

H.M.C.S. SIOUX



CORONATION CRUISE

27th March to 30th July

1953

“SIOUX” goes to the Coronation

Our proud destroyer, which served in the North Atlantic, the Arctic and off Norway and Normandy during the war, then did two tours of duty in Korea, celebrated her tenth birthday in 1953 with a four-month, 22,421-mile cruise to attend the Coronation of Her Majesty Queen Elizabeth II and the Coronation Review of the Fleet.

We sailed March 27 from Esquimalt, calling at San Diego, California and Balboa and Cristobal in the Canal Zone on the way around to Halifax, where we arrived April 18. Here Canada's Coronation Naval Squadron assembled, “Magnificent,” “Quebec,” “Swansea,” “La Hullose” and “Eastore” from the east coast, and “Ontario” and “Sioux” from the west. When the members of the Coronation Naval Contingent who were to march and line the streets in London on June 2 had been embarked, the total numbers borne exceeded 3,000 officers and men.

“Eastore” sailed first to take up supply position in Portsmouth. On May 7, with the flag of Rear Admiral R. E. S. Bidwell in “Quebec,” the remaining ships of the squadron, excepting “Swansea” and “La Hullose” sailed for Portsmouth. Fog and generally poor weather forced the cancellation of many exercises during the eight-day Atlantic crossing, though some flying was carried out and “Sioux” fuelled from “Magnificent” en route. The four ships arrived in the Solent on May 15.

Three days later, “Sioux” and “Magnificent” sailed in company for exercises in the Channel entrance. The weather continued unfavourable but the carrier's Avengers and Sea Furies were able to carry out some flying. “Sioux” acted as plane guard, though happily our services remained purely precautionary and no mishaps were encountered.

On May 22, we anchored in Tor Bay, off the well-known Devonshire resort town of Torquay, to find the two cruisers already there. Continuing rain proved no handicap to the enjoyment of leave ashore in this pleasant and hospitable town.

May 25 to 27 saw “Sioux” astern of “Magnificent” again for a final two days' flying before the carrier landed her aircraft at Lee-on-Solent. The next two days were spent at the head of Portsmouth harbour in Fareham Creek, where we painted ship's side.

May 29 and the morning of the 30th saw us passing through Dover Straits and up the Thames to Greenwich, where we secured alongside the dolphins of the Telcon Company. With London only 40 minutes away, most of the ship's company enjoyed long leave. The hospitality of the English people generally, and of the Telcon Company and the London River Police particularly, was never more apparent than at this time.

Many of the ship's company, who had purchased seats in the Mall on the Coronation route, left "Sioux" at 0400 June 2 by boat and landed at Charing Cross landing. Twelve hours in the rain and wind could do nothing to dim their enthusiasm for the unforgettable spectacle of the Coronation. The small duty watch which had to remain aboard were able to watch the full Coronation ceremonies on two television receivers kindly loaned to the ship by the Cossar Company. During the day, the order "Splice the Main Brace" was carried out.

From June 5 to 10, we lay at anchor at Bournemouth, where the hospitality of the townspeople was warm and generous.

On leaving Bournemouth, we sailed to the Solent to take up position in the vast assembly of naval vessels gathered for the Coronation Review of the Fleet. During the next three days, ships of all sizes steamed in to take station in line.

June 15, the day of the Review by H.M. the Queen, is described elsewhere in this souvenir booklet as an event deserving special mention.

June 17 was the day of departure for home. The squadron was made up of six ships, "Ontario" remaining in Portsmouth and her place being taken by H.M.A.S. "Sydney," which remained in company to Halifax.

Arrival at Halifax on June 25 saw the "Sioux" alongside a jetty for the first time since May 7, to the satisfaction of ship's company.

"Sioux" sailed from Halifax on June 29, in company with "Sydney" as far as Chesapeake Bay where the Australian carrier turned to visit Annapolis, while we proceeded south to Jamaica for a three day visit, then through the Canal to Manzanillo Bay, Mexico for an overnight fuelling stop and on to Long Beach, California for a four-day last minute shopping expedition.

On July 30, at the end of a cruise we will always remember, "Sioux" passed Race Rocks and came home, happily, to Esquimalt.



