



THE COMMISSIONING
OF
**HMCS
ANNAPOLIS**

19 DECEMBER, 1964

AT HALIFAX SHIPYARDS LIMITED, HALIFAX, N.S.



I regard it as a great privilege to have, for the first time since my appointment as Chief of the Defence Staff, the opportunity to welcome a new ship into our navy and extend good wishes to her company.

HMCS *Annapolis* is the twentieth in a series of destroyer escorts to be built in Canada for the RCN. Since the first of these ships joined the fleet, less than ten years ago, they have established an outstanding reputation for sea-keeping qualities and for performance in their specialized field, anti-submarine operations. Great credit is due to their designers, their builders, and to the officers and men who have taken them to sea and whose high professional standards are universally recognized and admired.

This ship embodies many improvements and developments, in weapons, equipment and design, that have occurred over the past ten years. Some are there to be seen, the variable depth sonar and helicopter platform and hangar; others are less visible but nonetheless make an important contribution to her efficiency.

I congratulate all those who have had a part in the design, the building and the fitting out of HMCS *Annapolis*.

To the commanding officer, officers and men to whom she is now entrusted, I wish God-speed and a successful commission.

(F. R. Miller)

Air Chief Marshal
CHIEF OF DEFENCE STAFF



(Photo Sikorsky Aircraft)

THE SHIP — THE TASK — THE TEAM

THE sea is of tremendous importance to Canada—to its security, progress and prosperity. Our coastline is one of the world's longest; seaborne trade is a vital factor in the economy. Drawing upon these fundamental factors, the purpose of the Royal Canadian Navy has been defined as to ensure that Canada, in concert with allied and friendly nations, has unrestricted use of the sea.

At sea, the primary threat is the submarine; or more precisely, submarines in greater numbers than the world has ever known and an ever-increasing number being nuclear powered. As its part in providing an antidote to this threat, Canada has created a force highly specialized in anti-submarine operations. The operational elements, which on each coast form a single maritime force, are the ships and aircraft of the RCN and the maritime aircraft of the RCAF.

The commissioning of HMCS *Annapolis* brings to 20 the number of anti-submarine destroyer escorts commissioned into the fleet during the past nine years from Canadian shipyards.

The *Annapolis* and HMCS *Nipigon*, which was commissioned May 30, 1964, at Sorel, Que., reflect the latest Canadian moves to counter the modern, fast submarine. The ships have come from their builders fitted with variable depth sonar and able to carry and operate a nine-ton anti-submarine helicopter.

The programme of 20 destroyer escorts began with the commissioning of HMCS *St. Laurent* in October, 1955. She was followed by six more ships of the same class, seven of the *Restigouche* type and four of the *Mackenzie* class, each with improvements over preceding classes. The *Nipigon* and *Annapolis* form the *Annapolis* class.

The *St. Laurent* class destroyer escorts are undergoing a conversion to the "helicopter" capability and variable depth sonar and already three of them have been commissioned after lengthy refits.

HMCS *Annapolis* will carry a Sea King anti-submarine helicopter possessing the ability both to detect and attack submarines. The effect will be to increase appreciably the ship's capacity to deal with modern high-speed submarines. Variable depth sonar, developed and manufactured in Canada, adds to the accuracy and range of the ship's detection system.

The addition of these new and complex systems underlines the quality and skills needed of men in today's Navy. The modern sailor must be a skilled operator and a skilled technician. He must be intelligent and resourceful . . . he must know his job thoroughly and be prepared always to act quickly and correctly. With all this, he must possess as much as ever the attributes of the seaman.

A CANADIAN ACHIEVEMENT

HMCS *Annapolis* exemplifies the high degree of professional and technical skill achieved by those concerned with the design, construction and fitting out of warships in Canada.

The *Annapolis* was laid down in September, 1961, in a ceremony attended by Premier Robert Stanfield of Nova Scotia, and launched in April, 1963, at Halifax Shipyards Limited.

