THE NAMING AND COMMISSIONING OF HMCS HURON

16 DECEMBER 1972

AT MARINE INDUSTRIES LTD. SOREL, QUEBEC

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hmcs huron

Photo by Jon Joosten

HMCS HURON is the third destroyer of the DDH-280 Class to join the fleet. I am sure Canadians everywhere welcome this very fine ship as another important contribution to the security of the nation. She represents our determination to be ready at all times to act and ensure "that Canada will continue secure as an independent political entity."

To the many hands and minds that fashioned her, I express gratitude.

To the Commanding Officer, the officers and men of *HMCS HURON*, I say your ship is a remarkable example of the shipbuilder's art; your mission is an honourable and demanding one. I have every expectation that you will discharge your duty in the best traditions of the Service. Good sailing and a rewarding commission.

James Richardson

James Richardson
MINISTER OF NATIONAL DEFENCE

With the commissioning of HMCS *Huron* yet another proud name returns to the fleet and a modern multi-purpose warship joins her recently commissioned sister ships, Iroquois and Athabaskan.

As a major maritime nation with one of the world's longest navigable coastlines, Canada must ensure that it has the means of exerting its sovereign rights around its shores. Huron and her three sister ships in the DDH-280 class will greatly enhance Maritime Command's capability to meet this commitment. With their superb command and control facilities and advanced detection and weapon systems these ships are in the forefront of modern warships.

But the most modern ship with its glittering array of new equipment can only achieve its potential if it has a highly efficient and worthy ship's company. To those who have been selected to be the first ships's company of *Huron* falls the task of transforming her into a ship worthy of wearing the battle honours earned by her distinguished predecessor in the Second World War and Korea.

The teamwork displayed by those who designed and built this fine ship must now be displayed by the officers and men of her ship's company. I am confident it will be – and that once again the name *Huron* will add to the lustre of the fleet.

On behalf of all members of the Canadian Armed Forces I welcome *Huron* and her ship's company to the fleet and I wish them Godspeed and happy sailing.

J.A. Dextraze General
CHIEF OF THE DEFENCE STAFF

It is very gratifying to me, as Maritime Commander, to welcome *HMCS HURON* to the Fleet. Her commissioning brings to three the number of 280 Class ships on active service and thus maintains for Canada a posture of growth and development as a Maritime power. The improvements in design and weaponry in Huron and her sister ships are significant examples of the advances in marine technology which must be reflected in the military capabilities of a three-ocean nation such as Canada. Through such advances, the Maritime Command is provided with an added dimension in flexibility, strength, and response capability. Indeed these new developments keep Canada in the forefront of maritime expertise and permit us to remain abreast of the rapid changes which have altered the face of sea power.

I know that it must be indeed satisfying for the designers and builders to see the results of their efforts in the form of this fine ship which is today officially becoming *HMCS Huron.*

This ship will bear a name of which her officers and men can be justifiably proud. In the early 17th century, the Huron nation, occupying the most densely populated lands in Canada, were among the first tribes to contact and initiate trade with the new European settlers. It is also a name which has recorded battle honours in the Arctic (1943-45), the English Channel (1944), Normandy (1944), and Korea (1951-53). I am sure that you who now serve will carry on this honourable tradition.

To the Commanding Officer, officers and men of *HMCS Huron*, Godspeed, a fair passage and my best wishes for a successful commission.

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 *Huron* 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 stability 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 *Huron* 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 *Huron* 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 *Huron* 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 *Huron* 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 *Huron* 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. HITESMAN
COMMANDING OFFICER

