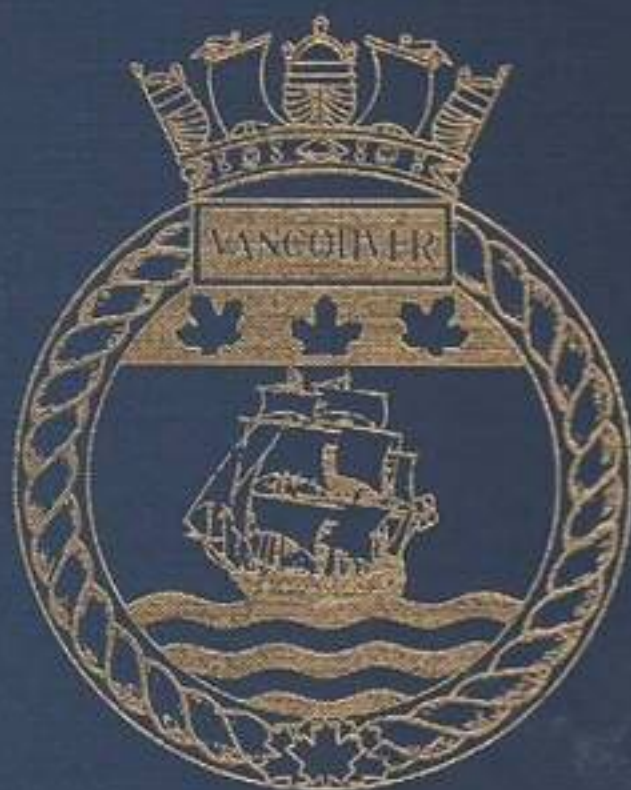


Commissioning
of
HMCS VANCOUVER



Canada Place
Vancouver, British Columbia
23 August 1993



"The boats of Captain George Vancouver entering Burrard Inlet, A.D. 1792" by John Innes."

"On fulfillment of the wish of its owner, former Vancouver archivist Major James Skitt Matthews, Chairman William D. Mulholland of the Bank of Montreal transferred the safekeeping of this painting from the Bank of Montreal to the Vancouver Archives in the Matthews Building. The formal transfer was made to Mayor Michael Harcourt on May 26, 1986 in celebration of the City of Vancouver Centennial."



*Picture is currently displayed in Committee Room Number Three, Third Floor,
City Hall, 453 West 12th Avenue, Vancouver, B.C.*



The commissioning of Her Majesty's Canadian Ship VANCOUVER marks the beginning of a new era for Canada's Pacific Fleet and signifies the importance with which the government of Canada views the Navy in shaping the future of the country. In addition to the contribution HMCS VANCOUVER will make to national security, Canada will benefit significantly from her presence throughout the Pacific Rim. So as HMCS VANCOUVER joins the Fleet, on behalf of the government and the people of Canada, I extend to her the warmest of welcomes.

HMCS VANCOUVER is the state-of-the-art in naval vessels, the proud result of Canadian ingenuity, technology and industry. As Canada enters the twenty-first century, she must be prepared to respond to the increasing demands and expectations of our global community. The addition of HMCS VANCOUVER and her sister ships to the Navy will greatly enhance the government's ability to successfully deal with the challenges of the future.

I am confident that HMCS VANCOUVER will not only provide Canada with a period of distinguished naval service, but will also bring pride to the city after which the ship is named. To the Commanding Officer, Officers and Ship's Company, I extend my personal best wishes for a successful commission and continued dedicated service to our great country.



La mise en service du Navire canadien de Sa Majesté VANCOUVER marque le début d'un temps nouveau pour la Flotte canadienne du Pacifique et montre l'importance qu'accorde le gouvernement du Canada à la Marine quand il s'agit de façonner l'avenir du pays. En plus de contribuer à la sécurité nationale, le NCSM VANCOUVER, par sa présence le long des rives du Pacifique, représentera pour le Canada un atout significatif. Ainsi, au nom des citoyens et du gouvernement du Canada, j'ai le plaisir de souhaiter au NCSM VANCOUVER la plus cordiale des bienvenues à l'occasion de son entrée dans la Flotte.

Navire de guerre ultramoderne, le NCSM VANCOUVER est le fier résultat de l'ingéniosité, de la technologie et de l'industrie canadiennes. À l'aube du XXI^e siècle, le Canada doit être prêt à répondre aux demandes et aux attentes grandissantes de la communauté mondiale. L'adjonction à la Flotte du NCSM VANCOUVER et des ses navires-jumeaux augmentera considérablement les aptitudes du Canada à relever les défis de l'avenir.

Je suis convaincu que non seulement le NCSM VANCOUVER servira le Canada avec zèle, mais qu'il fera aussi la renommée de la ville qui lui a donné son nom. Enfin, je transmets mes meilleurs vœux de succès au commandant, aux officiers et aux membres de l'équipage et les encourage à continuer de servir avec le même dévouement notre grand pays.

Le ministre de la Défense nationale
L'honorable Tom Siddon

The Honourable Tom Siddon
Minister of National Defence



The commissioning of Her Majesty's Canadian Ship VANCOUVER is an important occasion for the Canadian Forces. The addition of the Canadian Patrol Frigate to Canada's naval fleet will ensure that our commitments can be met anywhere in the world. This superb vessel, designed and constructed in Canada, greatly enhances the navy's ability to meet the objectives set forward by the government.

Canada, as a maritime nation with the world's longest coastline, must maintain a naval presence in order to contribute to our national sovereignty and to the defence of North America. Additionally, commitments within NATO, to the United Nations and throughout the Pacific Rim demand the capabilities that only a blue water navy can meet. HMCS VANCOUVER and her sister ships will provide the tools necessary to successfully accomplish these tasks well into the twenty-first century.

