

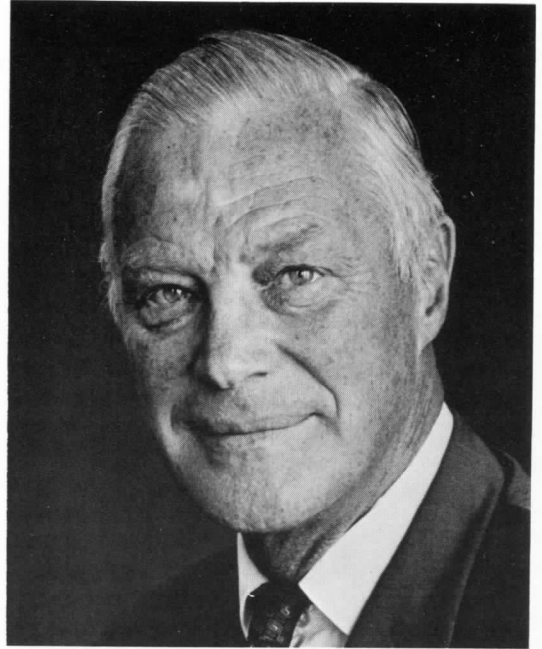


**THE COMMISSIONING OF  
HMCS ATHABASKAN**

**30 SEPTEMBER 1972**

**AT DAVIE SHIPBUILDING LTD. LAUZON, QUEBEC**

THE COMMISSIONING OF  
**hmcs athabaskan**



As HMCS Athabaskan joins the fleet, I extend to her a warm welcome from the Government and the people of Canada.

I am certain that this fine new ship will serve Canada as well and as gallantly as her two predecessors bearing the same name; and that she will help us to remember the sailors who, to preserve our freedom, died in action when the first Canadian destroyer Athabaskan was lost in the English Channel on 28 April, 1944.

In our continuing search for peace and security and in the safeguarding of our sovereignty, the ships and aircraft of Maritime Command are given a broad spectrum of responsibility, embracing a continuing anti-submarine role and expanding roles in support of sovereignty and independence. The Athabaskan and her three sister ships in the DDH 280 class will greatly enhance the Command's capability to carry out these roles.

I congratulate those who have designed and built this modern destroyer, which has been described as the most advanced type of vessel in the world. And I extend to its Commanding Officer, officers and men, best wishes for a happy commission and the rewarding satisfaction that comes from service to one's country in a ship of Canada's Maritime Forces.

C.M. Drury



The Commissioning of HMCS ATHABASKAN, the second ship of the DDH 280 Class marks the return of a proud name to the Fleet and further bolsters Canada's Maritime Forces. This powerful multi-purpose warship of unique Canadian design is a fine example of the myriad skills and professionalism of our Canadian shipbuilding industry which has worked in such close harmony with the responsible Canadian Forces design authorities.

Canada has one of the world's longest navigable coastlines and it behoves us as a nation to take heed of this fact and to ensure that our country has the means to exert our sovereign rights around our shores. ATHABASKAN is capable of many roles and with her unequalled command and control facilities, sophisticated detection and weapon systems, and her ability to remain at sea for long periods in any weather, she provides Canada with a most effective instrument for the protection and surveillance of the maritime areas of national interest.

Without a Ship's Company though, a ship is a dead and inanimate object. To you who have been selected to be the first Ship's Company of ATHABASKAN falls the honour and responsibility of transforming her into an efficient unit, worthy of taking her place in the Fleet. I know that you will succeed and that the officers and men of each subsequent commission will find that a fine example has been set by you, the first Ship's Company. Experience often has shown that a ship that has a successful and happy first commission continues on that course.

Your shipmates in the Fleet eagerly await your bringing HMCS ATHABASKAN to join them in the conduct of our maritime affairs. On behalf of all members of the Canadian Armed Forces I welcome ATHABASKAN and her Ship's Company to the Fleet. Smooth seas, fair winds and always remember your next astern.

J.A. Dextraze General  
CHIEF OF THE DEFENCE STAFF



Maritime Command is proud to welcome HMCS *Athabaskan* to the roster of ships on active duty. This new addition to the fleet bears a name which ethnically, geographically and historically is uniquely Canadian. It was a name first used to describe a linguistic group of Indians located in northern Saskatchewan and Alberta. These people lent their name to the lake around which they lived and to other prominent geographical features located in the Northwest Territories and Canada's western provinces. The first *Athabaskan* won battle honours in the Arctic (1943-44) and in the English Channel (1944) before being sunk in action in 1944. Her successor served with distinction in the Korean conflict.

HMCS *Athabaskan* joins her sister ship HMCS *Iroquois* as one of the most advanced and versatile class of anti-submarine warfare ships in the world. It is vessels such as these which will enable Canada to remain firmly committed to a policy of technological development and design improvement.

Whether operating singly or in company with other units, the advanced weaponry and electronics systems possessed by HMCS *Athabaskan* will greatly augment the capability and flexibility of maritime command. HMCS *Athabaskan's* improved communications facilities permit simultaneous control of a widely scattered team of aircraft, helicopters and ships. This ship stands ready to react in whatever manner deemed necessary to support the interests of Canada and her allies.

The men responsible for the design and construction of this ship are to be congratulated on the successful completion of their task.

To the Captain, Officers and Men of HMCS *Athabaskan* Godspeed, a fair passage, and my best wishes for a successful commission.

A handwritten signature in cursive script, reading "R. W. Timbrell".

R.W. Timbrell Rear-Admiral  
Commander Maritime Command



# THE SHIP · THE TASK · THE TEAM

## CONSTRUCTION

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

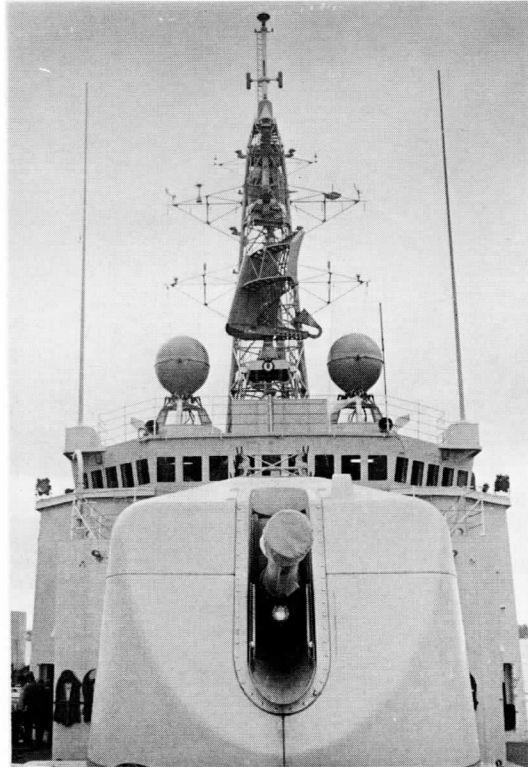
This unit method makes possible the construction of the vessel by sections under cover, where the work is protected from the weather. The system also allows movement of each section within the fabrication shed in such a way as to ensure the most efficient attitude for erection and welding.

