



THE COMMISSIONING OF HMCS ALGONQUIN

3 NOVEMBER 1973

AT DAVIE SHIPBUILDING LTD. LAUZON, QUEBEC

THE COMMISSIONING OF
HMCS ALGONQUIN



Photo by Jon Joosten

HMCS ALGONQUIN, the fourth of Canada's new DDH 280 Class destroyers, today joins her three sister ships, and the Fleet. Shortly she will begin her duties in the surveillance and control of our shores.

The role to which this ship has been committed is both demanding and important. To fulfil the role she has the most modern equipment available. Even more important, this impressive ship and her advanced equipment will be manned by some of the best-trained and most capable sailors in the world.

To the skilled men who designed and built *HMCS ALGONQUIN* I express my gratitude.

The Captain, officers and men who will sail in this ship now face the challenge of honoring the name and example of the first Algonquin.

I have every confidence that they will fulfil this challenge in the best tradition of the Fleet in which they serve.

Good sailing.

James Richardson
MINISTER OF NATIONAL DEFENCE



La mise en service du *HMCS ALGONQUIN* est importante à double titre. Tout d'abord elle couronne de succès un programme au cours duquel la compétence des Canadiens en matière de conception et de construction navales s'est encore une fois révélée égale à ce qu'il y a de mieux au monde. Elle signifie, en outre, une capacité accrue pour le Canada, alors que les quatre puissants navires de guerre de la classe DDH 280 se préparent à rallier la Flotte pour assurer la protection et la surveillance des secteurs maritimes canadiens d'intérêt national.

L'*ALGONQUIN* et son équipage doivent maintenant relever un formidable défi. Trois océans limitrophes non seulement donnent au Canada l'une des zones littorales les plus étendues du monde, mais ils lui confèrent également les responsabilités d'une puissance maritime de premier ordre. Les superbes perfectionnements technologiques dont est doté l'*ALGONQUIN*, joints à ceux des trois autres navires de sa classe et des autres unités de la Flotte, lui permettront de servir le Canada avec honneur et distinction.

En dernière analyse, cependant, ce ne sont pas ses perfectionnements ni la grandeur de sa tâche qui feront la renommée de l'*ALGONQUIN*, mais bien la valeur de son équipage. Et c'est là, peut-être, que réside le plus grand défi. Je ne doute nullement que les hommes qui permettent au fier *ALGONQUIN* de reprendre sa juste place au sein de la Flotte, de même que ceux qui navigueront à son bord dans l'avenir, sauront relever ce défi.

Au nom de tous vos compagnons d'arme qui servent dans la Flotte, ainsi que tous les membres des Forces canadiennes, je suis heureux de souhaiter la bienvenue au *HMCS ALGONQUIN* et à son équipage. Que Dieu vous garde et que la mer vous soit clémente.

J.A. Dextraze Général

CHEF DE L'ÉTAT-MAJOR DE LA DÉFENSE



La mise en service du *HMCS ALGONQUIN* marque la fin du programme de construction des destroyers de la classe DDH 280 des Forces canadiennes. Ce qu'il y avait de meilleur sur le plan conception, travail, équipement et armements a été mis en oeuvre pour la construction de l'*ALGONQUIN* et des trois autres navires de la même lignée. Ces quatre destroyers se classent parmi les plus modernes et les plus polyvalents du genre au monde. Leurs capacités accrues et leur souplesse d'emploi sont un atout majeur pour le Commandement maritime et lui permettent de remplir un vaste éventail de missions à l'appui des engagements de défense du Canada.

ALGONQUIN est à la fois le nom d'une tribu de fiers Indiens et d'un navire qui s'est galamment distingué lors de la Seconde Guerre mondiale. Il est intéressant de noter que c'est lors de la modernisation du premier *HMCS ALGONQUIN*, au début des années 1950, que furent mises à l'épreuve plusieurs des idées nouvelles ultérieurement incorporées dans les escorteurs d'escadre des classes 205 et 257. Les navires de ces classes ont été, au cours des années passées, les bâtiments clés de la Flotte canadienne. Maintenant qu'une nouvelle génération de navires a vu le jour, il est tout à fait approprié que l'*ALGONQUIN* soit du nombre.

Malgré l'excellence du navire et le perfectionnement de ses systèmes, son efficacité n'en continue pas moins de dépendre des officiers et des hommes à son bord. Les progrès techniques et tactiques ont renforcé leur rôle plutôt que de le diminuer.

C'est avec plaisir que nous souhaitons la bienvenue au *HMCS ALGONQUIN* au sein du Commandement maritime. À son Commandant, ses officiers et ses hommes, je souhaite bon succès et des vents favorables. Que Dieu vous garde.

