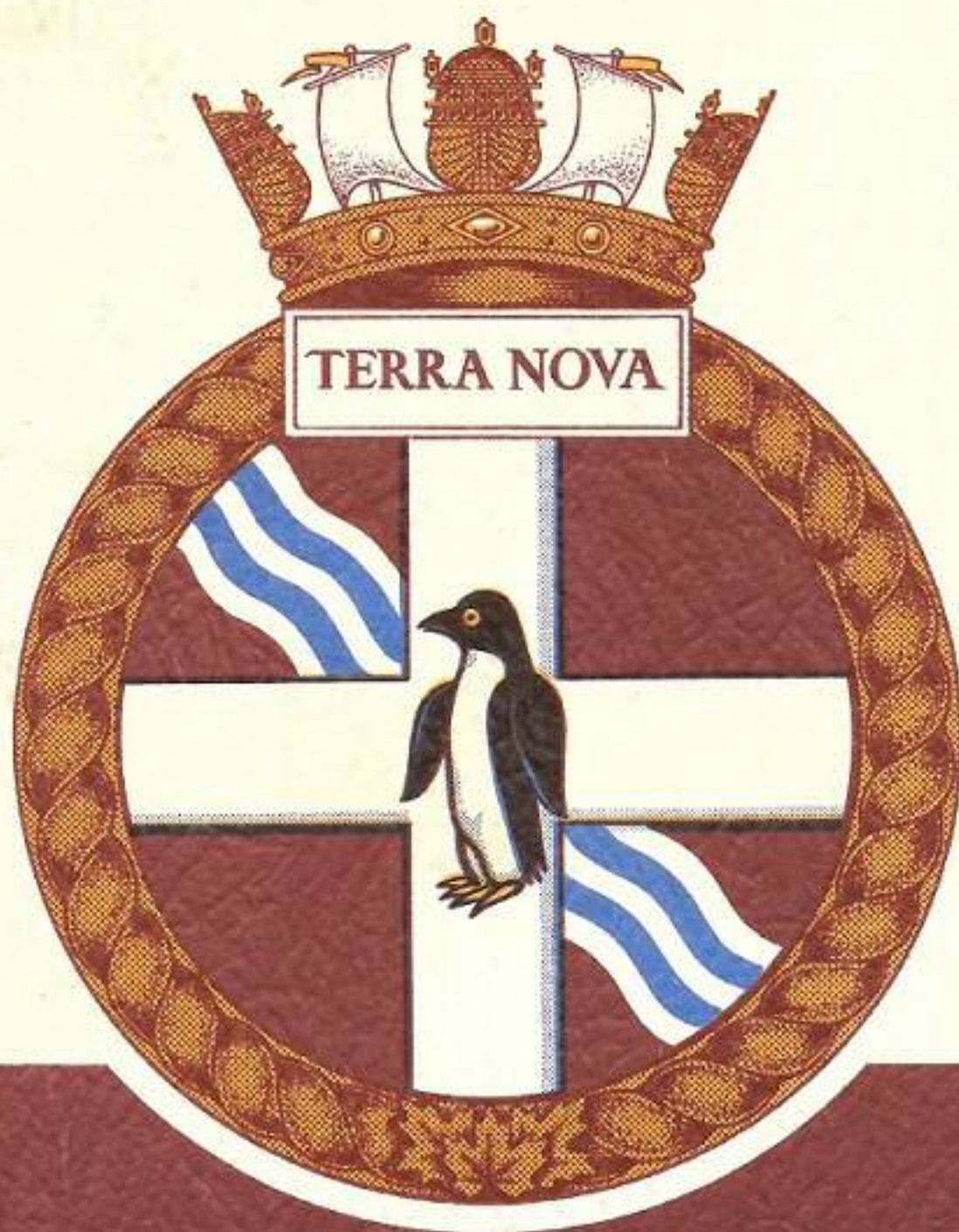


THE
Commissioning
OF

HMCS TERRA NOVA



**AT VICTORIA MACHINERY DEPOT CO. LTD.
VICTORIA, B.C.**

JUNE 6, 1959



Hon. G. R. Pearkes, VC,
Minister of National Defence.