This method also makes it possible for several structural steel manufacturers to be working simultaneously on different components of the ship. Drawings are such that reference to the shipbuilder would, in these circumstances, be unnecessary. The sections could be shipped to the shipyard which would, in effect, become an assembly plant. A high production rate could thus be achieved if required.

Special consideration was given to continuity of strength where relatively large openings in the strength decks were required for machinery removal or overhaul by replacement and for the gas turbine intakes and exhaust.

The *Athabaskan* is all welded, and the welds were X-ray tested to disclose hidden defects. A large quantity of aluminum was used in the ship's interior and the hangar, thereby improving strength through weight reduction.

Extensive metal cleaning and treatment was specified for long term preservation of the weather decks, internal compartments, and bilges.



## WEAPONS

Armament: Two *Sea King* CHSS-2 anti-submarine helicopters with Mark 46 homing torpedoes

Two Mark 32 triple torpedo launchers, with Mark 46 torpedoes.

One anti-submarine mortar Mark 10.

One 5"/54 automatic dual purpose gun.

Canadian Sea Sparrow point defence missile system.

10.3 cm. rocket launchers.

The ship's armament was designed primarily to meet the role of hunting and destroying submarines while, at the same time, providing the Sea Sparrow missile system for point air defence. The size and cost of the ship was kept to the minimum practicable to meet these main requirements and to meet such secondary roles as hunting and destroying surface vessels, shore bombardment in support of troops, coastal surveillance, and protection of shipping.

The computer and display complex form the heart of the weapons system, and most items of weapon equipment are linked to them in some way. Thus, the gun, missiles, torpedoes, and mortar can all be fired, automatically, and at a second's notice, by personnel closed up on watch in the operations room.

The ship's combat control system is advanced third generation equipment having a true instant response capability against attacking submarines, aircraft, and missiles.



## PROPULSION MACHINERY

The ship has two shafts, each of which is powered by one 25,000 shaft horse power (s.hp.) gas turbine for full power conditions and one 3,750 s.hp. gas turbine for cruising power conditions. The main or cruising turbine, whichever is in use, drives a controllable pitch five-bladed propeller through a set of main gearing and shafting.

Selection and control of the engines and propeller pitch are achieved from the bridge or the machinery control room. The gas turbines are automatically connected to, or disconnected from, the main gearing by synchro, self-shifting, air-actuated clutches.

Auxiliary machinery is gas turbine, diesel or electric powered. The layout and installation of both propulsion and auxiliary machinery has been designed to withstand action damage.





## ELECTRICAL EQUIPMENT

The *Athabaskan* has very extensive and complex electrical and electronic systems. Gas turbines and diesel engines drive generators which produce enough alternating current to supply light and power to a city of 27,000.

Weapons, radar, machinery controls, communications, ventilation, air-conditioning, and cooking equipment all depend on electrical power. More than 144 miles of cable distribute power to over 12,000 individual motors and electronic units.

The electrical division operates a complex internal communications system enabling the command to be in direct contact with every part of the ship. In addition to sound broadcast systems and special telephones for docking ship, damage control, and fuelling at sea, there is a 100-line, direct-line intercom, and a 106-line automatic telephone system, similar to a public telephone service.



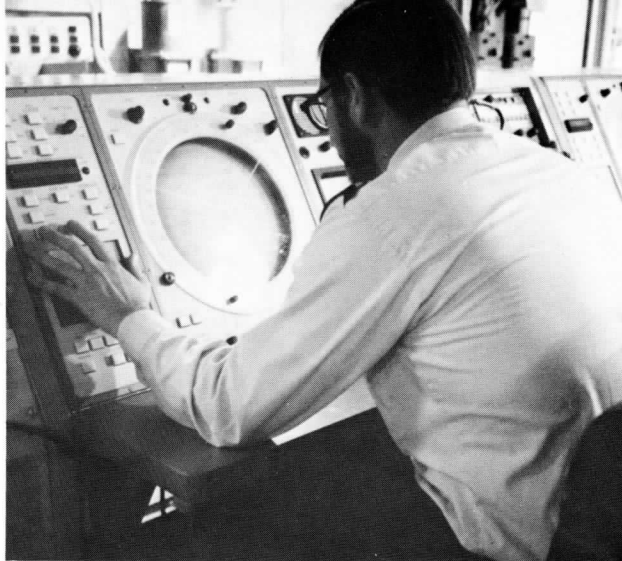
## ELECTRONICS

The *Athabaskan* brings a new dimension to electronics in the fleet through extensive use of solid-state, digital computers to control major sensor and weapon systems.

The nerve centre of the ship is a computer-controlled command and control system which provides instantaneous evaluation of information, solutions to tactical problems, and automatic data communications with other ships.

The ship has modern radar for missile and gunnery fire control, surface warning, air warning, and navigation.

The hull-mounted and variable depth sonar sets are of advanced Canadian design. Their data is fed to the digital computer-controlled underwater combat system which in turn is linked to the central command and control system.



Extensive radio communications are available in the low through ultra-high frequency ranges. A Canadian-designed and built remote-operated system allows push-button assignment of transmitting and receiving equipment to more than 30 operating positions throughout the ship, providing one of the world's most advanced and flexible naval shipboard communications systems.

The ship has modern electronic navigation aids, and is equipped with an air navigation beacon for her helicopters.

Most of the electronic equipment is solid state, employing advanced technology which provides operability, flexibility, and reliability.

## DAMAGE CONTROL AND DECONTAMINATION

The *Athabaskan* has an extensive damage control system with forward and after section bases capable of independent action. However, both section bases are normally co-ordinated by a fully automated damage control headquarters centrally located in the machinery control room.

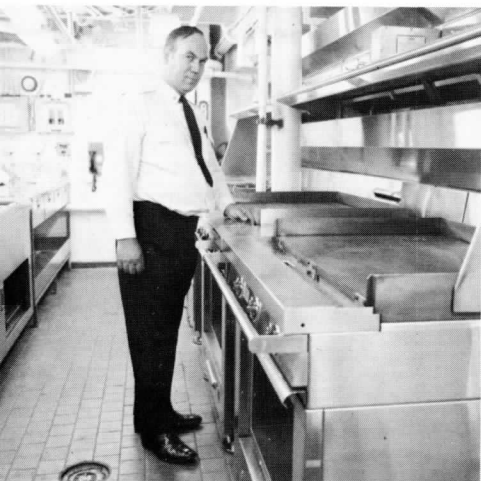
To reduce danger of flooding and to prevent contamination of the air-conditioning system by gas, bacteria, or nuclear fallout, the hull has been built without portholes. Bilge suction, taken in hold and lower deck compartments, is accomplished by eductors driven by the fire main. A portable, high-capacity pump is located strategically in the ship.

Pumps provide pressure for a fire main which supplies fire hydrants throughout the ship. Paint is fire resistant.

A twin-agent firefighting system has been fitted in the hangar and on the flight deck. A foam system is installed and piped directly to the machinery spaces and to the flight deck. The hazard of fire on deck is much less with the turbine-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 nuclear, biological, or chemical attack, with provision for recirculation and purification 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. In the event of nuclear attack a "pre-wetting" system can be activated. The ship is also 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.