The complement of the *Annapolis* is 11 officers and 225 men. She incorporates improvements of the immediately preceding *Mackenzie* class, plus other refinements. The *Annapolis* has the same hull measurements as her predecessors: length, 366 feet, and beam, 42 feet. Her mean draught is 13 feet, 8 inches. She displaces, 2,925 tons fully loaded. Twin screws driven by geared steam turbines will give her a speed of about 28 knots. Twin rudders make her highly manoeuvrable.

She has rounded contours to counter ice accumulation on the weather decks and heated anchor doors for the same purpose. These smooth contours will help speed the

rinsing away of radio-active contamination in the event of nuclear fall-out. The ship's company will get protection from air pollution in such situations by means of Canadian-designed filters which decontaminate air brought into the ship's air conditioning system.

As in her predecessors, the commanding officer of the *Annapolis* will "fight" the ship from an enclosed operations room. Here a variety of sensing apparatus produces and co-relates data to make it the brain centre of the ship.

To minimize stresses on the helicopter and its handling gear due to rolling, and at the same time to provide improved conditions for maintenance, the *Annapolis* and other helicopter equipped destroyer escorts are fitted with an activated, fin type, roll damping system. It consists of a simple non-retractable fin extending 4.5 feet out from either side of the hull and about nine feet long, hydraulically tilted and controlled by a gyro sensing unit. It ensures that rolling during extreme conditions of wind and sea is kept to about 10 degrees.

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. Drawing 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 *Annapolis* 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. The Sea King helicopter, with its homing torpedoes, comprises the long range delivery system. In the ship is a three-barrel mortar mounting capable of firing high explosive projectiles 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 track and strike an enemy target. Other weapons include a twin three-inch radar-controlled gun with a high rate of fire. Primarily an anti-aircraft weapon, it can also be used effectively in surface action. Its plastic gunshield provides protection from weather, fallout and shell splinters.

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.

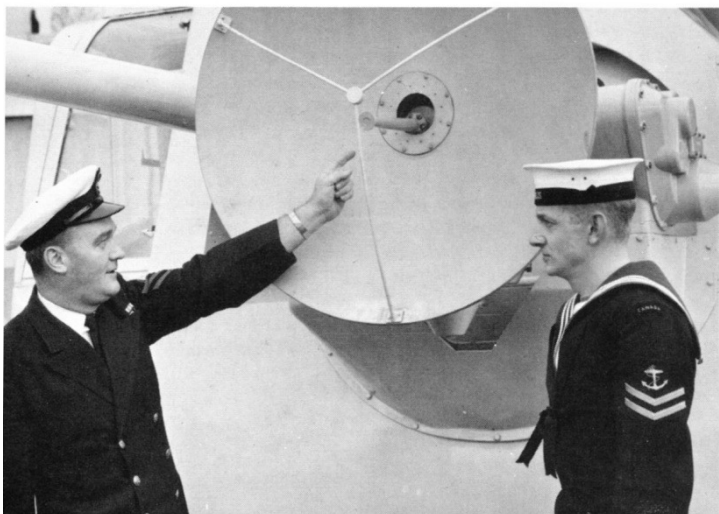
The two water-tube boilers are of compact design, with steam maintained at a constant high pressure and temperature. Remote and automatic controls are provided.

ELECTRICAL EQUIPMENT

The *Annapolis* 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 produce the motive force for a wide variety of equipment. The ship's main electric power is alternating current.





ELECTRONICS

The *Annapolis* has facilities for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. She is also fitted 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. The variable depth sonar is of Canadian design and manufacture.

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

DAMAGE CONTROL AND DECONTAMINATION

The *Annapolis* 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 fallout, the hull has been built without scuttles. Those on the superstructure are sealed and have lightweight aluminum deadlights for blackout purposes. A bilge suction main runs throughout the ship with suction taken in hold and lower deck compartments. Pumps provide pressure for a fire main which supplies fire hydrants throughout the ship. Portable pumps are located at strategic points in the ship. Paint is fire resistant.

A foam flooding system has been fitted in the hangar and on the flight deck. The hazard of fire is much less with the jet powered helicopter than with piston driven aircraft since the fuel used by the Sea King has much the same properties as diesel oil, and is far less volatile than high octane aviation gasoline.

