

**THE COMMISSIONING
OF**

H.M.C.S. ST. LAURENT

**AT CANADIAN VICKERS LIMITED
MONTREAL, QUEBEC**

SATURDAY, OCTOBER 29, 1955

\$ 10

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The Commissioning of
HMCS ST. LAURENT

A MILESTONE



Hon. Ralph Campney, Minister of National Defence

The purpose of the Royal Canadian Navy is clear-cut: The protection of our shores, and defence of essential sea-lines in cooperation with the other forces of the North Atlantic Treaty Organization. This is a fundamental part of our national defence policy, which looks, above all, to the preservation of peace.

To fulfill its purpose capably, the Navy has, during the past five years, advanced steadily in size and quality. This growth is an achievement of which all Canadians may be proud.

HMCS St. Laurent is visible proof, not only of our determination to equip our fleet with the best possible ships, but also of the active contribution made by Canadian industry to the development of our naval forces. The commissioning of this ship is a milestone in the history both of the Royal Canadian Navy and the Canadian shipbuilding industry.

HMCS St. Laurent is not only a vessel worthy of the forward-looking fleet to which she belongs, but also a tribute to the combined and many skills of those who designed, built and equipped her.



In **DEFENCE OF FREEDOM**

"Sea power has been reinforced down the centuries by a whole chain of invention and development, because there is very little that can be used on land or from land that cannot be used on ships or from ships.

"There has been no important development in this general area which has not been successfully applied to Fleets, and has not increased their many capabilities in war, and reinforced their value as a deterrent to war. This will not cease in the so-called 'nuclear age', whose threshold we now seem to have crossed. On the contrary, it will continue.

"The shape of Navies will change. The shape of ships will change. But there is nothing new in this. It has been going on for a very long time, and it certainly continues to go on right at this moment and in this country. What will *not* change is the need to control the seas and to exploit that control towards the defence of our freedom."

VICE-ADMIRAL E. R. MAINGUY, O.B.E., C.D., R.C.N.,
Chief of the Naval Staff,
"Warrior's Day", Canadian National Exhibition, August 27, 1955.

HMCS ST. LAURENT



HMCS St. Laurent is an anti-submarine destroyer escort, built to Canadian design by Canadian workmen.

The prototype of her class, the St. Laurent was laid down at Canadian Vickers Limited, Montreal, on November 22, 1950, and was launched on November 30, 1951, under the sponsorship of Lady Alexander, wife of the then Governor-General of Canada.

The St. Laurent is best described as the smallest ship capable of maintaining functional fighting efficiency against the most modern submarine or its immediately foreseeable successor under the extreme weather conditions which prevail in the North Atlantic.

The ship's war complement is 20 officers and 270 men. Her overall length is 366 feet, beam 42 feet and displacement 2,600 tons. Twin screws, powered by geared steam turbines, give her the speed demanded by the job for which she was built. Twin rudders provide an unusually high degree of manoeuvrability.

The St. Laurent's lines are a drastic departure from those usually associated with ships of her function and have been likened to those of the menace she is designed to counter — the modern submarine. The eye is immediately caught by the flared, rounded bow, the conical mast, the streamlined funnel and low superstructure. A seeming paradox is that, despite her low, clean lines, her freeboard throughout her length is greater than that of many ships of her type.

The use of aluminum internally and in the superstructure has been extensive, and this light metal has replaced wood as much as possible in storerooms and magazines. Her paint is fire-resistant.

She is insulated and air-conditioned in those portions of the ship where such measures are desirable for the comfort and fighting efficiency of officers and men.

The St. Laurent's rounded lines are intended largely as a counter against ice-formation during the North Atlantic winter. Her anchors are housed in recesses, or anchor pockets, equipped with manually-operated doors to keep out ice-forming spray. The capstan, usually located on the focs'le, is below decks. The bridge is closer to the ship's centre of gravity, its windows are heated and some are equipped with powerful electric wipers.

The old methods of fighting a ship have been replaced by a system of electronic conning. The wheelhouse is two decks below the main deck and hence less vulnerable during attack. Complex radar and direction-finding equipment has given the ship "eyes" that can pierce through fog and the black of night. During action, the captain directs the ship from the operations room abaft the bridge.

WEAPONS Anti-submarine weapons are her principal armament. They include two mortar mountings, each capable of firing three projectiles ahead of the ship with great accuracy. They are directed to their target by sonar fire control systems. The ship is also equipped with homing torpedoes, which can alter course and pursue an enemy target taking evasive action on or below the surface of the sea.

Her other weapons include two twin 3-inch-50 calibre anti-aircraft guns, each capable of an extremely high rate of fire. Radar-controlled systems find the range and bearing of the target for the guns' crew. She has two 40 mm anti-aircraft Bofors for close-range fire and a rocket flare projector that can illuminate the sea over a wide area during night action.



HMCS ST. LAURENT

THE NEWEST OF HER KIND

PROPULSION MACHINERY The new warship differs from other ships of her class in that her prototype machinery was built in the United Kingdom while Canadian industry was tooling up. All the other new destroyer escorts are being fitted with Canadian-built boilers and turbines.

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

The motive power of the ship is provided by two main turbines and two cruising turbines, geared down to the twin shafts. Except experimentally, the St. Laurent is the first ship in the British Commonwealth or the United States in

which hardened and ground gearing has been used. This manufacturing method has reduced substantially both the weight of the gearing and the dimensions of its housing.

Practically all auxiliary machinery is powered either by turbines or diesels. The main circulator turbine operates at the remarkably high speed of 18,000 revolutions per minute.

The boiler room, in keeping with current marine engineering practice, is not pressurized. This means that it can be sealed off from contamination just like any other space in the ship. Boiler room personnel will no longer have to huddle in duffle coats while fans pour blasts of icy air into their working space.

ELECTRICAL EQUIPMENT An electrical "wonderland", the St. Laurent has electronic

and electrical systems more extensive — and more complex — than those carried in Second World War ships twice her size. Much of her electrical and electronics equipment is of Canadian design, with most of it produced in Canada.

Practically every function of the vessel is dependent on electrical power, and this includes armament, navigation, cooking, ventilation, air conditioning, communications and so on. She carries more than 50 miles of electric cable and is the first escort vessel in the RCN whose main electrical power is 440 volts alternating current. Direct current was in standard use during the Second World War in Canadian warships.

She has five generators capable of producing 1,400 kilowatts — equal to the generating capacity of the 18,000-ton aircraft carrier *Magnificent*. About 330 motors and motor generators provide the motive force for a wide variety of equipment.

COMMUNICATIONS Her internal communications include 12 separate telephone systems, including lines for such specialized uses as docking ship, damage control, radar maintenance and fuelling at sea. She has 12 sound broadcast systems. Entertainment broadcast arrangements provide for radio receiving, record playing and tape recording. A choice of at least two programs is offered over the 29 speakers in the ship.

A Canadian-designed remote control system makes it possible to broadcast orders or receive from any one of 30 positions throughout the vessel.

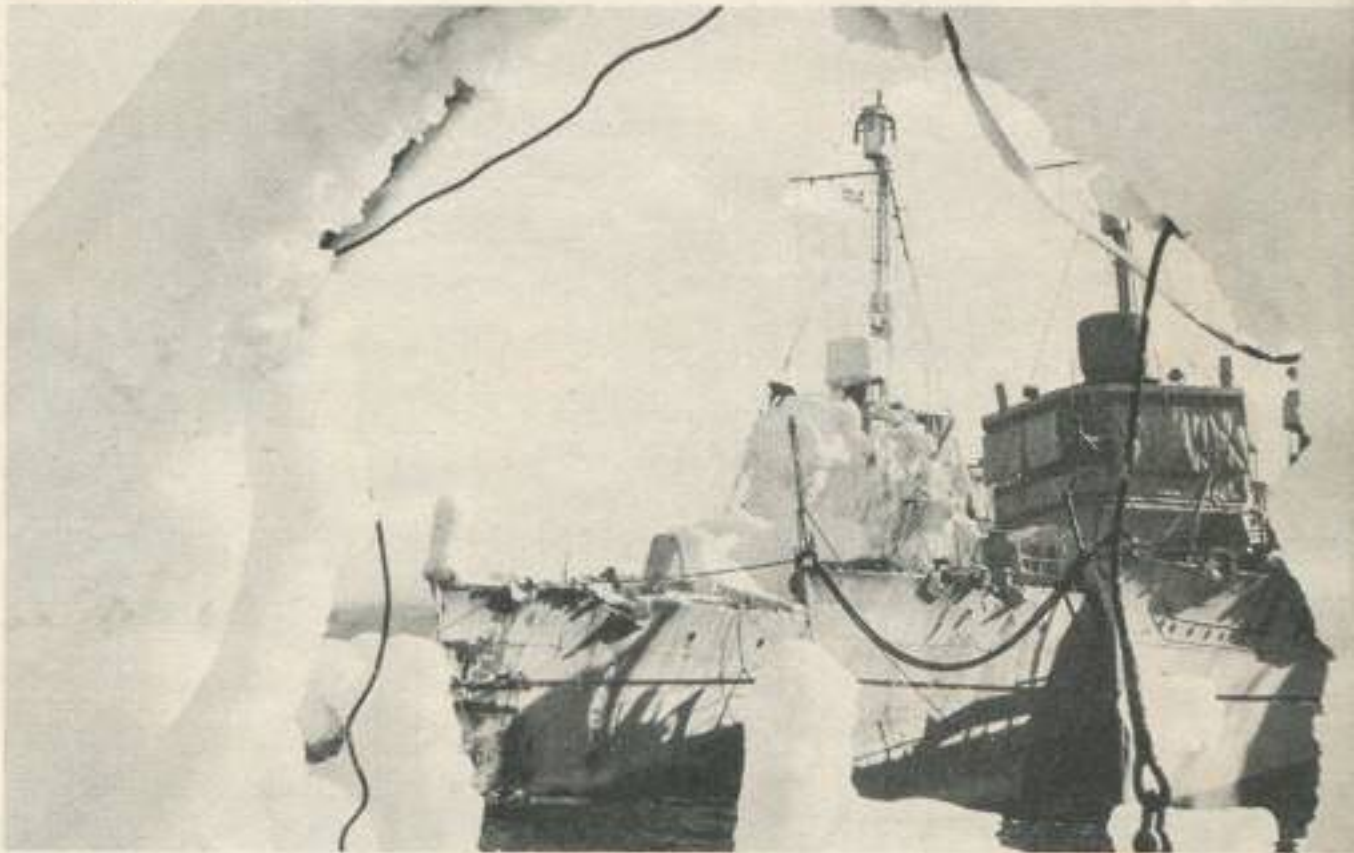
There are three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment.