## LIFESAVING AND MEDICAL EQUIPMENT

The *Athabaskan* is equipped with air-tight enclosures containing inflatable rubber rafts for lifesaving at sea. These 20-man rafts inflate automatically on release into the sea or through hydrostatic pressure. 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 the wind, sun, and weather.

The sick bay contains four berths, a bathroom, an operating table with the latest type of operating light, well stocked drug and medical lockers and diagnostic facilities. The anteroom to the senior non-commissioned officers' cafeteria provides an emergency operating/sick bay area for use in action.

## HABITABILITY

Habitability control is a military feature of a ship equal in importance with other military considerations. The goal in the *Athabaskan* was a comfortable and pleasant environment, an appropriate degree of privacy, adequate fittings and furniture, proper stowage of personal effects, and the necessary services to provide for needs of the individual sailor. By and large, these goals have been met.



The crew sleep in two or three tier bunks with foam rubber mattresses, pillows, and individual reading lamps. The ship is air-conditioned, temperature and humidity controlled, throughout. Aluminum clothes lockers, of the latest design, and additional drawer space for personal belongings are provided, as are mirrors and electric shaving outlets. Hot showers and spotless washrooms will help make life at sea more comfortable. Each living space has recreational areas 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 are arranged for single and double occupancy, except for two which accommodate four junior officers each. The commanding and senior officers' quarters consist of offices and living quarters.

There is provision for cafeteria-style messing from a centrally located, electrically equipped galley. The galley contains a bakery, and sections for handling pastry, meat, and vegetables, a dishwashing machine and garbage disposal unit.

The main dining area can also be used for recreational purposes in the evenings. Lighting is fluorescent. The senior non-commissioned 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.

**COMMANDER R.D. YANOW**  
**COMMANDING OFFICER**



## SHIPS COMPANY

LIEUTENANT COMMANDER L.C.A. WESTROPP EXECUTIVE OFFICER

<b>OFFICERS</b>	LIEUT. COMMANDER LIEUT. COMMANDER LIEUT. COMMANDER LIEUT. COMMANDER LIEUTENANT(N) LIEUTENANT(N) LIEUTENANT(N)  LIEUTENANT(N)  LIEUTENANT(N) LIEUTENANT(N)  LIEUTENANT(N)  SUB-LIEUTENANT(N) SUB-LIEUTENANT(N) SUB-LIEUTENANT(N) SUB-LIEUTENANT(N)	R.A. DOUGLAS R.A. RUTHERFORD E.J. KELLY J.D. SMITH L.P. DUMBRILLE W.N. CHRISTIANSEN T.C. HEATH  N.E. COYLE  E. HEAP F.H. BALDOCK  R.W. LANCASTER  J.R. WELLS J.D. LYNCH J.R. BOTTOMLEY D.G. LOGAN	ENGINEER OFFICER COMBAT OFFICER OPERATIONS OFFICER SUPPLY OFFICER COMBAT SYSTEM ENGINEER DECK OFFICER SURFACE AND AIR CONTROL SYSTEM OFFICER ACTION INFORMATION ORGANIZATION EQUIPMENT SENIOR ENGINEER ASSISTANT COMBAT SYSTEMS ENGINEER UNDERWATER CONTROL SYSTEMS OFFICER COMMUNICATION OFFICER ELECTRONIC WARFARE OFFICER UNDERWATER WEAPONS OFFICER NAVIGATING OFFICER
<b>COXSWAIN</b>	CWO(S) V.E. MCKINNON SONARMN 281		
<b>COMBAT SYSTEMS DEPARTMENT RADAR PLOTTERS 271</b>	MWO(S) R. ZIPFEL WO(S) R. TOFFLEMIRE WO(S) L. MANSFIELD SGT(S) W. HORSMAN MCPL(S) I. CAMERON	MCPL(S) R. MACNAUGHTON CPL(S) W. BURNETT CPL(S) A. BRANT CPL(S) D. HYSERT CPL(S) W. DIER CPL(S) W. LYNCH	PTE(S) J. DUVAL PTE(S) J. BEAUREGARD PTE(S) W. GALLINGER PTE(S) C. MARTIN PTE(S) D. MACAULAY PTE(S) W. GALLANT
<b>AVIONICS TECH 513</b>	WO(S) E. BLAND		
<b>SIG SEA 261</b>	MWO(S) L. CARTER SGT(S) G. WHITE SGT(S) P. PEDERSEN	CPL(S) C. CASSIDY PTE(S) W. BOOKHOLT PTE(S) K. BEDFORD	
<b>RADIO MEN SEA 251</b>	MWO(S) J. O'RILEY WO(S) T. MYERS SGT(S) J. HEBERT SGT(S) H. LEIGH MCPL(S) P. CANEY CPL(S) L. LEROUX CPL(S) T. MCKIEL CPL(S) D. BLAKNEY CPL(S) P. MCDUNNOUGH CPL(S) B. MARYATT PTE(S) J. GUILLOT PTE(S) J. BOUDREAULT PTE(S) J. MORIN PTE(S) P. CHARRON PTE(S) P. MILLER PTE(S) C. MOORE	WO(S) G. LAPIERRE MCPL(S) G. BINGHAM MCPL(S) B. WATSON CPL(S) W. REARDON CPL(S) R. HUMENNY PTE(S) H. HOLT PTE(S) F. COLLINS PTE(S) M. KENNY PTE(S) R. CARRIÈRE PTE(S) L. HALL PTE(S) D. SAUVÉ PTE(S) R. MARTENS	
<b>FIRE CONTROL MEN 071</b>	MWO(S) R. MOLL WO(S) J. GUAY SGT(S) K. JENNINGS SGT(S) T. GUYMER	SGT(S) M. KILBY MCPL(S) J. JESSOME MCPL(S) R. REINHART MCPL(S) F. ELMORE	CPL(S) D. COX CPL(S) R. PRINCE CPL(S) R. COX PTE(S) A. COIRINI