D.S. Boyle Contre-amiral
CHEF DU COMMANDEMENT MARITIME



SHIP'S BADGE

BLAZON: Sable, a base barry wavy Argent and Azure of four, from which issues an Indian's arm embowed proper, wearing arm and wrist bands Argent and holding a fish-spear in bent Argent transfixing an eel Or.

SIGNIFICANCE: The badge depicts the arm of an Indian holding up an eel that has been caught on the end of a fish spear. This interprets the meaning of the word "*ALGONQUIN*", at the place of spearing fish and eels". In a war-time letter requesting approval of the ship's badge, the Commanding Officer of the first *HMCS ALGONQUIN* commented on the design as follows:

"The strong arm rising from the sea represents offensive power upon great waters, the impaled eel, the vanquished foe. The design is also symbolic of success against the underwater evil, the U-Boat".

SHIP'S COLOURS: Gold and Azure Blue.

MOTTO: À Coup Sûr (with sure stroke)

THE NAME

The *ALGONQUINS* or *ALGONKIANS* were a tribe of Indians who ranged through a vast territory, from Georgian Bay in the West to the St. Maurice River in the East, and who gained a living by hunting and fishing. The name *ALGONQUIN* which means "at the place of spearing fish and eels", was first recorded in connection with this particular tribe of Indians by Champlain and his contemporaries. They met up with these Indians by the banks of the Ottawa River which flowed through the heart of the *ALGONQUIN* territory. In time the Ottawa River became, for the French, a highway to the West, and the Indians who lived along its banks joined them as allies. Since the *ALGONQUIN* had been at odds with the Iroquois even before the arrival of the white man, it was hardly surprising that they joined with their neighbours, the French, in alliance against the Five Nation Confederacy. During the series of wars that followed, the Iroquois were able to obtain from the European allies a far larger supply of fire-arms than the *ALGONQUIN*, and they drove the latter North and East away from the Ottawa and St. Lawrence Rivers. Later, when the power of the Iroquois declined, the *ALGONQUIN* gradually drifted back to their old lands.

Today, many of their descendants live upon a few reserves in Eastern Ontario and Western Quebec. Others still support themselves in the old Nomadic fashion, hunting and trapping along the upper reaches of the St. Maurice River.

These then were the people from whom the first and second *ALGONQUINS* were to take their name. Their heritage is a proud one and this will be maintained during the career of the second *ALGONQUIN* as it was with the first.



THE HERITAGE

The first *HMCS ALGONQUIN* was launched in September, 1943 as the British "V" Class Fleet Destroyer, *HMS VALENTINE*. After negotiations between the British and Canadian governments, *HMS VALENTINE* was obtained by the latter and commissioned *HMCS ALGONQUIN* in February, 1944.

With a displacement of 1710 tons and a full speed of over 30 knots, she could steam 5300 nautical miles at a 15 knot cruising speed without refuelling. Her armament consisted of four 4.7" guns, eight torpedo tubes, and twin 40 mm. bofors, as well as four twin 20 mm. oerlikons. Built to operate with capital ships, *ALGONQUIN*'s long operational range made her particularly valuable for duty with cruisers and carriers on independent missions, as well as in the more traditional convoy escort duty.

Shortly after commissioning, sea trials, and work-ups, *ALGONQUIN* participated with other units of the Home Fleet in the successful attack on the German battleship *TIRPITZ* in Alten Fjord, Norway. *ALGONQUIN*, in this operation, was part of the carrier screen; and distinguished herself by the rescue of a downed Hellcat fighter pilot.

Upon her return to Scapa Flow, *ALGONQUIN* joined the 26th Destroyer Flotilla, and with this group participated in further operations against the *TIRPITZ* and enemy shipping off Norway. Subsequent to these operations, *ALGONQUIN* was inspected by King George VI during the King's visit to the Home Fleet at Scapa Flow.

The end of the Royal Inspection saw the beginning of an extensive training period which was in preparation for the long-awaited invasion of the continent.

Finally, in June, 1944, *ALGONQUIN* participated in Operation Neptune (the naval phase of the Normandy invasion), by escorting the command ship of the Canadian Third Division and by carrying out shore bombardment and anti-submarine patrols in the invasion area.

Rejoining the 26th Destroyer Flotilla in July, 1944, *ALGONQUIN* participated in further attacks against the *TIRPITZ* and enemy shipping in Norway. She also escorted two convoys to Murmansk, Russia, in September and December of 1944, as a unit of the 23rd Destroyer Flotilla.

February of 1945 saw *HMCS ALGONQUIN* in Halifax for a much-needed refit. Having returned to Halifax August 9, 1945, the ship spent the next few days preparing to sail to join the British Pacific Fleet. With the news of the Japanese surrender on 15 August, *ALGONQUIN* sailed across the Atlantic, still exercising action stations and gun crews. She spent the rest of 1945

cruising in the Mediterranean and West Indies before paying off into the West Coast Reserve Fleet in Esquimalt, B.C., in February, 1946. She was to remain in reserve for the next six years.