SHIPS COMPANY

LIEUTENANT COMMANDER JAMES D. SINE EXECUTIVE OFFICER

OFFICERS	LIEUT. COMMANDER	D.W. WILSON	ENGINEER OFFICER
	LIEUT. COMMANDER	R.A. BURTON	COMBAT OFFICER
	LIEUT. COMMANDER	L.P. LIEBROCK	COMBAT SYSTEM OFFICER
	LIEUT. COMMANDER	C.W. TURNER	SUPPLY OFFICER
	LIEUTENANT (N)	J.R. STEELE	WEAPONS OFFICER
	LIEUTENANT (N)	P.G. TOWNSEND	DECK OFFICER
	LIEUTENANT (N)	H.E. GOHLISH	NAVIGATING OFFICER
	LIEUTENANT (N)	J.D. JAMIESON	OPERATIONS OFFICER
	LIEUTENANT (N)	G.J. SEARS	ASW OFFICER
	LIEUTENANT (N)	J.D. WILKIE	SENIOR ENGINEER
	LIEUTENANT (N)	E.J. ROBICHAUD	COMMUNICATIONS OFFICER
	LIEUTENANT (N)	J.C. NADEAU	ASSISTANT AAW OFFICER
	SUB-LIEUTENANT	A.D. TANGUAY	ASSISTANT ASW OFFICER
	SUB-LIEUTENANT	W.J. LEHTO	ELECTRONIC WARFARE OFFICER

COXSWAIN CISN K.J. LAKE

DECK DEPARTMENT	C2BN	R.R. ROYLE	LSBN	D.W. MCDONALD
	P1BN	E.A. BAYLISS	LSBN	A.E. COTTRELL
	MSBN	R.J. THIVERGE	ABBN	C.A. HAWES
	MSBN	G.W. WILEY	ABBN	A. CHAYER
	MSBN	D.W. SCOVILLE	ABBN	A.J. PAYMENT
	MSBN	J.B. BROWN	ABBN	J.E. FRANCIS
	LSBN	W.H. SOPER	ABBN	R.W. ELSCHNER

COMBAT DEPARTMENT	C2RP	K.W. GILL	LSSG	W.VEYT	LSSN	D.G. INMAN
	P1RP	P.A. MATTICE	ABSG	W.H. THORBOURNE	LSSN	R.D. WILSON
	MSRP	K.W. SMITH	ABSG	J.A. LEBEL	LSSN	A. CICCOLELA
	MSRP	H.P. WALSH	ABSG	J.L. VIAU	LSSN	M. IRIZAWA
	MSRP	J.D. CHAMBERLAIN	ABSG	W.J. RYAN	LSSN	J.H. HOOD
	LSRP	A.B. MACKINTOSH	ABSG	H.G. TATTRIE	LSSN	W.W. CLARK
	LSRP	J.L. MACDONALD	P1RM	J.G. CHARPENTIER	ABSN	J.P. TREMBLAY
	LSRP	G.A. MURRAY	P2RM	A.J. CIPRYK	ABRM	M.R. ANTLE
	LSRP	C.H. LEBLANC	P2RM	C.H. CLEGG	ABRM	D. BOSTON
	ABRP	J.A. BOIVIN	P2RM	G.J. LAFLAMME	ABRM	R.W. SONDERGARD
	ABRP	J.B. RICHARDSON	P2RM	J.M. ROSS	ABRM	W.E. OLIVER
	ABRP	J.D. LAVOIE	P2RM	T.A. CLELAND	ABRM	R.B. ROGERS
	ABRP	J.R. PENNEY	MSRM	R.W. SMITH	ABRM	G.S. GRAHAM
	ABRP	J.R. HUMBKE	MSRM	R.J. JOLIN	ABRM	J.P. TURCOTTE
	ABRP	J.R. MICHAUD	MSRM	L.P. CHIASSON	ABRM	R. PANTANO
	C2SG	G.A. CHING	LSRM	D.G. WESTON	ABRM	C.F. SNAIR
	P2SG	G.W. SLADE	LSRM	S.J. THEORET	ABRM	J.B. HURLEY
	P2SG	J. SPELLER	LSRM	P.A. LEBLANC	ABRM	M.J. BROOKS
	MSSG	W.W. MITCHELL	LSRM	J.W. GOMM	ABRM	J.D. GOLDING
	LSSG	L.J. MCKEOUGH	LSRM	J.S. BROWN	ABRM	J.D. GALLANT
	LSSG	C.R. MOULTON	P2SN	R.T. MCGAW	OSRM	D.G. SQUIRES
	ABSG	S.A. VANDEMOORTEL	P2SN	E.F. FAUGHT	ABMM	G.D. DYSON