<b>WEAPONS SURFACE 061</b>	MWO(S) P. SHEEN SGT(S) N. STEEVES SGT(S) W. WILLIAMS	MCPL(S) G. COONS CPL(S) J. WOMACK CPL(S) G. REYNOLDS	CPL(S) R. GOULET CPL(S) J. UNDERHILL CPL(S) D. BARKHOUSE
<b>SONAR MEN 281</b>	MWO(S) R. MCGLONE WO(S) B. MACCALLUM SGT(S) R. BARKHOUSE SGT(S) G. RUTHERFORD SGT(S) V. BARNES MCPL(S) M. HATT	MCPL(S) C. HYNES CPL(S) J. TAIT CPL(S) W. HARPER CPL(S) F. SLEIGH CPL(S) S. MACLEOD CPL(S) R. JOHNSON	PTE(S) T. GEMMELL PTE(S) W. SEAWARD PTE(S) K. BERRY PTE(S) R. LYONS PTE(S) S. ROCHEFORT
<b>WEAPONS UNDERWATER 062</b>	MWO(S) P. AMBROSE SGT(S) G. BROWN SGT(S) S. MCKAY MCPL(S) R. GILLIS	MCPL(S) B. ROSHOTTE CPL(S) R. BRIGGS CPL(S) S. SWAN PTE(S) V. SHAW	PTE(S) S. PROST PTE(S) S. CHALIFOUX
<b>DECK DEPARTMENT BOATSWAIN 181</b>	MWO(S) M. O'DONNELL WO(S) E. CHISHOLM MCPL(S) L. SOUCY MCPL(S) R. MESSERVEY CPL(S) S. CHARLTON	CPL(S) D. HOBSON CPL(S) L. HARRON CPL(S) E. MCKAY PTE(S) R. GRACE PTE(S) L. SAUNDERS	PTE(S) G. WILCOX PTE(S) C. DEITER PTE(S) T. TREVENA PTE(S) G. DUCHESNEAU
<b>ENGINEERING DEPARTMENT MARINE ENGINEERING TECHS 311</b>	CWO(S) R. LYON MWO(S) R. QUINN MWO(S) G. FAITHFULL MWO(S) R. DEVLIN MWO(S) W. GREENLAW WO(S) R. SETTERINGTON WO(S) K. WADSWORTH WO(S) G. WEBSTER SGT(S) E. MENEAR	SGT(S) A. MARKI SGT(S) K. SUTCLIFF SGT(S) G. LAROSE SGT(S) B. WATERS MCPL(S) M. HEAL MCPL(S) B. GILBERT CPL(S) D. CAIN CPL(S) B. LEASK CPL(S) R. ENNIS	CPL(S) G. ROBERTSON CPL(S) J. ARSENAULT CPL(S) R. MITTLEFGHLDT PTE(S) J. LEBLANC PTE(S) M. JOHNSON PTE(S) C. GAETZ PTE(S) J. ST PIERRE
<b>ELECTRICAL TECHS 331</b>	MWO(S) D. PORTER WO(S) E. STARR WO(S) D. RUSHTON SGT(S) B. COX	SGT(S) J. KOSTAL CPL(S) R. DESCHENES CPL(S) G. DUNN CPL(S) G. TAILLON	
<b>HULL TECHS 321</b>	MWO(S) G. PERRON WO(S) R. WHEELER SGT(S) H. BEMISTER MCPL(S) G. COLWELL	CPL(S) C. BLAKENEY CPL(S) R. MCKINNON CPL(S) P. HARROD	
<b>FIRE FIGHTER 651</b>	SGT(S) E. DABELS CPL(S) R. TABB	CPL(S) G. MACKENZIE PTE(S) D. NUNN	PTE(S) M. COOCO
<b>SUPPLY DEPARTMENT SUPPLY TECHS 911</b>	WO(S) R. CLARK SGT(S) M. LANTZ SGT(S) W. WIGG MCPL(S) D. HUNTER CPL(S) T. LANGTON	CPL(S) J. JUTEAU CPL(S) D. HANNAH CPL(S) L. BICKFORD CPL(S) D. ROSS	PTE(S) G. FRIARS PTE(S) J. TREMBLAY PTD(S) E. WILEY
<b>COOK 861</b>	WO(S) M. CONNOR SGT(S) G. WELLS MCPL(S) R. LEGAULT MCPL(S) D. EVANS	MCPL(S) R. RACETTE CPL(S) R. LEBRASSEUR CPL(S) G. HURDIS	CPL(S) M. BURTA
<b>STEWARD 862</b>	WO(S) F. EDGAR SGT(S) M. JULIEN CPL(S) W. GALLAGHER CPL(S) H. KAISER	CPL(S) D. CLATTENBURG CPL(S) R. RICKMAN PTE(S) R. BUREAU PTE(S) R. FRASER	
<b>ADMINISTRATION CLERK 831</b>	WO(S) G. KEELING	CPL(S) F. CHOLETTE	PTE(S) A. SKOGEN
<b>FINANCIAL CLERK 841</b>	WO(S) C. NEWCOMBE	PTE(S) K. MAYVILLE	
<b>MEDICAL ASST 711</b>	WO(S) G. BERNARD		
<b>MAINT. COORD RADAR PLOTTER 271</b>	MWO(S) D. GEORGE		
<b>NAV. YEO. MET. TECH 121</b>	PTE(S) L. CLOUTIER		
<b>MAINT. AF. TECH 512</b>	CPL(S) A. BARNHARDT		
<b>MAINT. AE. TECH 511</b>	CPL(S) E. REMILLARD		



Mr. Takis Veliotis  
President and  
General Manager

## THE BUILDERS

Davie Shipbuilding Limited, largest shipyard in Canada, was founded in 1882 and is strategically situated on the south bank of the St. Lawrence River, some four miles east of Quebec City.

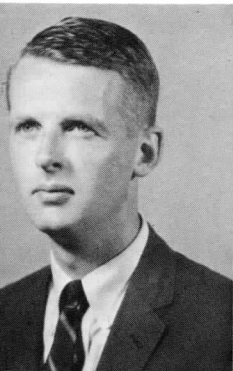
During the 90 years since its founding, the yard has been continuously engaged in shipbuilding, constructing more than 680 vessels of a variety of types both naval and mercantile.

In the past 25 years, Davie Shipbuilding has participated in all of the Royal Canadian Navy's major construction programs of new ships ranging from Anti-Magnetic Minesweepers to Fleet Replenishment vessels and Destroyer Escorts culminating to-day with the commissioning of HMCS "Athabaskan" for the Canadian Forces.

In addition, it has played a key role in major refits, conversion and modernization programs for all types of vessels of the Royal Canadian Navy.

Davie Shipbuilding Limited links its pride and tradition in shipbuilding to the Royal Canadian Navy's pride and tradition in sailing these vessels.

Mr. Peter Gwyn  
Assistant  
General Manager



Mr. D. Page  
Shipyard  
Manager



Mr. J. Lennox  
Shipyard  
Superintendent



Mr. J. Gilliland  
Chief Engineer  
Marine Production





## THE INSPECTORS

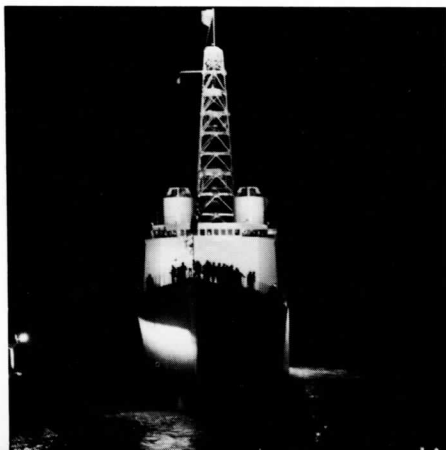
On site inspection, technical guidance and supply of Government Furnished Material during the construction and outfitting of HMCS Athabaskan has been the responsibility of 203 Canadian Forces Technical Services Detachment, Lauzon.

The present Detachment Commander of 203 CFTSD, G.K. Inglis, CD, C.Eng., assumed the Commander's duties early in the outfitting phase of the work.