In January 1951, *HMCS ALGONQUIN* was taken in tow to undergo a very extensive modernization at Yarrows Limited, Esquimalt. During the course of the next two years the ship was re-designed from the hull up and the Royal Canadian Navy took the opportunity to try out many of the ideas that were planned for use in the building of the new "ST. LAURENT" class destroyer escorts. The ship's entire superstructure was rebuilt to test several new features, the most important of those being the enclosed bridge and operations room below decks from which the ship could be navigated and fought without exposing those directing operations. Enclosed air look-out positions were also constructed so that the ship could be operated without a single man on the upper deck. The ship's new silhouette, except for funnel and mast, was very similar to that of the "ST. LAURENT" class destroyers, and have bore little resemblance to her original design. After this extensive modernization programme, *HMCS ALGONQUIN* was re-commissioned on 25 February, 1953.

After a short period spent on sea trials and work-ups, *ALGONQUIN* sailed for Halifax. She spent the rest of the year carrying out extensive exercises in the North Atlantic and West Indies with other NATO units. In November of 1953, the First Canadian Escort Squadron was formed, with *ALGONQUIN* as senior ship.

She was to spend from 1953 until 1965 with the First Squadron, exercising with other naval units in the Atlantic, West Indies, and the Mediterranean. *ALGONQUIN* participated in many exercises especially the NATO "New Broom" series from 1953 until 1961. During the early Summer of 1964, she crossed the ocean to join her squadron in training exercises off Londonderry.

That was the last year of cruising. She was, by this time, twenty-two years old and after a refit in 1965 she was placed in reserve. *ALGONQUIN* was maintained in the Reserve Fleet until early 1967 when she sailed for Esquimalt. Here she was paid off and in April, 1971 she was disposed of to Crown Assets.

For more than twenty years *HMCS ALGONQUIN* was a proud and worthy unit of the fleet, well deserving of the following honours awarded her:

NORWAY	—	1944
NORMANDY	—	1944
ARCTIC	—	1944-45

These battle honours will be worn with pride by the new *ALGONQUIN*.





THE SHIP · THE TEAM · THE TASK

THE SHIP

HMCS ALGONQUIN is one of the new class of Canadian-designed Tribal Class Destroyer Escorts. Construction was begun at Davie Shipbuilding Limited, in Lauzon, Quebec in April 1970 and she was launched on 23 April, 1971.

The Ship's complement is 288 officers and men. She has an overall length of 426 feet, a beam of 50 feet and a deep draft displacement of fourteen feet six inches. Her displacement maximum is 4633 tons. Her twin controllable-pitch, five-bladed propellers are powered by gas turbines.

ALGONQUIN 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.

ALGONQUIN has operational flying facilities for two Sea King helicopters, advanced gas turbines for propulsion and electric power, with 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 TEAM

HMCS ALGONQUIN has a complement of 288 officers and men. The task of training them was not an easy one. Eighty per cent of the equipment in *ALGONQUIN* is new to the men who sail her. They have, in many cases, spent up to a year training to operate and maintain this equipment.

The training plan for the DDH 280 class involved the concentrated efforts of a dozen directorates at National Defence Headquarters, the shipyards, the Fleet School, and several

agencies of Maritime Command. At the same time, many officers and men were receiving factory training here in Canada as well as abroad in the Netherlands, Italy and the United States.

In many ways, the men who sail this ship are already a team. They have worked hard to be ready for *ALGONQUIN*. Now, as her first ship's company, they will continue to train, to gain experience and knowledge to carry out the myriad tasks that will be assigned them in peace or in war.

THE TASK

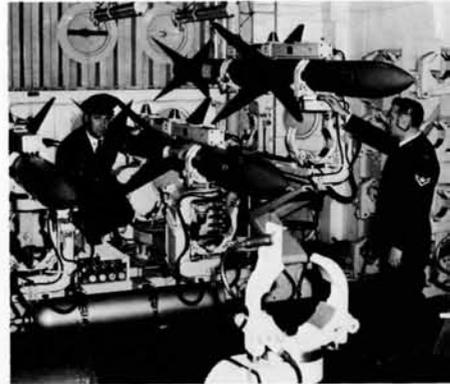
HMCS ALGONQUIN will join Maritime Command and take her place with other Command units in support of the National Policy.

Roles in support of Canadian Sovereignty, Defence of North America, defence of NATO and peacekeeping will provide the scenario for her peace-time assignments and her wartime employment.

ALGONQUIN is well-equipped to undertake the diverse employments associated with the above roles. Her sophisticated command, control, and communications systems permit co-ordination of other ships and aircraft in all-weather operations over vast areas of the ocean. The modern detection and weapons systems previously described provide a high capability against the most modern of submarines, defence against guided missile attack, and a bombardment capability in support of land forces.

