



THE
Commissioning
OF
HMCS YUKON

MAY 25, 1963

AT BURRARD DRY DOCK CO. LTD., NORTH VANCOUVER



The commissioning of HMCS *Yukon* is a proud event for the Royal Canadian Navy.

The *Yukon* will add new strength, new vigour, and a new name to the fleet. I know that this fine ship will bear the name proudly and, like the great northern river that she is called after, will take an honoured place in Canada's heritage.

I would like to congratulate the men who designed and the men who built HMCS *Yukon* on a job well done.

To her Captain, officers and men, God-speed, and best wishes for 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 *Yukon*.

The *Yukon* 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 *Yukon* is the third ship of her class to be commissioned. Name ship and first of the class commissioned was HMCS *Mackenzie*. Three other "Mackenzies" are now building in Canadian shipyards.

The *Yukon* was laid down at Burrard Dry Dock Company Limited, North Vancouver, B.C., in October, 1959, and launched on July 27, 1961. She was sponsored by Mrs. Douglas Harkness, wife of the then Minister of National Defence.

The ship will commission with 12 officers and 234 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 *Yukon* 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 focs'le, is below decks.

As in the earlier *St. Laurent* and *Restigouche* class destroyer escorts, the commanding officer of the *Yukon* 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.

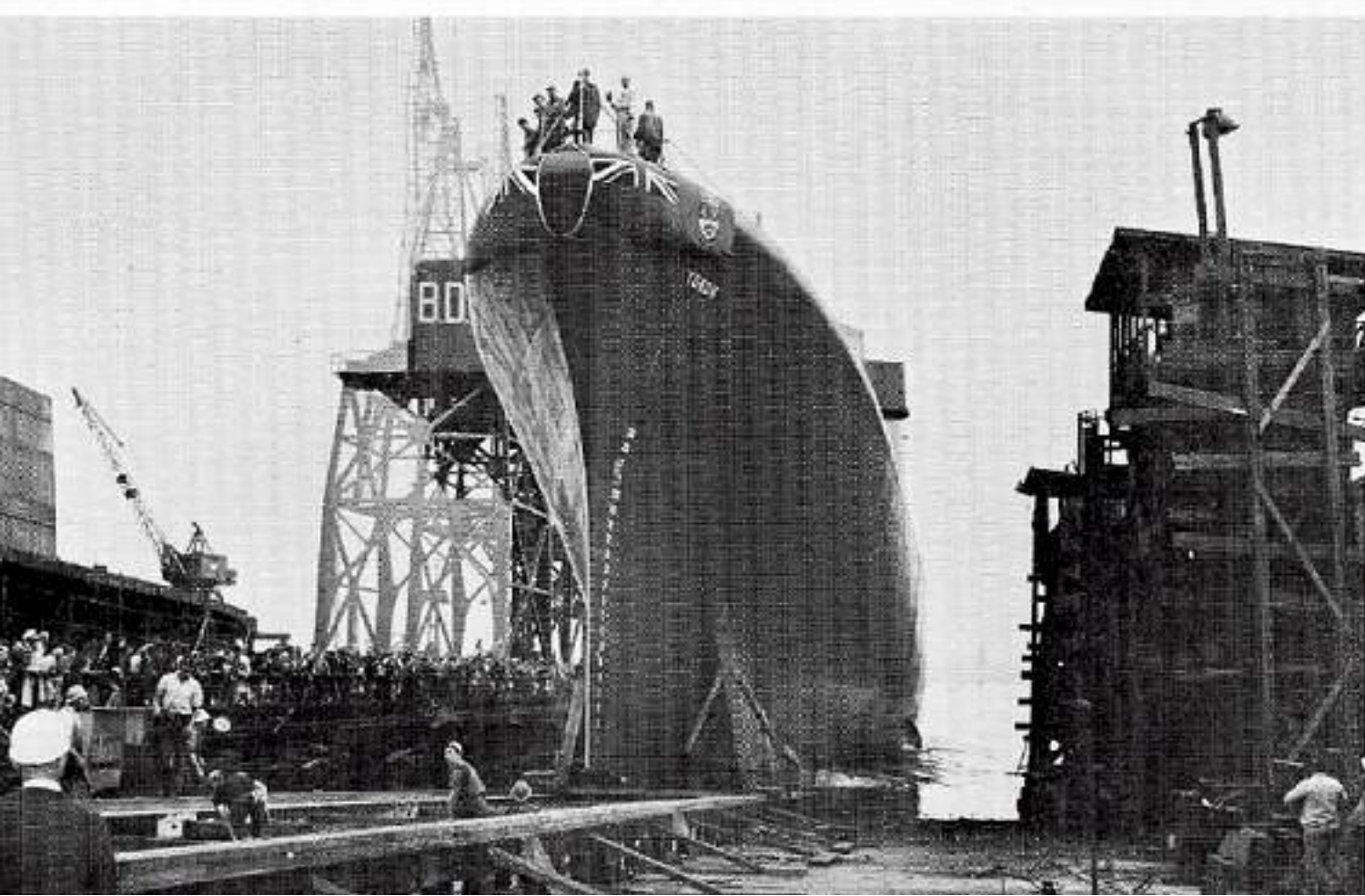
CONSTRUCTION

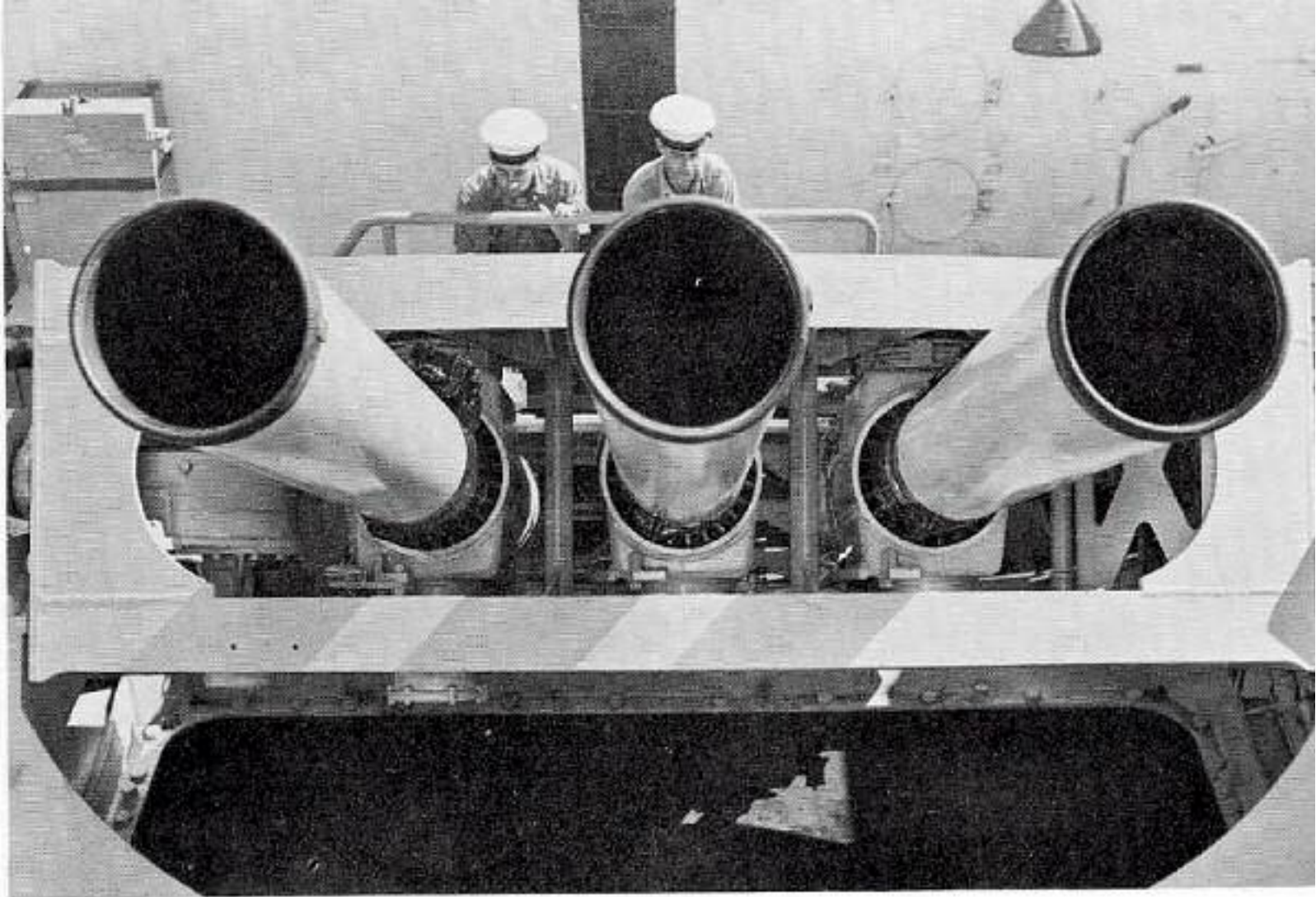
The unit construction technique, developed in Canadian shipyards, has been employed in building this ship. Instead of building from the keel up, in the conventional manner, separate units are prefabricated, then carried to the building ways to be positioned for final welding.

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 *Yukon* 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 *Yukon* 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 *Yukon* 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 *Yukon* 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