Members of the Detachment Staff, some of whom have been in Lauzon since the construction of Athabaskan began, are LCdr R. Hanlon, CD, Manager Maritime Contracts and Deputy Detachment Commander; LCdr. H. Millman, CD, Staff Officer Hull Engineering and Quality Assurance; LCdr. R. Chiasson, CD, Staff Officer Marine Engineering; Lt(N) G. Dunbar, CD, Staff Officer Electrical Engineering; and Lt(N) G. Rousseau, CD, Staff Officer Supply and Administration.

In addition, the TSD organization was fortunate to have the following Ship's Officers included in Staff functions. LCdr. J. Cunningham, CD, Staff Officer Plans, Projects and Training, and Engineering Officer Designate DDH 283; LCdr. R. Douglas, Staff Officer Trials and Documentation and Engineering Officer Designate DDH 282; Lt(N) F. Baldock, CD, Weapons Engineering and Weapons Officer Designate DDH 282; Lt(N) E. Heap, Trials Coordinator and Senior Engineer Designate of DDH 282.

203 TSD here in Lauzon is also the DND inspecting authority for the construction of DDH 283 now in the outfitting phase of building. Other inspection and administration of general contracts for Government Departments include hardware, domestic, communication and electronic equipment, transportation vehicles, wearing apparel, and ammunition.







## DDH 280 – CONSTRUCTION MANAGEMENT

From the first Gibson and Cox survey carried out in conjunction with the Department of National Defence and the Department of Supply and Services to determine the capability of Canadian industry to translate the Canadian Forces design into living DDH class ships, DND and DSS have worked together as a team. This joint action culminated in the establishment of a joint DND/DSS project office in 1967 and the award of competitive contracts in 1968. The project office is currently headed up by a Program Manager, Captain (N) J. Allan, CF, and his deputy, Mr. L.A. Sellick of DSS, who are responsible for managing all aspects of the work during construction. The project managers in turn report to a project review group chaired by Mr L.G. Crutchlon, assistant Deputy Minister (Logistics), DND Mr. J.S. Glassford, the Assistant Deputy Minister Engineering Procurement, DSS; and Vice-Admiral D.A. Collins, the Chief of Technical Services.

The method of managing the hundreds of intimately involved people associated in both departments is via a matrix administration through Mr. A.W. Allan, Director of the Project Management Branch, DSS; Rear-Admiral W.B. Christie, Deputy Chief Engineering.

## A CANADIAN DESIGN CONSTRUCTION AND SUPPLY ACHIEVEMENT

HMCS *Athabaskan* is one of the new class of Canadian-designed tribal class destroyer escorts. Construction was begun at Davie Shipbuilding Limited, Lauzon Quebec, in October 1969, she was launched on 27 November 1970.

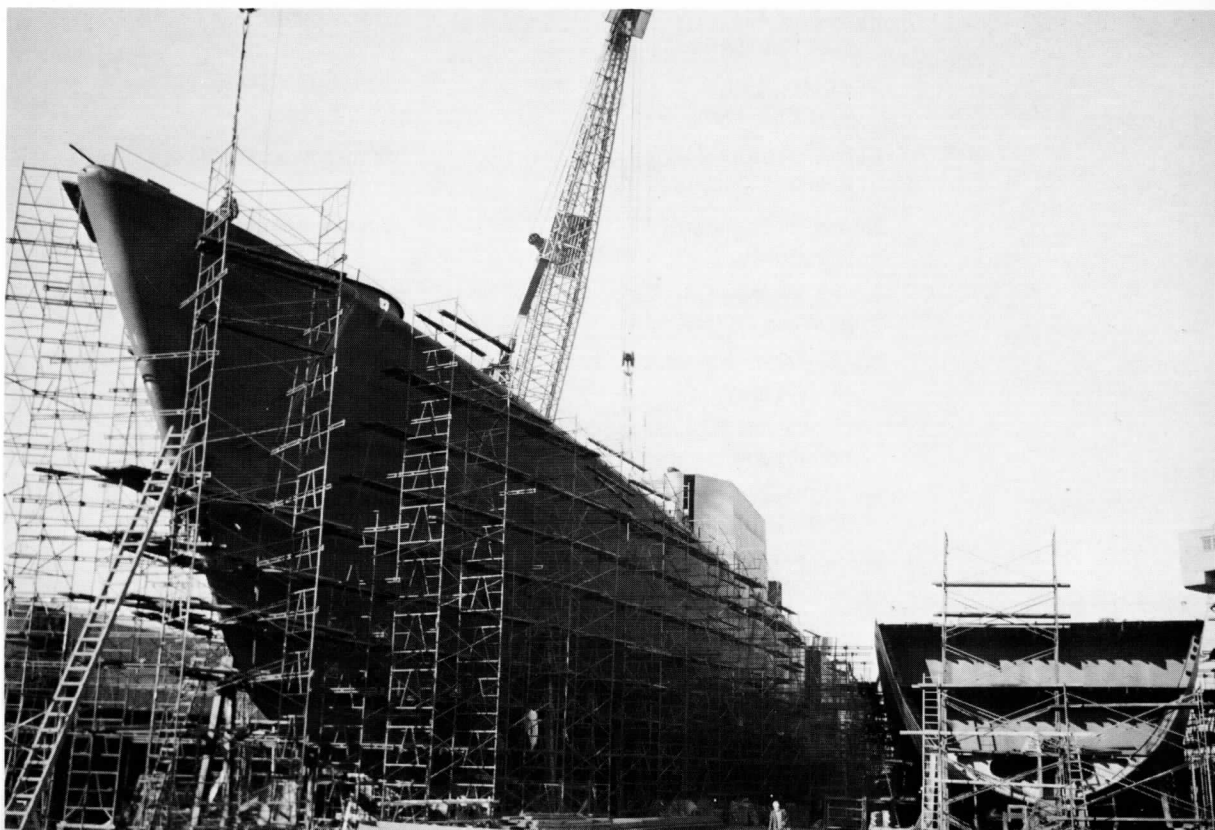
The ship's complement is 289 officers and men. She has an overall length of 426 feet, a beam of 50 feet and a deep draught displacement of 14 feet six inches. Her displacement maximum is 4,200 tons. Her twin, controllable-pitch, five-bladed propellers are powered by gas turbines.

The *Athabaskan* is much more than just an anti-submarine platform – her design and construction have incorporated Canadian concepts which are not combined in any similar foreign ship. She has operational flying facilities for two *Sea King* helicopters, advanced gas turbines for both propulsion and electric power with both bridge and engine room control, computer display of all data to enable rapid response to all threats, pressurized gas citadel for nuclear, biological, and chemical defence, hull mounted and variable depth sonars and Canadian standards of accommodation.

The conceptual design for this ship was started in 1965. The navy designed the hull form and was responsible for the equipment selection, the overall accommodation of men and machines and worked very closely with Canadian and foreign companies that designed various major systems.

The ship represents millions of man hours of work by the shipyard carried out to 4,039 drawing sheets or 12,000 pages of instructions, plus a like amount of data and effort at locations all over Canada, the United States, and overseas.