SHIP'S COMPANY

Commanding Officer
Commander P. E. Haddon

Executive Officer
Lieut. Cdr. (TAS) D. R. Saxon

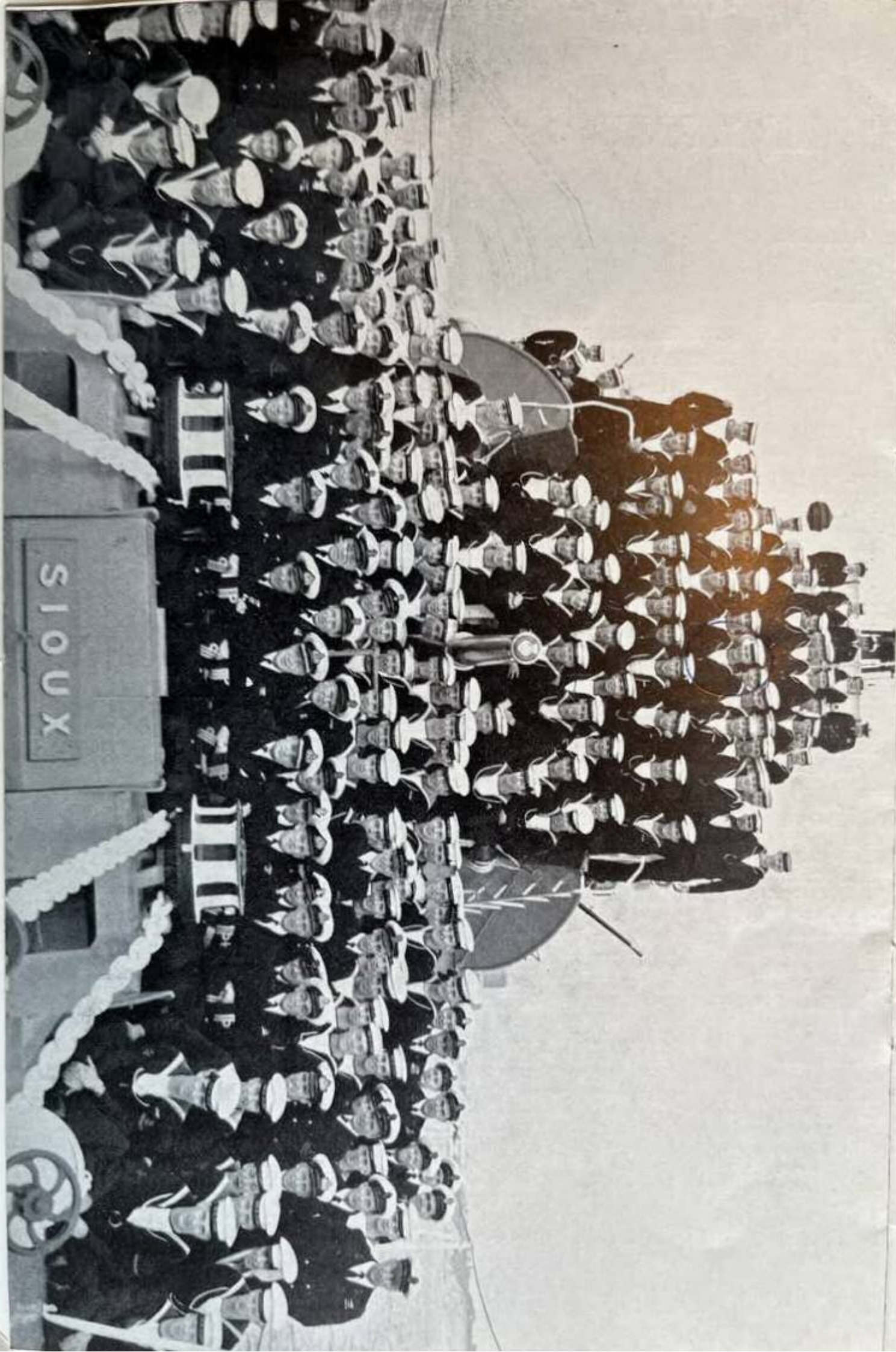
Lieut. Cdr. (P) R. E. Bartlett
Lieut. P. G. Bissell
Surg. Cdr. L. S. Bower

Lieut. (L) J. L. Cohrs
Cd. Bos'n A. R. Corner
Lieut. T. H. Ellis

Sub. Lieut. E. O. Francis
Lieut. A. T. Henley
Lieut. G. C. Hyatt

Sub. Lieut. W. E. Leslie
Lieut. Cdr. (E) R. G. Monteith
Lieut. Cdr. (S) F. E. Wade