It is with very great pleasure that I welcome HMCS *Terra Nova* to the family of fighting ships that give growing strength to the Royal Canadian Navy and proof of Canada's determination to assume her share in the defence of the free world.

This is the first *Terra Nova* in the Navy, and she therefore has not been the beneficiary of battle honours and traditions passed down from illustrious ancestors. To the name, however, there is attached a naval heritage worthy of great pride.

Correctly speaking, the *Terra Nova* is named for a river in Newfoundland, but it is inevitable, and fitting, that the name should signify also the close ties between the Navy and the province as a whole.

This relationship was established during the Second World War, when Newfoundland and Canada's Navy jointly played a major part in the winning of the Battle of the Atlantic. Early in 1941, St. John's became a forward base for Canada's convoy escort forces, and so it served for ships in increasing numbers, until the end of the war. The link that was firmly forged in those wartime years remains as strong today.

I should like to think also of this ship as symbolizing our national unity, built as she has been in our most westerly province, while deriving her name from the most easterly.

With this in mind, I confide to the Commanding Officer, officers and men of HMCS *Terra Nova* my sincere good wishes for a happy and rewarding commission.

G. R. PEARKES,
Minister of National Defence.



Vice-Admiral H. G. DeWolf, CBE, DSO, DSC,
CD, RCN, Chief of the Naval Staff.



Apart from the pleasure one always experiences on seeing a new ship come to life, the commissioning of HMCS *Terra Nova* gives cause for very real satisfaction, marking as it does another important step toward the attainment of the Royal Canadian Navy's primary objective.

This object is the possession of a fleet instantly ready and able to do its duty, in defending Canada by sea and in contributing toward the defence of the free world.

Such a task takes more than ships, and whatever satisfaction we may feel on seeing HMCS *Terra Nova* commission must be tempered by the knowledge that there is still much to be done before she becomes, and remains, a fully effective unit of the fleet.

We know that potentially this ship is extremely capable of filling her specialized anti-submarine role. But how quickly and thoroughly she realizes that potential depends, in the final analysis, on her officers and men. It is they, individually and collectively, who will establish her worth.

With confidence in their determination to make HMCS *Terra Nova* second to none in the fleet, I extend to her Commanding Officer, officers and men my best wishes for a commission successful in all respects.

H. G. DEWOLF,
Vice Admiral, Chief of the Naval Staff.



HMCS *Terra Nova* during sea trials.

A CANADIAN ACHIEVEMENT

HMCS *Terra Nova* is the fifth of the *Restigouche* class of destroyer escort developed from the *St. Laurent* class and incorporating advances in armament and submarine detection capabilities.

The advances embrace sonar, guns and homing torpedoes. The new sonar is the product of intensive study and exhaustive trials carried out jointly by technical and staff officers of the RCN and scientists of the Defence Research Board. In general, this new equipment is designed to overcome the limitations imposed by unfavorable water temperatures, salinity and other conditions. The new set also has a greater range than those previously in use.

The *Terra Nova* has a twin 3-inch 70 calibre gun mounted forward, replacing the 3-inch 50 calibre gun with which the *St. Laurent* class is equipped. The twin 3-inch 50 calibre gun aft

has been retained, but there are no Bofors close-range weapons. The 3-inch 70 has a greater rate of fire than the 3-inch 50 calibre gun.

The *Terra Nova* carries homing torpedoes with improved capabilities to those fitted in the *St. Laurent* class.

Some change, too, has been made in the bridge structure, which now has wings, replacing the pilotage position on top of the enclosed bridge found in the *St. Laurent* class.

The *Terra Nova* was laid down at Victoria Machinery Depot on November 14, 1952 and launched on June 21, 1955. Her sponsor was Mrs. J. C. Hibbard, the wife of Rear-Admiral J. C. Hibbard, DSC and Bar, CD, RCN (Ret'd), at that time Flag Officer Pacific 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 13.5 feet. Her displacement is 2,900 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 upper deck, two 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 *Terra Nova* is all-welded, with X-ray tests insuring against hidden defects. A large quantity of aluminum has been used in the ship's interior and superstructure for good stability and weight reduction.