The Department of Supply and Services has placed contracts for 180 major and 2,600 minor equipment items, and there are a further 22,000 items of spares in the ships and held in depots ashore.



## MAJOR SUPPLIERS TO THE DDH 280 CLASS SHIPS

VENDOR	SYSTEM
Canada Wire & Cable Co. Ltd. Ottawa, Ontario	Electric Cable
Canadian Ingersol Rand Ltd. Montreal, Quebec	Main Fire Pumps
Canadian Westinghouse Ltd. Hamilton, Ontario	Sonar Transmitter
Canadian Vickers Ltd. Montreal, Quebec	Drawings
Canadian Westinghouse Ltd. Hamilton, Ontario	Sonar
Canadian Westinghouse Ltd. Hamilton, Ontario	EW Data Plot Display
Cimco Ltd. Ottawa, Ontario	Air Conditioning and Ventillation System
Collins Radio Co. of Cda Ltd. Toronto, Ontario	Receiver Transmitter
Collins Radio Co. of Cda Ltd. Toronto, Ontario	Multicoupler
EDO Canada, Cornwall, Ontario	Sonar Receiver
Electronic Communications Inc. Petersburg, Florida	Receiver/Transmitter
Fairey Canada Ltd. Dartmouth, Nova Scotia	Helicopter Hauldown System
Fleet Mfg. Ltd. Fort Erie, Ontario	Towed Body
Fleet Mfg. Ltd. Fort Erie, Ontario	VDS Hoist Group
Garrett Manufacturing Ltd. Rexdale, Ontario	Main Generator Package
Hermes Electronics Ltd. Dartmouth, Nova Scotia	Broadcast System
Litton Systems Cda. Ltd. Rexdale, Ontario	Command and Control System
NV Hollands Signaalapparaten Netherlands	Gun Fire Control System
NV Hollandse Signaalapparaten Netherlands	Radar Antenna
NV Hollandse Signaalapparaten Netherlands	ASW Data System
Penzer Products Ltd. St. Catherines, Ontario	Secondary Electric Power Pack

Prelco Electronics Cda. Ltd.  
Ottawa, Ontario

Raytheon Cda. Ltd.  
Waterloo, Ontario

RCA Ltd.  
Montreal, Quebec

Reed Shaw Osler Ltd.  
Montreal, Quebec

Segnalamento Marittimo  
Ferenza, Italy

Sinclair Radio Labs.  
Naples, Ontario

SPA Oto Melara  
La Spezia, Italy

Sperry Gyroscope Co.  
Montreal, Quebec

United Aircraft Co. Ltd.  
Longueuil, Quebec

United Aircraft Co. Ltd.  
Longueuil, Quebec

U.S. Gov't, Dept. of Navy

U.S. Gov't, Dept. of Navy

Special Cable

CRMS Launcher Units

Radio Remonte Operating System

Insurance

Surface Search Radar

Multicoupler

Naval Gun and Mount

Gyrocompass

Main Propulsion Machinery

Field Services Engineering

TACAN

EW Equipment



# Ship's Badge



**BLAZON:** On a field Argent a North American Indian clad in buckskin breeches, leggings and beaded moccasins, but bare to the waist except for a necklace of bear's claws and Blue shells, and ear ornaments of the last. The Indian wears the full-feathered head-dress and is mounted bare-back upon an Indian pony being halted from the trot. The Indian holds a Red bow and arrow in the "ready" position, the latter pointing down.

**SIGNIFICANCE:** This badge design is based on the one which had been planned by officers of the original ATHABASKAN, but was not completed before that ship was lost in action with the enemy.

The elements of the originally planned design have been retained in the new official badge as a special tribute to those gallant officers and men who went down with their ship, fighting.

Those of the original ship's company who survived that fateful night, as well as those now serving in the new ATHABASKAN, may take the utmost pride in their badge for it commemorates an action that ranks with the best in Canadian Naval history of courage and devotion to duty.

**SHIP'S COLOURS:** White and Scarlet.

**MOTTO:** "We fight as one"

**BATTLE HONOURS:** ARCTIC 1943-44  
ENGLISH CHANNEL 1944  
KOREA 1950-53

## THE NAME

The ATHABASKANS or ATHAPASKANS were a linguistic family of tribes stretching over a vast area of Canada and the United States comprising in all some thirty-two tribes, and falling into three geographic divisions – northern, south-western and Pacific Coast.

The Northern division occupied the whole interior of Canada and Alaska, north-west of Churchill river. Principal tribes were the Nahani on the Upper Yukon; the Sekani on the Upper Fraser and Peace rivers; the Khotana on the lower Yukon and Cook inlet; the Kutchin, including the Loucheux, on the middle Yukon and east toward the lower MacKenzie; the Athena, on the Copper river; the Yellow Knife, Dogrib, Slave, Chipewyan, Hare and Beaver in the MacKenzie drainage and eastward; the Sarcee, neighbours of the Blackfoot, southward in the plains.

The Pacific Coast division extended from Oregon to California and included the Umpqua, Chastacusta, Tolowa, Chilula, Hupa, Sinkyone, Wailaki and Kato.

The South-western division comprised four tribes extending through Arizona, New Mexico and Texas; the principal ones being the Navajo and Apache.

The language of these tribes, though having several dialects was intelligible to each. Thus it was that when Sir Alexander MacKenzie made his famous journey to the Pacific Coast his Chipewyan guides from northern Saskatchewan had little difficulty making themselves understood until they encountered the Salishan tongue of the Shuswaps and Bella Coolas.

The word "ATHABASKA", taken from the lake of that name, is said to signify "place of hay".



## THE HERITAGE

The first Athabaskan was launched by Lady Tweedsmuir on November 18, 1941, and commissioned in the United Kingdom on the 3rd February, 1943, Commander (later Commodore) G.R. Miles, O.B.E., R.C.N., in command. After working up at Scapa Flow she went on operational duty with the Royal Navy.

Late in August, 1943, while senior ship of a group operating in the Bay of Biscay. Athabaskan was damaged by a German aerial glider bomb dropped from one of five aircraft which attacked simultaneously. The bomb struck the port side, passed under the plot room, through the C.P.O's mess and came out the starboard side, exploding in the water 25 feet clear of the ship. Athabaskan returned to port at a speed of 12 knots although one boiler room and two oil fuel tanks were flooded.

In December, 1943, Athabaskan, her damage repaired, returned to operational duty with units of the Home Fleet in far Northern waters where she played her part in the engagement which resulted in the sinking of the Scharnhorst.

In February, 1944, Athabaskan, Huron and Haida joined the 10th Destroyer Flotilla based at Plymouth and took part in night sweeps in the channel and Bay of Biscay against German destroyers, trawlers, E-boats and coastal shipping. During an offensive sweep in the English Channel early on the morning of April 29th, Athabaskan and Haida encountered enemy destroyers of the Elbing Class. Repeated hits were obtained and one of the enemy destroyers was driven ashore and left on fire. During the course of the action, Athabaskan was torpedoed and sunk. She lies in position 48°43' N., 04°32' W, roughly 5 miles north – north-east of ile de Vierge, a spot which has since been visited by RCN ships and tribute paid to those who lost their lives. Although Haida stopped to pick up survivors she was warned to get clear by Lt Cmdr. J.H. Stubbs, Commanding Officer of Athabaskan, who by that order, left himself and many of his men on drifting rafts to meet a cold unfriendly dawn off an enemy coast, rather than risk losing another ship.

