, Halifax Shipyards.

THE BUILDERS

HALIFAX SHIPYARDS

A wholly-owned subsidiary of Dominion Steel and Coal Corporation Ltd.

For generations, Halifax Shipyards has been building and repairing naval and merchant vessels of many types and was one of the Canadian shipbuilding firms chosen to construct the radically new anti-submarine destroyer escorts.

"Halships" already has completed one of these ships, HMCS *Saguenay*, which was commissioned December 15, 1956. HMCS *Margaree* is the second.

Halifax Shipyards had the honour of building the first destroyers ever constructed in Canada. These were the Tribal class destroyers *Micmac*, *Nootka*, *Cayuga* and *Athabaskan* which were commissioned shortly after the Second World War. At that time, they were the largest warships ever to be built in this country. Three of them saw service in the Korean theatre and all were a great satisfaction to the builders as is HMCS *Saguenay* and as will be HMCS *Margaree*.

Problems faced in the building of the *Saguenay* were overcome by the skill and experience of Halifax Shipyards as were the problems which arose in the building of *Margaree* in which new types of equipment had been added.

"Halships" was quick to adopt the new techniques required and construction progressed from the laying of the first pre-fabricated unit on the keel blocks to the complete and proud vessel being commissioned today.

An aerial view of Halifax Shipyards.





THE SHIP'S BADGE



THE SHIP'S BADGE of HMCS *Margaree* symbolizes her association with the Cape Breton Island river after which the ship is named.

The blazon is described in heraldic terms as:
Azure, three cotises wavy argent,
overall a flower of the Marguerite
(Daisy) proper.

The field of blue on the badge, with its three silver diagonal stripes, depicts the river itself, while the Marguerite or daisy flower is superimposed in representation of the river's name, said to have been a corruption of the name "Marguerite."

The ship's colours are white and blue.



AN HISTORIC NAME

THE NAME of the ship was derived from that of the Margaree River, a stream noted for its salmon fishing. The river is located in Cape Breton Island and its mouth is at Margaree Harbour on the west coast of the island, 20 miles from Inverness.

Some say that the original name of the river was "Marguerite". One source explains the choice of name in a story involving the expulsion of the Acadians from the Annapolis Valley in Nova Scotia. According to this story, one of the French families which went to Cape Breton following the expulsion included a girl named Marguerite. Marguerite later married a settler named LeBlanc, the first Frenchman to settle at the mouth of the river, who, to honour his bride, gave the river her name.

The corruption of the name to "Margaree" is attributed to the Indians. It should be noted, however, that the Indians had their own name for the river, "Weeukuch" or "Weukuto," meaning "red ochre," the substance from which they manufactured their red dyes.

Less romantic and perhaps more probable is the explanation that the river derives its name from Sieur Jean-Marie Marguerie who, after departing from Louisbourg, went with his family to the region. The members of this family are mentioned in the census of 1749-50.

Bishop Plessis, in his "Journal" of 1815, calls the settlement at the mouth of the river "Havre de Margré" and the name is so written in the early church register. It was also known as "Mâgré," which was changed to "Margaree" in the grants of land given to the settlers by the Lieutenant-Governor in Council at Sydney.

THE HERITAGE

The first HMCS *Margaree*, the former British destroyer *Diana*, was commissioned in England on September 6, 1940, as a replacement for the Canadian destroyer *Fraser*, lost on the night of June 25-26 of the same year during evacuation operations in the Bordeaux area, Bay of Biscay.

The *Margaree* sailed for Canada from Londonderry on October 20 with 10 officers and 166 men, many of whom were survivors from the *Fraser*, looking forward to survivors leave at home.