WEAPONS

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

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

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

PROPULSION MACHINERY

The motive power of the ship is provided by two main turbines and two cruising turbines geared down to twin shafts. Hardened and ground gearing has been used, 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 found in a warship.

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

ELECTRICAL EQUIPMENT

The *Terra Nova* 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 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 *Terra Nova* has three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment. A message centre is equipped with teletype, and a cryptographic room with coding devices.

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

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.

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

1445—Invited Guests Arrive.

1500—Guest of Honour and Official Party arrive.

THE COMMISSIONING ORDER OF SERVICE

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

Address by Mr. Harold Husband, President, Victoria Machinery Depot.

Address by Vice-Admiral H. G. DeWolf, CBE, DSO, DSC, CD, RCN, Chief of the Naval Staff.

Address by the Guest of Honour, The Hon. G. R. Pearkes, VC, MP, Minister of National Defence.

Acceptance of the ship by Rear-Admiral (E) B. R. Spencer, CD, RCN, Chief of Naval Technical Services.

Commissioning Service conducted by the Rev. T. L. Jackson, Chaplain (P), RCN.

HYMN: Tune "Eternal Father Strong to Save"

| | |
|---------------------------------------|--|
| O Father, King of Earth and Sea, | And when at length her course is run, |
| We dedicate this ship to Thee; | Her work for home and country done; |
| In faith we send her on her way, | Of all the souls that in her sailed, |
| In faith to Thee we humbly pray,— | Let not one life in Thee have failed, |
| O hear from heaven our sailor's cry, | But hear from heaven our sailors' cry, |
| And watch and guard her from on high. | 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 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.

A M M E

1530—Commissioning Ceremony.

Guest of Honour and Official Party tour the Ship, followed by Invited Guests.

1630—Reception begins.

NING CEREMONY SERVICE

P R A Y E R

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 Naval Prayer

The Lord's Prayer

Benediction

Commissioning Service conducted by the Rev. J. A. MacLean, RCN, Assistant Command Chaplain (RC).

Almighty God, our heavenly Father, hear our prayers and bless this ship with Thy right hand as Thou didst bless Noah and the ark on the waters of the flood. Send Thy holy angels from heaven to guard, assist, strengthen and encourage those who will serve therein. Preserve and deliver them from all weakness of mind and body. Endow her Officers with the spirit of wisdom, knowledge and the fear of Thee, inspire her men with the spirit of truth, courage and loyalty. Strengthen and increase their admiration for honest dealing, so that they may hate that which is evil and love that which is good. That through them the tradition of the Navy of Her Majesty the Queen may be maintained, to ensure the freedom of the seas to all who have the right to use them. And under the patronage of the blessed Mother of God, Mary, Star of the sea, of St. George Thy Martyr, and of all Thy saints, may their words and works be such as to bring them the honour due to faithful servants in this Life, and an eternal reward in the Life to come Thou who livest and reignest world without end.

Amen.

Her Majesty's Ship *Terra Nova* commissions.

Commanding Officer, Commander W. H. Willson, DSC, CD, RCN, addresses the ship's company. Ship's company embark in the ship.

Commanding Officer is piped on board and stands by to receive the Guest of Honour, Official Party and Invited Guests.



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

THE NAVAL OVERSEERS

Throughout the entire construction of HMCS *Terra Nova*, all work has been under the supervision of the Principal Naval Overseer, West Coast, with a staff of Naval technical officers, chief petty officers and men.

During the majority of the building period the Principal Naval Overseer, West Coast, was Captain (E) Erik Revfem, CD, RCN, who has held this appointment since October, 1956, when he succeeded Captain (E) E. I. Hinchcliffe, OBE, CD, RCN (Ret'd).

Naval members of PNO's staff at Victoria Machinery Depot Company Limited, are:

Construction Section

Con. Lieut. C. M. Holland, RCN.
Chief Petty Officer H. H. Booth.
Chief Petty Officer L. M. Ford.
Petty Officer L. W. Reid.