To the commissioning ship's company of HMCS VANCOUVER falls the honour and responsibility of ensuring that the ship fulfils the high expectations placed upon this class of warship. It is a task of enormous proportions that will demand the utmost in dedication and determination, but undoubtedly will be remembered as one of the most rewarding times during your service in Canada's Navy.

On behalf of all members of the Canadian Forces I congratulate the Commanding Officer, Officers and Ship's Company. I wish you all fair winds and God's speed.

La mise en service du NCSM VANCOUVER est un événement important pour les Forces canadiennes. L'ajout d'une Frégate canadienne de patrouille à la flotte canadienne permettra au pays de remplir ses engagements partout dans le monde. Ce superbe navire, conçu et construit au Canada, augmentera considérablement les aptitudes de la Marine à atteindre les objectifs établis par le gouvernement.

Le Canada, en tant que nation maritime dotée du littoral le plus long du monde, se doit de maintenir une présence navale pour protéger sa souveraineté et contribuer à la défense de l'Amérique du Nord. De plus, ses engagements au sein de l'OTAN et envers les Nations Unies et ses relations avec les pays côtiers du Pacifique exigent des aptitudes que seule une marine hauturière peut offrir. Le NCSM VANCOUVER et ses navires-jumeaux fourniront à la flotte canadienne les outils qui lui permettront d'accomplir ces tâches avec succès au cours du XXI^e siècle.

C'est sur l'équipage du NCSM VANCOUVER que reposent l'honneur et la responsabilité de voir à ce que le navire remplisse les espérances considérables mises dans cette classe de navire de guerre. Il s'agit d'une énorme tâche, qui demandera un dévouement et une détermination absolus, mais vous vous en souviendrez assurément comme une des périodes les plus enrichissantes de votre service dans la Marine canadienne.

Au nom de tous les membres des Forces Armées Canadiennes, je félicite le commandant, les officiers ainsi que l'équipage. Je vous souhaite à tous bons vents et une mer clémenté.

Le Chef d'état-major de la Défense
L'amiral J.R. Anderson

J.R. Anderson
Admiral - Chief of Defence Staff



The commissioning of HMCS VANCOUVER is a proud event for all to celebrate. From the early stages of the Canadian Patrol Frigate Program to this commissioning ceremony, HMCS VANCOUVER represents the culmination of hard work and determined efforts by many people. The contribution made by both Canadian Forces personnel and Public Service employees within the Department of National Defence were key to the successful completion of VANCOUVER and her sister ships.

I would like to express my sincere appreciation to all persons within the Department who have contributed to the Canadian Patrol Frigate Program. To the Commanding Officer, officers and crew of VANCOUVER, my admiration, confidence and best wishes.



La mise en service du NCSM VANCOUVER est un événement qui mérite d'être célébré avec fierté. Le VANCOUVER est le fruit des efforts de tous ceux et celles qui ont travaillé sans relâche depuis le lancement du Programme de la frégate canadienne de patrouille jusqu'à la cérémonie à laquelle nous assistons aujourd'hui. Le VANCOUVER et ses navires-jumeaux n'auraient jamais pu voir le jour sans la précieuse contribution du personnel des Forces canadiennes et des employés du ministère de la Défense nationale.

Je remercie très chaleureusement tout le personnel du Ministère qui a collaboré à la réussite du Programme de la frégate canadienne de patrouille. Je tiens à rappeler toute mon admiration et ma confiance au commandant, aux officiers et aux membres d'équipage du NCSM VANCOUVER, et je leur transmets mes meilleurs vœux de succès.

Le sous-ministre de la Défense nationale
Robert R. Fowler

Robert R. Fowler
Deputy Minister of National Defence



It is most gratifying for me, as Commander of Maritime Command, to welcome Her Majesty's Canadian Ship VANCOUVER to the Fleet.

The acquisition of the Halifax class frigates starts a new chapter in the history of the Canadian Navy. These state-of-the-art vessels provide the means to respond anywhere in the world to the challenges of the future. We, as Canadians, should be proud of these magnificent ships which were designed and produced by Canadian industry and are truly one of the most capable vessels of their size in the world today.

The commissioning of HMCS VANCOUVER also marks the return of a proud and distinguished name to our Fleet. This will be the third ship which has entered into our country's naval service to bear the name HMCS VANCOUVER. The first, a destroyer acquired from the British, served between 1928 and 1936, and the second, a corvette, distinguished herself during World War II from 1942 to 1945. I am sure that the sailors of this HMCS VANCOUVER will carry on the honourable traditions of her predecessors.

To the Commanding Officer, Officers and Ship's Company of HMCS VANCOUVER – Godspeed, fair passage and best wishes for a most successful commission.

En tant que commandant du Commandement maritime, j'ai l'immense plaisir d'accueillir le Navire canadien de Sa Majesté VANCOUVER dans la Flotte.

L'acquisition de frégates de la classe City marque un nouveau chapitre de l'histoire de la Marine canadienne. Ces navires ultra-modernes nous donneront les moyens de nous rendre partout dans le monde pour relever les défis qui nous attendent dans l'avenir. En tant que Canadiens, nous devrions être fiers de ces magnifiques navires qui ont été conçus et produits par l'industrie canadienne et qui sont, sans conteste, parmi les navires de cette taille les plus performants au monde.

La mise en service du NCSM VANCOUVER marque aussi le retour d'un noble nom, qui a déjà fait la fierté de notre Flotte. En effet, il s'agit du troisième navire au service de la force navale de notre pays à porter le nom de NCSM VANCOUVER. Le premier, un destroyer ayant appartenu à la Grande-Bretagne, a été en service de 1928 à 1936, et le deuxième, une corvette, s'est distingué durant la Seconde Guerre mondiale, de 1942 à 1945. Je suis persuadé que les marins de l'actuel NCSM VANCOUVER sauront continuer la digne tradition de leurs prédécesseurs.

Je souhaite bonne chance au commandant, aux officiers et aux membres de l'équipage du NCSM VANCOUVER, et leur adresse mes meilleurs vœux pour une mise en service des plus réussies.