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 decks.

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 wood 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 contains four berths, a bathroom, an operating table with the latest type operating light, well stocked drug and medical lockers and diagnostic facilities.

HABITABILITY

The *Annapolis* men sleep in three and four tier 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 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 L. E. Simms, left, overseeing the new *Annapolis*, served in the wartime *Annapolis* as a lieutenant, RCNVR. He is shown in the front row, second from the left, in this 1943 Christmas Day photo.

THE OVERSEEING TEAM

Headed by Captain L. E. Simms, Principal Naval Overseer, Maritimes, the overseeing team consisted of PNO Maritimes staff members and several officers and men who were "standing by" the ship.

These latter now form a key segment of HMCS *Annapolis* commissioning crew. The knowledge gained while overseeing will benefit the ship in her first commission.

The role of the overseeing team has been to represent the Royal Canadian Navy in the day by day business of ship construction, ensuring that the work proceeds in accordance with specifications, inspecting and carrying out trials of equipments and systems and generally guiding and assisting the shipbuilder in solving the many problems that arise.

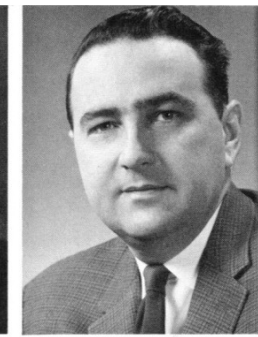
Naval overseers recently engaged in the construction of HMCS *Annapolis* were: ELECTRICAL: Lt.-Cdr. W. F. Harris, CPO J. Dickson, PO A. Ivanko, PO R. Peletier, PO P. Chaisson and AB P. Bradley. HULL: Lt.-Cdr. N. F. Hellyer, CPO E. Poirier, CPO T. Bottomley, PO F. Steeves and Ldg. Sea. J. Morrell. SUPPLY: Lt.-Cdr. N. A. O'Neil, PO R. Knapman, PO J. Webb, Mr. E. Shellnutt and Mr. M. Kaiser. ENGINEERING: Lt. R. T. Mace, CPO N. Longmore, CPO B. Gadbois, CPO B. Hull, CPO D. Giles, PO C. Dubourdiou, PO A. Davis, PO T. Poolton, PO E. Smith, PO C. Prowse and Ldg. Sea. F. Mackintosh. OPERATIONS: Lt. W. J. Draper, CPO A. Zahn, PO C. Jeffery, PO W. Richter, Ldg. Sea. D. Mulock and Ldg. Sea. W. Beck. WEAPONS: Lt. D. I. Rushton, CPO J. Hickey, CPO V. Donnait, CPO J. Gaudet, PO J. McGregor, PO H. Keays, Ldg. Sea. M. McKinstry and Ldg. Sea. M. Irizawa. ADMINISTRATION STAFF: Mr. A. P. Bell, Trials Co-Ordinator; Miss Muriel M. Crocker, Clerk; Mrs. Blanche M. Barkhouse, Typist and Mrs. Claire P. Cardiff, Clerk.



T. J. EMMERT
Chairman and President
Dominion Steel and Coal
Corporation, Limited



J. E. CLUBB
President, Dosco Industries
Limited



D. SCOULER, JR.
General Manager,
Halifax Shipyards Limited



C. D. HENDERSON
Works Manager,
Halifax Shipyards Limited

THE BUILDERS

With the commissioning of the destroyer escort, HMCS *Annapolis*, Halifax Shipyards Limited is proud to follow the traditions of over 100 years of service to the Royal Canadian Navy and other marine interests.