ABSMS	W. J. Ager	ABTDS	J. L. P. Dufresne	ABAAS	R. R. Lanham	ABSM1	G. R. L. Norby	P2SM2	N. Mc. Sutherland
ABCV1	J. Anton	AB(N.Q.)	R. T. Ellis	LSCV1	T. P. Larkin ✓	ABSMS	W. G. Norton	ABSM1	A. Tarrabain
AB(N.Q.)	W. J. D. Arthurs	ABCK1	B. C. Elson	P2SM2	R. J. Lavallee	ABSMS	L. J. Nyquist	LSSW1	J. Tchire
ABRPS	T. Audette	ABSM1	H. G. Engleking	LSEM1	E. B. Latta	ABEM1	L. P. Ogden	LSRCS	J. A. Thom
P1SW3	R. E. Ballard	ABNS1	G. A. Felotick	LSSW1	G. W. Little	LSLRS	E. T. Olsen	OSTR	P. G. Thomas
LSSM2	R. Barr	LSAA1	D. B. Ferguson	P2ER3	J. T. Little	LSAA1	R. A. Parsons	ABCK1	D. A. Thompson
ABSM1	J. Barton	P1GA3	R. D. Finchfield	LSQMS	J. W. Lundy	ABEM1	G. Petruskevich	AB(NQ)	R. J. Thompson
P2MA2	W. J. E. Baxter	ABSMS	R. T. Fitzsimons	LSSW1	H. D. Lyon	AB(N.Q.)	D. O. Peyton	ABCR1	R. U. Tuele
OSTR	J. R. Bean	ABEM1	J. N. Fortin	ABSW1	H. T. Lyons	ABTDS	W. J. Philip	LSCR1	F. M. Tyler
LSSM1	F. Beaudry	ABTDS	J. L. Fowlie	LSSM2	E. MacAuley	C2GA4	R. F. Polly	AB(NQ)	L. M. Venoit
P1RC2	J. D. Bell	C2CR3	T. Fraser	LSCCK2	D. MacKinnon	P2EG3	J. A. Porteous	LSNS2	G. S. Waddell
OSTR	W. A. Big Canoe	C1SM3	W. K. Frees	P1TD2	C. P. MacQueen	P1VS3	S. R. W. Prior	C2SM3	B. R. Walls
ABEM1	R. B. Boomer	AB(N.Q.)	H. Garry	ABNQ	C. McArdle	ABSMS	J. H. D. Pritchard	P1ER4	J. N. Ward
LSAAS	A. B. Booth	P2PW2	W. L. Gilbert	OSCRS	D. A. McArthur	ABCV1	A. F. Proctor ✓	C2ET4	R. B. Watson
C1ET4	H. C. Bourne	LSAA1	W. F. Godfrey	ABEM1	L. McBride	OSTR	J. R. Proudlock	ABVS1	H. F. West
ABSM1	J. Bowcott	P1RT4	T. H. Graham	ABCV1	R. J. McCallum ✓	ABCK1	R. D. Purgavie	P2NS2	V. H. West
ABRP1	M. Bradley	ABSMS	A. C. Gray	OSTR	J. S. McClelland	ABSMS	E. A. Read	LSQM1	J. G. Wilcox
P1LR1	S. F. Brain	LSRP1	J. S. Hainer	ABSMS	J. A. McCrimmon	ABRCS	R. R. Rees	P2CV2	N. F. Williams
P1SM2	G. R. Brown	P2SM2	F. E. Haldane	AB(N.Q.)	A. McCurrach	ABSM1	J. W. Reil	ABSM1	C. J. Wilson
P2RP1	R. R. Bryan	P1SM3	C. L. Hall	P1ER4	W. McDowall	OSTR	D. R. Reynolds	ABNS1	D. Winter
ABCR1	J. F. Burchell	ABTDS	K. R. Harrison	P1SM3	L. J. McInnis	LSAA1	G. H. Roberts	P2SM2	R. G. Winter
LSRP1	D. Burck	P2AW2	R. C. Hawkey	LSRC1	G. R. McKinstry	C1GI3	W. A. Robinson	ABCK1	D. H. Wocks