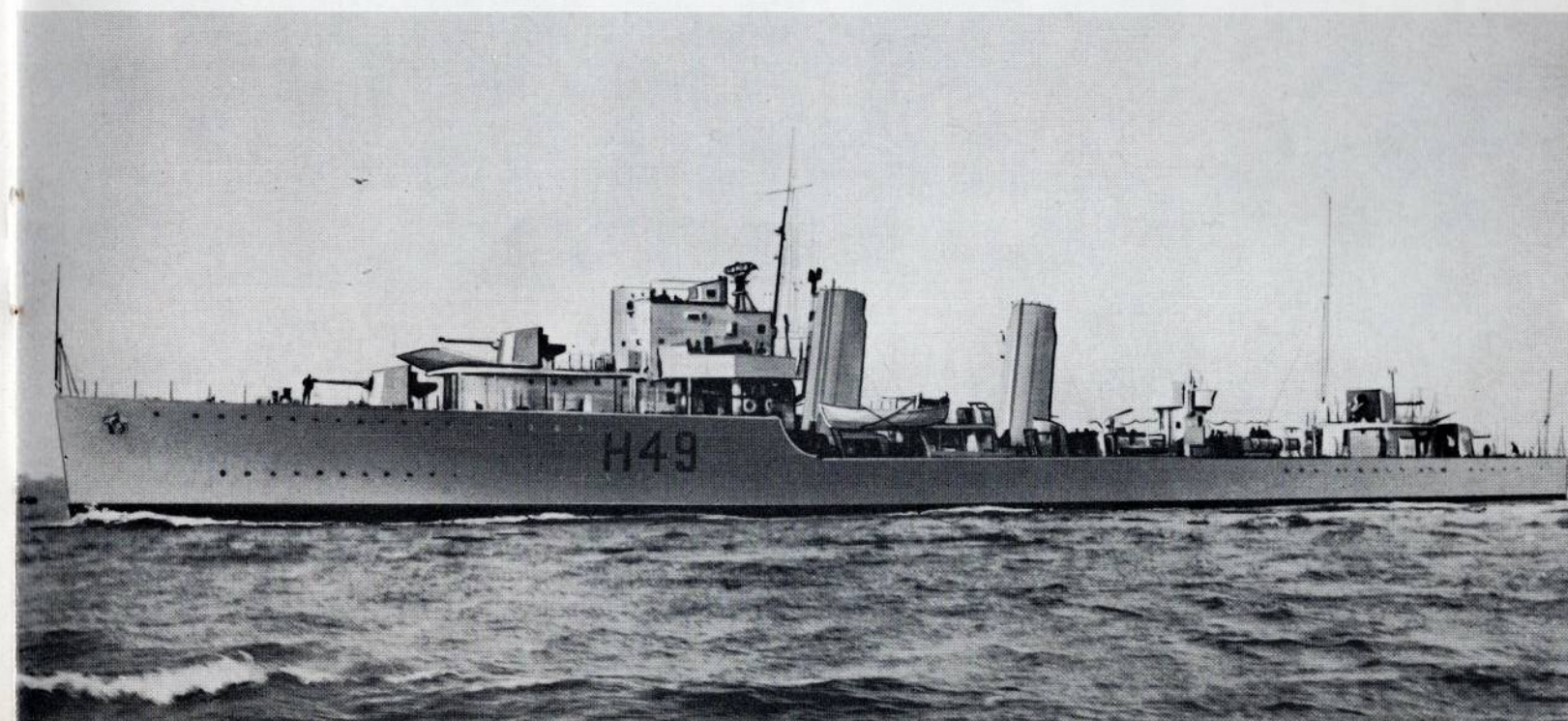
On October 22, after 46 days in commission, the destroyer was in collision with a merchant ship, one of a convoy she was escorting. The *Margaree* went down about 400 miles west of Ireland with a loss of 142 lives, including that of her commanding officer. The 34 survivors were rescued by the merchant ship with which the *Margaree* had collided.