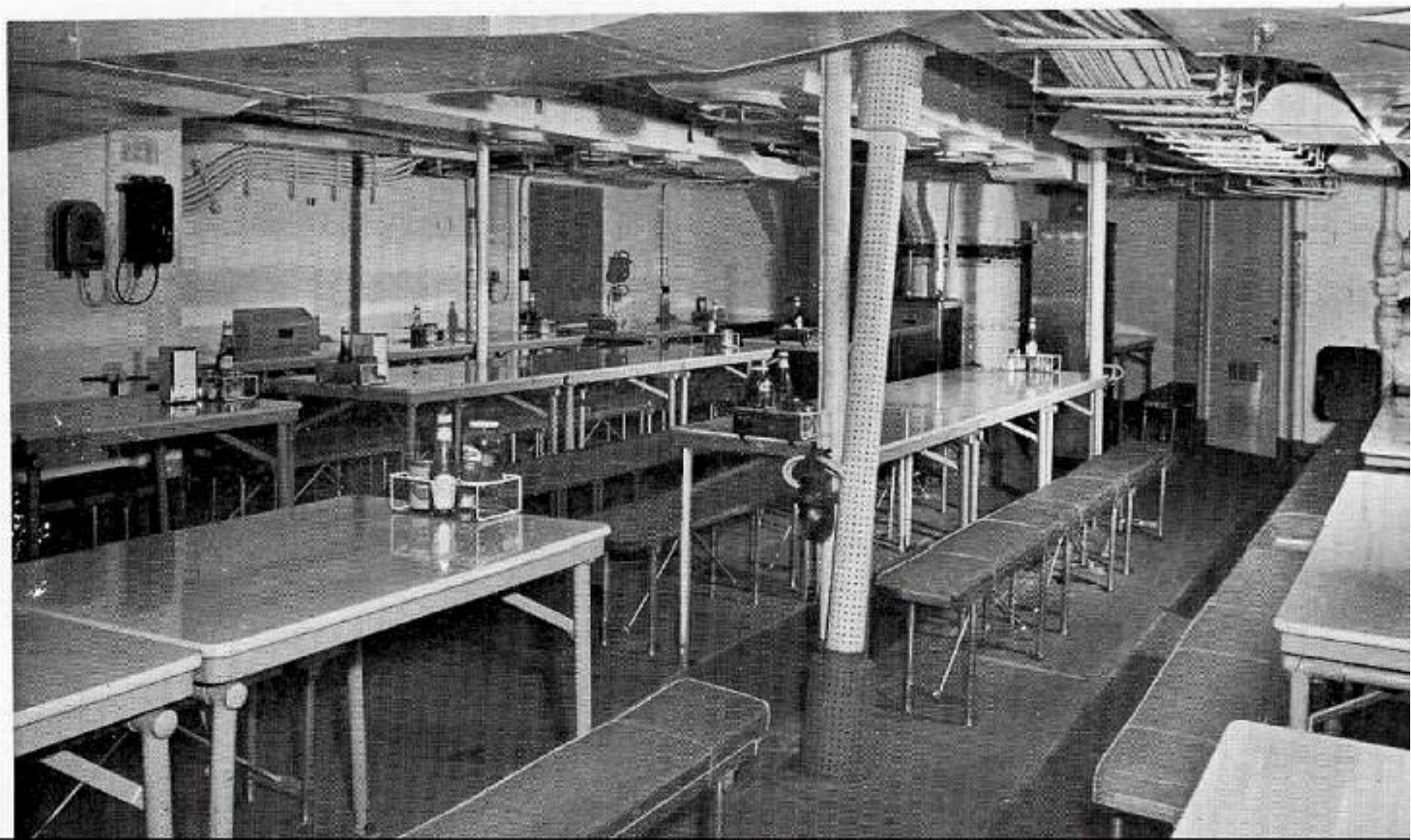
The *Yukon's* men sleep in bunks with foam rubber mattresses, pillows and individual reading lamps. Aluminum clothes lockers and additional drawer space for personal belongings are provided, as are mirrors and electric shaving outlets. Each living space has a recreational area for off-duty hours. In 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. O. Meseck, CD, RCN

THE NAVAL OVERSEERS

Throughout the construction of HMCS *Yukon* 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 initial portion of the time the *Yukon* 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 refitting by commercial shipyards on the coast. His office was moved from Victoria to North Vancouver during the summer of 1962. Prior to that time, a Resident Naval Overseer maintained control of the naval work in the Vancouver area. This position was held by Commander O. H. Meseck, CD, RCN.

Other members of the overseeing staff in the Vancouver area are Lieutenant-Commander E. V. Dear, CD, RCN, Engineer Overseer; Lieutenant-Commander A. D. Carson, CD, RCN, Hull Overseer; Lieutenant G. M. McDonald, RCN, Electrical Overseer, and Commissioned Officer G. S. Waddell, CD, RCN, Supply Overseer.



BURRARD DRY DOCK COMPANY LIMITED, NORTH VANCOUVER

THE BUILDERS

The commissioning of HMCS *Yukon* is another milestone in the proud history of Burrard Dry Dock Company Limited.

Founded in 1895, and established on its present site since 1902, Burrard has been closely connected with the development of Western Canada and the Port of Vancouver. Starting with the construction of small wooden fishing vessels, hundreds of new ships have left its yards in peace and war, ranging from stately sailing ships to large cargo vessels and warships of many types.

Burrard takes pride in its association with the Royal Canadian Navy and its record of naval construction which included during the Second World War the conversion of passenger vessels to armed cruisers and troop transports, the conversion of United States aircraft carriers to British Admiralty standards and the building of corvettes and minesweepers. In addition to these, 109 Victory Ships were built during the war years.

HMCS *Yukon* is the fifth destroyer escort to be built at Burrard, a tribute to the ability of the company's craftsmen and engineers.