C2WS C.S. SACKFIELD	P2FC G.G. DEJONG	ABSN J.E. KEDDY
P1WS E.R. JENSEN	P2FC J.R. FOWLER	ABSN J.H. ROCHON
MSWS J.R. LECLAIR	MSFC L.A. DAWSON	ABSN J.A. DICK
LSWS N.D. WIEDENMA	LSFC J.D. HOBB	C2WU A.R. KEEBLE
LSWS J.R. ANDERSON	LSFC G.E. PAINCHAUD	P1WU D.K. NORQUAY
LSWS B.A. RAMSAY	LSFC R.J. WATTS	P2WU W.S. BUNCH
LSWS G.B. STEVENS	LSFC D.C. MATCHETT	LSWU C.R. BRAKE
LSWS F.G. FANCY	ABFC A.W. KIRKLAND	LSWU B.D. CAMARON
LSWS R.H. FISHER	C2SN P.P. SINDERLY	LSWU J.A. MACVITTIE
P1FC W.J. JARDINE	P1SN I.T. JOHNSON	ABWU J.P. ARSENAULT
P1FC P.A. HANLON	P2SN R.N. POOLE	ABWU J.F. DIXON
P2FC H.J. CHAREST	P2SN S.R. BARKHOUSE	ABWU J.W. SQUITTIE
P2FC J.L. VANTASSEL	ABSN R.H. GARROW	

ENGINEERING DEPARTMENT	C1ER A.R. DAWSON	LSER G.H. OMALLEY	LSET G.H. MCKEARNEY	
	C2ER D.R. SHERLOCK	LSER M.E. PIPPY	LSET M.B. CARTER	
	C2ER J.H. DONALD	LSER K.B. FRANDSEN	LSET J.T. SHIMANSKY	
	C2ER W.M. PARKER	LSER J.H. HORN	LSET G.H. WYNANDS	
	P1ER D.M. BOUTILIER	ABER H.G. BRAKE	C2HT P.J. PELLETIER	
	P1ER E.R. LEAL	ABER D.B. WONG	P1HT G.A. FENERTY	
	P1ER A.J. ROY	ABER G.H. MALLETT	P2HT G.S. CLAWSON	
	P1ER H.J. ROMME	ABER G.W. LORENZ	MSHT D.S. HARTMAN	
	C2ER R.D. BECKETT	ABER D.L. SKEAFF	LSHT M.R. HOGAN	
	P1ER K.W. DUTNALL	ABER W.F. COUVELL	LSHT G.E. SCHWASS	
	P2ER R.E. SWELINE	ABER E.V. CORVINO	LSHT R.A. THORNE	
	P2ER W.G. LINK	OSER J.E. KEDDY	LSHT D.J. HILTS	
	P2ER R.A. DORRINGTON	C2ET D.E. GRAVELLE	LSHT W.D. TAYLOR	
	MSER M.W. GRAHAM	P1ET R.F. PAQUETTE	P2AB S.E. UBDEGROVE	
	MSER J.R. HILL	P1ET G.F. COOPER	LSAB W.R. HAMILTON	
	LSER R.J. MCCANN	P2ET R.O. SEIGEL	LSAB E.B. CUMBY	
	LSER R.P. KRULICKI	P2ET G.R. JACKSON	LSAB L.R. DERRAH	
	LSER S.C. FOX	MSET R.J. OUELLET	MCPL(A) L.J. TROWSDALE	
	LSER J.L. BOISMIER	MSET G.J. TIGHE	LSET J.D. MACINTOSH	
	LSER J.H.MCLEOD	LSET J.W. KOLLEN		

SUPPLY DEPARTMENT	P1CA E.D. WENTZELL	P2CK L.W. JONES		
	LSCA A.J. PELADEAU	MSCK R.L. MARTIN		
	ABCA J.R. GUAY	MSCK D.J. PASSAFIUME		
	P1CF J.W. FOURNIER	LSCK P. HODGSON		
	PTE(A) J.G. GUERTIN	CPL(A) D.J. PIKE		
	P1ST W.L. SAUNDERS	LSCK V.U. MITCHELL		
	P2ST T.C. RYAN	CPL(A) W.W. MACLEOD		
	P2ST W.A. AIRD	LSCK D.R. EISAN		
	LSST J.H. MCLEAN	LSCK M.T. HISCOCK		
	LSST A.J. SAMUEL	P1SW W.J. BEARE		
	LSST D.C. MERRY	CPL(L) L.J. SOROS		
	LSST M.P. LAPLANT	LSSW V. DIMAURO		
	LSST J.L. BOISVERT	ABSW R.J. BUREAU		
	ABST J.D. TRUDEL	PTE(A) J.J. SAVARD		
	ABST J.A. EMMETT	P2SW A.J. GINGRAS		
	ABST G.W. SPENCE	C2MA W.S. BUSSARD		
	C2CK A. SIMAEYS	LSMA W.S. BEAVER		
	LSST H.C. PENNEY	LSSW J.L. LAHAIE		
	LSST G.D. MELROSE	PTE(L) H.A. COLEMAN		