Le commandant du Commandement maritime
Le vice-amiral P.W. Cairns

P.W. Cairns
Vice-Admiral – Commander Maritime Command



The commissioning of HMCS VANCOUVER not only marks the beginning of the revitalization of the Pacific Fleet, but also the re-establishing of naval ties with Canada's third largest and fastest growing city.

This commissioning, which is soon to be followed by the arrival of other frigates and modernized "Tribal" class destroyers, ensures that the navy will not only be able to fulfill its commitments with respect to national sovereignty, but also participate fully in international activities throughout the Pacific Rim. These additions significantly enhance Canada's profile and influence within this rapidly developing area.

The city of Vancouver has enjoyed a rich maritime history which included extensive ties with the navy. The commissioning of HMCS VANCOUVER provides the ideal venue through which to reaffirm and enhance this relationship. In the role of ambassador, I am sure that this outstanding product of Canadian industry will represent both the navy and the city, whose name she bears, well throughout the duration of her service to the country.

To the Commanding Officer, Officers and Ship's company of HMCS VANCOUVER, I offer my personal best wishes for a successful and rewarding commission. May you always be EVER ON GUARD.



La mise en service du NCSM VANCOUVER marque le commencement de la revitalisation de la Flotte du Pacifique, et souligne en même temps le rétablissement de liens maritimes avec la troisième ville du Canada, tant par la taille que par son grand essor.

Cette mise en service, qui devrait bientôt être suivie de l'arrivée d'autres frégates et d'autres destroyers de la classe Tribal modernisés, est un gage de la capacité de la Marine de protéger la souveraineté nationale du pays et de participer pleinement à des opérations internationales dans la ceinture du Pacifique. Ces ajouts rehaussent l'image du Canada et augmentent considérablement son influence dans un domaine en pleine expansion.

La ville de Vancouver jouit d'un riche passé maritime et a toujours su entretenir de solides liens avec la Marine. La mise en service du HCMS VANCOUVER offre l'occasion idéale pour réaffirmer et resserrer ces relations. Je suis persuadé que ce produit exceptionnel de l'industrie canadienne saura s'acquitter dignement, pendant toute la durée de son service, de son rôle d'ambassadeur à la fois de la Marine, qu'il représente, et de la ville dont il porte le nom.

J'adresse au commandant, aux officiers et aux membres de l'équipage mes meilleurs vœux de succès et leur souhaite un service enrichissant. Puissiez-vous être TOUJOURS VIGILANTS.

Le commandant des Forces maritimes du Pacifique
Le contre-amiral R.C. Waller

R.C. Waller

Rear Admiral - Commander Maritime Forces Pacific



As the proud sponsor of HMCS VANCOUVER, let me express to the ship's Captain and crew my heartfelt best wishes on the occasion of this historic ceremony.

The commissioning of HMCS VANCOUVER marks the culmination of years of dedicated work by many people in design, construction, training and in the testing of your magnificent vessel. Now you and your ship have proven yourselves ready to accept the solemn commission of your government and the people of Canada to perform operational duties on their behalf.

All of you who serve in HMCS VANCOUVER as her first crew are fortunate to have been chosen to undertake these important responsibilities. Like Captain George Vancouver and the crew of his ship, DISCOVERY, represented on the official badge of HMCS VANCOUVER, you now set out on a new and exciting voyage of discovery, adventure and service. I look forward to hearing of your accomplishments.

"God bless Her Majesty's Canadian Ship VANCOUVER and all who sail in her."

En tant que l'heureuse marraine de NCSM VANCOUVER, j'aimerais transmettre au commandant du navire et à son équipage mes vœux les plus sincères à l'occasion de cette cérémonie historique.

La mise en service du NCSM VANCOUVER marque l'aboutissement de plusieurs années de dévouement pour de nombreuses personnes oeuvrant dans les domaines de la conception, de la fabrication, de la formation et des essais de votre magnifique navire. Vous et votre navire vous sentez maintenant prêt à accepter la mission solennelle de votre gouvernement et de tous les Canadiens pour s'acquitter des fonctions opérationnelles en leur nom.

Vous tous qui constituez le premier équipage du NCSM VANCOUVER êtes privilégiés d'avoir été choisis pour assumer ces importantes responsabilités. Tout comme le capitaine George Vancouver et l'équipage de son navire, le Discovery, qui sont représentés sur l'insigne officiel du NCSM VANCOUVER, vous êtes prêts à entreprendre un nouveau et passionnant voyage de découvertes, d'aventures et de service. Je serai heureuse de connaître toutes vos réalisations.

"Que Dieu bénisse le navire canadien de Sa Majesté VANCOUVER et tout son équipage."

Yours sincerely,

(Mrs.) Margaret Manson
Sponsor, HMCS VANCOUVER

The Ship's Badge



Description

Argent, on a chief azure three maple leaves
Or and upon a base of three bars wavy azure
a ship in full sail proper.

Significance

The central device, a ship in full sail, represents
Captain Vancouver's ship and perpetuates the unofficial badge
of HMCS VANCOUVER (first of name).