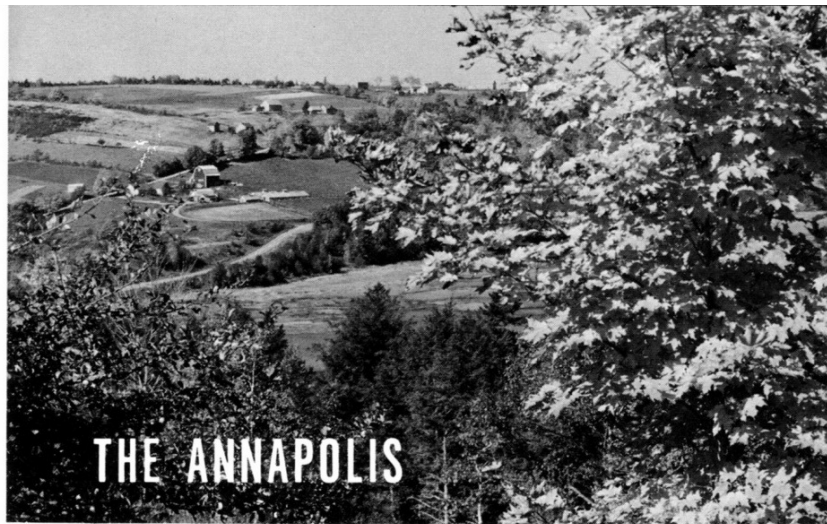
For generations, Halifax Shipyards, a division of Dosco Industries Limited, has been building and repairing naval and merchant ships of many types. "Halships" was one of the Canadian shipbuilding firms chosen to construct the radically new anti-submarine destroyer escorts, *Saguenay*, *Margaree* and *Chaudiere*.

Older than Canada itself, Halifax Shipyards operates two self-sufficient yards on opposite sides of historic Halifax Harbour, the third largest deep water, ice-free natural harbour in the world. In these yards "Halships" had the privilege of building the first destroyers ever constructed in Canada—the Tribal class destroyers *Micmac*, *Nootka*, *Cayuga* and *Athabaskan*. Three of these saw service in the Korean theatre, and all were a great satisfaction to the builder.

Using the most modern techniques of naval construction from the laying of the keel to the complete and proud vessel being commissioned today, it has been an honour for Halifax Shipyards to participate in the building of the latest destroyer escort, HMCS *Annapolis*.

(Maurice Crosby Photography)





The Annapolis River rises in Nova Scotia's Kings County and meanders 70-odd miles through Annapolis County into Annapolis Basin which in turn empties through the Digby Gut into the Bay of Fundy. River and basin form a valley which is one of the most celebrated apple growing regions of the world. The valley has proven fertile, too, in developing Canadian history and tradition.

The founder of New France, Samuel de Champlain, wrote of Annapolis Basin, "We entered one of the finest harbours I had seen all along these coasts, in which two thousand vessels might lie in security."

Port Royal, established there in 1605, is the oldest white settlement on the continent north of the Gulf of Mexico, and a representation exists today of the original Port Royal Habitation built by Champlain and associates. Near Port Royal, Canada's first power grist mill was built, the first vessel launched, the first social club in America—the Order of the Good Time—organized, the first cereal crops in Canada were grown, the first drama written and staged, and the first Christian converts made.

The Port Royal defences were rough earthworks when Isaac de Razilly, Governor of Acadia, died about 1635. He was succeeded by his cousin, Charles de Menon, Sieur d'Aulnay Charnisay, who elaborated on them. There he ruled as a feudal lord.

Robert Sedgwick came from New England in 1654 and captured Port Royal in the name of Oliver Cromwell but, in 1667, the Treaty of Breda restored it to French rule. In May, 1690, an expedition from New England under Sir William Phips took Port Royal, but being intent on the capture of Quebec, he contented himself with causing the inhabitants to take the oath of allegiance to the Crown of England.

Following the declaration of the War of the Spanish Succession in 1702, New Englanders under Major Benjamin Church raided into Acadia but, in accordance with his instructions, Major Church made no serious attempt to take Port Royal until 1707, when he was twice repulsed. Three years later, on Oct. 12, the fort fell under a combined siege by New Englanders and Royal Navy ships, under Colonel Francis Nicholson. The settlement was renamed Annapolis Royal in honour of the then reigning English sovereign, Queen Anne.