Corvette in heavy weather



Destroyer iced up



Destroyer dropping Death Charge



A message centre is equipped with teletype and a cryptographic room with coding devices.

The St. Laurent has radar systems for gunnery fire control, navigation, surface warning, air warning and airborne early warning. Ultrasonic beams from sonar sets of the latest design probe the waters beneath the ship for the detection and pursuit of submarines.

The maintenance and repair of much of the ship's equipment and machinery are carried out in workshops located on the main deck.

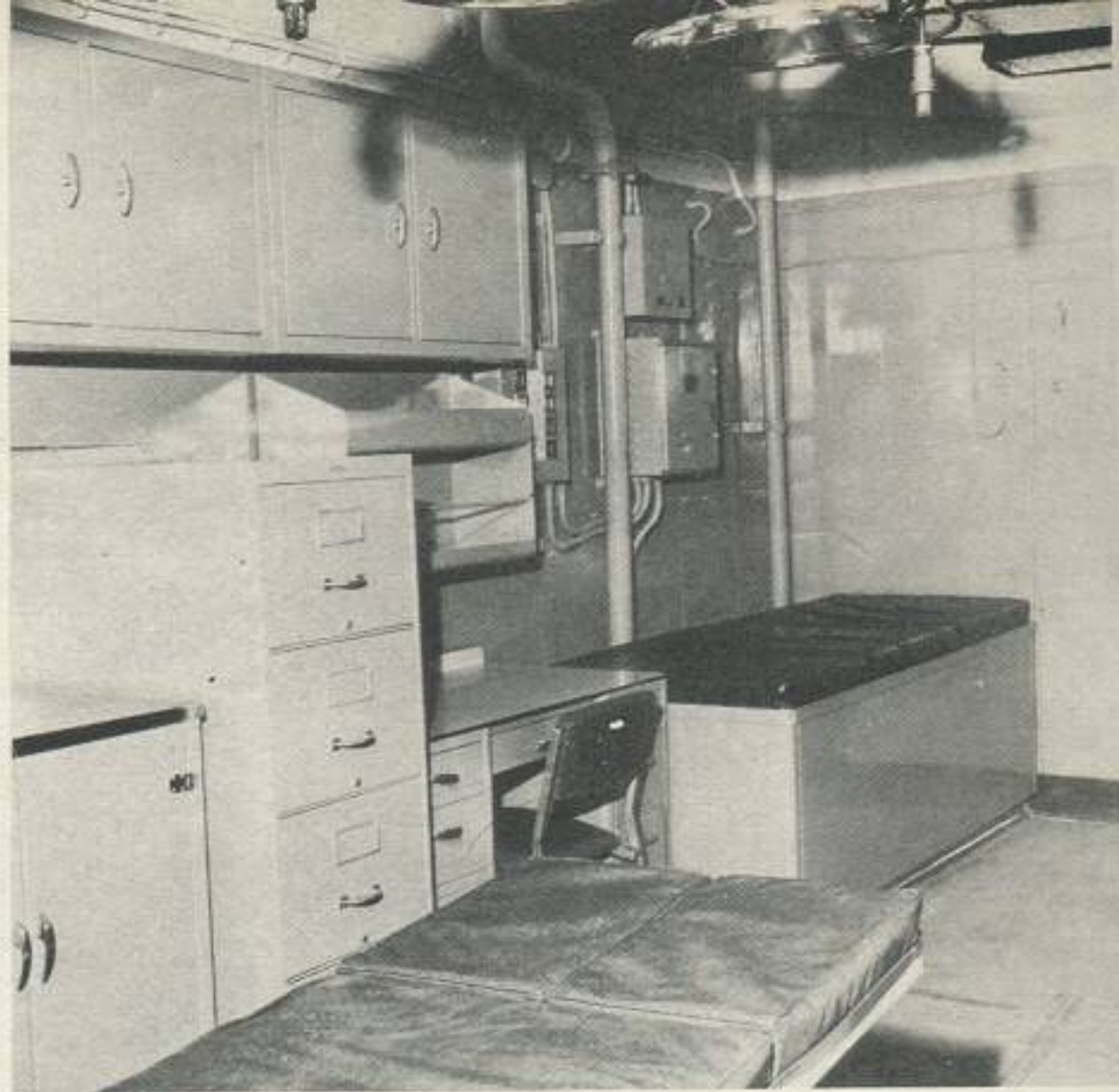
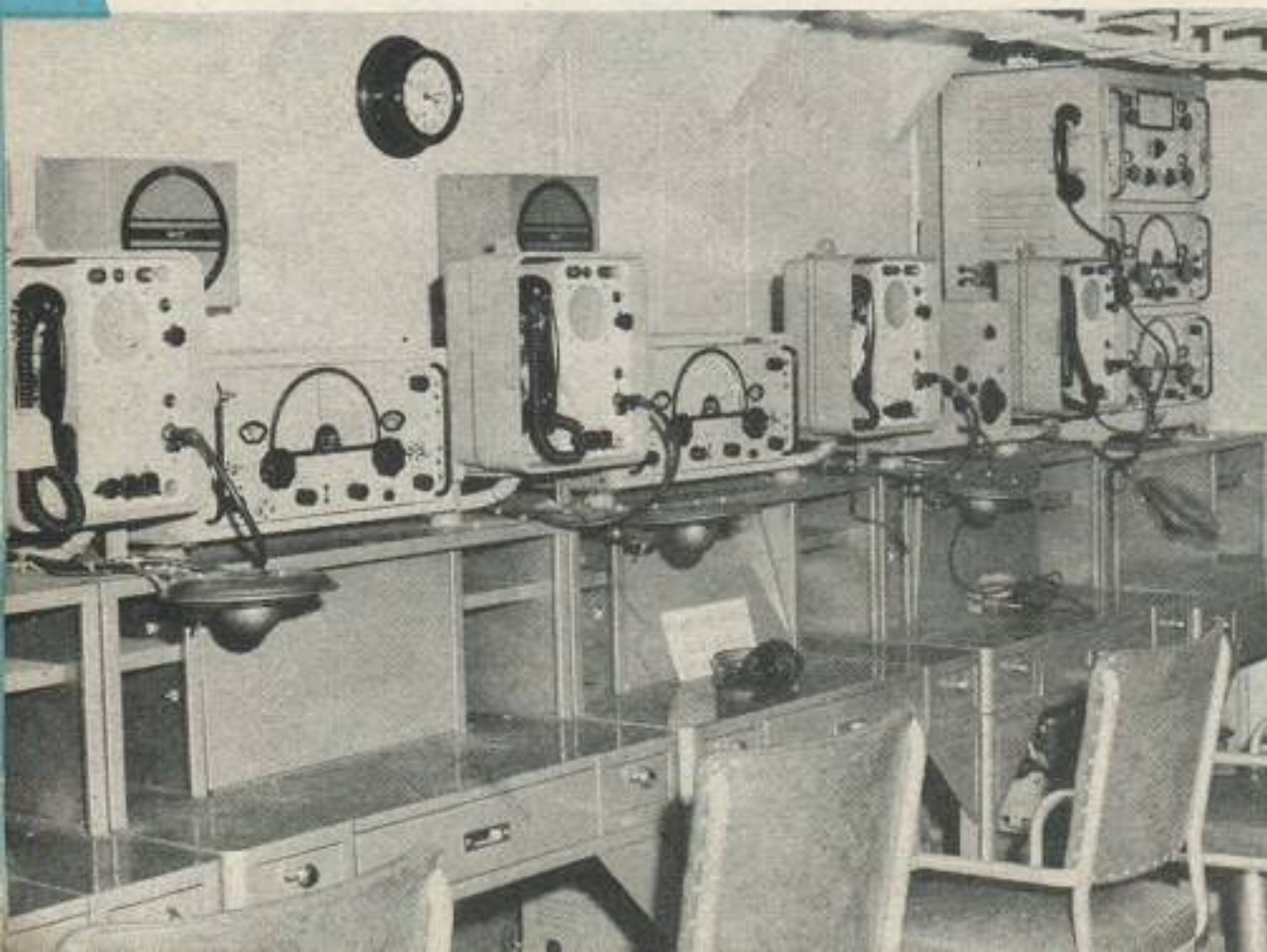
DAMAGE CONTROL AND DECONTAMINATION