Motto

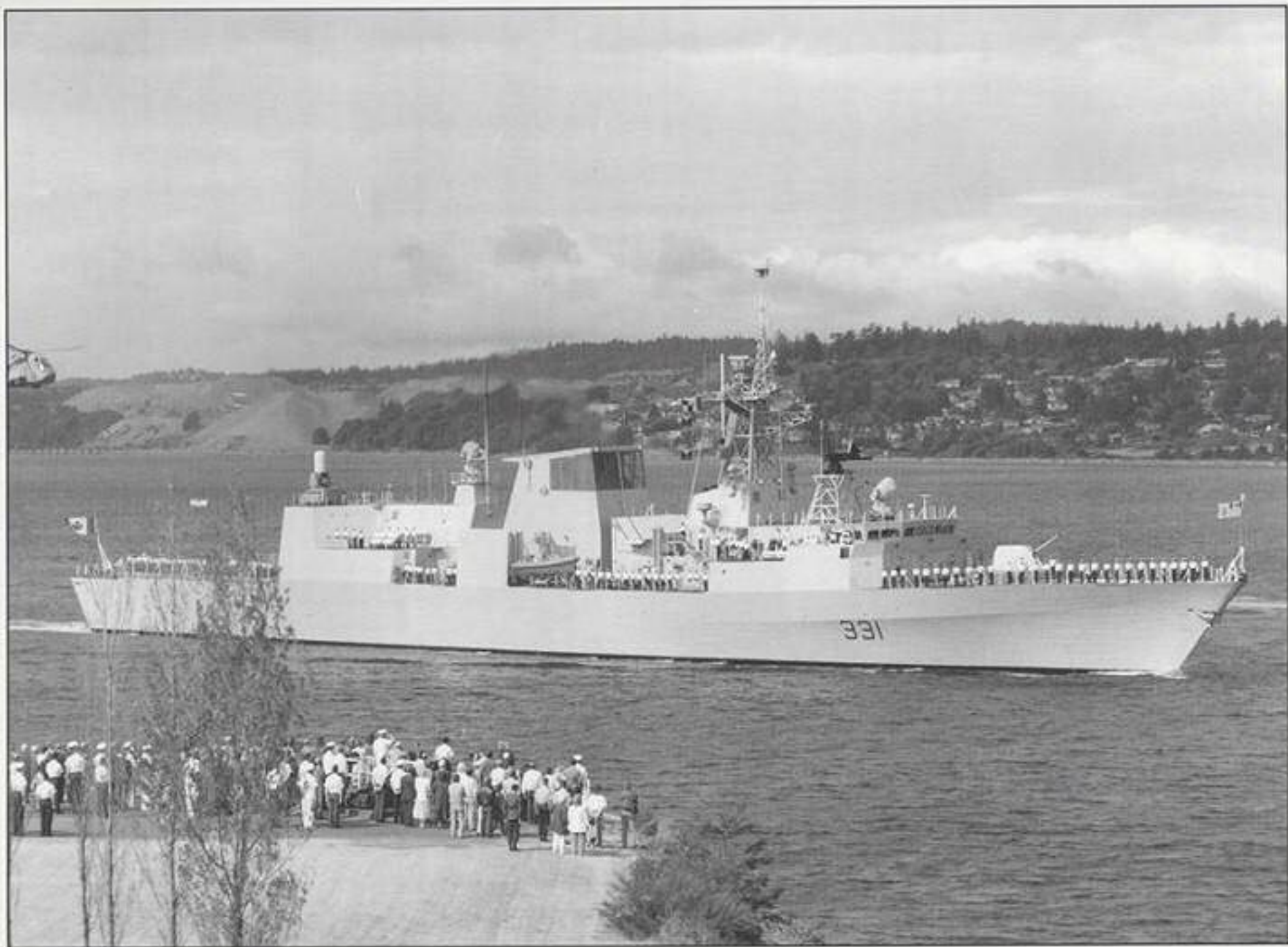
SEMPER VIGILANS
(Ever on Guard)

Ship's Colours

Gold and Blue

Battle Honours

Atlantic 1944-45



Ship's Lineage



HMCS VANCOUVER 1928-1936



HMCS VANCOUVER 1942-1946

History of HMCS VANCOUVER

In 1927 Canada acquired, on loan from the Admiralty the destroyer TOREADOR, which was renamed HMCS VANCOUVER, and commissioned in Portsmouth, 1 March 1928. HMCS VANCOUVER sailed for Esquimalt, B.C., via the Panama Canal, and arrived in Esquimalt, on 24 May 1928 where she was to be based in the future.

On 5 January 1932, HMCS VANCOUVER sailed with SKEENA for Panama en route to Bermuda. When the two destroyers were near the republic of San Salvador, they received word that a revolution there was endangering the lives of British subjects. On the receipt of instructions from Naval Headquarters, the destroyers went into the port of Acajutla on the 23rd, and gave temporary shelter to five ladies. By the 30th, the Republican Government was again in control, aided no doubt, by the presence of the Canadian warships.

The remainder of HMCS VANCOUVER's service in the Royal Canadian Navy was uneventful. She was paid off and scrapped in 1936, in accordance with the LONDON NAVAL TREATY.

On 20 March 1942, the second HMCS VANCOUVER was commissioned. She was not the sleek looking ship that her predecessor had been. She was a typical corvette, small, stout and tough. Now the name VANCOUVER was going to war.

HMCS VANCOUVER spent almost two years in the waters of the North Pacific Ocean. This time was spent escorting convoys and carrying out anti-submarine patrols. The high seas and dense fog, as well as the treacherous rock-bound coasts, were the enemies of the small ships in the North Pacific, and HMCS VANCOUVER's role in the war, although not glamorous, was difficult.

There were moments of excitement in this area. The Japanese had penetrated the North American continent by way of the Aleutian Islands. There was a constant danger from Japanese aircraft and submarines. On 12 September 1942, HMC Ships VANCOUVER and DAWSON had contact with a submarine and carried out an attack. After both ships had fired depth charges, contact was lost, and the results of the attack remain unknown.

On 20 March 1943, the Commanding Officer of HMCS VANCOUVER made the following observations:

"One year ago today, HMCS VANCOUVER was commissioned. During this time we have steamed a total of 42,238 miles. This distance has been covered on anti-submarine patrols and convoy escort duties. Of this total, 15,000 miles have been steamed in Alaskan and Aleutian waters. During the year, 10 officers and 161 men have served in the ship, gaining sea-going experience and training."