To meet these assigned tasks, *ALGONQUIN* will participate in numerous peacetime operational exercises and deployments, steam thousands of miles, feed and care for almost three hundred men, all the while maintaining a constant vigil.

This, then, is the role of *ALGONQUIN* – a ship designed in the 60's which, with the usual periodic updates of equipment, will remain an effective unit in defence of the nation into the next century.





WEAPONS

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

Two Mark 32 triple torpedo launchers with MK 46 torpedoes.

One anti-submarine mortar MK 10.

One 5"/54 automatic dual purpose gun.

Canadian Sea Sparrow point defence missile system.

Bofors 10.3 cm. rocket launcher.

Twin 3" chaff rockets.

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 ship also is capable of meeting 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 second's notice, by personnel closed up on watch in the operations room.

The ship's combat control system has a true instant response capability against attacking submarines, aircraft, and missiles.



PROPULSION MACHINERY

The ship is powered by four Pratt and Whitney gas turbine engines. The main engines (FT4's) are the marine version of those used to power the Boeing 707, while the cruising turbines (FT12's) are almost identical to those fitted to smaller jet aircraft such as the Sabreliner. These gas turbine engines drive twin controllable pitch propellers.

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

ALGONQUIN has many 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 upon 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 which enables 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

ALGONQUIN brings a new dimension to electronics in the fleet through the extensive use of solid state digital computers to control major sensor and weapons systems.

The nerve centre of the ship is a computerized command and control system which provides instantaneous dissemination of information, aids in the solution of tactical problems, fire control solutions, and automatic data transfer with other ships.

This 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 integrated in the underwater combat computer 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 control system allows push-button assignment of transmitting and receiving equipment to more than 30 operating positions throughout the ship. This provides one of the world's most advanced and flexible naval shipboard communications facilities.

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

Most of this electronic equipment is solid state, thus ensuring safety, flexibility and reliability.

DAMAGE CONTROL AND DECONTAMINATION

ALGONQUIN has an extensive damage control system with forward and after section base teams 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 the danger of flooding and to prevent contamination of the air conditioning system by gas, bacteria or nuclear fallout, the hull has been built without "scuttles" or portholes.

Pumps provide pressure for a fire main which supplies fire hydrants throughout the ship. The 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. While fire at sea remains a constant threat, in *ALGONQUIN* this danger has been significantly minimized by the equipment described above.

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 to wash atomic fallout from exposed parts of the ship.

All of the damage control features of this ship are based on the hull form characteristic which provides her with stability under all conditions of damage which she can survive.



HABITABILITY

The goal in *ALGONQUIN* 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 the needs of the individual sailor.

The ship's company sleep in two or three tier bunks with foam rubber mattresses, pillows, and individual reading lamps. The ship is air-conditioned and temperature and humidity controlled throughout. Aluminum clothes lockers and additional drawer space for personal belongings are provided, as are mirrors and electric shaver outlets. Hot showers and spotless washrooms will help make life at sea more comfortable. Each living space has recreational areas for off-duty use. In addition, a separate area has been allocated for games and movies. The ship has a well stocked library of books and magazines in both English and French.

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 space.

There is provision for cafeteria-style messing from a centrally located, electrically equipped



galley. The galley contains a bakery, and sections for the handling and preparation of pastry, meat and vegetables. It also boasts a dishwasher and a garbage disposal unit.

The main dining area can also be used for recreational purposes during off-duty hours. The lighting is fluorescent and the decoration color-styled. Senior non-commissioned officers have their own separate dining compartment with much the same amenities as above.

The ship has storage for 90 days frozen provisions, compared with 14 days in Second World War escort ships such as the first *ALGONQUIN*.

There is a modern well-equipped laundry facility to cater to the needs of the ship's company.

The sick bay contains four berths, a bathroom, operating table, and the latest in medical and surgical equipment.

For lifesaving purposes, *ALGONQUIN* has airtight portable enclosures containing self-inflating rubber rafts. These 20-man rafts carry emergency rations and survival gear and they are equipped with a canopy to shelter the men from wind, sun and weather.