Engineering Section

Lieut. (E) E. V. Dear, RCN.
Chief Petty Officer D. H. Evans.
Chief Petty Officer E. Melvin.
Chief Petty Officer W. Frees.

Electrical Engineering Section

Lt.-Cdr. (L) F. G. Douglas, RCN.
Chief Petty Officer R. J. Clemens.
Chief Petty Officer D. Nute.
Chief Petty Officer C. Moser.

Supply Section

Lt.-Cdr. (S) D. L. Marcus, RCN.
Chief Petty Officer A. Michaud.
Leading Seaman A. Prill.
Able Seaman R. E. Cooks.
Able Seaman K. J. Dyer.
Able Seaman E. Gallier.

Ordnance Section

Ord. Lieut. R. Brearley, RCN.
Petty Officer G. Tatton.

The hull was constructed in Victoria Machinery Depot No. 2 Yard, and launched on June 21, 1955.

Const. Lieut. C. M.
Holland, CD, RCN,
Constructor Overseer



Lieut. (E) V. Dear,
CD, RCN,
Engineer Overseer



Lt.-Cdr. (L) F. G. Douglas,
CD, RCN,
Electrical Overseer



Lt.-Cdr. (S) D. L. Marcus,
CD, RCN,
Supply Overseer



Ord. Lieut. R. Brearley,
RCN,
Ordnance Overseer





HAROLD HUSBAND
President
Victoria Machinery Depot
Co. Ltd.



H. S. HAMMILL
General Manager
Victoria Machinery Depot
Co. Ltd.

THE BUILDERS

The Victoria Machinery Depot Co. Ltd., during the 96 years that this pioneering shipbuilding and engineering firm has served the Pacific West, has had many fine vessels gracing its dockyards. There have been rugged little paddle-wheelers bound for the gold-laden Klondike, stately tall-masted schooners hunting the elusive whale, sleek powerful destroyers carrying men to war.

V.M.D. is particularly proud of the part it has played in serving the ships of the Royal Canadian Navy during the past 50 years. It began when the cruiser HMS *Rainbow*—Canada's first line of defence on the Pacific Coast during World War I—sailed into the V.M.D. yards for refitting in 1910. It reached a climax in World War II when 4,000 V.M.D. workers manned three shifts, 24 hours a day, seven days a week, building Canadian corvettes for the Royal Canadian Navy, and Victory ships for the allied merchant fleets.

And today the work carries on, and fine new ships like the destroyer escort HMCS *Terra Nova* wholly built, from the keel up, by V.M.D.—bear witness to the enduring skill of this Company's craftsmen and engineers, and this is a ship in which the men of V.M.D. take great pride.

As well as a completely integrated shipbuilding and ship-repairing organization, V.M.D. operations have spread to other fields of endeavour. The company's industrial division now produces giant refinery vessels for the oil industry, turbine rings for B.C.'s power projects, huge pulp digesters for the pulp and paper manufacturers, as well as pipe lines.

Ashore and afloat, V.M.D. is ever seeking new ways to serve both Canada and Canada's Navy.