American military power moved into the Aleutians to stop the march of the Japanese. HMCS VANCOUVER was, for a time, attached to the American fleet. In this capacity, HMCS VANCOUVER escorted American convoys to their Alaskan destination and patrolled off shore while troops and equipment were landed. By 31 May 1943, Japanese resistance on Attu Island was broken, and during June a number of remaining isolated enemy pockets were eliminated. HMCS VANCOUVER remained, serving with the USN during these operations.

At the conclusion of HMCS VANCOUVER's service with the USN, Admiral Reeves, Commander Alaskan Sector, sent the following message to the Canadian ships:

"Commander Alaskan Sector personally wishes to express his appreciation to HMCS DAWSON and HMCS VANCOUVER and their entire crews for their splendid service and willing cooperation while serving under him in the Alaskan Sector . . ."

In February 1944 the war in the Pacific was over for HMCS VANCOUVER. On 13 February she sailed for Halifax where she served in the Battle of the Atlantic. She arrived at Halifax on 24 March 1944, and began preparations for operational duty. For the remainder of the war she was employed in convoy duty and anti-submarine sweeps on the Atlantic seaboard. HMCS VANCOUVER acted as escort to many convoys between Quebec and Goose Bay.

At the close of the Second World War the corvettes of the fleet were ordered into port from operational duty, there to have their armament, asdic and radar removed. HMCS VANCOUVER, like most of the other Flower Class corvettes serving in the Atlantic, then proceeded on her last passage under the White Ensign. All the way up the St. Lawrence these gallant little ships received, as they passed each village and town, a genuinely spontaneous "Welcome Home". At Sorel, not far from Montreal, HMCS VANCOUVER was turned over to War Assets Corporation, and was sold for scrap to Dominion Foundries Ltd. of Hamilton.



It is indeed an honour to be appointed Commanding Officer of one of Her Majesty's Canadian Ships. It is especially rewarding to be responsible for commissioning a new ship into naval service.

HMCS VANCOUVER is a highly sophisticated and extremely capable warship, second to none in the world today. She is the product of many years of planning and hardwork by the government, the military and private industry; the result of which provides the Navy with a most impressive vehicle in which to carry out its tasks anywhere the need arises. Although the main role will always remain national sovereignty, all Canadians can be proud of this ship as she takes her place within the fleet, operating alongside ships of other nations throughout the world and in particular the Pacific Rim.

This is the third HMCS VANCOUVER, an acknowledgement of the rich naval heritage of the city of Vancouver. It is very appropriate that this historic event be conducted at Canada Place in the Port of Vancouver. It reaffirms the Navy's ties to this fine city and provides an opportunity for the citizens of Vancouver to view the vessel which will carry their city's name worldwide. As an ambassador for the city, HMCS VANCOUVER's performance and the professionalism of her crew will enhance the name and image of the city of Vancouver, during all her travels.

This commissioning ceremony marks the beginning of a bright future for the Navy. As captain of HMCS VANCOUVER, I accept the challenge given to the ship and her crew. We are extremely proud of our ship, well trained in our jobs and eager to set the highest of standards which will keep our successors and HMCS VANCOUVER, EVER ON GUARD.

C'est un grand honneur pour moi d'être nommé capitaine d'un des navires canadiens de Sa Majesté. Je trouve particulièrement enrichissant d'être le commandant responsable de la mise en service d'un tout nouveau navire.

Le NCSM VANCOUVER est un navire de guerre extrêmement sophistiqué et performant qui n'a pas d'egal dans le monde aujourd'hui. Il représente le résultat de plusieurs années de planification et de travail acharné de la part du gouvernement, des autorités militaires et de l'industrie privée. La marine peut maintenant s'enorgueillir de posséder un vaisseau impressionnant lui permettant d'accomplir ses tâches partout où le besoin s'en fait sentir. Quoique son rôle principal demeurera toujours de maintenir la souveraineté nationale, tous les Canadiens peuvent être fiers de ce navire qui prend place au sein de la flotte, naviguant auprès de vaisseaux provenant des quatre coins du monde et surtout de la côte du Pacifique.

C'est là le troisième NCSM VANCOUVER, témoignage du riche héritage naval de la ville de Vancouver. Il est donc fort à propos que cet événement historique se déroule à la place du Canada dans le port de Vancouver. Cela réaffirme les liens qui existent entre la marine et cette grande ville et donne aux citoyens de Vancouver l'occasion de voir le navire qui ira porter le nom de leur ville partout dans le monde. À titre d'ambassadeur de la ville, la performance du NCSM VANCOUVER et le professionnalisme de son équipage va redorer le blason et l'image de la ville de Vancouver.

Cette cérémonie marque le début d'un avenir prometteur pour la marine. À titre de capitaine du NCSM VANCOUVER, j'accepte le défi qui a été lancé au navire et à son équipage. Nous sommes extrêmement fiers de notre navire, bien entraînés dans nos métiers et soucieux d'établir les normes les plus élevées qui permettront à nos successeurs et au NCSM VANCOUVER de demeurer TOUJOURS VIGILANT.


Brian Matthews

Commanding Officer - HMCS VANCOUVER

The Ship's Company



Wardroom Officers

LCdr	C.A.H.	Darlington	Executive Officer
LCdr	D.I.	Long	Combat Systems Engineering Officer
LCdr	A.G.	deRosenroll	Marine Systems Engineering Officer
LCdr	K.D.	Kirkwood	Combat Officer
Major	E.D.	Puszkas	Air Officer
Capt	S.L.	Martins	Air Navigator
Capt	Z.S.	Neral	Pilot
Capt	J.A.	Konkin	Pilot
Capt	D.B.	Harvey	Pilot
Capt	A.S.	Stewart	Pilot
Lt (N)	K.D.	Jones	Deputy Combat Officer
Lt (N)	P.R.	Crain	Under Water Warfare Officer
Lt (N)	C.G.	Peschke	Above Water Warfare Officer
Lt (N)	B.W.	Santarpia	Communications Officer
Lt (N)	P.M.	Gothel	Navigating Officer
Lt (N)	T.M.	Gran-Ruaz	Deck Officer
Lt (N)	S.N.	Baker	Supply Officer
Lt (N)	P.G.	Gledhill	A/Combat Systems Engineering Officer
LT (N)	G.S.	Brown	A/Marine Systems Engineering Officer
Lt (N)	A.	Gyorkos	Bridge Watchkeeping Officer
Slt	W.M.	Ansell	Bridge Watchkeeping Officer
Slt	G.H.	Canuel	Bridge Watchkeeping Officer
Slt	K.R.	Pendleton	Bridge Watchkeeping Officer
Slt	E.J.	van Gemenen	Marine Systems Engineer (Training)