The St. Laurent has an extensive damage control organization. A damage control headquarters is linked by special telephone switchboard to strategic points in the ship. To reduce the danger of flooding and to prevent contamination of the air conditioning system, the hull has been built without scuttles (port holes). Those on the superstructure are sealed and have lightweight aluminum deadlights. Discharge outlets are fitted in compartments below decks for fast pumping. For fire fighting, three pumps, each capable of handling tons of water an hour, are located at strategic points.

The ship can be sealed against chemical attack and, in such an emergency, the air recirculation through the ship's air conditioning system can be stepped up from the normal three or four cycles an hour to 15 cycles.

Exposed personnel are decontaminated in either of two compartments located forward

HMCS ST. LAURENT Radio room



HMCS ST. LAURENT Mess Deck

and aft. The ship has equipment for "hosing down" exterior surfaces that have been contaminated.

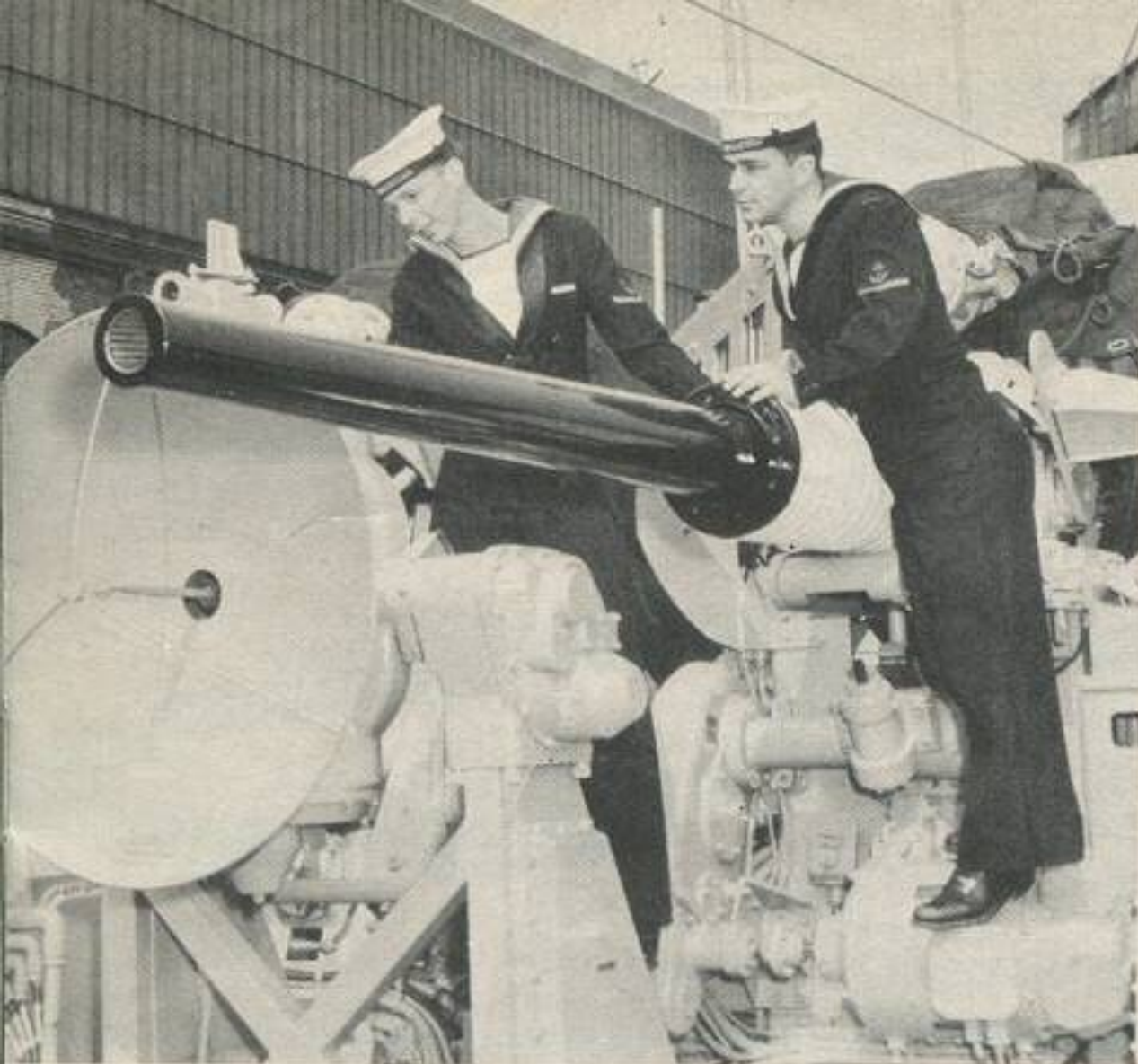
All compartments where men might be trapped have emergency escape scuttles with jumping ladders, supplemented by "kick-out" panels as an alternate means of escape.

LIFE-SAVING AND MEDICAL EQUIPMENT

The St. Laurent is the first ship in the RCN in which Carley floats and wooden rafts have been replaced by rubber rafts. The 20-man rafts inflate automatically on their release into the sea. In addition to emergency rations each carries a full quota of survival gear, including a signals kit, heliograph mirror, fishing gear, collapsible bailers, parachute drogue (sea anchor), floating sheath knife and plastic whistle.

The ship's medical staff is provided with a hospital in miniature. The sick bay is comparable in size to that of a cruiser — or three times the size of that in the recently modernized destroyer escort Algonquin. There are four berths, a bathroom, an operating table with the latest-type arc lights, well-stocked drug and medical lockers and diagnostic facilities.

HABITABILITY The Royal Canadian Navy's concern for the health, comfort and efficiency of its men at sea is given concrete expression in



3 inch 50 cal. anti-aircraft gun

the living and dining arrangements on board the St. Laurent. Her men sleep in bunks, each equipped with foam mattress and individual reading lamps; each man has an aluminum clothes locker specifically designed for sea, and additional drawer space for personal belongings. Mirrors and electric shaving outlets have not been forgotten. Each of the living spaces has a recreational area for off-duty relaxation.

The officers' cabins, which also serve as offices, are arranged for single and double occupancy, except for one designed to accommodate four junior officers. The wardroom has a pantry, dining room and lounge and is roomier than those in older ships of similar size. The commanding officer's quarters have bedroom, bath, dining room and lounge.

The ship's company is fed on the cafeteria system. The galley, centrally located, has a bakery and pastry, meat and vegetable departments. Its equipment includes electric bread-slicers, automatic toasters, steam pressure cookers and electric coffee urns. It has a dairy with ice-cream and milk machinery. A dish-washing machine and a garbage disposal unit are other features.

The main dining space, which doubles as a cinema in the evenings, has kitchen-type

fireproof tables and cushioned chairs. Lighting is fluorescent. The chief and petty officers have separate dining space nearby, while the commanding officer's pantry, two decks above, and the wardroom pantry, one deck above, are served from the galley by a dumbwaiter.