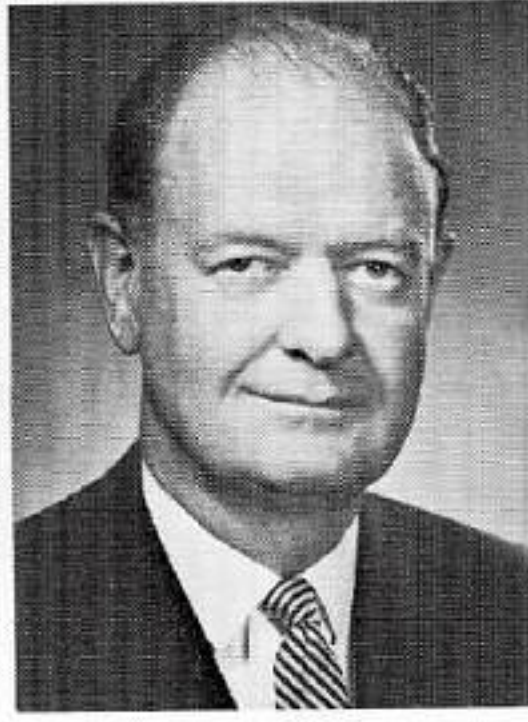
The company maintains the largest integrated shipbuilding and ship repairing organization on Canada's West Coast and in addition its Industrial Division produces a variety of engineering products for industries of the western provinces.



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



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



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



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

PROGRAM

- 1445—Invited Guests Seated.
- 1450—Guest of Honour and O
- 1500—Commissioning Ceremon
- 1545—Guest of Honour and O
followed by Invited Gu
- 1600—Reception.

THE COMMISSIONING

ORDER OF SERVICE

Introduction by Captain J. C. Gray, CD, RCN, Principal Naval Overseer, West Coast.

Address by the Chief of the Naval Staff (or his representative).

Address by Colonel The Hon. Clarence Wallace, CBE, President, Burrard Dry Dock Co., Ltd.

Address by Guest of Honour,

Acceptance of the ship by Rear-Admiral J. B. Caldwell, MBE, CD, RCN, Chief of Naval Technical Services.

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 *Yukon* commissions.
Commanding Officer, Commander R. W. Cocks,
Ship's company embarks in the ship.
Commanding Officer is piped on board and stands
Party and Invited Guests.

RAMME

ated.
and Official Party arrive.
eremony.
and Official Party tour the Ship,
ed Guests.

ONING CEREMONY

OF SERVICE

Commissioning Service conducted by the Rev. J. E. Whelley, 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 porrige 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.

ssions.
Cocks, CD, RCN, speaks to the ship's company.

stands by to receive the Guest of Honour, Official



THE YUKON

The word "Yukon" conjures up in the minds of Canadians—and countless others—an image of a rugged land where men and women, some brave, some foolhardy, risked all to gain sudden wealth in the great gold rush of 1898. Such names as Klondike Kate, Hamgrease Jimmy and Diamond Tooth Gertie are part of the legend of the region.

The story of gold brought fame, but its lustre has now been eclipsed by the mining of silver, zinc and copper. The modern mines that have been developed in the Yukon have given this fabulous land new security and the promise of a bright future.

The Yukon Territory comprising 207,076 square miles, is situated in the extreme northwestern part of the mainland of Canada. On the north is the Arctic Ocean, to the east is the Mackenzie District of the Northwest Territories, on the south, below the sixtieth parallel, is British Columbia; and on the west is the United States. A northward extension of the Cordilleras, the Yukon is a part of one of the two great mineral-bearing regions of the North American continent. Wide plateaus exist between the forested mountain ranges. Sub-arctic in climate, winters can be extremely cold—a temperature of 81 degrees below zero was recorded in 1947. Summers are pleasantly warm, with long hours of daylight. It is still a land that can make or break men. One man who knew this full well was the poet Robert Service, who wrote in his famous poem *Law Of The Yukon*:

This is the law of the Yukon, that only the strong shall thrive;
That surely the Weak shall perish, and only the Fit survive.

The Yukon River is the chief river of the Territory. The fifth largest in North America, it is fed in Canada by four principal tributaries—the Teslin, Pelly, White and Stewart rivers. From one of its southwestern sources, Summit Lake in northern British Columbia, the Yukon flows north and northwest through the Yukon Territory

for 637 miles, then enters Alaska to follow a great westward arc of 1,265 miles before emptying into the Bering Sea. The river is navigable for river steamers from Whitehorse, Y.T., to its mouth, a distance of 1,777 miles.

The name Yukon, meaning "the great river", is a Kutchin Indian word and was first applied to this huge northern river by John Bell, a trader in the employ of the Hudson's Bay Company. In 1884, Bell set out from his post at Fort MacPherson near the Mackenzie River delta to explore the Porcupine River, separated from the Mackenzie by a range of mountains. Bell followed this river westward until he arrived at a place where it flowed into a much larger river, known to the Indians as the Youcon or Yukon. Five years later the Hudson's Bay Company established Fort Yukon at this point.

The early history of the Yukon is largely the story of a lucrative fur trade and adventurous miners. The game in the Yukon's forest regions brought many men hunting furs, as others came searching for minerals. On August 17, 1896, a strike was made on Bonanza Creek that was to make the Klondike world-famous. Soon after, thousands invaded the Yukon, some travelling by boat down the Yukon River to the mouth of the Klondike, others risking perilous mountain passes. Settlements, such as Dawson City, sprang up; in a short two-year period Dawson grew to a 'city' of 25,000.

By the spring of 1899 all creeks of any importance in the Klondike area had been staked. Between 1897 and 1904 more than \$100,000,000 in gold was taken.

In the years since the Gold Rush, minerals have remained of vital importance to the economy of the Yukon. But gold has been largely displaced by silver. Now Canada's major silver producer, the Yukon in 1962 produced more than \$1,730,000 worth of silver. Other minerals mined include lead, copper, zinc and cadmium. Extensive areas for new mineral development are being constantly explored, and in 1962 more than 2,000 mineral claims were recorded. One of the most significant discoveries was made recently in the Snake River area where iron ore reserves discovered are estimated conservatively at more than 20 billion tons.