T. MOFFETT
Works Manager
Victoria Machinery
Depot Co. Ltd.



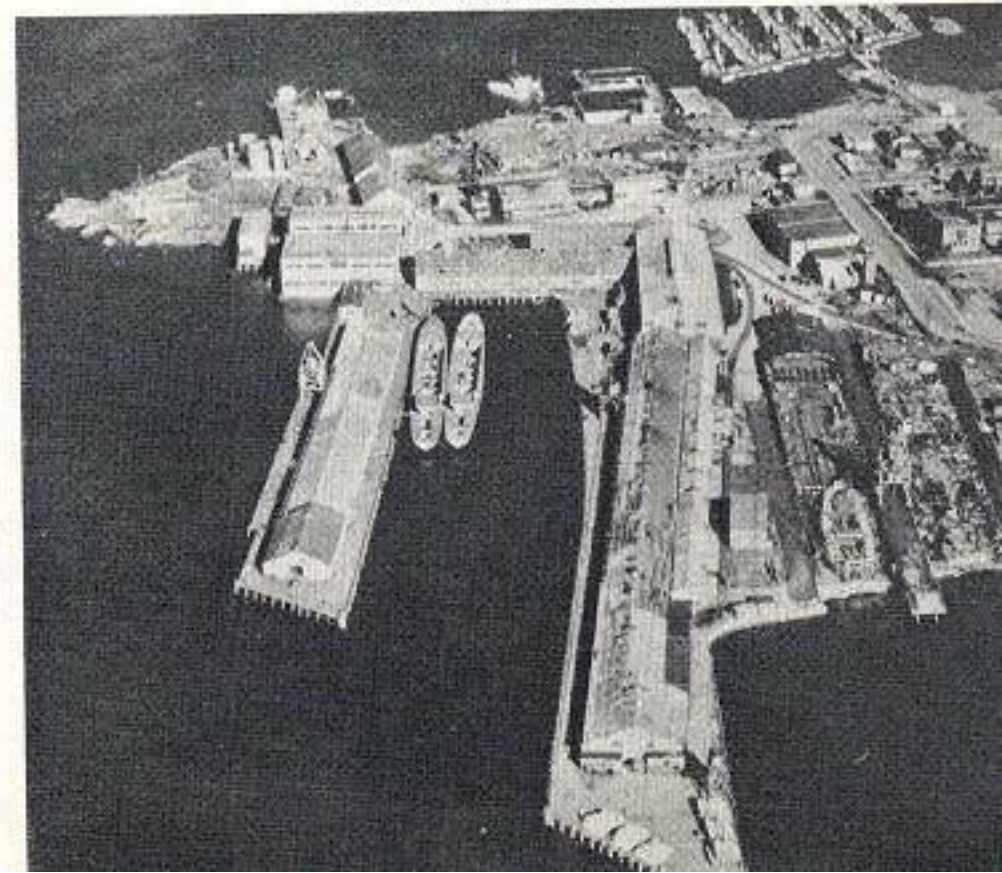
J. B. BAESS
Naval Architect
Victoria Machinery
Depot Co. Ltd.



J. GILBERT
Superintendent
Victoria Machinery
Depot Co. Ltd.



An aerial view of Victoria Machinery Depot Co. Ltd.,
No. 2 Yard, Victoria, B.C.





THE SHIP'S BADGE

BLAZON:

Gules, a bend wavy Argent charged with two like cottises Azure, debruised with a cross of the second charged with a penguin erect proper.

SIGNIFICANCE:

The wavy white and blue diagonal stripe refers to the River Terra Nova in Newfoundland, after which this ship is named.

The white cross on the dark red background is derived from the Arms of Newfoundland.

A famous *Terra Nova*, built in 1884, was one of the largest and stoutest of Scottish whalers. Her years as a whaler were uneventful, but in 1903 she was chartered by the Admiralty for service in the Antarctic and for the next ten years was either associated with or commanded by Captain Robert Falcon Scott, CVO, DSC, RN, of South Pole fame. The Admiralty commemorates the memory of this gallant officer-explorer in HMS *Scott*, whose Ship's Badge displays a penguin on a field of water.

The Royal Canadian Navy also pays tribute to Captain Scott's courage and leadership by placing a penguin on the Ship's Badge of HMCS *Terra Nova*.

SHIP'S COLOURS:

White and Dark Red.



TERRA NOVA . . . THE NAME

Her Majesty's Canadian Ship *Terra Nova* is named after a river in Newfoundland, and is the first ship of the Royal Canadian Navy to bear this name.

To the other 13 destroyer escorts of the *St. Laurent* and *Restigouche* classes were given names of Canadian rivers that were handed down from destroyers of the RCN that served in the Second World War. Departure was made from this practice after Newfoundland became a part of Canada, in recognition of the newest province and of its close wartime association with the RCN.