LIEUTENANT - COLONEL R.L. McCLEAN
COMMANDING OFFICER



SHIPS COMPANY

MAJOR J.G.M. SMITH EXECUTIVE OFFICER

OFFICERS: MAJOR J.E. CUNNINGHAM
MAJOR G.O. HURFORD
MAJOR I.A. MACMILLAN
MAJOR L.G. MASON
MAJOR K.R. SCOTTEN
CAPTAIN W.J. WALSH
CAPTAIN W.A. GEMMELL
CAPTAIN B.A. PECORE
CAPTAIN E.N. WALTON
CAPTAIN J.A. KING
CAPTAIN J.C. MACQUARRIE
CAPTAIN E.J. CLANCY
LIEUTENANT B.D. TENNANT
LIEUTENANT J.A. CREBER
LIEUTENANT R.A. MAZE
LIEUTENANT E. MORGAN

ENGINEER OFFICER
DECK OFFICER
COMBAT SYSTEMS ENGINEER
COMBAT OFFICER
WEAPONS OFFICER
SUPPLY OFFICER
DEPUTY COMBAT SYSTEMS OFFICER
UNDERWATER WEAPONS OFFICER
PROPULSION OFFICER
OPERATIONS OFFICER
ASSISTANT ABOVE WATER WEAPONS OFFICER
ASSISTANT SUPPLY OFFICER
NAVIGATION OFFICER
COMMUNICATIONS OFFICER
ELECTRONIC WARFARE OFFICER
ASSISTANT UNDERWATER WEAPONS OFFICER

COXSWAIN: CWO J.E. WHITBY

DECK DEPARTMENT: MWO A.B. GALE
WO J.D. MACDONALD
SGT T.E. CROCKER
MCPL W. FLEET
MCPL E.W. HOLLIER
MCPL L.E. NOWEN
CPL R.N. YOUNG
CPL P.J. BRIGHT
CPL J.A. MCLEOD
CPL S.S. BUSHELL

CPL D.E. JENNINGS
CPL J.H. IMBAULT
CPL R.L. YARROW
PTE R.R. SWAINSTON-STRAANGEWAYES
PTE J.M. ROY
PTE J.J. PAQUETTE
PTE J. PLOURDE
PTE W.E. REIM
PTE M.P. RYAN

COMBAT DEPARTMENT: MWO R.M. KELLY
MWO J.R. BOURGEOIS
MWO R.H. ZAHN
MWO D.R. MACKINNON
MWO W.H. WARD
MWO M.W. WOOD
WO J. BRACKEN
WO A.S. BROWN
WO J.D. CORBETT
WO G.R. HOLSTEAD
WO A.S. LUMSDEN
WO T.L. McNEIL
WO T.L. SULLIVAN
WO N.E. TAPHOUSE
WO C.W. TITFORD
WO G.R. MACMILLAN
SGT A.A. BARTLETT
SGT J. BRADE
SGT J.Y. BRUNET

SGT H.G. COLEMAN
SGT G.L. GREEN
SGT R.E. JEFFERS
SGT E.C. LINGLEY
SGT C.R. MACDONALD
SGT A.J. MACISAAC
SGT J.D. MACLEAN
SGT P.W. MEAGHER
SGT E. TUCK
SGT L.B. WILLIAMS
SGT P.R. WILLIAMS
SGT G.A. ANDERSON
MCPL R.J. ADAMS
MCPL J.L. HUTCHINSON
MCPL C.R. BAKER
MCPL J.E. WEBSTER
MCPL E.P. LEROUX
MCPL J.G. DEJEAN
MCPL M.T. PURDY

MCPL A.E. KEEP
CPL M.P. DONOVAN
CPL K.D. PARKIN
CPL D.J. DENBY
CPL A.A. O'CONNELL
CPL D.M. GREENE
CPL R.J. HARDING
CPL J.F. BURGOYNE
CPL A.M. KEEPING
CPL N.E. BROOKS
CPL R.P. RAINVILLE
CPL J.G. DORE
CPL C.G. STRIKER
CPL B.H. WATSON
CPL W. DELANEY
CPL H.E. KNAPP
CPL D.R. DECHENNE
CPL K.W. BOOKER
CPL A.R. WILSON

CPL E. HANSEN
CPL I. STEWART
CPL R.W. HEBDEN
CPL L.D. PLANT
CPL E.G. BALKWILL
CPL J.C. CHARRON
CPL M.R. GILLIS
CPL W. UHRIG
CPL J.L. RICHARDSON
CPL T.W. SCOTT
CPL R.H. BURNS
CPL R.L. GRANT
CPL G.E. ASHBY
CPL J.T. HEWITT
CPL T.J. TIERNEY
CPL J.M. MOREAU
CPL R.N. FLECKNELL

CPL P.W. ADAMS
CPL D.P. REIMER
CPL J.W. COMM
CPL J.W. BOISVERT
CPL F. LETOURNEAU
CPL B.G. ROCKWELL
CPL J.A. GRATTON
CPL M.R. PAQUIN
CPL W.H. STRUM
PTE J.P. CLARKE
PTE T.B. HORNING
PTE E.R. VENTRESCA
PTE J.C. DESCHAMPS
PTE M.H. BAGLOLE
PTE J.A. TETREAULT
PTE D. O'BRIEN
PTE A.G. FALLAS