The Yukon is exciting tourist country, famous for its big game hunting and sports fishing. Fur-trapping is still a mainstay of the Yukon's Indian population, and of other trappers; in 1961 more than \$105,031 worth of game furs were produced. The Yukon's arable land has been estimated at from 250,000 to 500,000 acres, but at present only a small portion is being cultivated. The territory's forest potential has been estimated to include 45,000 square miles of forest.

The Yukon is served by water, rail, air and highway transportation. The all-weather Alaska Highway and territorial roads connect main communities with British Columbia and Alaska. Airports at Whitehorse, Mayo and Dawson City connect with Vancouver, Edmonton, Seattle and Fairbanks. A narrow gauge railway links Whitehorse with the port of Skagway. A microwave system and land lines connect Yukon communities with points in southern Canada and the United States.

Tourism is growing fast and ranks as an increasingly important industry, thanks in large part to the energetic tourist promotion program of the territorial government. Visitors travel north lured by the magnificent scenery and the chance to savour the atmosphere of the Klondike days. The Dawson City Gold Rush Festival brought visitors from many distant points; more people visited the Yukon in 1962 than at any time since the original Gold Rush days.

The Yukon is governed by a resident Commissioner appointed by the Federal government, and an elected seven-man Council which sits at Whitehorse, the territorial capital. The population is close to 15,000. A Member of Parliament represents the Yukon in the House of Commons in Ottawa.

Many changes have taken place since the colourful days of the Gold Rush. But the Yukon will always be a land of legend and romance. You may leave the Yukon but, once known, it never quite leaves you.

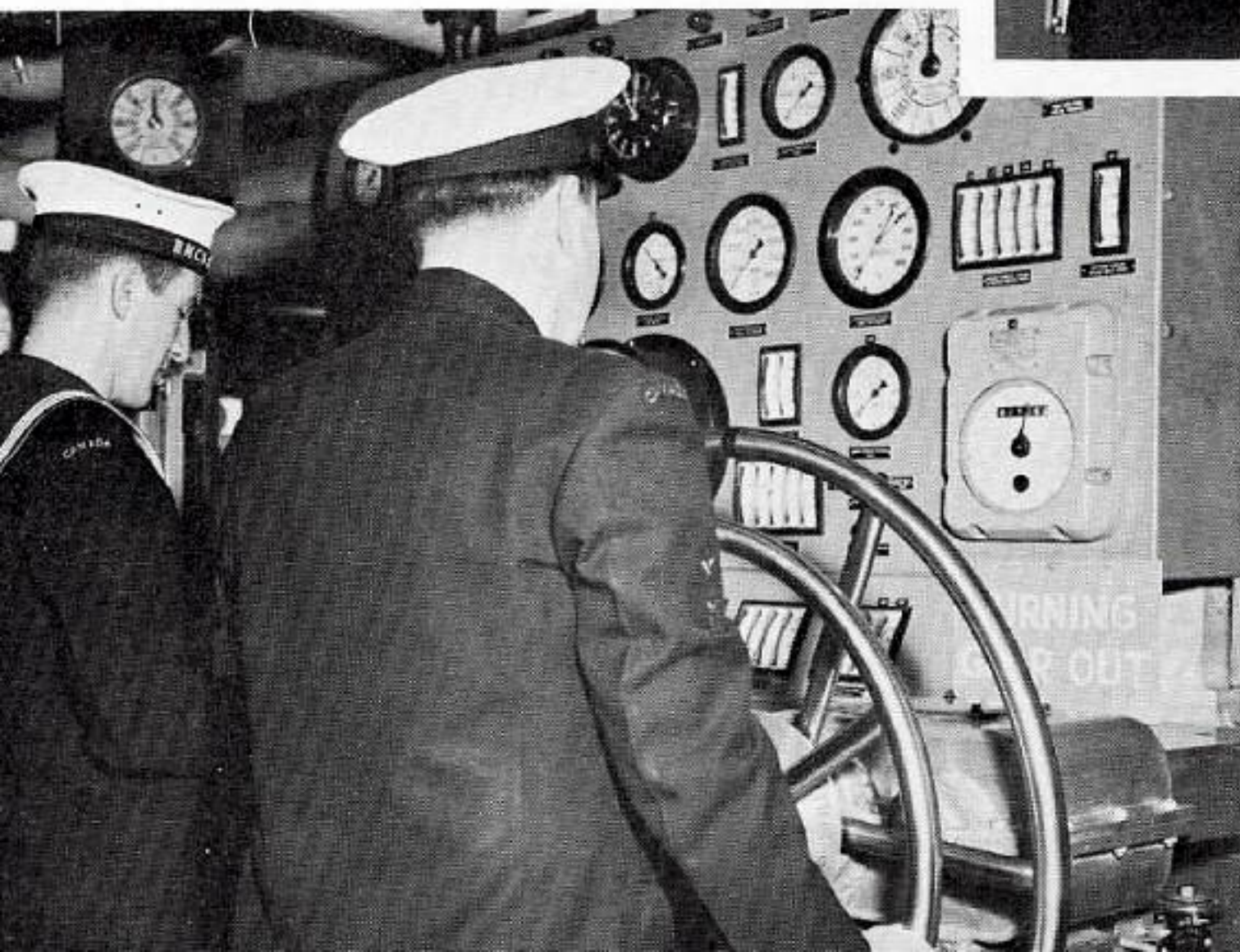
In *The Spell of the Yukon*, Robert Service wrote, "There's a land—oh, it beckons and beckons, and I want to go back—and I will".