In 1713, the Treaty of Utrecht gave Annapolis Royal, along with the rest of Acadia, to England. War broke out again between the two rivals in 1744 and, during the summer of that year, two French sieges were successfully resisted. A third attempt to take the fort, this time in 1745, had to be abandoned because it had been too solidly strengthened in the meantime. A more serious siege was repulsed in the following year. The Acadians traditionally refused to take the Oath of Allegiance unless they were exempted from military service. They were expelled in 1755. Longfellow later was moved to compose "Evangeline" and today Acadia and Evangeline are linked. There were no further assaults

by the French on Annapolis Royal but, until 1854, a garrison was maintained in the fort. In more recent years the grounds have become an historic park.

The Royal Canadian Navy of today shared Champlain's seamanlike enthusiasm for the Annapolis Basin. In the Second World War the RCN developed on its shoreline the largest new entry training establishment in the British Commonwealth, more than 11,000 personnel serving and training there at the one time. Warships were based there for Bay of Fundy operations and to support the great training enterprise ashore. Closed down after the war, it was commissioned HMCS *Cornwallis* again in 1949 to provide the Atlantic and Pacific fleets of the RCN with a stream of young Canadian sailors from Newfoundland to British Columbia.

Annapolis County, with a population of 22,649 and an area of 1,285 square miles, is noted for its agricultural resources. The land is well watered by streams from the North and South Mountains and the water courses glisten with rich, red clay. The Annapolis River is bordered for 20 miles from its mouth by fertile dyked marshland, parts of the system enduring from the days of the Acadians. At the eastern end of the Basin near Annapolis Royal a dam has been built to reclaim all marshland east of this point. Flood gates control the height of the Bay of Fundy waters on the east side of the dam. The southern half of the county forms an important part of the west Nova Scotia wooded wilds, one of the most delightful haunts of angler, hunter, canoeist and camper.

THE HERITAGE

The destroyer escort *Annapolis* bears the name of the river which winds through Nova Scotia's lovely Annapolis Valley, but she also perpetuates the name of a Second World War destroyer of the RCN.

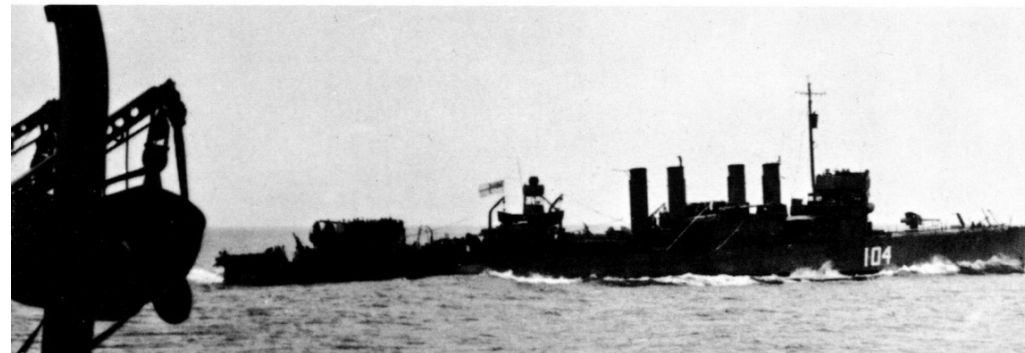
Her predecessor was in the famous destroyers-for-bases trade between the United States and Britain early in the war.

The original *Annapolis* was the four-stacker USS MacKenzie, built in San Francisco and commissioned in July, 1919. She was placed in reserve from 1922 to November, 1939, when she became one of the 50 transferred to Britain. The Royal Navy turned her and six others over to the RCN.

She was commissioned HMCS *Annapolis* in September, 1940, in Halifax, her name being derived from two towns, one in Nova Scotia and the other in Maryland, USA. The others were given names of rivers common to both countries.

The *Annapolis* was refitted to strengthen her capabilities in the North Atlantic and was employed on convoy escort duties with Halifax her base. She was reduced to three funnels.

In 1944 she was attached as a training ship to HMCS *Cornwallis*, RCN training establishment on the shore of the Annapolis Basin. As well as providing afloat training for thousands of new entry sailors, she helped salvage the S.S. James Miller, which had gone aground near Grand Manan in the Bay of Fundy. She was paid off in June, 1945, for disposal and scrapped by a Boston firm.