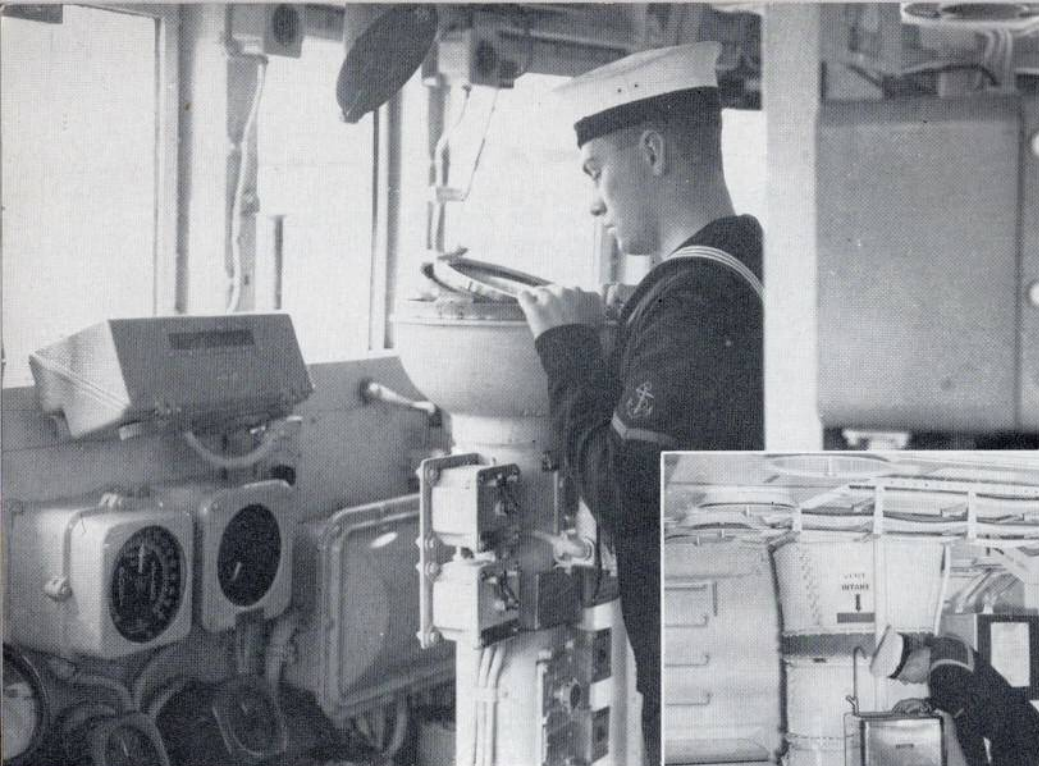
Today, a plaque in the Church of St. Nicholas in HMCS Stadacona, Halifax, commemorates the loss.

FORMER COMMANDING OFFICER

HMCS *Margaree* had only one commanding officer during her brief career in the Royal Canadian Navy. He was Commander J. W. R. Roy, who was lost with his ship. Cdr. Roy, born in Ottawa in April, 1901, attended the Royal Naval College of Canada at Halifax from 1916 to 1918. He attended Naval Staff College in the United Kingdom in 1936 and was promoted to the rank of commander on December 1, 1938. During the early part of the Second World War he was director of the operations division at Naval Service Headquarters, Ottawa, until June, 1940, when he went on various missions until his appointment to the *Margaree*.

The first HMCS MARGAREE (ex-HMS DIANA).