The main switchboard

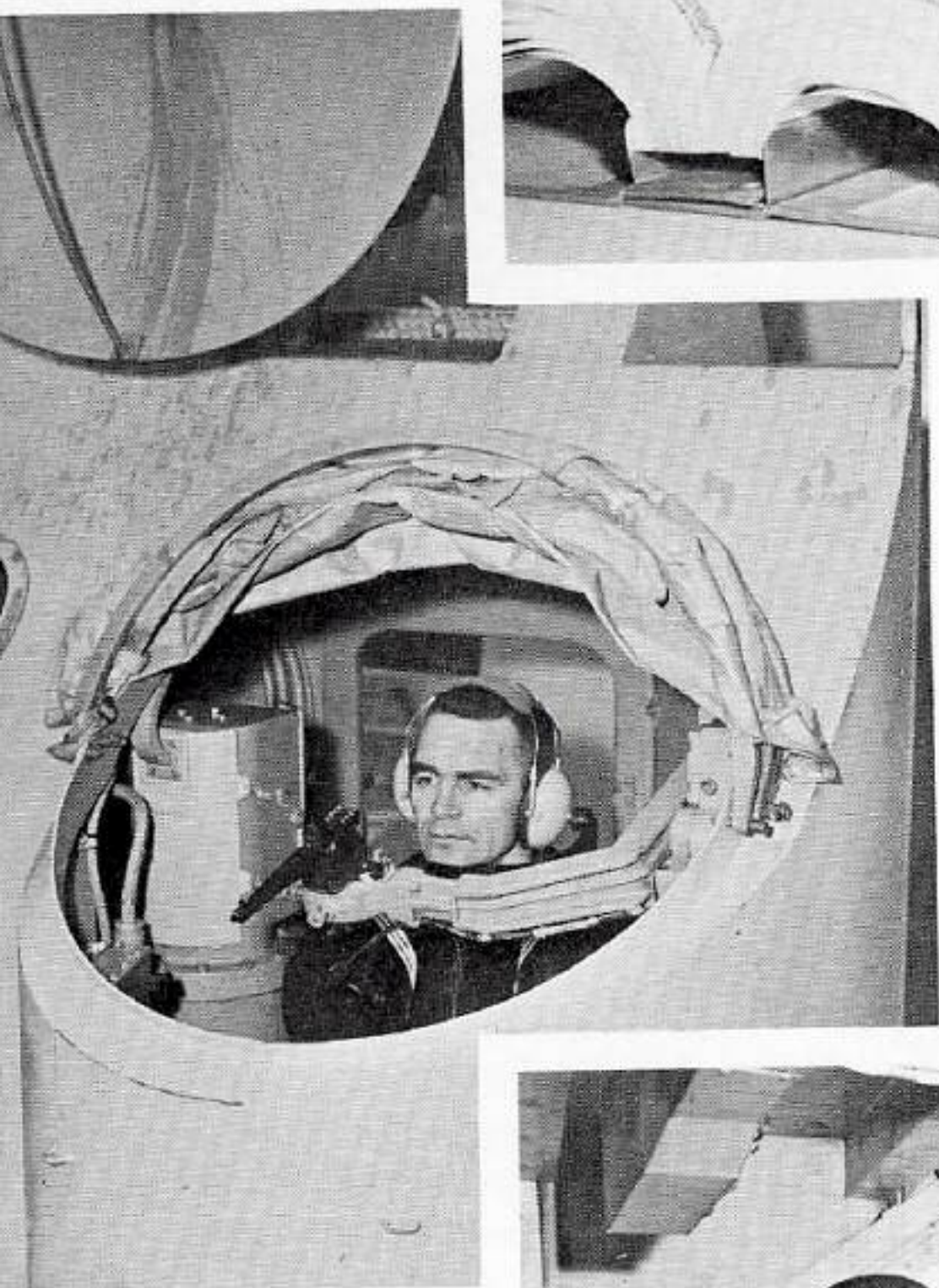
An electronic computer

A section of the engine room





The supply office



The gun director

A torpedo launcher





Commander R. W. J. Cocks, CD, RCN
Commanding Officer

THE SHIP'S COMPANY

OFFICERS

Cdr. R. W. J. Cocks.....	Commanding Officer
Lt.-Cdr. H. H. W. Plant.....	Executive Officer
Lt. R. D. Speed.....	Operations Officer
Lt. J. Allan.....	Weapons Officer
Lt. J. W. Alexander.....	Ass't Weapons Officer
Lt. D. G. Paltridge.....	Navigating Officer
Lt. H. C. Ashcroft.....	Engineering Officer
Lt. K. R. Campbell.....	Supply Officer
Sub-Lt. H. L. Richardson.....	Training Duties
Sub-Lt. L. M. Michaud.....	Training Duties
Sub-Lt. J. V. E. Gautier.....	Training Duties
Sub-Lt. J. L. Bent.....	Training Duties