Administration Department

COXSWAIN – CPO1 K.E. Davis

WO J.S. Lumb

WO D.J. Racine

Cpl J.A. Roy

Air Department

MWO B.A. Bissett

Sgt R.A. Fowler

MCpl D.A. Devlieger

Cpl G.A. Frizzell

WO B.A. Hagar

MCpl E.A. Mackenzie

MCpl E.A. Kerhonen

Cpl T.A. Lafontaine

Sgt B.A. Bailey

MCpl R.A. Cyr

Cpl G.A. Morgan

Cpl G.A. Lavery

Combat Department

Combat Chief – CP02 J.H. Kruyer

Combat Information Division

PO1 J.S. Whiting

PO2 M.O. Ball

LS K.J. Warren

LS G.R. McIvor

OS J.P. Dube

PO2 D.J. Muir

MS G.J. Cossette

LS J.D. Woodward

OS D.K. Peck

OS P.B. Gilbert

PO2 L.W. Murphy

MS M.G. Coghill

LS R.R. Fowlow

OS M.T. Keim

Communication Division

Visual Section

PO1 M.R. Grayston

LS J.P. Taylor

OS C.L. Bacon

PO2 A.Z. Bentodaponte

LS J.D. Poltras

OS M.P. Burger

MS J.E. Auger

AB P.M. Cahill

Radio Section

PO1 A.L. Alexander

MS M.L. Maisonneuve

OS B.H. White

PO2 D.J. McIntyre

LS J.E. Gendron

OS W.R. Doolittle

LS T.A. Birchard

AB B.D. Smith

OS C.T. Thomas

Sensor Division

PO1 S.A. O'Quinn

PO2 J.P. Percival

LS R.M. Rossi

LS O.S. Fitzpatrick

OS C.P. Buckley

PO2 B.J. Sullivan

MS J.C. Guillot

LS R.N. Tompkins

AB J.R. Duhamel

OS S.K. Caloren

PO2 W.H. Bristow

LS T.J. Green

LS P.W. Thompson

AB M. Beaudoin

Acoustic Division

PO1 J.R. Dumont

MS D.P. Stewart

LS D.J. Johnson

LS I.M. Tromp

OS D.E. Brake

PO2 B.D. Bricknell

MS M.A. Borsellino

LS D.A. Ostropolowski

AB B.H. Brown

PO2 C.D. Loeper

LS M.J. Kosar

LS R.R. Keller

AB C.J. McCrea

Meteorology Division

WO L.W. Schull

Cpl G.G. Birkett

Combat Systems Engineering Department

CSE Chief – CP02 T.A. Thomas

Electronic Maintenance Division

CP02 C.J. Watts

PO2 K.R. Jackson

PO2 M.O. Slatta

MS K.L. Simon

MS P.A. Buck

LS G.R. Ordish

PO1 V.R. Schwark

PO2 R.J. Kimm

MS M. Michel

MS D.M. Shearer

MS A.D. Goulding

LS S.G. Stewart

PO2 P.M. Lewis

PO2 R.D. Lacquement

MS E.G. Howe

MS K.J. Kirk

LS J.A. Forcier

LS J.M. Desrocher

Weapons Maintenance Division

PO1 B.M. Heney

MS K.A. Woods

LS M.R. Fox

OS R.F. Cummings

PO2 L.B. Johnstone

MS P.R. Egli

LS J.J.G. Bordeleau

PO2 P.T. Hyndman

MS D.W. Fisher

OS D.A. McLaren

Deck Department

CBM – PO1 J.G. Fortune

PO2 R.I. Reeves

MS R.S. Spinelli

MS R.B. Rawn

AB D.J. South

OS P.M. Strickland

OS T.J. Ibbotson

P2 C.M. Hanbury

LS G.E. Gibbons

AB W.L. Vilita

AB R.C. Stock

OS A.M. Fontaine

MS A.D. Cook

LS J.P. Moran

AB D.J. Tyler

AB J.F. Novack

OS F.C. Speth

Marine Systems Engineering Department

Chief Engineering Artificer – CP02 W.B. Eddy

Propulsion Division

PO1 J.W. Carder

PO1 R.G. Senkpiel

PO2 J.L. Poirier

MS M.G. Armstrong

MS J.L. Tousignault

LS T.J. Brooks

LS R.G. Nugent

LS N.W. Major

LS M.T. Bratt

OS J.N. Rogers

OS J.G. Levesque

PO1 D.G. Johnson

PO2 G.D. Archer

PO2 P.T. Waters

MS C.G. Kendall

MS D.J. vanDeBurg

LS S.E. Lambert

LS J.D. Kimm

LS A.C. Bertrand

AB K.L. Macwhirter

OS P.R. Goupil

PO1 R.P. Ragosnig

PO2 T.E. House

PO2 J.Y. Delisle

MS J.I. Denault

LS P.A. Legroulx

LS P.C. Lowrie

LS S.F. Reist

LS E. Belich

OS G.B. Kupfer

OS M.M. O'Brien

Marine Systems Engineering Department (cont)