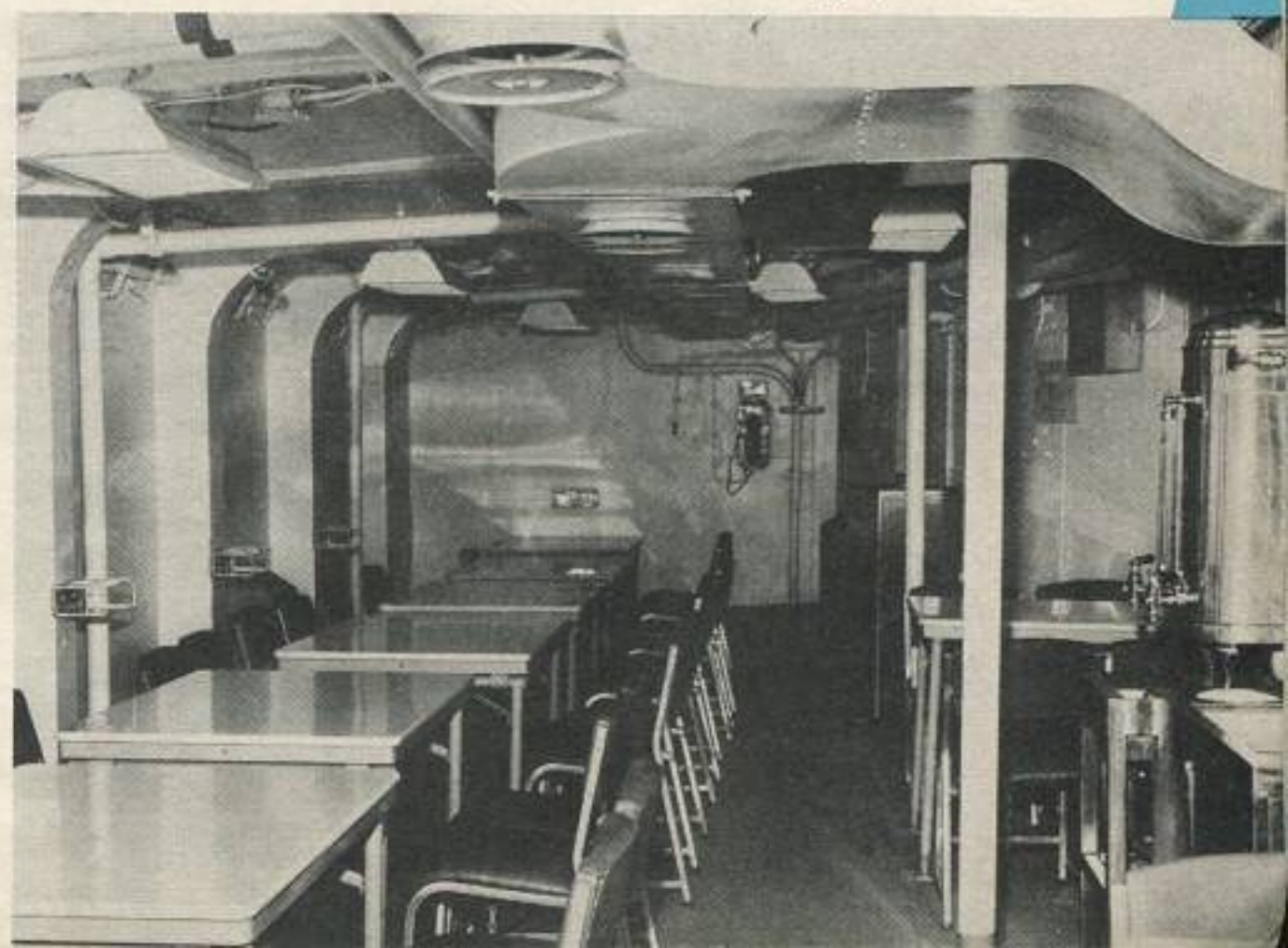
The ship has storage for 90 days' frozen provisions compared with 14 days in escort ships built during the Second World War. She has a cold room for meat and fish, a cool room for dairy products and a chill room for fruit and vegetables.

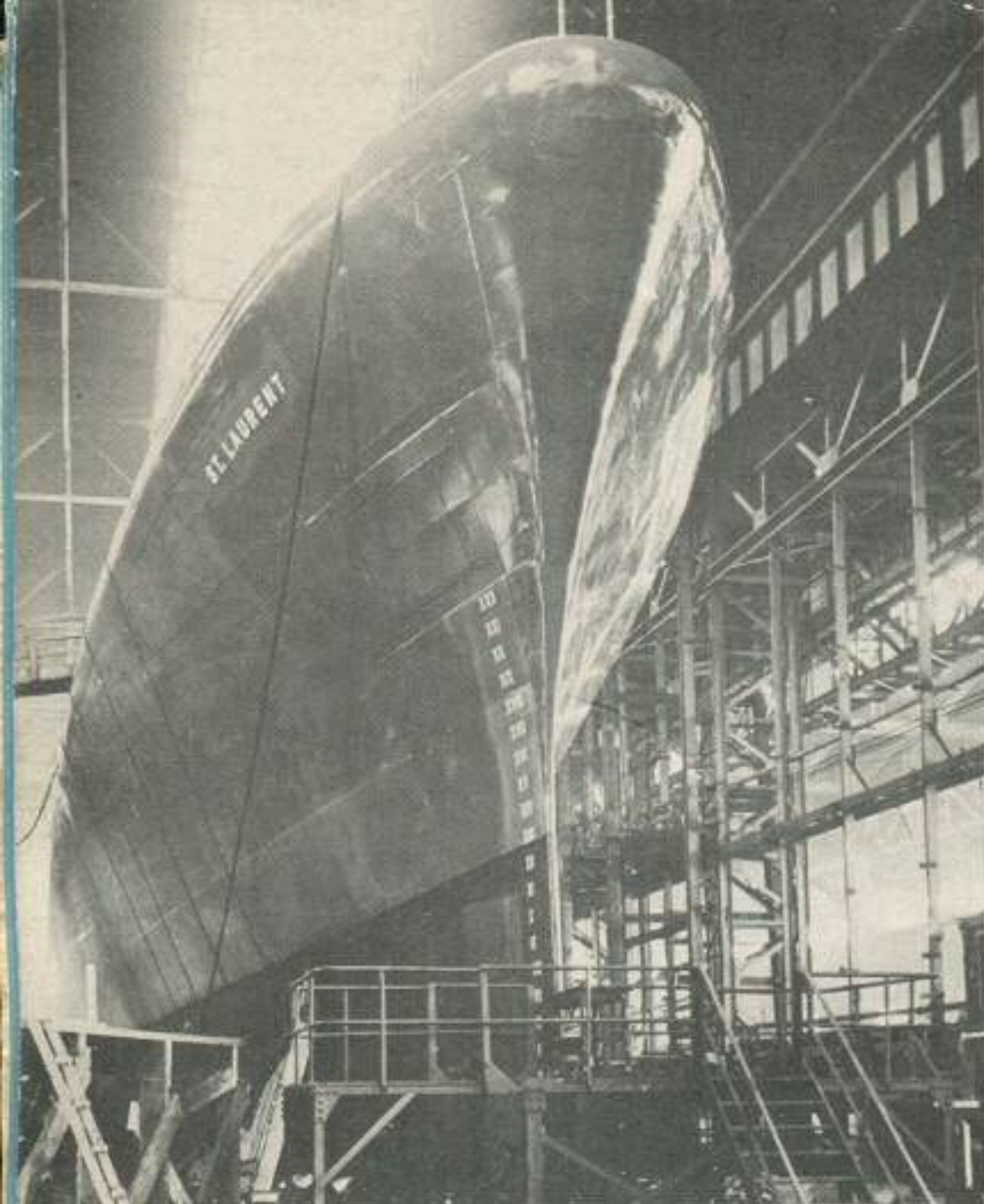
The modern laundry is equipped with washing machines, spin drier, pressers and hanger facilities.

It is felt that the efforts to provide for comfort and well-being of the ship's company will be repaid with interest. Fatigue can reduce efficiency and undermine morale and conversely, a well-rested sailor, living in healthful surroundings, can be counted on to respond with the alertness and accuracy demanded by the intricate fighting machine that is the warship of today.