OSSW1	R. E. Burckholder	ABVS1	N. B. Henigman	LSLR1	K. L. McLeod	LSLR1	A. H. Rostek	ABTD	J. Wood
OSTR	J. E. Burkitt	LSSM1	C. A. Herteis	LSPT1	K. G. McMann	OSTR	W. W. Rowan	LSCV1	R. W. Yates ✓
P1RP1	R. S. Carter	ABCR1	S. R. Hewson	OSTR	R. G. Mack	OSTR	D. G. Rummerfield	ABCK1	S. J. Young
P2SM2	J. R. Cameron	ABSMS	S. W. Hill	ABSMS	E. R. Mackarowitch	LSSM1	J. T. Sabourin		RESERVES
C2ER4	H. J. Cannon	ABSMS	K. G. Hoar	P1ET4	J. L. Marles	P1SM3	R. A. Saedal	C2SM3	P. Butchard
ABSM1	A. A. Carlson	LSTD5	O. D. Holland	ABLR5	R. J. Masse	C2ET4	W. G. A. Scudmore	ABSMS	K. N. Chapman
ABSMS	H. W. Catterall	P2TD2	R. I. Hooke	LSAA1	R. J. Massey	P2SH3	S. D. Secret	ABSMS	R. G. Drummond
P2EG3	E. A. Chadwick	P2CK2	W. J. Hopkins	LSAA1	W. D. Mawson	OSTR	R. T. Semple	ABSMS	R. E. Gorman
ABEM1	J. A. Charron	OSTR	D. Humble	P1ER4	N. C. E. May	P1NS2	J. G. Sexauer	P1CV3	J. Graceffo
ABSMS	D. R. Clouston	ABTDS	G. A. Huzzey	P1GA4	J. F. Maze	ABAA1	D. Shepherd	OSSMS	E. W. Hamilton
ABVS1	L. M. Cooper	ABCK1	G. F. Ingram	OSTR	M. A. Meikle	P2SM2	J. R. Silverson	OSEMS	O. Holdstock
C1ER4	E. S. Crone	C2ER4	P. J. Jackson	LSAAS	G. J. Melling	P1TA3	M. F. Sinoski	C2QR1	S. A. Jamieson
AB(N.Q.)	R. M. Dahl	OSTR	D. Jeffers	ABSMS	J. S. Michiel	ABSM1	L. C. Skinner	OSSMS	K. Lawson
LSTD1	E. V. Dalton	C2ER4	E. A. H. Jensen	P1SM3	A. F. Millin	P1QR1	G. W. Smalley	ABSMS	J. D. J. Ledoyen
ABCR1	D. S. Davidge	P2SM2	D. L. Johnson	ABCR1	R. Mitchell	ABSMS	S. B. Spooner	P1ET4	J. R. MacDonald
C2SH4	A. E. Deans	LS(NQ)	W. Johnstone	P1CK3	B. K. Montgomery	OSTR	E. J. Starkey	P2PW2	E. G. Maynard
P1SM2	F. T. Dekker	OSTR	J. P. Kelly	P1RT4	C. S. Moodie	AB(N.Q.)	G. R. A. Stenabaugh	OSNSS	N. W. Milke
OSTR	F. L. T. Demerchant	OSTR	M. G. Kelly	P1SM3	C. G. Morris	C2Q13	H. V. Stevens	OSSMS	R. M. Milke
ABSM1	J. J. H. Denham	ABSMS	M. P. Kelly	ABQR1	W. H. Mosses	C1LR2	A. B. Stevenson	P2SM2	A. Shields
LSLR1	L. R. Dixon	ABSMS	R. H. Kerr	ABTDS	N. W. Murphy	P1CV3	R. Stewart	ABSM1	L. E. Stevens
P1SM3	S. A. Dobell	ABSM1	L. L. Kosakawsky	LSEF3	J. Neff	OSTR	E. S. Stokes	ABSMS	B. H. Trump
P1ER4	C. W. Doran	ABCV1	R. Labornbarbe	ABSMS	D. E. Newhook	P2VS2	K. H. Strycker	ABSMS	L. Weatherston
ABNQ	A. Dubinsky		G. H. Landa		D. B. Nickel				