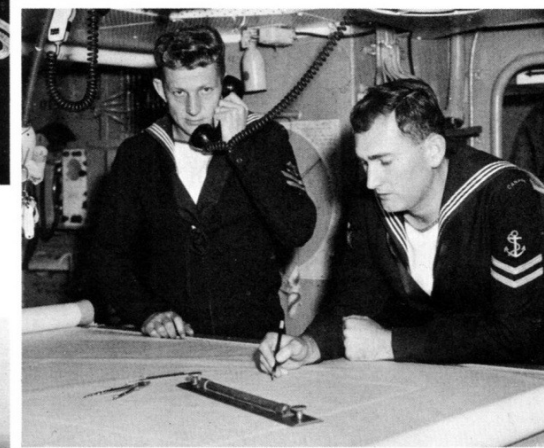
THE SHIP'S BADGE

BLAZON: *Gules, a bend wavy Argent charged with a like bendlet Azure, and over all a Cypher of the letters AR entwined in ornamental script ensigned by an Ancient Crown, all Gold.*

SIGNIFICANCE: *This ship derives its name from the Annapolis River in Nova Scotia, which is symbolized by the white and blue wavy diagonal. The crowned Cypher of the letters AR has a treble significance in that it suggests Annapolis Royal in Nova Scotia from which settlement the river got its name; Annapolis, Maryland, the site of the United States Naval Academy, and Queen Anne, in whose honour these places were named. The original HMCS Annapolis in the Second World War, was formerly the American "four-stacker" Destroyer, USS MacKenzie, one of seven such ships that were turned over to the Royal Canadian Navy in the early days of the war.*

SHIP'S COLOURS: *Gold and scarlet*

MOTTO: *"To excel".*





COMMANDER R. C. K. PEERS, CD, RCN
Commanding Officer

THE SHIP'S COMPANY

OFFICERS

Commander R. C. K. Peers.....	Commanding Officer
Lieutenant-Commander J. M. Cumming.....	Executive Officer
Lieutenant J. B. Luff.....	Supply Officer
Lieutenant R. T. Mace.....	Engineer Officer
Lieutenant W. J. A. Draper.....	Operations Officer
Lieutenant D. I. Rushton.....	Weapons Officer
Lieutenant A. W. Nichols.....	Air Officer

MEN

DECK DEPARTMENT

(Boatswains)

Chief Petty Officer W. H. Lloyd.....	(Coxswain)
Petty Officer L. W. Stagg	Able Seaman D. Barton
Petty Officer H. Parsons	Able Seaman R. Brooks
Petty Officer H. C. Turpin	Able Seaman D. Callahan
	Able Seaman M. Johnson
	Able Seaman J. Lawson
Leading Seaman T. J. Conway	Able Seaman H. Leclair
Leading Seaman S. Rimbault	Able Seaman G. J. Petit
Leading Seaman F. Smith	Able Seaman M. Rider

WEAPONS DEPARTMENT

(Weaponsmen Surface)

Petty Officer J. H. McGregor	Leading Seaman G. Hayley
Petty Officer E. J. Banks	Able Seaman R. T. Lepage
Petty Officer H. R. Keays	Able Seaman A. J. MacInnis
Leading Seaman R. A. Charbonneau	Able Seaman R. P. McCullough
	Able Seaman J. J. Miller

(Fire Control Men)

Chief Petty Officer H. J. Hickey	Petty Officer D. A. Manuel
Petty Officer D. J. Bartlett	Able Seaman K. J. Adams
Petty Officer D. W. Hendsbee	Able Seaman R. G. Berry
	Able Seaman D. H. Walker

(Weaponsmen Underwater)

Chief Petty Officer J. A. Gaudet	Leading Seaman B. J. Rashotte
Petty Officer J. H. Gammon	Able Seaman J. Roh
Petty Officer G. M. Royal	Able Seaman R. A. Wishart
Leading Seaman M. McKinstry	Ordinary Seaman D. Huskins