MEN

Chief Petty Officer C. R. Cruickshank.....Coxswain

DECK DEPARTMENT

Petty Officer.....	J. Saunderson	Able Seaman.....	R. Brooks
Petty Officer.....	W. Wright	Ordinary Seaman.....	E. Kenny
Leading Seaman.....	G. Murphy	Ordinary Seaman.....	P. Young
Leading Seaman.....	R. Bragg	Ordinary Seaman.....	E. McNeil
Leading Seaman.....	D. Allan	Ordinary Seaman.....	D. King
Able Seaman.....	J. Carroll	Ordinary Seaman.....	G. Laur
Able Seaman.....	D. Begon	Ordinary Seaman.....	K. Park

OPERATIONS DEPARTMENT

Petty Officer.....	G. Andrews	Able Seaman.....	D. Rochford
Petty Officer.....	J. Milligan	Able Seaman.....	D. Demmon
Petty Officer.....	J. Schimmel	Able Seaman.....	W. Blanche
Leading Seaman.....	L. Freeborn	Ordinary Seaman.....	D. Senholt
Leading Seaman.....	V. Manning	Ordinary Seaman.....	P. Goegeon
Able Seaman.....	J. Savage	Ordinary Seaman.....	W. Montgomery
Able Seaman.....	H. Bourdages	Ordinary Seaman.....	D. Howick
Able Seaman.....	A. Cox	Ordinary Seaman.....	D. Peterson
Able Seaman.....	J. McNeil	Ordinary Seaman.....	J. Wind
Ordinary Seaman.....	K. Seib	Chief Petty Officer.....	J. Fehr
Ordinary Seaman.....	C. Lemieux	Leading Seaman.....	D. Stewart
Ordinary Seaman.....	D. McLaughlin	Leading Seaman.....	W. Martel
Ordinary Seaman.....	P. Coleman	Able Seaman.....	R. Stevens
Ordinary Seaman.....	R. Beyette	Able Seaman.....	D. Nolan
Ordinary Seaman.....	W. Taylor	Able Seaman.....	V. Sideroff
Ordinary Seaman.....	L. Chapman	Able Seaman.....	R. King
Ordinary Seaman.....	W. Caldwell	Able Seaman.....	W. Yanda
Petty Officer.....	A. Griffith	Ordinary Seaman.....	B. Millar
Petty Officer.....	C. Fitt	Ordinary Seaman.....	D. McGregor
Leading Seaman.....	G. Stafford	Ordinary Seaman.....	W. McKenna
Able Seaman.....	M. Moore	Ordinary Seaman.....	J. Low
Able Seaman.....	J. Oliver	Ordinary Seaman.....	G. Lafleur

WEAPONS DEPARTMENT

Chief Petty Officer.....	W. Crammer	Able Seaman.....	J. Underhill
Petty Officer.....	P. Pichette	Able Seaman.....	H. Dewell
Petty Officer.....	B. Smith	Able Seaman.....	B. Crum
Petty Officer.....	J. Glover	Ordinary Seaman.....	E. Ashton
Leading Seaman.....	G. Belanger	Ordinary Seaman.....	D. Crouse
Able Seaman.....	G. Lavigne	Ordinary Seaman.....	D. Lanham

Ordinary Seaman.....W. Urhig
 Ordinary Seaman.....H. Allen
 Ordinary Seaman.....W. McLaren
 Ordinary Seaman.....P. LaFleur

 Chief Petty Officer.....J. Callighen
 Petty Officer.....C. Downey
 Petty Officer.....J. Guay
 Petty Officer.....C. Donner
 Leading Seaman.....D. Spence
 Leading Seaman.....M. Kilby
 Leading Seaman.....K. Jennings
 Leading Seaman.....D. Davies
 Able Seaman.....P. McPhail
 Able Seaman.....G. Dingley
 Able Seaman.....T. Mitchell
 Able Seaman.....W. Rochlow
 Ordinary Seaman.....L. Solomon
 Ordinary Seaman.....W. Factor
 Ordinary Seaman.....A. Bostrom
 Ordinary Seaman.....D. Price
 Ordinary Seaman.....G. Moleman
 Ordinary Seaman.....C. Everingham
 Ordinary Seaman.....W. Lagadyn
 Ordinary Seaman.....R. Amos

Chief Petty Officer.....G. Singer
 Petty Officer.....J. Anderson
 Petty Officer.....D. Vansickle
 Leading Seaman.....J. Lawrence
 Leading Seaman.....E. Green
 Leading Seaman.....J. Sidey
 Able Seaman.....N. Kimber
 Able Seaman.....M. Coulombe
 Able Seaman.....D. Murray
 Able Seaman.....H. Thorton
 Ordinary Seaman.....D. Moyer

Ordinary Seaman.....G. Emond
 Ordinary Seaman.....W. MacDonald
 Ordinary Seaman.....W. Pakenham