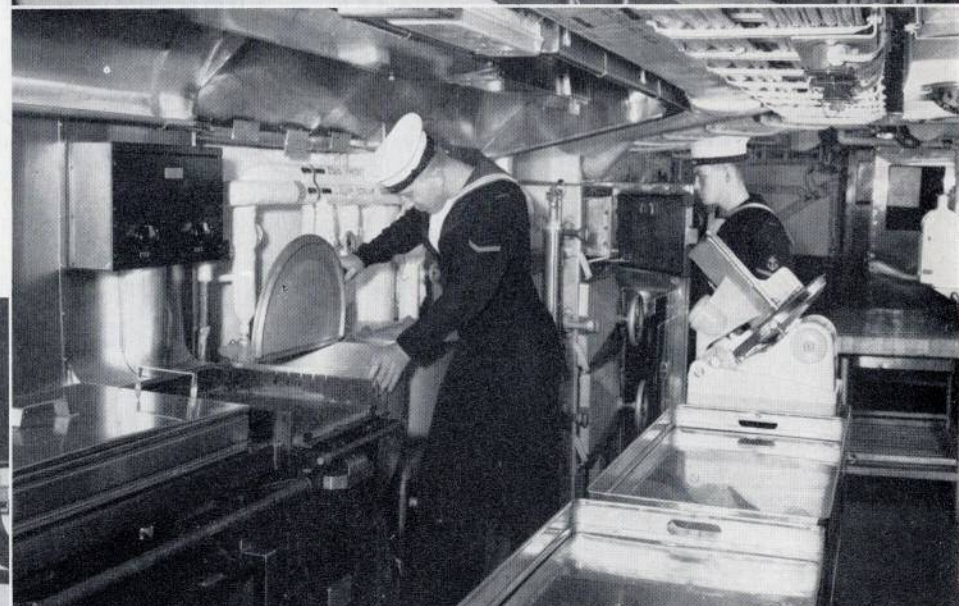




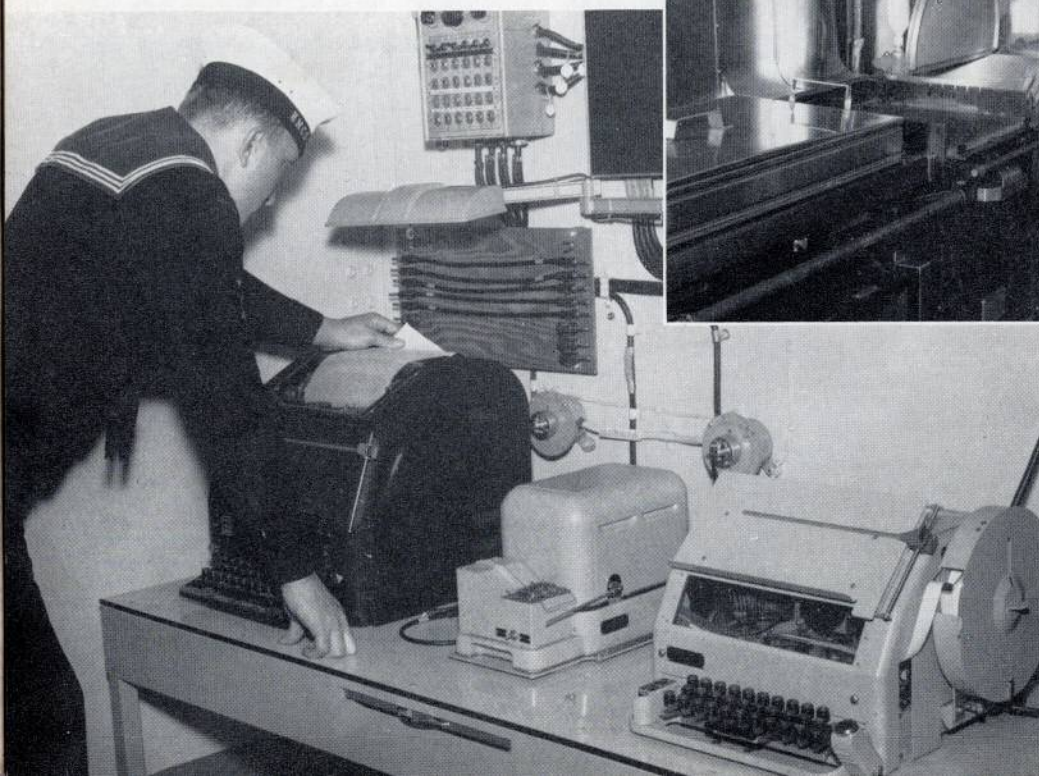
The command position.



The main dining hall.



The galley.



Teletype machines in one of the ship's radio rooms.



COMMANDER J. E. KORNING, CD, RCN,
Commanding Officer.

THE SHIP'S COMPANY

OFFICERS

Lieut. Commander.....	W. M. LaNauze, CD, RCN.....	Executive Officer
Lieut. (E).....	K. L. Farquaharson.....	Engineer Officer
Lieut. Commander (S).....	J. R. Sutherland, CD, RCN.....	Supply Officer
Lieut. Commander (L).....	W. B. Wilson, RCN.....	Electrical Officer
Ordnance Lieut.....	G. J. Giroux, RCN.....	Ordnance Officer
Lieut. (TAS).....	J. H. R. LaRoche, RCN.....	Torpedo Anti-Submarine Officer
Lieut. (N).....	H. H. W. Plant, RCN.....	Navigation Officer
Lieut.....	T. Elworthy, RCN.....	Confidential Books and Security Officer
Lieut.....	A. D. Gorman, RCN.....	Gunnery Officer
Cmd Com Off.....	S. Iscoe, CD, RCN.....	Communications Officer
Acting Sub-Lieut.....	J. C. St-Pierre, RCN.....	General Duties