(Sonarmen)

Chief Petty Officer V. F. Donnait	Leading Seaman G. W. Vickery
Petty Officer J. R. Smith	Able Seaman D. C. Cowling
	Able Seaman W. T. Dewland
Leading Seaman F. Barr	Able Seaman R. D. Evans
Leading Seaman M. Irizawa	Able Seaman R. A. Fraser
Leading Seaman R. Poole	Able Seaman D. E. Jones

Able Seaman A. W. Jones
Able Seaman R. A. Maas
Able Seaman C. F. Mayo

Able Seaman J. D. MacLean
Able Seaman A. J. MacLean
Able Seaman D. J. Scott

OPERATIONS DEPARTMENT

(Radar Plotters)

Petty Officer G. Ouellet
Petty Officer W. A. Cashman
Leading Seaman W. J. Beck
Leading Seaman D. F. Kelley
Leading Seaman W. A. Sullivan
Able Seaman A. D. Doucet
Able Seaman W. Eberle
Able Seaman C. Merrifield

Able Seaman D. F. Munroe
Able Seaman J. Pratte
Able Seaman L. Ricketts
Ordinary Seaman W. R. Collett
Ordinary Seaman R. Dionne
Ordinary Seaman C. W. Drage
Ordinary Seaman C. Girard
Ordinary Seaman P. Morissette

(Signalmen)

Petty Officer H. Stratton
Leading Seaman Lipskey
Leading Seaman P. E. Pederson
Able Seaman I. Cairns

Able Seaman R. Guilderson
Able Seaman W. Jones
Able Seaman R. McLusky
Able Seaman Walker
Ordinary Seaman D. L. Stewart

(Radiomen)

Chief Petty Officer Leppard
Petty Officer J. R. Rogerson
Able Seaman K. Bekker
Able Seaman D. R. Edgar
Able Seaman L. J. Figura

Able Seaman J. P. Pfaff
Able Seaman F. I. Rogers
Able Seaman W. Rose
Able Seaman T. A. Scanlon
Able Seaman E. V. Strangemore

(Radiomen Special)

Able Seaman J. Bacon
Able Seaman F. Hill

Able Seaman W. Kleebaum
Able Seaman W. Slaunwhite
Able Seaman W. Sykes

(Electronic Technicians)

Chief Petty Officer A. K. Zahn
Petty Officer C. H. Jeffrey

Petty Officer W. F. Richter
Leading Seaman D. L. Mulock

ENGINEERING DEPARTMENT

(Engineering Technicians and Engineering Mechanics)

Chief Petty Officer N. Longmore
Chief Petty Officer B. J. Gadbois
Chief Petty Officer D. H. Giles
Chief Petty Officer B. P. Hull
Petty Officer A. F. Davis
Petty Officer C. A. Dubourdieu
Petty Officer R. J. Herbert
Petty Officer J. J. Poidevin

Petty Officer T. A. Poolton
Petty Officer I. A. Urquhart
Petty Officer J. Grant
Petty Officer D. R. Mason
Petty Officer C. W. Prowse
Petty Officer D. A. Sanford
Leading Seaman G. N. Durnford
Leading Seaman J. L. Fulton

Leading Seaman Lloyd
Leading Seaman MacIntosh

Able Seaman R. W. Bertrand
Able Seaman W. W. Gower
Able Seaman R. E. Hunt
Able Seaman G. Loane
Able Seaman C. B. MacDougall
Able Seaman R. J. MacHabee
Able Seaman E. C. Meuse
Able Seaman J. E. Pinkerton
Able Seaman D. L. Small
Able Seaman J. A. St. Clair

(Electrical Technicians)

Chief Petty Officer J. E. Dickson
Petty Officer A. Ivanko

(Electricians' Mates)

Able Seaman R. A. Dow
Able Seaman J. D. MacIntosh
Able Seaman Terron

Ordinary Seaman Smith

(Hull Technicians)

Chief Petty Officer T. E. Bottomley
Leading Seaman J. E. Heslop
Leading Seaman J. D. Morrell