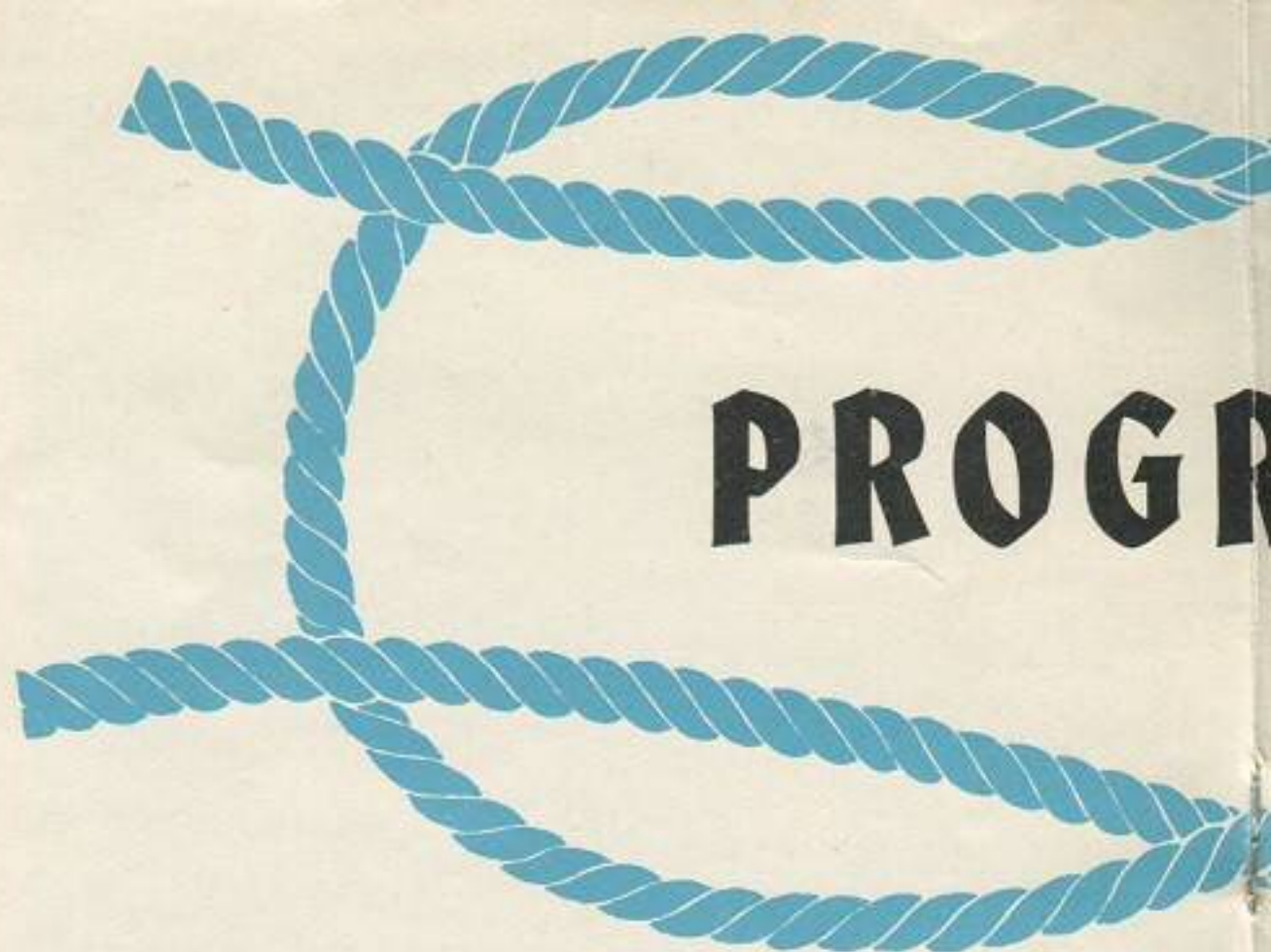
HMCS St. Laurent was designed to meet a specific need. That need was a ship to combat effectively the fast, modern submarine. The way the need has been met is expressed in her powerful turbines, her manoeuvrability, her electronic devices and weapons, her accommodation and seakeeping qualities. With these she stands ready to do her share to maintain the freedom of the seas.

Dining space





The Launching of HMCS ST. LAURENT



PROGR

TIME (Navy)	E.S.T.	
1400	2:00 p.m.	Invited guests to have assembled on the reviewing stand. Guard and band paraded on the jetty abreast the quarterdeck.
1405	2:05 p.m.	Official Party arrives
1415	2:15 p.m.	The Guest of Honour arrives.



COMMISSIONING CEREMONY

- Address by The Guest of Honour
- Address by Vice Admiral E. R. Mainguy, O.B.E., C.D., Chief of the Naval Staff.
- Address by Colonel O. H. Barrett, O.B.E., President of Canadian Vickers Limited.
- Commissioning hymn announced by Rev. Dr. E. G. B. Foote, O.B.E., C.D., Chaplain of the Fleet (P).

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 23-43)

23. They that go down to the sea in s
24. These see the works of the Lord, and
25. For He commandeth, and raiseth thereof.
26. They mount up to the Heaven, they melted because of trouble.
27. They reel to and fro, and stagger
28. Then they cry unto the Lord in their distresses.
29. He maketh the storm a calm, so
30. Then are they glad because they be q haven.
31. Oh that men would praise the Lo works for the children of men!
43. Who is wise, and will observe these kindness of the Lord.

PRA

O Thou, that sittest above the water flood beseech Thee, supplications of Thy servants shall commit their lives unto the perils of t godly to serve Thee, and by their Christian earth. Watch over them in their going forth nor mischief come nigh to hurt their souls. world, and through all the changes and mercy to the sure haven of Thine everlasting Amen.

RAMME

TIME (Navy)	E.S.T.	COMMISSIONING CEREMONY
1500	3:00 p.m.	The Guest of Honour and Official Party Tour the ship.
1515	3:15 p.m.	Ship open to inspection by the invited guests.
1530	3:30 p.m.	Reception begins . .
1730	5:30 p.m.	Reception ends.



HMCS ST. LAURENT underway

ONY — ORDER OF SERVICE

s 23 to 31, 43) to be said together.

in ships, that do business in great waters.

and his wonders in the deep.

with the stormy wind, which lifteth up the waves

they go down again to the depths; their soul is

ger like a drunken man and are at their wit's end.

their trouble, and He bringeth them out of their

, so that the waves thereof are still.

be quiet; so He bringeth them unto their desired

Lord for his goodness, and for His wonderful

s things, even they shall understand the loving-

PRAYER

ods, and stillest the raging of the sea, accept, we
vants for all who in this ship, now and hereafter,
of the deep. In all their ways enable them truly and
stian lives to set forth Thy glory throughout the
orth and their coming in, that no evil befall them,
als. And so through the waves of this troublesome
nd chances of this normal life, bring them Thy
lasting kingdom; through Jesus Christ Our Lord.

THE LORD'S PRAYER BENEDICTION

- Blessing of the Ship, Conducted by Rev. R. M. Ward,
Assistant Chaplain of the Fleet (RC)

V. Our help is in the name of the Lord.

R. Who made heaven and earth.

Let us pray.

GRACIOUSLY hear, O Lord, our supplications, and bless with Thy Holy right hand this ship and all her company, as thou didst deign to bless the ark of Noah passing through the flood:

Reach out to them Thy right hand, O Lord, as Thou didst to blessed Peter walking on the sea:

Send Thy Holy Angel from heaven to deliver and preserve her from every kind of danger together with everything within her:

Grant to Thy servants that they may repel every enemy:

That with the security of a tranquil passage they may always safely reach the haven which they wished for:

And having successfully undertaken and completed all the business entrusted to them, may time and again return to their own with joyful thanksgiving.

Who livest and reignest for ever and ever.

R. Amen.

- Commission Her Majesty's Canadian Ship St. Laurent.

"God Save the Queen."

- Address to the ship's Company by Commander R. W. Timbrell, D.S.C., C.D.,
Commanding Officer of HMCS St. Laurent.

"O Canada".

BEHIND THE SHIP

The construction of so complex a warship as HMCS St. Laurent has been achieved only by the co-operative effort of many individuals and organizations, particularly The Department of Defence Production, Canadian Vickers Limited and the many sub-contracting firms, as well as the Royal Canadian Navy.

Within the Navy, the construction of HMCS St. Laurent as a unit of the fleet has been largely the responsibility of these seven officers and the branches they head.

- Rear-Admiral (E) J. G. Knowlton, O.B.E., C.D., Chief of Naval Technical Services;
- Commodore (E) A. C. M. Davy, O.B.E., C.D., Engineer-in-Chief; Aug. 1949 — Aug. 1955.
- Constructor Commodore Rowland Baker, Naval Constructor-in-Chief;
- Commodore (L) W. H. G. Roger, O.B.E., C.D., Electrical Engineer-in-Chief;
- Ordnance Commodore W. G. Ross, C.D., Director General of Naval Ordnance;
- Commodore (S) R. A. Wright, O.B.E., C.D., Supply Officer-in-Chief; Sept. 1952 — Aug. 1955.
- Constructor Captain Frank Freeborn, C.D., Principal Naval Overseer, Montreal Area.



REAR-ADMIRAL (E) J. G. KNOWLTON, C.B.E., C.D.



COMMODORE (E) A. C. M. DAVY, O.B.E., C.D.



CONSTRUCTOR COMMODORE ROWLAND BAKER.



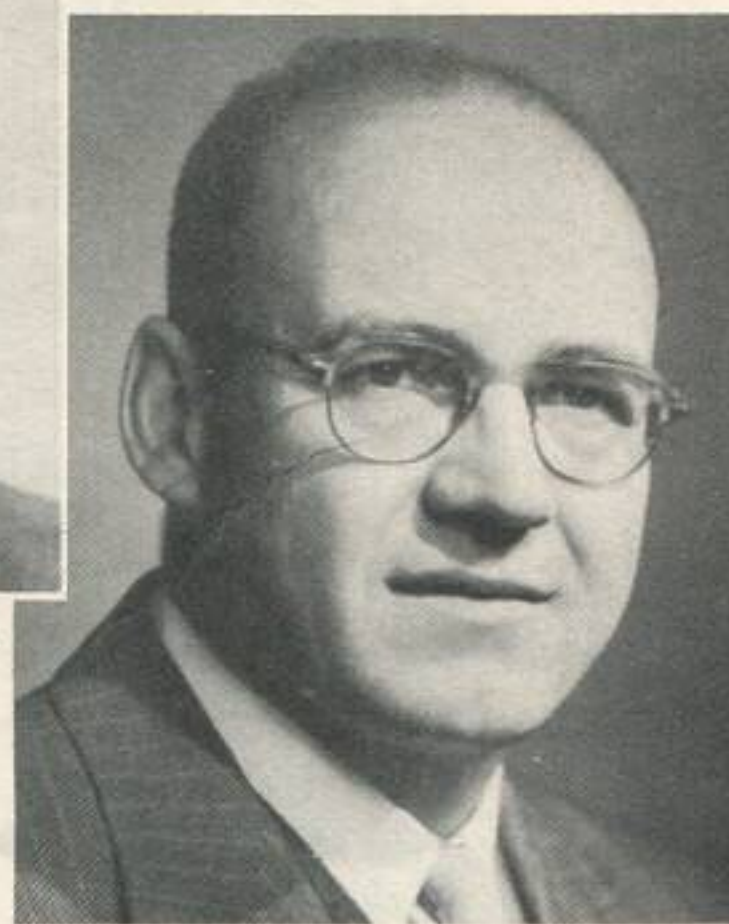
CONSTRUCTOR CAPTAIN FRANK FREEBORN, C.D. COMMODORE (S) R. A. WRIGHT, O.B.E., C.D. ORDNANCE COMMODORE W. G. ROSS, C.D. COMMODORE (L) W. H. G. ROGER, O.B.E., C.D.