Chief Petty Officer.....J. Yorke
 Petty Officer.....R. Shoveller
 Petty Officer.....P. Bramwell
 Leading Seaman.....G. Vipond
 Leading Seaman.....J. Strachan
 Leading Seaman.....J. Feener
 Leading Seaman.....A. Reynolds
 Able Seaman.....J. Price
 Able Seaman.....W. Harris
 Able Seaman.....G. Laidlaw
 Able Seaman.....A. Young
 Able Seaman.....J. Grady
 Able Seaman.....J. Tait
 Able Seaman.....M. Palframan
 Able Seaman.....M. Cashback
 Able Seaman.....J. Bryson
 Able Seaman.....D. Lewis
 Able Seaman.....D. Cowling
 Ordinary Seaman.....G. Bailey
 Ordinary Seaman.....D. Lamb
 Ordinary Seaman.....T. Bonney
 Ordinary Seaman.....J. Boyle
 Ordinary Seaman.....R. Geizer
 Ordinary Seaman.....S. Gauthier
 Ordinary Seaman.....K. Andres
 Ordinary Seaman.....R. Howes
 Ordinary Seaman.....W. McLeod

Chief Petty Officer.....W. Young
 Petty Officer.....R. Brett
 Petty Officer.....F. Gowanlock
 Petty Officer.....C. Titus
 Leading Seaman.....H. Leigh

ENGINEERING DEPARTMENT

Chief Petty Officer.....E. Grant
 Chief Petty Officer.....T. Davies
 Chief Petty Officer.....L. Garagan
 Chief Petty Officer.....A. White
 Chief Petty Officer.....A. Ferguson
 Petty Officer.....G. McPhadein
 Petty Officer.....D. Sherlock
 Petty Officer.....C. Hawkins
 Petty Officer.....W. Currie

Petty Officer.....B. Henry
 Petty Officer.....J. Mackinnon
 Petty Officer.....E. Hillier
 Petty Officer.....R. Beckett
 Petty Officer.....H. Skirten
 Petty Officer.....W. Cherwak
 Petty Officer.....E. Kohls
 Leading Seaman.....P. Irwin
 Leading Seaman.....E. Brisseau

Leading Seaman.....R. Randall
 Leading Seaman.....W. Haviland
 Leading Seaman.....R. Crockett
 Able Seaman.....D. Peterson
 Able Seaman.....H. Willan
 Able Seaman.....L. Anderson
 Able Seaman.....F. Rostek
 Able Seaman.....G. Murray
 Able Seaman.....W. Hoover
 Able Seaman.....W. Dyer
 Able Seaman.....J. Nickels
 Able Seaman.....V. Seefeldt
 Able Seaman.....D. Basset
 Able Seaman.....L. Monroe
 Able Seaman.....J. Goyer
 Able Seaman.....D. Calvert
 Able Seaman.....E. Gerrard
 Able Seaman.....R. Hayes
 Ordinary Seaman.....L. Keeping
 Ordinary Seaman.....J. Stratton
 Ordinary Seaman.....P. Stevens
 Ordinary Seaman.....R. Wigle
 Ordinary Seaman.....J. Poirier
 Ordinary Seaman.....E. Shaw

Ordinary Seaman.....H. Collins
 Ordinary Seaman.....R. Plourde
 Ordinary Seaman.....G. Locas
 Ordinary Seaman.....G. Schendel

Chief Petty Officer.....R. Hawkins
 Petty Officer.....G. Dunbar
 Petty Officer.....J. Foster
 Leading Seaman.....E. Ritchie
 Leading Seaman.....K. Spriggs
 Leading Seaman.....K. Tay
 Able Seaman.....R. Moodie
 Able Seaman.....G. Serres
 Able Seaman.....P. Martin
 Ordinary Seaman.....W. Machin
 Ordinary Seaman.....W. Pesch

Chief Petty Officer.....R. Weaver
 Petty Officer.....H. Millman
 Able Seaman.....J. Martin
 Able Seaman.....R. Spink
 Able Seaman.....M. Howe
 Ordinary Seaman.....R. Pearson
 Ordinary Seaman.....H. Innes

S U P P L Y D E P A R T M E N T

Chief Petty Officer.....G. Soucy
 Chief Petty Officer.....M. Gerrior
 Petty Officer.....A. Goodwin
 Petty Officer.....A. Watson
 Petty Officer.....J. Niblett
 Petty Officer.....D. Baker
 Petty Officer.....C. Carrie
 Petty Officer.....J. Doherty
 Leading Seaman.....J. Kearney
 Leading Seaman.....H. Tessier
 Leading Seaman.....S. Dumas
 Leading Seaman.....T. Ryan
 Leading Seaman.....R. Barbin
 Able Seaman.....H. Mierau
 Able Seaman.....G. Bass

Able Seaman.....D. Saab
 Able Seaman.....A. Nieforth
 Able Seaman.....C. Nisbet
 Able Seaman.....G. Rioux
 Able Seaman.....R. Todd
 Able Seaman.....L. Jewer
 Able Seaman.....J. Matheson
 Able Seaman.....R. Bouchard
 Ordinary Seaman.....M. Johnston
 Ordinary Seaman.....F. Labonte
 Ordinary Seaman.....R. Roberge
 Ordinary Seaman.....R. Lasko
 Ordinary Seaman.....W. Grant

 Petty Officer.....W. Murray



THE SHIP'S BADGE

BLAZON: Gules, a bend wavy Or charged with a like bendlet Azure, and over all a Malamute Sled Dog, proper.

SIGNIFICANCE: The Malamute Sled Dog is derived from the Crest in the Arms of the Yukon Territory.

The wavy diagonal in blue and gold is a reference to the River Yukon along the borders of which great Gold deposits once existed.

SHIP'S COLOURS: White and Red.



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