Electrical Division

PO1 R.K. Ford
PO2 J.E. Green
LS P.A. Fenton
AB M.J. King
AB G.D. Sembaliuk

PO1 M.T. Fuller
MS L.A. Seto
LS J.R. Guay
AB J.B. Gilchrist
OS W.J. Underhill

PO2 C.L. Wagner
MS R.E. Weber
LS A.L. Garcia
AB S.A. McCormick

Hull Division

PO1 K.L. MacInnis
LS C.S. Shepperd
AB E.J. Boudreault

PO2 D.G. MacBean
LS R.K. Winters

MS K.D. Green
AB M.J. Cane

Fire Services Division

Sgt M.A. Blow
Cpl J.S. Taylor

MCpl D.T. Manning
Cpl K.A. Smith

Cpl T.D. Leboeuf
Cpl G.W. Grant

Supply Department

Supply Chief – CPO2 R.B. Whidden

Stores Division

PO1 E.W. Helpard
LS J.R. Deveau
OS S.J. MacPherson

PO2 J.W. Cotter
LS D.M. Leblanc
OS P. McMullin

MS R.O. Peladeau
LS T.D. Mollin

Food Services Division

PO1 B.R. Schryer
MS K.A. Robbins
AB R.D. Izzard

PO2 T.R. Adams
LS C.B. Nichols
OS Y.F. Richard

MS B.P. Bradt
LS J.G. Priemus

Steward/Exchange Division

PO1 J.R. Jeanson
MCpl M.W. Aeichelle
LS W.H. Jones

PO2 R. Hillebrandt
Cpl J. Capozzelli
LS R.S. Browner

MS T.B. Beaton
LS R.A. Jackson
Pte B.K. Fox

Finance Division

PO2 F.O. Cronin

Cpl R.M. Evans

About The Ship

Main Propulsion System

VANCOUVER is powered by a Combined Diesel or Gas (CODOG) propulsion system which is comprised of one 20 cylinder Pielstick diesel and two General Electric LM 2500 gas turbines. The CODOG system means that the ship can be powered by either the diesel or the gas turbines, but not in combination. The use of acoustic and thermal enclosures around the diesel and gas turbines enables the machinery spaces in the frigates to be much quieter and cooler to work in than in steam driven ships.

The diesel provides impressive fuel economy and endurance while the two gas turbines power the ship up to her maximum speed, in excess of 28 knots. Regardless of the power plant in use, both shafts and their controllable reversible pitch propellers are driven through a de Schelde cross-connected gearbox.

Selection and control of the engines, shafts gearbox and propellers can be achieved from the bridge, the machinery control room or the forward and after engine rooms.

Integrated Machinery Control System

The IMCS is a microprocessor-based control system used to monitor and control machinery systems in VANCOUVER. It permits the fingertip operation of the ship's machinery through distributed processing along a triple redundant data bus connected to multiple control and monitoring consoles.

Engineering personnel on watch in the Machinery Control Room (MCR), machinery spaces, or on the bridge are able to control and monitor the condition of the gas turbines, cruise diesel, diesel generators, gearbox and auxiliary equipment. To help in this task, the IMCS uses more than twenty-two hundred sensors and actuators located in the four main engineering spaces.

The IMCS brings state-of-the art technology to the CPFs and, as such, provides the ship with increased survivability, flexibility, redundancy and ease of maintenance.

Electrical Power Generation and Distribution System

The electrical generation system consists of four diesel driven generator sets which supply two switchboards. The diesel generators are fitted inside acoustic enclosures and each has a separate Local Control Panel (LCP). Two diesel units are located in the forward auxiliary machinery room and two in the after auxiliary machinery room. This separation of the vital generators helps to ensure that one or more remain operational in the event of battle damage to a section of the ship.

The four generators are capable of providing up to 3.4 megawatts of power, or enough current to supply the lighting needs of a small town.

Damage Control

VANCOUVER has an extensive microprocessor-based damage control system operated from an automated damage control console in the Damage Control Headquarters. Heat and smoke sensors are located throughout most spaces in the ship and provide automatic and instantaneous detection of smoke and heat. Many compartments have fitted fire suppression systems which can be activated from the MCR or from outside of the space. In addition, once ordered, the Halon system is capable of automatically activating its associated extinguisher when a fire is detected. Seven fitted hull and fire pumps provide pressure for a fire main which supplies fifty-two fire hydrants throughout the ship.

The ship can be sealed against nuclear, biological or chemical attack with provision for recirculation and purification of air within the ship through filtration units. Personnel who have been exposed to contaminants can be decontaminated in either one of two dedicated cleansing stations fitted in the ship. As in other Canadian ships, in the event of attack, a pre-wetting system can be activated to limit the amount of material contaminating the exterior of the ship.

Command and Control System

The ship's combat system is centered around the Command and Control System (CCS) which consists of hardware, software, and the personnel necessary to integrate the sensors, communications and weapons onboard the ship. The computers and displays form the heart of the weapons system and all weapons are accessible and can be fired or controlled from the CCS.

The system has four modes of operation which range from manual to fully automatic. In the manual mode the operator must initiate the tracking, identification and engagement of all contacts. The semi-auto and auto-assign modes allow for a mix of human and computer operations, with the operator retaining the control of all engagements. In the highest mode, auto-engage, the CCS will automatically detect, track, identify and engage hostile targets once pre-set criteria have been met.

Communications System

All communications within the ship and external voice communications are controlled through a Shipboard Integrated Communications System (SHINCOM). It enables many simultaneous radio channels for voice and message traffic to be used on selected frequencies. Both voice and message traffic can be sent in secure or plain formats. Messages sent or received by the ship are processed by computers.