The Terra Nova river is about 70 miles long. It rises near Mount Sylvester and empties into the sea at Gloverton, in Bonavista Bay. The river drains numerous lakes, the principal ones being Kepenkek, Lake St. John, Deer Lake, Mullyguajeck (or Mollygojack) and Terra Nova. It is a rough river with several high waterfalls, none of them harnessed but possessing considerable power potential. It is a fine sporting area for salmon, trout, caribou, moose, bears, ducks and geese. Near the mouth of the river a new national park of great beauty is being established.

In its turn, the river Terra Nova derived its name, as did the lake and town, from the original name for Newfoundland. On all old maps, from the time of John Cabot, the island was shown as Terra Nova.

Although the name has never been given to a Canadian warship, or to a ship of the Royal Navy, it has a strong naval connection.

A famous *Terra Nova*—which was still registered at St. John's, Newfoundland, as late as the early 1930's—was built in Dundee, Scotland, in 1884. One of the largest and strongest of the old Scottish whalers, she was a wooden, coal-burning steamer with auxiliary sail, barque-rigged, and was admirably suited to withstand the rigours of polar weather.

It was when she was chartered by the Admiralty, to take part in the Second *Discovery* Relief Expedition of 1903-1904, that she came into prominence.

On this expedition her task was simple enough. She was to sail, in company with the *Morning*, to the Antarctic to order the famous polar explorer, Captain Robert Falcon Scott, CVO, DSC, RN, to abandon the *Discovery* in the ice and return home. Shortly after she arrived in Antarctica, however, the *Discovery* broke herself free, and the three ships sailed for England.

The *Terra Nova* reached the height of her fame in the British Antarctic Expedition of 1910-1913. This expedition was organized, equipped and led by Captain Scott and was financed by him with money raised through public subscription and by grants from the Governments of Great Britain, Australia, New Zealand and South Africa.

The *Terra Nova* left London on June 1, 1910, for New Zealand, and from there set out on the first voyage of the expedition in November. She returned in April, 1911, after depositing the shore parties in the Antarctic.

In command was Captain Scott, seconded by the Royal Navy for duty with the expedition, as were seven of his officers.

During the *Terra Nova's* second voyage—December, 1911 to April, 1912—supplies were brought in for the shore parties and scientific studies were carried out. The third voyage—December, 1912, to February, 1913—was carried out under an aura of sadness. Captain Scott and his four companions of the polar party had perished in March, 1911, from the effects of malnutrition and exposure. The remaining members of the shore parties were picked up and the *Terra Nova* returned to the United Kingdom, arriving at Cardiff on June 14, 1913, three years after her departure.

It is of interest that Captain Scott's chief officer, Lieutenant V. L. A. Campbell (later Captain Campbell, DSO, OBE, RN) served with the RCN during the Second World War. He died in November, 1956, at Cornerbrook, Nfld., where he had made his home.

The internationally-known naval scientist, Sir Charles Wright, who has been engaged in research work at the Pacific Naval Laboratory, Esquimalt, B.C., for the past two years, also sailed in the *Terra Nova* with Scott. Born in Canada, Sir Charles went to Cambridge and, later, joined the polar expedition as a physicist. During the Second World War he became Chief of the Royal Naval Scientific Section. At the end of the war he went to Washington for Admiralty liaison duties and, later, was for three years the Director of the Marine Physical Laboratory at San Diego. Returning to Victoria, B.C., just over two years ago, he began special research work at the PNL.



Commander W. H. Willson, DSC, CD, RCN,
Commanding Officer.

THE SHIP'S COMPANY

OFFICERS

| | |
|--|--------------------------------|
| Lieut.-Commander (TAS) W. A. Hughes, CD, RCN | Executive Officer |
| Lieut.-Commander (E) T. M. Kellington, CD, RCN..... | Engineer Officer |
| Lieut.-Commander (S) D. B. Payne, CD, RCN..... | Supply Officer |
| Lieut. G. G. Armstrong, RCN..... | Navigating Officer |
| Lieut. J. H. R. Laroche, RCN..... | Torpedo Anti-Submarine Officer |
| Lieut.-Commander (L) J. G. R. Hutcheson, RCN..... | Electrical Officer |
| Ordnance Lieut.-Commander L. G. Copley, CD, RCN..... | Ordnance Officer |
| Lieut. A. P. Howard, RCN | |
| Sub-Lieut. G. G. Freill, RCN | |