The Commanding Officer together with 10 officers and 100 men were lost in the sinking, most of whom were subsequently buried at the village of Plovescat, about 30 miles north of Morlaix. An official party from HMCS QUEBEC visited Plovescat in 1954 and found that the villagers continued to care for the graves. Five officers and 80 men were picked up by the enemy and taken prisoner, while one officer and 45 men were picked up by "Haida" and landed in England.

The memory of those men and their ship did not die for within 3 weeks of the action off the French coast, a second ATHABASKAN was laid down at the Halifax shipyard and given the hull number CN 391. On 4 May 1946 she was christened by Mrs. J. Hamilton Stubbs, widow of Lieutenant Commander J.H. Stubbs, DSO, DSC, RCN. The completed ship was commissioned on 20 January, 1948 under the command of Commander J.S. Davis, RCN. During the next two years she busied herself with training and a myriad of tasks which normally befall a warship in a peaceful, but somewhat unsettled world.

On 5 July, 1950, in company with CAYUGA & SIOUX, she sailed to join United Nations Forces desperately trying to contain the communist invasion of South Korea. Within twenty hours of her arrival in Sasebo, Japan, ATHABASKAN sailed on her first operational duty and remained fully committed, usually operating alone, for the next ten months. Returning home for a period of leave, docking & general refit, she departed Esquimalt on 2 August, 1951 for a second period of duty in Korean waters where she performed the many duties for which she was designed and ideally suited. After a brief respite in home port, she again returned to Korea in December, 1952 where she remained until she sailed for Esquimalt in November, 1953. Her high standard of seamanship and operational efficiency was officially recognized and the many complimentary messages in her signal log from authorities under whom she had served were testimony to her success.

Athabaskan continued to exercise and operate from Esquimalt until she was transferred to the East coast in January, 1959. She returned to the public's attention on 1 March, 1964 when she went to the aid of the Liberian tanker AMPHIALOS which had broken in two during a storm. In a rescue operation which required daring and a high standard of seamanship, 34 of a crew of 36 were rescued.

Athabaskan was placed in reserve in January, 1965 and eventually sold on 27 June, 1969. All who sailed in Athabaskan, whether first or second of name, can look back with pride and affection to a happy efficient ship. The ship's company of the third Athabaskan are dedicated to sustaining this reputation.





## FORMER COMMANDING OFFICERS

### ATHABASKAN, first of name

3 February 1943    Commander G.R. Miles,  
to  
5 November 1943    OBE, RCN, (Deceased)

6 November 1943    Lieutenant-Commander  
to  
29 April 1944    J.H. Stubbs, DSO, RCN  
(Deceased)

### ATHABASKAN, second of name

20 January 1948    Commander J.S. Davis,  
to  
28 October 1948    RCN

29 October 1948    Lieutenant-Commander  
to  
25 November 1948    G.H. Davidson, RCN  
(Commander Retired)

26 November 1948    Commander M.A. Medland,  
to  
14 September 1949    RCN (Commodore)

15 September 1949    Lieutenant-Commander  
to  
14 January 1950    G.A. Powell, RCN(R)  
(Later RCN)

15 January 1950    Lieutenant-Commander  
to  
12 March 1950    T.S.R. Peacock, RCN

13 March 1950    Commander R.P. Welland,  
to  
2 July 1951    DSC, CD, RCN (RAdm)

3 July 1951    Commander D.G. King,  
to  
30 June 1952    CD, RCN

1 July 1952    Captain D.G. King,  
to  
23 July 1952    CD, RCN

24 July 1952    Lieutenant-Commander  
to  
24 September 1952    H. Shorten, CD, RCN

25 September 1952    Commander J.C. Reed,  
to  
20 December 1953    DSC, CD, RCN

21 December 1953    Lieutenant-Commander  
to  
15 February 1954    H. Shorten, CD, RCN

25 October 1954    Lieutenant-Commander  
to  
31 December 1955    C.E. Richardson, CD,  
RCN

1 January 1956    Commander C.E. Richardson  
to  
15 January 1956    CD, RCN

16 January 1956    Commander P.S. Booth,  
to  
5 September 1957    CD, RCN

6 September 1957    Commander D.S. Boyle,  
to  
1 March 1959    CD, RCN (RAdm)

2 March 1959    Commander J.H.G. Bovey  
to  
10 August 1959    DSC, CD, RCN (Commander  
Third Canadian Escort Squadron)

11 August 1959    Commander, D.R. Saxon,  
to  
24 May 1961    DSC, CD, RCN

25 May 1961    Captain G.C. Edwards  
to  
15 March 1962    CD, RCN (Cmdre)

16 March 1962    Commander A.E. Fox,  
to  
3 January 1963    CD, RCN

4 January 1963    Lieutenant-Commander  
to  
6 May 1963    S. Dee, RCN

7 May 1963    Commander P.R. Hinton  
to  
11 August 1964    CD, RCN

12 August 1964    Commander J.Y. Clarke  
to  
25 September 1965    CD, RCN

# The Commissioning Service

conducted by

Brigadier-General the Venerable J. Cardy, MC, CD

and

Commodore the Right Reverend J.A. MacLean, CD  
Chaplains General (P) and (RC)

## THE EXHORTATION

Brethren, seeing that in the course of our duty, we are set in the midst of many and great dangers, and that we cannot be faithful to the high trust placed in us without the help of Almighty God, let us unite our prayers and praises in seeking God's blessing upon this ship and all who serve in her, that she may sail safely under God's good providence and protection.

HYMN: (Tune: Melitia)

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 no one life in Thee have failed; But hear from Heaven our sailors' cry, And grant eternal life on high.
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PSALM 107 (Verses 23 to 31, 43) to be read responsively.

- |  |   |
|--|---|
| 23. They that go down to the sea in ships, that do business in great waters;                                 | 28. Then they cry unto the Lord in their trouble, and He bringeth them out of their distresses.               |
| 24. These see the works of the Lord, and His wonders in the deep.  | 29. He makes the storm a calm, so that the waves thereof are still.   |
| 25. For He commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.                      | 30. Then are they glad because they be quiet; so He bringeth them unto their desired haven.                   |
| 26. They mount up to the Heavens, they go down again to the depths; their soul is melted because of trouble. | 31. Oh that men would praise the Lord for His goodness, and for his wonderful works to the children of men!   |
| 27. They reel to and fro, and stagger like a drunken man, and are at their wit's end.                        | 43. Whoso is wise, and will observe these things, even they shall understand the loving kindness of the Lord. |

Then shall the Captain of HMCS *Athabaskan* say to his ship's company in the words of "The Gaelic Blessing":

I call upon you to pray for God's blessing on this ship.