MEN

Chief Petty Officer Robert Webber.....Coxswain

SEAMAN BRANCH

Chief Petty Officer.....	Jack Slater	Able Seaman.....	Thomas Humphrey	Able Seaman.....	James Clarke
Petty Officer.....	Reginald McLuskie	Able Seaman.....	Willfred Marquis	Able Seaman.....	Royce Park
Petty Officer.....	Gilbert Dixon	Able Seaman.....	Leo Baker	Able Seaman.....	Henry Laval
Petty Officer.....	William Plant	Able Seaman.....	James Keith	Able Seaman.....	David Thera
Petty Officer.....	Michael Johnston	Able Seaman.....	Maxim Dick	Able Seaman.....	John Johnston
Petty Officer.....	Walter Taylor	Able Seaman.....	Lyle Gavin	Able Seaman.....	Edward Murphy
Petty Officer 2/c.....	Norman Murphy	Able Seaman.....	John Hicks	Able Seaman.....	Gordon Rutland
Petty Officer 2/c.....	Donald Cochran	Able Seaman.....	Robert Brooks	Able Seaman.....	Lawrence Barry
Petty Officer 2/c.....	George Stinson	Able Seaman.....	Richard Klatt	Able Seaman.....	Lionel Stephenson
Petty Officer 2/c.....	George Ayotte	Able Seaman.....	Gordon Innis	Able Seaman.....	David Springray
Petty Officer 2/c.....	George Aird	Able Seaman.....	Donald St. Godard	Able Seaman.....	Frank Gottfriedsen
Petty Officer 2/c.....	Clifford Dalsin	Able Seaman.....	Robert Lindal	Able Seaman.....	Floyd Dick
Petty Officer 2/c.....	Servin Diebold	Able Seaman.....	Ronald Patriquin	Able Seaman.....	Roy Newcombe
Leading Seaman.....	Thomas Meritt	Able Seaman.....	Graham McDonald	Able Seaman.....	William Ross
Leading Seaman.....	John Dolphin	Able Seaman.....	Robert Morgan	Able Seaman.....	George Adams
Leading Seaman.....	David Dodd	Able Seaman.....	William McShane	Able Seaman.....	Herbert Grubel
Leading Seaman.....	Kenneth Freeland	Able Seaman.....	William Cauthers	Able Seaman.....	Harold Bourke
Leading Seaman.....	Kenneth Murray	Able Seaman.....	Duane Cuthbertson		
Leading Seaman.....	Percy Zutter	Able Seaman.....	Richard Glover		
Leading Seaman.....	Clifford Brown	Able Seaman.....	Arthur MacLean		
Leading Seaman.....	William Treichel	Able Seaman.....	Donald Sweeney		
Leading Seaman.....	Francis Weisgerber	Able Seaman.....	Jacob Paul		
Leading Seaman.....	Elmer Farrish	Able Seaman.....	Nestor Zbitnew		
Leading Seaman.....	Ralph McLellan	Able Seaman.....	Donald Puzey		
Leading Seaman.....	Robert Orr	Able Seaman.....	Lealie Hartwick		
				Ordinary Seaman.....	Thomas Allison
				Ordinary Seaman.....	Richard Wilson
				Ordinary Seaman.....	Lyall Bourelle
				Ordinary Seaman.....	Gerald Wade
				Ordinary Seaman.....	Ronald Heal

ENGINEERING BRANCH

Chief Petty Officer...Leslie Mills	Petty Officer 2/c...James Robertson	Able Seaman.....Ernest Lechner
Chief Petty Officer...Dennis T. Tomkins	Petty Officer 2/c...Stuard Wiley	Able Seaman.....James Coughlin
Chief Petty Officer...Walter Curry	Petty Officer 2/c...Marnon Wilde	Able Seaman.....Robert Madson
Chief Petty Officer...Jermiah Blythe	Petty Officer 2/c...Peter Souka	Able Seaman.....Ronald Anderson
Chief Petty Officer...William Buchanan	Petty Officer 2/c...Donald Lyngard	Able Seaman.....John Rackel
Chief Petty Officer...James Campbell	Petty Officer 2/c...Gordon Lynch	Able Seaman.....Orest Jakabec
Petty Officer.....Gordon Lawrence	Leading Seaman...William Hildebrand	Able Seaman.....Harvey Ashcroft
Petty Officer.....Edwin Moodie	Leading Seaman...James McCelvey	Able Seaman.....Hans Hegenbart
Petty Officer.....Romeo Desjardins	Leading Seaman...Frank Merkl	Able Seaman.....Donald Hall
Petty Officer.....Gordon Hatten	Leading Seaman...Wayne Walsh	Able Seaman.....Frederick Ross
Petty Officer.....George Brown	Leading Seaman...Donald Clouston	Able Seaman.....James Skinner
Petty Officer.....Robert Steward	Leading Seaman...Glenn MacDonald	Ordinary Seaman...Donald Smith
Petty Officer.....George Hillsden	Leading Seaman...Victor Stashewsky	Ordinary Seaman...Keith Lynn
Petty Officer 2/c...David Francis	Leading Seaman...Courtney Lock	Ordinary Seaman...Rudolph Grandell
Petty Officer 2/c...Thomas Brown	Leading Seaman...Orville Howard	Ordinary Seaman...Charles Henry
		Ordinary Seaman...John Crzyb