Able Seaman C. E. Wolfe
Ordinary Seaman N. L. Brunelle
Ordinary Seaman R. D. Clement
Ordinary Seaman C. L. Diller
Ordinary Seaman G. P. Gosselin
Ordinary Seaman L. P. Hendrickson
Ordinary Seaman P. L. Laframbois
Ordinary Seaman F. G. Lillies
Ordinary Seaman R. L. Riopel
Ordinary Seaman J. J. Walker
Ordinary Seaman J. Walsh
Able Seaman G. A. Williams

Petty Officer E. H. Flumerfelt
Petty Officer R. E. Wilton

Able Seaman G. A. Williams
Ordinary Seaman J. P. Coffin
Ordinary Seaman R. A. Richmond

SUPPLY DEPARTMENT

(Administrative Writers)

Petty Officer A. B. Nolan

Able Seaman D. N. Richards
Ordinary Seaman M. Moore

(Pay Writers)

Petty Officer A. R. Hamilton

(Storesmen and Victualling Storesmen)

Chief Petty Officer L. A. Brimicombe
Chief Petty Officer B. A. Kelley
Leading Seaman D. C. Millar

(Naval Storesmen)

Petty Officer E. Paradis

Leading Seaman Miller
Able Seaman D. R. Carson

(Commissarymen and Cooks)

Chief Petty Officer R. J. Carmichael
Petty Officer J. W. Wallace

Leading Seaman R. D. Bremner
Leading Seaman R. E. Hynes

(Stewards)

Petty Officer R. M. Warren

Leading Seaman L. J. Derasp

THE COMMISSIONING CEREMONY — CÉRÉMONIE D'ARMEMENT

Commencing at 1400 (2.00 p.m.) Début: 14 heures (2h. de l'après-midi)

Order of Service Service religieux

Introduction by Captain L. E. Simms, CD, RCN, Principal Naval Overseer, Maritimes
Address by Lieutenant-General Geoffrey Walsh, CBE, DSO, CD, representing the Chief of Defence Staff
Address by Mr. D. Scouler, Jr., General Manager of Halifax Shipyards Limited
Address by Mr. J. E. Clubb, President, DOSCO Industries Limited
Address by The Honourable Allan Joseph MacEachen, Minister of Labour
Acceptance of the ship by Rear-Admiral J. B. Caldwell, MBE, CD, Chief of Naval Technical Services

Commissioning Service conducted by the Rev. Earl Sigston, CD, RCN, Command Chaplain (P)

HYMN: Tune "Eternal Father Strong to Save"
And when at length her course is run,
We dedicate this ship to Thee;
Her work for home and country done;
Of all the souls that in her sailed,
In faith to Thee we humbly pray—
O hear from heaven our sailors' cry
And watch and guard her from 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 lifeth up to 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

O ETERNAL LORD GOD, who alone spreadest out the heavens, and rulest the raging of the sea; who has compassed the waters with bounds until day and night come to an end; Be pleased to receive into thy almighty and most gracious protection the persons of us thy servants, and the Fleet in which we serve. Preserve us from the dangers of the sea, and from the violence of the enemy; that we may be a safeguard unto our most gracious Sovereign Lady, Queen Elizabeth, and her Dominions, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Commonwealth may in peace and quietness serve thee our God, and that we may return in safety to enjoy the blessings of the land, with the fruits of our labours and with a thankful remembrance of thy mercies to praise and glorify thy holy Name; through Jesus Christ our Lord, Amen.

The Lord's Prayer Benediction

Her Majesty's Canadian Ship Annapolis commissions
Commanding Officer, Cdr. R. C. Peers, CD, RCN, speaks to ship's company
Ship's Company embarks in the ship
Commanding officer is piped on board
The Guest of Honour, Official Party and Invited Guests proceed on board

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

In the name of the Father and of the Son, and of the Holy Ghost, Amen.

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

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

Let us pray.

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

PRAYER FOR SAILORS (to St. Brendan)

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

In the name of the Father and of the Son, and of the Holy Ghost, Amen.