J. EDOUARD LABELLE, Q.C., O.B.E.
Chairman of the Board,
Canadian Vickers Limited



COL. ORMONDE H. BARRETT, O.B.E., E.D.
President,
Canadian Vickers Limited



R. K. THOMAN
Vice-President and General Manager,
Canadian Vickers Limited

HMCS ST. LAURENT

A TRIBUTE TO CANADIAN VICKERS LIMITED

The St. Laurent is the end product of the skill of naval designers and the practical "know-how" of the shipyard.

Canadian Vickers Ltd. established its Naval Central Drawing Office in late 1949, when the Company was designated leadyard for escort vessels in the new Canadian Naval Shipbuilding Program, with draughtsmen from the Company's Marine Drawing Office. The closely-knit staff of almost 200 is housed in bright new quarters overlooking the fitting-up basin.

The Naval Central Drawing Office was the medium through which the original specifications for the St. Laurent, prepared by the Naval Constructor-in-Chief, were made into working drawings for the shipyard. Thousands of drawings were prepared in which details of design were worked out. In some instances, the original specifications were modified to conform with the practical limitations on ship construction; in others, they were expanded into wholly new areas of design and construction methods.

As drawings were completed and approved, copies were forwarded to other Canadian yards where escort vessels are under construction. Additional drawings were completed and

stored so that in an emergency, complete plans for the vessels would be immediately available to builders and sub-contractors across Canada.

Among the techniques pioneered in the shipyard was the more extensive prefabrication of hull components than hitherto had been thought possible. Again, the Naval Central Drawing Office served as the medium through which the lessons learned from experience in the shipyard were incorporated in the plans of the St. Laurent and her sister ships.

The design, construction and acceptance of a prototype of such radically new conception in hull design, armament, propulsion and electronics in six years is an accomplishment in which all who shared must take great pride. The accomplishment assumes still greater stature when it is remembered that before the Canadian Naval Shipbuilding Program was started, Canada had neither the peacetime industrial nor technical resources with which to design, build and equip entirely in Canada a naval vessel of this size.

The choice of Canadian Vickers Ltd. as lead-yard for these vessels is a tribute to the men and women who have earned for the Company its reputation for achievement.



AN HISTORIC BADGE

HMCS St. Laurent carries one of the Royal Canadian Navy's most colourful badges, depicting as it does the rich historical and legendary backgrounds of the mighty river from which she has taken her name.

The blazon is described in heraldic terms as follows:

"Barry wavy of eight in bend or and azure, a white whale enbowed, head to dexter base, tail to centre chief proper, and charged on the shoulder with a grid gules."

The diagonal wavy strips of the field are in reference to the River St. Lawrence. These strips or 'bends' are made gold and blue alternately in respect to the King of France in whose name Cartier discovered and explored this great waterway. The Arms of France then were three gold fleur de lys on a blue field.

The legends surrounding the River St. Lawrence are many, but Henry Beston in his work on the St. Lawrence (1942) stated that the tutelary or protective spirit of this great river is the White or Arctic Whale. So this splendid mammal is depicted traversing the waters, and to identify him with this particular river, he is charged on the

shoulder with the grid of Saint Lawrence.

When Cartier first entered the waters of the St. Lawrence it was on the anniversary of the death of that courageous deacon of the Roman Church who, it is said, was put to death on the orders of Emperor Valerien by being roasted on a grid. This is supposed to have occurred on 10th August in the year 258. It was on this date in 1535 that Cartier sailed into this river and gave to it the name St. Laurent. The grid appeared in one of the two unofficial 'badges' used by the first HMCS St. Laurent during the Second World War — and as a secondary reference it is here shown on the whale.

The ship colours are blue and gold.

AN HONOURED NAME

HMCS St. Laurent bears a name that has been carried by at least four British warships, although variously spelled.

Best known, particularly in Canadian naval history, is the great ship-of-the-line HMS St. Lawrence, of 112 guns, a contemporary of, and larger than, Lord's Nelson's Victory.

The flagship of the commander-in-chief on the great Lakes, Commodore Sir James Lucas Yeo, RN, she was built at Kingston, Upper Canada, the present site of the Royal Military College, and launched September 10, 1814. Her presence on Lake Ontario in the closing months of the War of 1812 cleared those waters of United States warships and secured Upper Canada from further invasion attempts.

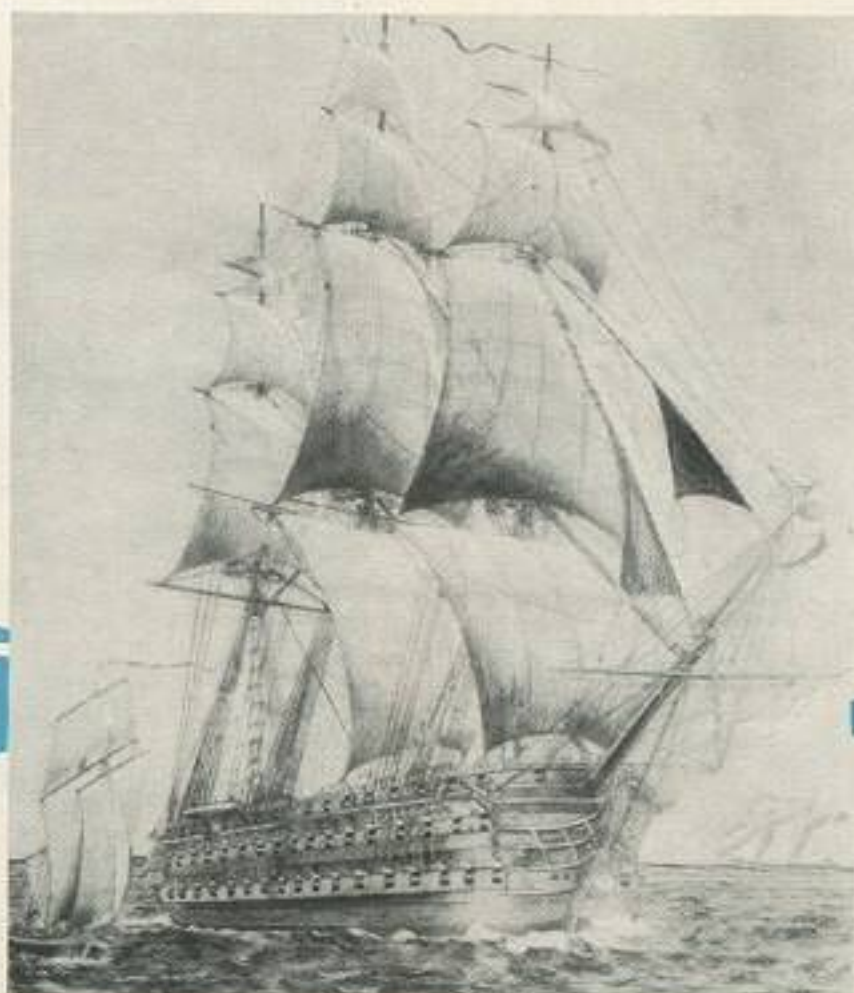
This famous ship, built from Canadian oak, elm, maple and pine, displaced 2,304 tons and carried a complement of 1,000 men. Her remains today rest off the shore of Kingston's Macdonald Park.

During this period of war and unrest another ship of the name was present in Canadian waters. HMS St. Laurence, of 18 guns, was in commission at Halifax in December, 1815, although nothing more is known of her.

Fifty years earlier, during the winter of 1763-64, the British purchased six "Marblehead Schooners" for service in the St. Lawrence River and off the coast of Nova Scotia. One of the six was HM Schooner St. Lawrence.

Then, in June, 1776, HMS St. Laurence, probably also a schooner, participated in the bombardment of Fort Moultrie at Charleston, South Carolina—an heroic but abortive action.

From the commissioning of Commodore Yeo's St. Lawrence at Kingston in 1814, 123 years were to pass before the White Ensign was again raised aboard a ship bearing the name of one of Canada's greatest rivers.