MEN

Chief Petty Officer Samuel RumsonCoxswain

SEAMAN BRANCH

Chief Petty Officer..W. O. Cranmer
Chief Petty Officer..C. M. Vaniderstine

Petty Officer H. S. Gibson
Petty Officer G. A. Shaw
Petty Officer G. B. McKee
Petty Officer S. A. Skiba
Petty Officer W. R. Beaumont
Petty Officer H. S. Little
Petty Officer A. Leslie
Petty Officer D. A. Kurts
Petty Officer E. C. Piller
Petty Officer E. J. Walsh

Leading Seaman G. Day
Leading Seaman R. E. Thomas

Leading Seaman A. R. Higgins
Leading Seaman W. Mercer
Leading Seaman J. M. Renaud
Leading Seaman R. L. Whiteside
Leading Seaman G. M. Gardiner
Leading Seaman J. Petipas
Leading Seaman W. M. Millen
Leading Seaman R. J. Dingwall
Leading Seaman L. P. Fillion
Leading Seaman J. L. Barnes
Leading Seaman H. J. Perry
Leading Seaman L. F. Ridgewell
Leading Seaman J. J. Venne
Leading Seaman W. J. Bennett

Able Seaman A. McDougall
Able Seaman R. McLinchey
Able Seaman D. C. Baskerville
Able Seaman F. A. Crawford
Able Seaman R. Davis
Able Seaman A. M. Muir
Able Seaman P. E. Crowell
Able Seaman C. L. Apel
Able Seaman E. R. Barnes
Able Seaman M. R. Mills
Able Seaman H. C. Vanbuskirk
Able Seaman D. L. Ashby
Able Seaman J. Gill
Able Seaman D. B. Kelly

Able Seaman P. L. Lavalee
 Able Seaman G. Best
 Able Seaman M. Lump
 Able Seaman D. H. Tufford
 Able Seaman J. J. Johnstone
 Ordinary Seaman K. N. Hanna
 Ordinary Seaman L. S. Roberts
 Ordinary Seaman T. D. King

Ordinary Seaman O. J. Helmkey
 Ordinary Seaman L. E. Cross
 Ordinary Seaman J. E. Minter
 Ordinary Seaman W. J. McIlmoyle
 Ordinary Seaman W. J. Bramfield
 Ordinary Seaman J. Rosgnstrom
 Ordinary Seaman G. A. Pattison
 Ordinary Seaman D. B. Pettitt

Ordinary Seaman J. P. McCristall
 Ordinary Seaman D. Gardiner
 Ordinary Seaman E. L. Leblanc
 Ordinary Seaman W. C. Binding
 Ordinary Seaman F. McLauren
 Ordinary Seaman G. W. Domstad
 Ordinary Seaman F. R. Clarke
 Ordinary Seaman D. A. Coxon

ENGINEERING BRANCH

Chief Petty Officer.. J. C. Wetheral
 Chief Petty Officer.. T. Robertson
 Chief Petty Officer.. P. S. Muir
 Chief Petty Officer.. A. Lutzac
 Chief Petty Officer.. S. E. MacRae
 Chief Petty Officer.. J. R. Whyte

Petty Officer A. E. Grosvenor
 Petty Officer B. A. McKone
 Petty Officer R. L. Currie
 Petty Officer S. O. Gamelin

Able Seaman J. L. Maitland
 Able Seaman D. J. Volden
 Able Seaman W. E. Everson
 Able Seaman P. J. McIntyre
 Able Seaman R. King
 Able Seaman A. A. Dubreuil
 Able Seaman H. C. Tigar
 Able Seaman R. L. Overton
 Able Seaman G. D. Dobbie
 Able Seaman G. J. Kirkpatrick
 Able Seaman D. C. Idle
 Able Seaman J. R. Areshenkoff
 Able Seaman D. R. James
 Able Seaman A. R. Melkman
 Able Seaman F. W. Dallas
 Able Seaman R. G. St. Cyr