COMMUNICATIONS BRANCH

Chief Petty Officer...George Mannix	Leading Seaman...Lloyd Rayment	Able Seaman.....Jack McCulley
Chief Petty Officer...John Carson	Leading Seaman...John Oros	Able Seaman.....Gregory McLean
Petty Officer 2/c...Earl Wareham	Able Seaman.....Joseph Graham	Able Seaman.....Donald Campbell
Petty Officer 2/c...John Jewell	Able Seaman.....Kenneth Beach	Ordinary Seaman...Charles Stordeur
	Able Seaman.....Glen Kemp	Ordinary Seaman...Norbert Jakubowski

CONSTRUCTION BRANCH

Chief Petty Officer.....Alfred Deans	Petty Officer.....Raymond Sawyer
--------------------------------------	----------------------------------

SUPPLY BRANCH

Chief Petty Officer...Floyd Noyes	Petty Officer 2/c...Allen Kerr	Able Seaman.....William Amiss
Chief Petty Officer...William James	Leading Seaman...John Bogard	Able Seaman.....David Daw
Chief Petty Officer...John Adams	Leading Seaman...Robert Tunson	Able Seaman.....Lyle Snedden
Petty Officer.....William Morris	Able Seaman.....Donald Cudmore	Able Seaman.....Thomas Waite
Petty Officer.....Raymond McCrea	Able Seaman.....Garth Glauser	Able Seaman.....Allan Hoxie
Petty Officer 2/c...Royce Bradford	Able Seaman.....Kenneth Waterhouse	Able Seaman.....Allan Sturk
Petty Officer 2/c...Merrill Cooper	Able Seaman.....Gary Anderson	Ordinary Seaman...Joseph Gigliotti
Petty Officer 2/c...Valentine Rieger	Able Seaman.....Albert Wells	Ordinary Seaman...John Grieve
Petty Officer 2/c...Reggie Beale		

MEDICAL BRANCH

Chief Petty Officer.....Andrew Grainger

ELECTRICAL BRANCH

Chief Petty Officer...Harry Neaves	Leading Seaman...Victor Yablonski	Ordinary Seaman...Frederick Johnson
Chief Petty Officer...Robert Peel	Leading Seaman...Patrick Murphy	Ordinary Seaman...Gordon Brososky
Chief Petty Officer...Charles Hunt	Able Seaman.....Ronald Orton	Ordinary Seaman...Lloyd Wood
Petty Officer.....Elmer Childerhouse	Able Seaman.....Robert Baxter	Ordinary Seaman...Peter Gellatly
Petty Officer.....Elmer Ferguson	Able Seaman.....Peter Seldon	Ordinary Seaman...Ronald Edwards
Petty Officer.....George Colley	Able Seaman.....Alan Acheson	Ordinary Seaman...Lloyd Coey
Petty Officer.....Eric Peterson	Able Seaman.....Peter Robertson	Ordinary Seaman...Robert Stalker

ORDNANCE BRANCH

Chief Petty Officer...Steward Mein	Petty Officer.....Ernest Partridge	Able Seaman.....Douglas Percy
Petty Officer.....Reginald Shore	Petty Officer.....William Hood	Able Seaman.....Nestor Wiwchar
		Able Seaman.....Gordon Dunning

EDMOND CLOUTIER, C.M.G., O.A., D.S.P.
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1957