HMS. ST. Lawrence, 1814

photo by courtesy of C.H.J. Snider



A PROUD TRADITION

HMCS St. Laurent is the second ship in the Royal Canadian Navy to bear the name, and from her predecessor she inherits a proud record of battle honors, won in the North Atlantic and in the waters off Normandy during the Second World War.

Formerly the 1,375-ton British destroyer Cygnet, the first St. Laurent was commissioned into the RCN at Chatham, England, on February 17, 1937. Under the command of the present Flag Officer Atlantic Coast, Rear Admiral R. E. S. Bidwell C. B. E., C. D.

When war broke out in September, 1939, the St. Laurent and a sister ship, the Fraser, were on their way to Halifax from Esquimalt, B.C. The day after her arrival, on September 15, the St. Laurent and HMCS Saguenay took Convoy

HX-1 to sea. It was the first of hundred's of Halifax-to-Britain convoys to cross the Atlantic throughout nearly six long years of war.

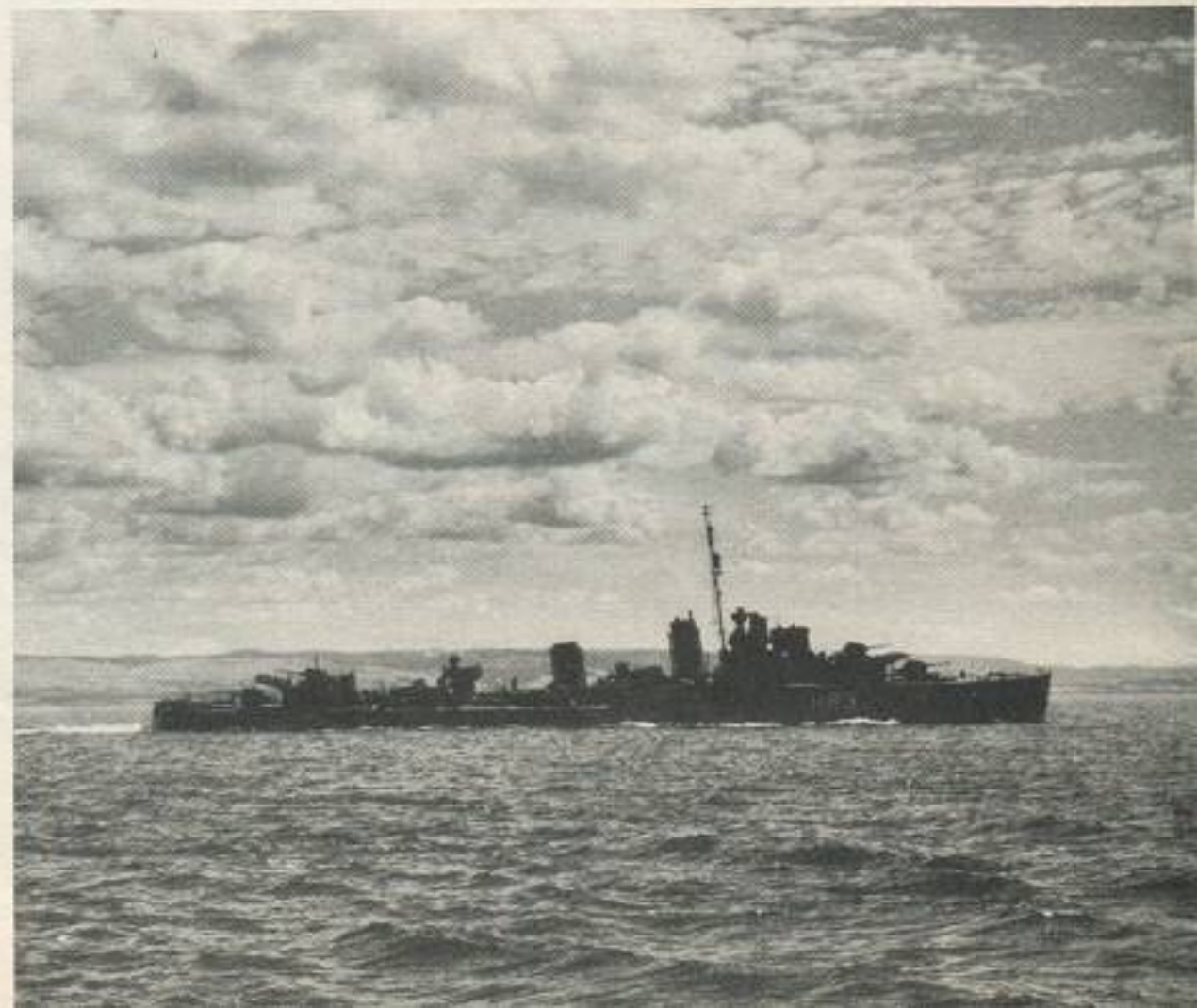
For the St. Laurent, it marked the beginning of a distinguished war record, which was to bring glory to her name and honour to those who served in her.

She ploughed the weather-ridden Atlantic on anti-submarine duty in the winter and spring of 1939-40; she was present at Dunkirk, then went back to the Atlantic to fight through the weary, heartbreaking months when the U-boat all but severed the lifeline to Britain; then to the English Channel again for the return of Allied might to Normandy. But her chief battleground was the Atlantic, and to it she returned to finish out the war.

HMCS ST. LAURENT in World War II



HMCS ST. LAURENT at the kill during World War II





The St. Laurent exchanged her first fire with the enemy in June, 1940 while evacuating French troops from near Dunkirk, when she successfully drew off the fire of a German shore battery from an Allied transport. The transport was saved and the St. Laurent received no damage.

In July, 1940, she rescued 857 survivors of the torpedoed SS Arandora Star, bound for Canada with over 1,200 enemy aliens, mostly Italians. The ship had been sunk by the German U-boat ace Kapitän Leutnant Prien, who earlier had made the brilliant attack on the British Home fleet at Scapa Flow.

In December, 1940, she attacked and damaged an Italian submarine, one of several that sank 10 merchant ships from Convoy HX-90 and the armed merchant cruiser Forfar. The St. Laurent's messdecks were crowded with weary survivors. But the darkest days were yet to come.

She was with Convoy ONS-154 during its "nightmare crossing" from England to North America in December, 1942. Twenty U-boats fell upon the convoy and sank 14 ships. This time the St. Laurent shared in the kill of a U-boat.

In March, 1944, she shared in the sinking of U-845, and took aboard five survivors. Earlier in the day, a volunteer

fire-fighting party from the St. Laurent had put out a fire on a merchant ship after an 18-hour battle.

Later in 1944, while serving with an anti-submarine "hunter-killer" group in the English Channel, the St. Laurent sustained a near-miss from a glider bomb which knocked out her gyro compass, circulating pump and boiler fan. She continued on patrol, however, and five days later picked up eight officers and 64 men from U-270, sunk by aircraft of the Royal Australian Air Force.

The St. Laurent concluded her war operations in the far reaches of the North Atlantic. Based at Iceland, she was part of a blockading force on the lookout for U-boats attempting to break into the Atlantic from Norway.

Three of her wartime commanding officers are now serving Admirals. They are Rear-Admiral H. G. DeWolf, C.B.E., D.S.O., D.S.C., C.D., Chairman of the Canadian Joint Staff, Washington, D.C.; Rear-Admiral H. F. Pullen, O.B.E., C.D., Flag Officer Pacific Coast and Rear-Admiral H. S. RAYNER, D.S.C., C.D., Chief of Naval Personnel, Naval Headquarters.

On October 10, 1945, the St. Laurent was paid off for the last time but the glories of her exploits will not die, for a new St. Laurent is their proud inheritor.