Armament

VANCOUVER is fitted with some of the most up-to-date weapons and sensor systems available. Major combat systems include:

- One Sea King anti-submarine helicopter with MK 46 homing torpedoes;
- 57 MM automatic dual purpose gun;
- Eight Harpoon anti-ship missiles;
- Guided Missile Vertical Launch System with 16 NATO Sea Sparrow missiles;
- Two MK 32 Mod 9 double torpedo launchers with MK 46 torpedoes;
- One Vulcan Phalanx Close In Weapon System (CIWS);
- Reprogrammable Advanced Multi-mode Shipboard Electronic Counter Measure System (RAMSES);
- Canadian Electronic Warfare System (CANEWS);
- Four-six barrelled Chaff/IR Decoy Launchers;
- Two Acoustic Torpedo Decoy Systems (NIXIE);
- Two Separate Track and Illumination Fire Control Radars (STIR);
- Six 50 Calibre Heavy Machine Guns;
- One AN/SPS-505 Hull Mounted Sonar; and
- One Canadian Towed Array Sonar System (CANTASS).

With its own helicopter, torpedoes, and sophisticated detection, tracking and analyzing systems, VANCOUVER is extremely capable of hunting and destroying enemy submarines. In addition, it has a powerful anti-surface and anti-air warfare capability in order to hunt and destroy enemy surface vessels, protect shipping and to conduct coastal surveillance. To protect itself from incoming missiles or torpedoes, in addition to its "hard kill" weapons, the ship is equipped with decoys and electronic gear capable of jamming or decoying these threats. It is truly a multi-purpose warship.

Habitability

Due to a high degree of automation, VANCOUVER is manned by fewer personnel than previous ships of its size. As a result, there is an increased level of habitability provided for the entire crew. Living areas are more comfortable and there are more messdecks which allows for a smaller number of sailors in each mess. The largest messdeck in VANCOUVER accommodates twenty-one sailors as compared to fifty-four in the current Improved St. Laurent Class of ships which the CPF's were built to replace.

A large, modern and very well equipped galley provides for the culinary needs of all on board. Separate dining and recreational facilities allow for cafeteria style messing from the galley and a sophisticated closed circuit TV and entertainment system serves to entertain the crew during deployments.

The Project Management Office

The Project Management Office (PMO) is an interdepartmental team comprising the Department of National Defence (DND), the Department of Supply and Services (DSS) and the Department of Industry, Science and Technology (ISTC). It is under the direction of the Project Manager and is responsible for the day to day management of the CPF Project and its associated introduction into service. The PMO is located in Ottawa, Ontario with detachments in Saint John, New Brunswick, Lauzon, Quebec, Halifax, Nova Scotia and Esquimalt, British Columbia.

The Department of National Defence represented by the CPF Project Manager, Commodore F.W. Gibson, is responsible for the overall management of the project. The DND project team comprises five functional areas in the PMO and five detachments, notably: Ship – Captain(N) J.R. Sylvester, Integrated Logistics – Commander M. Durnford, Quality Assurance – Mr. H. Millman, Comptroller – Commander W. Lewis, Management Systems – Mr. D. Oke, Detachment Saint John – Captain(N) B. Blattman, Detachment Lauzon – Commander N. Blatchford, Detachment Halifax – Commander D. Fleming, Detachment Esquimalt – Commander J. Hutton and the Halifax Training Detachment – Commander J. Jamieson.

The Department of Supply and Services represented by the Senior Director of Procurement, Mr. G. Scott is responsible for providing contracting services. The DSS project team comprises two functional areas in the PMO and one detachment, notably Prime Contract Administration – Mr. J. MacDonald, Integrated Logistics – Mr. G. Mundle and Detachment Saint John – Mr. B. Fletcher.

The Department of Industry, Science and Technology represented by Mr. B. Deacon is responsible for managing the industrial benefits.



Cmdre F.W. Gibson
CPF Project Manager



Mr. B. Deacon
Mgr, Industrial Benefits



Mr. Gavin Scott
Snr Dir, Procurement

The Shipbuilder

It is fitting that the world's most modern warship of its class has been built in Saint John, New Brunswick. Saint John's time-tested reputation as a shipbuilding centre goes back more than 200 years – back to the Marco Polo and other famous wooden ships and the iron men who built them. Although those days are now part of Canadian history, today Saint John Shipbuilding Limited continues to enhance the city's prestige as a world class shipbuilder.

The commissioning of HMCS VANCOUVER is yet another plateau of achievement and a signal that Saint John Shipbuilding Limited is carrying Saint John's shipbuilding tradition into the 21st century.

To complete its contract for all twelve Canadian Patrol Frigates, Saint John Shipbuilding Limited (SJSI) assembled its most valuable resource, people, on a large scale. To complement skilled people, the shipyard's major expansion and modernization program made it one of the world's most advanced engineering and construction facilities.

Another challenge was to establish a team of largely Canadian subcontractors who would produce machinery and materials to the highest quality standards. This team met or exceeded the quality and performance standards as seen in the finished product here today. The Canadian Patrol Frigate team has controlled costs and is delivering another superb ship under the pressures of a demanding schedule.

Saint John Shipbuilding Limited is very proud of its relationship with the Royal Canadian Navy. On a program of such magnitude and complexity, success could only be achieved with full co-operation between the shipyard and the Navy.

Saint John Shipbuilding's total commitment to the success of the Canadian Patrol Frigate project has created a shipbuilding *Centre of Excellence* recognized around the world. Commissioning of HMCS VANCOUVER, second in the twelve frigate program, is another milestone for Canada's Navy and for Canadian shipbuilding excellence.

Saint John people have long had warm spots in their hearts for seamen. We at Saint John Shipbuilding also feel a great sense of appreciation and admiration for our Navy and it gives us great pleasure to extend fondest wishes to HMCS VANCOUVER and its crew. We shall follow her career with great interest and intense pride.

Mr. J.K. Irving
Chairman & CEO



Mr. Bill Haggett
President



Mr. John Shepherd
Senior Vice President
and General Manager



Mr. Matt Reid
Vice President



Mr. Rod Malcolm
Director Test Operations
and Ship Completion





City of Vancouver

Reproduction of a picture presented to HMCS VANCOUVER by Tourism Vancouver, May 1993.