Petty Officer W. J. Quinn
 Petty Officer S. J. Nettleton
 Petty Officer R. G. Sevigny
 Petty Officer J. A. Carlson
 Petty Officer P. A. Bellamy
 Petty Officer D. J. Corr
 Petty Officer R. R. Forcier
 Petty Officer J. G. Jeanes
 Petty Officer R. W. Smith

Leading Seaman W. T. Cherwack
 Leading Seaman E. McCullough
 Leading Seaman C. J. Purvis
 Leading Seaman J. E. Walton
 Leading Seaman C. L. Barrett

Able Seaman L. P. Latraverse
 Able Seaman F. V. Kendall
 Able Seaman L. A. Fisher
 Able Seaman E. B. Klein
 Able Seaman E. C. Monkman

COMMUNICATIONS BRANCH

Chief Petty Officer.. H. I. McAloney
 Chief Petty Officer.. W. J. Sanderson

Leading Seaman H. W. Reilly
 Leading Seaman D. S. Copeman
 Leading Seaman C. A. Huggard
 Leading Seaman D. L. Mulock
 Leading Seaman H. E. Budgell

Able Seaman D. H. Moore
 Able Seaman L. J. Woods
 Able Seaman J. T. McGee
 Able Seaman G. J. Decoene
 Able Seaman R. A. Enright
 Able Seaman B. R. Rychliski

Petty Officer J. O. Black
 Petty Officer C. W. Titford
 Leading Seaman R. W. Taylor

Able Seaman J. T. Nickson

ELECTRICAL BRANCH

Chief Petty Officer.. W. S. Taylor
 Chief Petty Officer.. A. L. Lockaw
 Chief Petty Officer.. R. R. Curtis

Leading Seaman J. Thorne
 Leading Seaman L. Helman

Ordinary Seaman I. Corkum
 Ordinary Seaman R. Seigel
 Ordinary Seaman L. Auclair
 Ordinary Seaman J. McKay
 Ordinary Seaman D. Smith
 Ordinary Seaman C. Sevigny
 Ordinary Seaman K. Godwin
 Ordinary Seaman J. Guttin
 Ordinary Seaman J. Soucy
 Ordinary Seaman R. Savage

Petty Officer G. B. Berube
 Petty Officer L. J. Cox
 Petty Officer D. C. Spicer
 Petty Officer A. Steckhahn
 Petty Officer R. B. Brett

Able Seaman D. Bartlett
 Able Seaman G. Pattenden
 Able Seaman J. Woodward
 Able Seaman R. Southern
 Able Seaman T. Fairweather
 Able Seaman R. Guerin

ORDNANCE BRANCH

Chief Petty Officer.. G. A. Kilgour
 Petty Officer M. Demont
 Petty Officer G. Longthorp
 Petty Officer B. Squire

Leading Seaman P. Hardy
 Able Seaman M. McKinsty
 Ordinary Seaman C. Schroeder
 Ordinary Seaman G. Corman

SUPPLY BRANCH

Chief Petty Officer.. W. E. Joy
 Chief Petty Officer.. S. Lawrence

Leading Seaman G. Waldrum
 Leading Seaman W. Carins
 Leading Seaman P. Cole

Able Seaman H. D. Hanley
 Able Seaman G. Murray
 Able Seaman J. Joyce
 Able Seaman W. L. Young
 Able Seaman N. Hillier
 Able Seaman W. Milne
 Able Seaman C. R. Gill
 Able Seaman L. Perron
 Able Seaman R. Banks

Petty Officer J. Joyl
 Petty Officer W. Conrad
 Petty Officer G. A. Dickie
 Petty Officer A. Millington
 Petty Officer N. Kennedy
 Petty Officer W. Chandler
 Petty Officer R. Brown

Able Seaman W. Craig
 Able Seaman P. E. Parent
 Able Seaman P. Wilson
 Able Seaman D. J. F. Bernier
 Able Seaman J. Corbett
 Able Seaman B. Grassi