Coronation Review

Over 200 ships of the Royal Navy and Commonwealth Navies, together with representative warships of 16 other countries, were present at Spithead for the Coronation Review of the Fleet on June 15. Among them "Sioux" had an honoured place.

The warship total was about a third of the navies of the Commonwealth's full numerical strength.

About 300 naval aircraft took part in the Fly Past, including Avengers, Sea Furies, Fireflies, Seafires, Skyraiders, Sea Hornets, Gannets, Dragonfly Helicopters, Vampires, Meteors, Attackers, Sea Hawks and prototype fighters.

The Fleet was disposed in nine main lines, the head of the lines being at Spithead and the rear just to the east of Cowes on the Isle of Wight, an overall length of about seven miles. Two additional lines contained representative vessels of the Merchant Marine.

"Sioux" was in position about midway in Line E, headed by H.M. Cruiser "Glasgow," flagship of Admiral the Earl Mountbatten of Burma, K.G., Commander-in-Chief Mediterranean Fleet. On one side of us was the Indian destroyer "Ranjit," on the other the R.N. destroyer "Obedient."

Her Majesty Queen Elizabeth II passed through the lines in review in H.M.S. "Surprise."

The Fleet anchorage at Spithead had been the scene of many Naval Reviews in the past, but none more colourful than this. Just 180 years ago, King George III set out from Kew, in Royal coach and with scarlet outriders, for the first Royal Review. On arrival he was greeted by a "triple discharge of cannon," and proceeded to the Portsmouth dockyard, where admirals and captains were assembled, each with his barge, to escort the King to Spithead. They had dressed their crews in fancy colours, each to his own taste, for there then was no uniform for seamen, but they themselves were resplendent in gold-braided tricorne hats over tie-wigs, brocaded waistcoats, gold-frogged dark blue coats, white knee breeches, silk stockings and silver-buckled shoes!

The second Review came in 1814 to celebrate the Treaty of Paris. Fifteen ships of the line and 31 frigates were



present, all veterans of the Napoleonic wars.

In 1842 the young Queen Victoria and Prince Albert held a "Grand Naval Review," the Queen endearing herself to her sailors by drinking a mess basin of grog and apparently liking it.

But times were changing. When the Queen, in 1845, inspected the experimental squadron, she used the new "Victoria and Albert," first of the two paddlers, and the Board of Admiralty attended in their steam yacht, the "Black Eagle." This was the last time a Royal Review consisted only of sailing ships.

The Crimean War was responsible for two Reviews, one before it and one after. The first, in 1853, included screw ships for the first time, but the second, in 1856, marked revolutionary changes, learned in the stress of war. It saw the first of the ironclad ships, four 1500-ton floating batteries, and their presence pointed a finger of doom at the wooden ships which still lay in the anchorage.

In 1867, Canada's Confederation year, a Review was held for the Sultan of Turkey. For the first time, every ship flew the White Ensign.

Four more Reviews were held at Spithead before the turn of the century, in 1873, 1887, 1889 and 1897. All of

them were, in their way, milestones in naval development, illustrating the changing pattern of thought as new weapons were developed.

Reviews of the new century began to reflect a new trend as Germany steadily evolved as a naval power. At the famous Review in 1914, with the Fleet already lying under the shadow of war, 59 battleships were anchored at Spithead, a tremendous spectacle for those days.

In 1924, King George V came to Spithead to review his fleet, as he did 11 years later, in 1935, for his Silver Jubilee. Both Reviews reflected the changing opinions on naval warfare, for the unusual bulk of the aircraft carrier could now be seen.

In 1937, when the Fleet assembled again for a Coronation Review, Canada was represented by two destroyers, "Skeena" and "Saquenay," but five

carriers were also present, a revelation of the way in which aircraft were influencing naval thought.

Though the shape of ships has changed completely since the first Spithead Review, though the dress of officers and men is different, though the weapons of today bear little resemblance to the cannon of 180 years ago, we in "Sioux" know there is still much of tradition that remains. The ships in 1953 were still manned as their Sovereign passed, as those older ships were manned; the Royal Salute was fired, as it was in 1773; and after dark the Fleet was illuminated, as it was then. "Sioux" is proud to have combined the great traditions of the past with the modernism of the present in saluting Her Majesty Queen Elizabeth II at the 1953 Coronation Review of the Fleet.

Coronation Cruise

H.M.C.S. "SIOUX"

<i>Arrived</i>	<i>Port</i>	<i>Departed</i>	<i>Distance</i>
	Esquimalt	1500 27 March	
1000 31 March	San Diego	0900 2 April	2010
1000 10 April	Balboa	0830 11 April	2845
1930 11 April	Colon	0830 12 April	46
1800 18 April	Halifax	0930 7 May	2460
0900 15 May	Spithead	0730 18 May	3062
1400 22 May	Tor Bay	0830 25 May	1264
1200 27 May	Portsmouth	1845 29 May	556
1230 30 May	London	1600 4 June	195
1000 5 June	Bournemouth	0630 10 June	228
0930 10 June	Spithead	17 June	30
25 June	Halifax	1000 29 June	3000
1000 5 July	Kingston	1800 8 July	1999
1000 10 July	Colon	0830 11 July	560
1830 11 July	Balboa	0900 13 July	46
1000 18 July	Manzanillo	0900 19 July	1720
1000 22 July	Long Beach	0900 26 July	1200
1000 30 July	Esquimalt		1200

TOTAL DISTANCE

22,421