PTE H.J. ISRAEL
PTE J.A. BAIZANA
PTE M. VALIMAKI
PTE K.G. GERRARD
PTE B.R. MCCULLOUGH
PTE R.W. RUSSELL
PTE J.P. GIARD
PTE J.H. MEILLEUR
PTE J.L. LAMOTHE
PTE W.C. CHAMBERS
PTE J.H. LANGEVIN
PTE J.B. ARES
PTE J.F. GUILMETTE
PTE J.R. LEGER
PTE D.A. MORIN

ENGINEERING DEPARTMENT:

CWO C.R. HAWKINS
MWO P.J. BARR
MWO C.B. CHAMBERLAIN
MWO D.B. DARK
MWO D.R. GILLESPIE
MWO D.E. HUTCHINSON
WO C.B. CARR
WO W.G. EDISON
WO G.R. MENTER
WO H. MUNDEN
WO D.C. NOYES
WO L. POLIDANO
WO J.J. RIVARD
WO E.T. RYAN
WO R.J. TAYLOR
WO G.A. TRAHAN
WO K.A. TIBBITTS
WO M.O. WAUGH

SGT R.H. HOLLINS
SGT A. JIPPES
SGT T.A. SCOTT
MCPL R.A. FINNAMORE
MCPL C.L. SCAMMELL
MCPL R.F. STODDARD
CPL H.A. SMITH
CPL G.N. MARCHMENT
CPL R.J. MAHAR
CPL T.G. BAKER
CPL E.J. HART
CPL D.H. SMITHSON
CPL D.R. HUTTON
CPL P.L. WARREN
CPL F. JANOWITZ
CPL W.P. SNOOKS
CPL H.R. DUNN
CPL S. TEMCHUK

CPL B.R. MACDONALD
CPL F.W. LINDSTROM
CPL D.W. JOYCE
CPL A.V. HARRISON
CPL R.F. LANCASTER
CPL W.D. JONES
CPL M.L. MCCOLEMAN
CPL R.A. RUTHERFORD
CPL C.F. SIMMONS
CPL W.A. WILKINS
CPL M.K. GEBLER
CPL L.E. JOST
CPL J.P. BUCHANAN
CPL D.J. WICKENS
PTE R.W. TYLER
PTE J.G. CHAREST
PTE P.R. ALLAN
PTE J.G. DALLAIRE

SUPPLY DEPARTMENT:

MWO G.C. AUCOIN
MWO R.D. CREASE
WO F.A. MANUEL
WO J.E. SCOTT
SGT J.W. BAHRI
SGT R.J. GAUTHIER
SGT H.G. NUTTAL
SGT D.H. RICHMOND
SGT J.R. RODGER
MCPL G.W. MOORE
MCPL G. LEBLANC
MCPL R.H. BURKE
MCPL L.C. BROWN
CPL J.E. GOODWIN
CPL J.W. LANGTON
CPL K. THORTON
CPL D.G. AVERY
CPL G.F. THORNE

CPL J.C. VACHON
CPL R.E. BRIMCOMBE
CPL L.J. BIGG
CPL C.F. LEVY
CPL F.A. HICKEMAN
CPL R.W. SHIRLOW
CPL R.T. BULL
CPL T.E. COLLINS
CPL J.A. THERIAULT
CPL R.E. SCHOLFIELD
CPL J.G. CHEVERIE
CPL J.E. HILLS
CPL B.C. CLARK
PTE J.L. HINSE
PTE J.D. LECLERC
PTE J.H. MARTIN
PTE P.A. SMITH

AIR DEPARTMENT:

WO J.E. TAYLOR
MCPL U.W. BROWN
CPL K.L. CADOT
CPL P.J. GELLVEAR

MEDICAL DEPARTMENT:

WO D.I. WISE
MCPL P.J. BURKE

THE BUILDERS

Arthur Nightingale
President



The commissioning of H.M.C.S. "ALGONQUIN" marks a proud achievement in the long tradition of Davie Shipbuilding Limited, the oldest, largest and most progressive shipbuilding and ship repairing yard in Canada.

The association of Davie Shipbuilding with the Canadian Navy has been a long and continuous one both during and since the last war. In fact our Company in the postwar years has built, refitted, repaired and modernized several units of the Canadian Navy.

Davie Shipbuilding Limited wishes to take this opportunity to express its warmest thanks to the Government of Canada, the Management of DDH 280 Project, the Resident Naval Overseer and his team for their cooperation and confidence.

The Management of Davie also wishes to express to its shipbuilding team and all its workers, from the first to the last man, its gratitude for their untiring efforts during the years of construction of this most modern naval vessel.

To the Commanding Officer, its officers and crew members, we extend our very best wishes and we formulate the wish that this fine ship will enjoy a long and successful career.