May God the Father bless her.

Ship's Company: Bless our ship.

Captain: May Jesus Christ bless her.

Ship's Company: Bless our ship.

Captain: May the Holy Spirit bless her.

Captain: What do ye fear seeing that God the Son is with you?

Ship's Company: We fear nothing.

Captain: What do ye fear seeing that God the Holy Spirit is with you?

Ship's Company: We fear nothing.

Captain: Our help is in the name of the Lord.

Captain: What do ye fear seeing that God the Father is with you?

Ship's Company: We fear nothing.

Captain: The Lord be with you.

Ship's Company: And with Thy Spirit.

AMEN.

### Let us Pray

O Eternal Lord God, who alone spreadest out the heavens and rules 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.

Almighty and Eternal God, the strength and support of those who put their confidence in you, be pleased, we beseech you, to bless this ship which is being commissioned today; guard and protect her from all danger and from all adversity; protect her against the visible and invisible snares of the enemy that she may defend the paths of justice and overcome, with your help, the powers of the enemy. Pour into this ship, the officer who commands her, and all her officers and men the richness of your blessing, guidance, and protection. May they ever be inspired by your Holy Law. May they grasp with their minds, cherish in their hearts, and carry out in their actions the teachings that lead to the safe haven of eternal life; through Christ Our Lord. AMEN.

### THE BLESSING

Go forth into the world in peace; be of good courage; hold fast to that which is good; render unto no man evil for evil; strengthen the faint-hearted; support the weak; love the Brotherhood; fear God; honour the Queen.

And the blessing of God Almighty, the Father, the Son and the Holy Ghost be upon you, and remain with you always.



### Prions:

Toi qui domines les flots et calmes la mer tourmentée, reçois, nous t'en supplions, les prières de Tes serviteurs pour tous ceux qui, à bord de ce navire, maintenant et dans l'avenir, iront braver les périls des profondeurs. Dans tous leurs voyages, rends-les capables de Te servir en toute foi et piété, et que, par le témoignage de leurs vies chrétiennes, ils Te rendent gloire sur toute la Terre. Protège leurs allées et venues; qu'ils soient épargnés du malheur et que le vice s'écarte de leurs âmes. Ainsi, malgré les périls répétés de ce monde troublé et malgré tous les changements et les risques qui surviennent au cours de la vie terrestre, mène-les, par Ta grâce, au port tranquille de Ton royaume éternel. Par Jésus-Christ Notre-Seigneur. AMEN.

Dieu tout-puissant, notre Père céleste, entends nos prières et bénis ce navire comme Tu as béni Noé et son arche sur les eaux du déluge. Envoies Tes saints anges pour garder, aider, fortifier et encourager ceux qui vont servir à son bord. Préserve-les et délivre-les de toutes faiblesses spirituelles et corporelles. Donne à ses officiers l'esprit de sagesse, le savoir et l'amour de Ton nom, inspire à ses hommes la vérité, le courage et la loyauté. Fortifie et augmente leur admiration pour les gestes honnêtes, de sorte qu'ils rejettent ce qui est mal et aiment ce qui est bon; que par eux la tradition de la Marine de Sa Majesté la Reine demeure, afin de sauvegarder la liberté des mers dans l'intérêt de tous ceux qui ont droit d'y naviguer; et que sous la protection de la Mère bénie de Dieu, Marie, Étoile de la mer, de Saint-Georges Ton martyr, et de tous les saints, leurs paroles et leurs travaux leur procurent les honneurs qui sont dus à Tes serviteurs fidèles dans cette vie, ainsi qu'une récompense éternelle dans la vie qui vient; Toi qui vis et règne dans les siècles des siècles. AMEN.

Our Father, Who art in heaven, hallowed be Thy name; Thy kingdom come; Thy will be done on earth as it is in heaven. Give us this day our daily bread; and forgive us our trespasses as we forgive those who trespass against us; and lead us not into temptation, but deliver us from evil. For thine is the kingdom, the power and the glory, for ever and ever. AMEN.

COMMISSIONING CEREMONY



HMCS ATHABASKAN

30 SEPTEMBER 1972

COMMISSIONING DDH 282 - HMCS ATHABASKAN

PROGRAMME OF EVENTS

All guests are requested to be seated at the Commissioning Site by 1340 hours.

1400 - As the Guest of Honour, Vice Admiral H.A. Porter, and the Sponsor, Mrs. H.A. Porter, arrive, the Parade Commander will call the parade to attention, and the bugler will sound the "Alert". All in attendance are requested to rise.

- On completion of the general salute, guard will "Shoulder Arms" and the bugler will sound the "Carry On". Guests are requested to be seated.
- Inspection of the guard by the Guest of Honour.
- Presentation of flowers to the Sponsor by Miss Joanna Veliotis; Guardian Mrs. Joy Hanlon.
- Acceptance Ceremony, introduced by the Master of Ceremonies, Mr. G.K. Inglis, Detachment Commander, 203 Canadian Forces Technical Services Detachment, Lauzon, will now commence.
- Short addresses will now be given by the following:
  - Mr. T. Veliotis, President & General Manager, Davie Shipbuilding Limited.
  - Mr. J.S. Glassford, Assistant Deputy Minister, Department of Supply and Services.
  - Mr. D.H. Kirlwood, Assistant Deputy Minister of National Defence.
- The Acceptance Document will now be signed by:
  - Mr. T. Veliotis, Mr. J.S. Glassford, Vice Admiral D.A. Collins, and Commander R.D. Yanow.
- Vice Admiral D.A. Collins will then give a short address and present the keys of the ship to the Commanding Officer.

- The Chaplains General of the Canadian Armed Forces will now perform the Commissioning Service. All in attendance are requested to rise - Gentlemen to remove hats.
- On completion of the service, the Chaplains General will present a bible to the Commanding Officer. The Parade Commander will order the Ship's Company to replace their caps. All in attendance are requested to be seated - Gentlemen to replace their hats.
- The Master of Ceremonies will then call upon the Commanding Officer to commission the ship.
- Bugler will sound the "Alert". Guard Officer will order the guard to "Present Arms". All in attendance are requested to rise. Band will play "O Canada" - Officers in uniform will salute.
- Davie Shipbuilding Limited House Flag is lowered, the Ensign and Jack are hoisted and the Commissioning Pennant is broken.
- Maritime Command aircraft will fly past.
- Keynote address by Guest of Honour.
- Commanding Officer will now address the Ship's Company and order the Executive Officer to "Man HMCS ATHABASKAN".
- Ship's Company, followed by the Ship's Officers march onboard.
- The Commanding Officer piped aboard.
- Official Party proceed onboard to the Wardroom.
- The Principal Usher, Lieutenant Commander E.J. Kelly, will then request former Flag Officers, former Commanding Officers, Senior Officers of Davie Shipbuilding Limited, the representative for the Base Commander, CFB Borden, the representatives of the ATHABASKAN GO7 Association, the Navy League of Canada and their ladies, to join the official party in the Wardroom.
- The Principal Usher will then request the remaining guests to proceed onboard to the Flight Deck for the official reception.