COMMANDER R. W. TIMBRELL, D.S.C., C.D.
Commanding Officer, HMCS St. Laurent

HMCS ST. LAURENT SHIP'S COMPANY

H.M.C.S. "ST. LAURENT" OFFICERS

Commander R. W. Timbrell, D.S.C., C.D.,	<i>Commanding Officer</i>
Lieutenant Commander (P) D. H. P. Ryan, C.D.,	<i>Executive Officer</i>
Lieutenant Commander (E) H. G. Gillis,	<i>Engineer Officer</i>
Lieutenant Commander (L) J. H. Ross, C.D.,	<i>Electrical Officer</i>
Lieutenant Commander (S) T. C. Treherne, C.D.,	<i>Supply Officer</i>
Lieutenant Commander (TAS) W. G. Kinsman, D.S.C.,	<i><u>Torpedo Anti-Submarine Officer</u></i>
Lieutenant Commander (G) I. A. MacPherson,	<i>Gunnery Officer</i>
Lieutenant Commander (D) A. N. Turner,	<i>Direction Officer</i>
Lieutenant (N) P. L. S. McCulloch,	<i>Navigation Officer</i>
Lieutenant (C) J. L. Creech,	<i>Communications Officer</i>
Ordnance Lieutenant A. B. Turner, C.D.,	<i>Ordnance Officer</i>
Constructor Lieutenant F. W. Nicholson,	<i>Constructor Officer</i>
Commissioned Radio Officer D. H. Nelson,	<i>Assistant Electrical Officer</i>
Sub-Lieutenant C. M. Seymour,	<i>Confidential Book Officer</i>

MEN

Chief Petty Officer N. G. Dawe — Coxswain

EXECUTIVE DEPARTMENT

Gunnery Section — Chief Petty Officer Bellefontaine; Chief Petty Officer H. O'Reilly; Petty Officer C. Vaniderstine; Leading Seaman J. Doucette; Leading Seaman K. Gray; Leading Seaman McGuigan; Leading Seaman W. Weiler; Able Seaman A. Baird; Able Seaman R. Brassard; Able Seaman J. Brown; Able Seaman R. Collins; Able Seaman G. Follet; Able Seaman H. Fraser; Able Seaman C. Gervais; Able Seaman L. Hancock; Able Seaman J. Higginbotham; Able Seaman T. Kelly; Able Seaman W. Kiley; Able Seaman J. Mitchell; Able Seaman McBain; Able Seaman J. Williamson; Ordinary Seaman D. Dagenais; Ordinary Seaman D. Hill; Ordinary Seaman P. Ronco; Ordinary Seaman T. Whiteland;

Quartermaster Section — Leading Seaman W. Driscoll; Leading Seaman V. Hynes; Leading Seaman C. Isaacs; Leading Seaman W. Smith; Able Seaman D. Almas; Able Seaman W. Bennett; Able Seaman F. Costello; Able Seaman N. Delmne; Able Seaman P. Dunn; Able Seaman D. Firlotte; Able Seaman J. Grenier; Able Seaman W. Hay; Able Seaman D. McLaughlin; Able Seaman J. Poirier; Able Seaman J. Therrien.

Radar Section — Chief Petty Officer A. Burke; Petty Officer N. Bay; Petty Officer A. Considine; Petty Officer C. Dueck; Leading Seaman G. Fitzsimmons; Leading Seaman S. Leslie; Leading Seaman H. McIssac; Able Seaman G. Armstrong; Able Seaman D. Arthur; Able Seaman R. Baker; Able Seaman G. Cleveland; Able Seaman G. Comeau; Able Seaman W. King; Able Seaman F. Lapointe; Able Seaman E. Malpage; Able Seaman J. Mullan; Ordinary Seaman D. Maxheleau; Ordinary Seaman J. Stewart.

Torpedo Anti-Submarine Section—Chief Petty Officer F. Barteaux; Petty Officer R. Crawford; Petty Officer Donnais; Petty Officer Chase; Leading Seaman R. Ellis; Leading Seaman B. Howles; Leading Seaman F. Kazimiriw; Leading Seaman J. Matthews; Leading Seaman W. Munroe; Leading Seaman J. Blair; Leading Seaman A. Perkins; Leading Seaman U. Tremblay; Able Seaman P. Fogarty; Able Seaman K. Gallant; Able Seaman T. Henderson; Able Seaman G. Clarke; Able Seaman H. Maskell; Able Seaman W. McGrath; Able Seaman J. Jezni; Able Seaman J. Kealey; Able Seaman W. MacDonald; Ordinary Seaman N. Boothby; Ordinary Seaman R. Fitzpatrick; Ordinary Seaman G. Garvin; Ordinary Seaman D. Halbgewachs; Ordinary Seaman L. Stephenson; Ordinary Seaman D. Dagenais; Ordinary Seaman D. Hill; Ordinary Seaman P. Ronco; Ordinary Seaman J. Stewart; Ordinary Seaman T. Whiteland.

COMMUNICATION DEPARTMENT

Visual Section — Chief Petty Officer J. Layton; Petty Officer W. R. Billard; Leading Seaman D. Coakley; Leading Seaman H. Stratton; Able Seaman B. Meikie; Able Seaman D. Patriquin; Ordinary Seaman J. Bredin; Ordinary Seaman M. Tiedeman;

Radio Section — Chief Petty Officer L. Murray; Leading Seaman E. Hardy; Leading Seaman L. Luther; Able Seaman E. Connelly; Able Seaman W. Martin; Able Seaman J. Pickles; Ordinary Seaman J. Trowsse.

ENGINEERING DEPARTMENT

Engine Room Section — Chief Petty Officer L. Lawson; Chief Petty Officer J. McMaster; Chief Petty Officer L. Longe; Chief Petty Officer L. Trudel; Petty Officer J. Cavana; Petty Officer A. Deck; Petty Officer F. Doolittle; Petty Officer G. Fraser; Petty Officer K. Hamilton; Petty Officer J. Lay; Petty Officer R. Mountain.

Boiler Room Section — Chief Petty Officer J. Kimber; Chief Petty Officer H. Marr; Chief Petty Officer C. Ripley; Chief Petty Officer G. Rodgers; Petty Officer D. Billington; Petty Officer C. Hancock; Petty Officer W. Joudrey; Petty Officer F. Malcom; Petty Officer H. Miles; Petty Officer L. Oxtoby; Petty Officer J. Whyte; Leading Seaman E. Arbour; Leading Seaman C. Archambault; Leading Seaman R. Gillies; Leading Seaman J. Henson; Leading Seaman R. McIntosh; Leading Seaman B. Patterson; Leading Seaman E. Van-der-Voort; Leading Seaman D. Evans; Leading Seaman J. Belanger; Able Seaman A. Harnik; Able Seaman B. Mulligan; Able Seaman R. Patterson; Able Seaman B. Thompson; Able Seaman J. Grenier; Able Seaman A. Reaume; Able Seaman W. Crumb; Able Seaman W. Geary; Able Seaman A. Arner; Able Seaman L. Gaffney; Able Seaman J. F. A. Desroches; Ordinary Seaman J. Brisco; Ordinary Seaman F. Burns; Ordinary Seaman M. Johnson; Ordinary Seaman N. Stentafor.

Shipwright Section — Chief Petty Officer F. Wright; Petty Officer J. McGraw.

ELECTRICAL DEPARTMENT

Electrical Section — Chief Petty Officer J. Brown; Chief Petty Officer D. Bishop; Chief Petty Officer L. Tedds; Petty Officer O. Simper; Leading Seaman A. Chamberlain; Able Seaman E. Brown; Ordinary Seaman G. Allin; Ordinary Seaman R. Healey; Ordinary Seaman E. Johnson; Ordinary Seaman P. Laberge; Ordinary Seaman D. Lineham; Ordinary Seaman A. Martin; Ordinary Seaman C. McKinnon; Ordinary Seaman R. Trudeau; Ordinary Seaman E. Ward.

Radio Section — Chief Petty Officer S. Clarke; Chief Petty Officer G. Dodsworth.

Radio Wireless Section — Petty Officer J. Huckle.

Electrical Detection Section — Leading Seaman D. Pushie.

Electrical Fitter Section — Leading Seaman M. McKiddie; Leading Seaman H. O'Very.

Electrical Gunnery Section — Petty Officer J. Frost; Petty Officer E. Oja.

Radar Navigation Section — Leading Seaman G. Andrews; Able Seaman A. Brunet.

SUPPLY DEPARTMENT

Administration Section — Petty Officer H. Archibald; Able Seaman N. Haugen.

Pay Section — Petty Officer J. Koen.

Stores Section — Chief Petty Officer D. MacKinnon; Leading Seaman P. Miller; Able Seaman R. Rutter; Ordinary Seaman G. Leblanc.

Victualling Section — Chief Petty Officer H. Jackson; Petty Officer N. Drabble; Able Seaman D. Forbes; Able Seaman E. Larter.

Cookery Section — Chief Petty Officer S. Lawrence; Petty Officer W. Shaw; Leading Seaman F. Fasciano; Able Seaman J. Amey; Able Seaman M. Cassibo; Able Seaman C. Simser; Able Seaman T. Harrison.

Stewart Section — Chief Petty Officer W. Klinge; Petty Officer H. Emery; Petty Officer B. Pearce; Able Seaman M. Couture; Able Seaman M. Foucher; Able Seaman J. Pageau; Able Seaman R. Price.

Medical Section — Petty Officer S. Grant.

ORDNANCE DEPARTMENT

Technical Section — Chief Petty Officer D. Andrews.

Gunnery Section — Petty Officer L. Alliker.

Torpedo Section — Chief Petty Officer L. Lambert.

Control Section — Petty Officer.

Armourer Section — Able Seaman G. Woods; Able Seaman G. Moore; Able Seaman H. Knapp.

ADOPTION OF SHIP BY CITY OF ST. LAURENT

During the Second World War, many Canadian warships were "adopted" by cities and towns across the country. In almost every instance where a ship was named after a particular municipality, that city or town officially "adopted" the ship, providing, in many cases, comforts and amenities to crew members, and following with interest the career of the vessel.

While HMCS St. Laurent is named after the St. Lawrence River, the city of St. Laurent, near Montreal, kindly offered to "adopt" the ship. This offer has been gratefully accepted, thus establishing a kinship that will last throughout the life of the ship.