J.H. Regnaud
Vice President



J. Shepherd
Vice President
and General Manager



D.A. Page
Assistant General Manager
and Shipyard Manager





THE INSPECTORS

At Davie Shipbuilding Limited, Lauzon, the Department of National Defence is represented by #203 Canadian Forces Technical Services Detachment. The Detachment is a unit of the Regional Agency in Montreal responsive to the Director General Quality Assurance. Our task in the building and outfitting of HMCS ALGONQUIN has been to provide on site inspection, technical guidance and the supply of Government furnished material under the administrative control of the DDH 280 Program Manager.

The Detachment Commander of #203 CFTSD is G.K. Inglis, CD, C. Eng. Staff members have been drawn from all ranks and many have been in Lauzon since construction of ALGONQUIN began. Immediate members are Major R. Hanlon, CD, Manager Maritime Contracts and Deputy Detachment Commander; Major H. Millman, CD, Staff Officer Hull Engineering and Quality Assurance; Major R. Chiasson, CD, Staff Officer Marine Engineering; Capt. G. Dunbar, CD, Staff Officer Electrical Engineering, and Capt. G. Rousseau, CD, Staff Officer Supply and Administration.

The TSD was also favoured with valuable, indeed indispensable, assistance in performing some of the functions by the following Ships Officers. Major J. Cunningham, CD, Staff Officer Plans, Projects, Training and Engineering Officer designate DDH 283; Capt. N. Walton, CD, Trials Coordinator and Senior Engineer designate of DDH 283; and Capt. W. Gemmell, CD, Weapons Engineering and Weapons Officer designate DDH 283.

This TSD is also the inspecting authority for procurement in this area by other Government Departments. These general contracts cover a wide range of items such as 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. Crutchlow, Assistant Deputy Minister (Materiel), DND Mr. J.S. Glassford, the Assistant Deputy Minister Scientific and Engineering Procurement, DSS; and Major General D.W. Goss, Chief Engineering and Maintenance.

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 General of the Project Management Branch, DSS; and Rear-Admiral W.B. Christie, Associate Assistant Deputy Minister (Materiel), DND.

A CANADIAN DESIGN CONSTRUCTION AND SUPPLY ACHIEVEMENT

HMCS ALGONQUIN is the last of the new class of Canadian designed tribal class destroyer escorts. Construction was begun at Davie Shipbuilding Limited, Lauzon, Quebec in April, 1970; she was launched on 23 April, 1971. *ALGONQUIN'S* design and construction have incorporated Canadian concepts which are not combined in any similar foreign ship.

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.

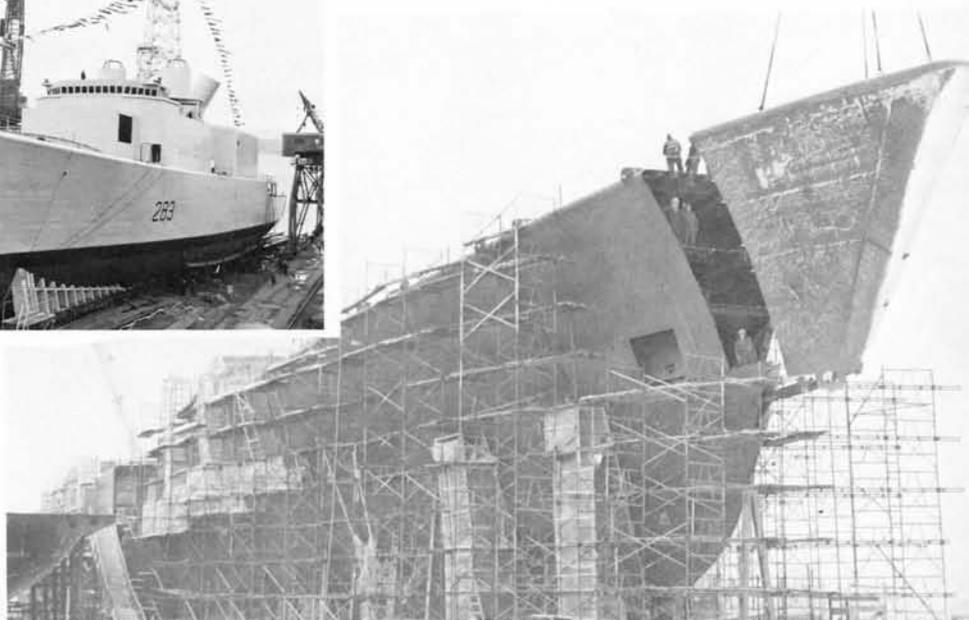
This unit method makes possible the construction of the vessel by sections under cover, where the work is protected from the weather. While not used on this occasion, this method also makes it possible for several structural steel manufacturers to be working simultaneously on different components of 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.

The *ALGONQUIN* is all welded and extensive metal cleaning and treatment was specified for long term preservation of the weather decks, internal compartments, and bilges.

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 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. Saint-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 Hollandse 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
Firenza, 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 Remote Operating System
Insurance
Surface Search Radar
Multicoupler
Naval Gun and Mount
Gyrocompass
Main Propulsion Machinery
Field Services Engineering
TACAN
EW Equipment



FORMER COMMANDING OFFICERS

17 February, 1944 to 19 April, 1945	Lieutenant Commander D.W. Piers, D.S.C., RCN (Rear Admiral Ret'd)	26 November, 1959 to 27 March, 1960	Captain A.F. Pickard, O.B.E., CD, RCN (Deceased)
20 April, 1945 to 6 February, 1946	Lieutenant Commander P.E. Haddon, RCN (Deceased)	28 March, 1960 to 14 April, 1960	Lieutenant Commander B.A. Mitchell, CD, RCN (Ret'd)
25 February, 1953 to 27 August, 1954	Commander P.F.X. Russell, CD, RCN (Commodore, CF Ret'd)	12 January, 1961 to 5 July, 1961	Captain A.F. Pickard, O.B.E., CD, RCN (Deceased)
28 August, 1954 to 10 May, 1956	Captain R.L. Hennessy, D.S.C., CD, RCN (Vice Admiral Ret'd)	6 July, 1961 to 13 May, 1962	Captain A.D. MacPhee, CD, RCN
11 May, 1956 to 6 July, 1956	Captain D.W. Piers, D.S.C., CD, RCN (Rear Admiral Ret'd)	14 May, 1962 to 29 October, 1962	Lieutenant Commander D.C. Edwards, CD, RCN (Ret'd)
7 July, 1956 to 28 July, 1957	Lieutenant Commander R.B. Hayward, CD, RCN (Commander Ret'd)	30 October, 1962 to 14 July, 1964	Commander P.C. Berry, CD, RCN (Ret'd)
29 July, 1957 to 23 September, 1958	Captain D.G. King, D.S.C., CD, RCN (Ret'd)	15 July, 1964 to 1 May, 1965	Commander J.W. Mason, CD, RCN (Captain, (N) CF)
24 September, 1958 to 25 November, 1959	Captain P.F.X. Russell, CD, RCN (Commodore, CF Ret'd)	8 February, 1967 to 20 June, 1967	Lieutenant Commander L. Dzioba (Commander, CF)

ORDER OF SERVICE

INTRODUCTION BY:

Detachment Commander, 203 Canadian Forces Technical Detachment

ADDRESSES BY:

President, Davie Shipbuilding Ltd.
Minister of Supply and Services

ACCEPTANCE OF THE SHIP:

Department of Supply and Services
Department of National Defence
Commander R.L. McClean, CD, Commanding Officer

The Commissioning Service conducted by Commodore J.A. MacLean, CD, Chaplain General (RC) and Colonel R.G.C. Cunningham, CD, Chaplain (P) – overleaf in centre-fold

ADDRESS BY:

Mr. Anthony Frances, President of the New Brunswick Indian Union

The Commanding Officer will order Her Majesty's Ship ALGONQUIN to be commissioned.

BELL CEREMONY:

Rear Admiral D.W. Piers (Ret'd) will give a brief address and present the Ship's Bell from the original ALGONQUIN to the Commanding Officer

ADDRESS BY:

Guest of Honour

Commanding Officer will address the Ship's Company

The Ship's Company "mans the ship"

The Commanding Officer is piped on board

The Guest of Honour, Sponsor, and Official Party are received on board the ship by the Commanding Officer

Guests proceed to the reception via the flight deck of HMCS ALGONQUIN

GUEST OF HONOUR
GENERAL J.A. DEXTRAZE
CBE CMM DSO CD

SPONSOR
MRS. ELIZABETH SHARP

The Commissioning Service

conducted by
Commodore the Right Reverend J.A. MacLean, CD
and
Colonel The Reverend RGC Cunningham CD

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.
---	---

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 ALGONQUIN* 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.

Ship's Company: Bless our ship.

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

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.

Ship's Company: Who hath made Heaven and Earth.

Captain: The Lord be with you.

Ship's Company: And with Thy Spirit.

O Eternal Lord God, who hast united us as shipmates in the bond of fellowship; enable us to be worthy of those who have served before us; and grant us a willing spirit to fulfill whatever duty may be laid upon us, that when our work on earth is over we may find rest in Thine eternal service through Jesus Christ our Lord. 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 LORD'S PRAYER

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 calme 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.

LE "NOTRE PÈRE"

LA BÉNÉDICTION

Allez en paix dans le monde, soyez courageux, soyez fermes dans votre attachement au bien, ne rendez pas le mal pour le mal, encouragez les pusillanimes, soutenez les faibles, aimez vos frères, craignez Dieu et honorez votre Souveraine.

Que la bénédiction du Dieu Tout-Puissant, Père, Fils, et Esprit descende en vous et y demeure à jamais.