AIR DEPARTMENT	P1RA	J.H. DONOVAN
	LSAF	A.C. CAMERON
	LSAE	P.R. WYBENGA
	MSWA	W. MACARTHUR

THE BUILDERS

Mr. Gerard Filion
President

Mr. Arthur Simard
Chairman of the Board

It was fitting that Marine Industries Limited should have been chosen to build the *HMCS Huron*, the sister ship of the technologically advanced prototype, *HMCS Iroquois*, which Marine Industries recently completed. Indeed, three of the finest ships now sailing with her in the Canadian Naval Fleet are also products of the M.I.L. shipyard: the *Assiniboine, Ste. Croix and Nipigon*.

The proven quality of Marine Industries workmanship and its managerial ability qualified the company as one of the only two potential lead yards in implementation of this complex program. Competitive bidding was the conclusive and deciding factor in the selection of Marine Industries to build the prototype and its sister ship, the *HMCS Huron*.

In order to ensure maximum product quality combined with economical production, the company completely modernized its shipyard as operations progressed. New steel fabricating shops were completed in 1968, ready for processing the steel intended for the hull of the prototype ship. In 1970, a new outfitting complex was ready for that phase of the ship's construction. The *HMCS Huron* has reaped the benefits of these modernized facilities also.

While the important contract to build these two naval vessels was the main consideration in the $12 million modernization and diversification program, Marine Industries Limited was well aware of other major benefits that would result from this investment. Because of it, the company has been able t o break into the international market.

Indeed, the operations of M.I.L. are no longer restricted to shipbuilding. Actually, shipbuilding represents approximately one half of the company work force. The other half of M.I.L.'s 2,900 employees are engaged in the manufacture of hydraulic turbines and generators for such projects as Churchill Falls and Hydro Quebec, and railway cars for the domestic and export markets. M.I.L. even produces ore crushers and a wide range of custom-made heavy machinery. Marine Industries Limited is well on the way to industrial diversification.

Mr. Louis Rochette
Executive Vice-President

Mr. Marcel Manseau
Vice-President
Shipbuilding and Manufacturing

Mr. William H. White
General Manager
Shipbuilding Division

Mr. Leon Tougas
General Works
Manager

THE INSPECTORS

Inspection of the construction and fitting out of *HMCS Huron* has been the responsibility of the Chief of Technical Services – represented in Sorel by 202 Canadian Forces Technical Services Detachment. This detachment consists of both civilian and service personnel, and is under the command of Cdr. T.A. Arnott C.D.

Cdr. Arnott and several members of his staff (officers and men) have been involved with HMCS *Huron* from the commencement of her construction in Feb 1969. As the tempo of construction increased, more personnel were required to oversee the contractor's quality programme. To meet these requirements, several officers and men designated to serve aboard *HMCS Huron* were posted to Sorel to augment the regular detachment Staff. Thus, some of those who sail in her have had an excellent opportunity to observe not only how she was constructed but also how well. This on-the-job experience with the large number of complex systems will enable the ship to attain a higher level of proficiency sooner than if the technicians had arrived on board the day of commissioning.

Surveillance is the name of the game for the Inspectors. It was the task of the detachment to ensure that the builder provided the objective evidence that his workmanship and material met the quality standards specificed in the ship specification and working drawings. It is this interrelated process of inspection by the shipbuilder and surveillance by the detachment that provides the Department and, in particular, the Operational Commander and Program Manager with assurance that they are receiving a ship complete in every respect and in accordance with the contract requirements.

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 (Materiel), DND Mr. J.S. Glassford, the Assistant Deputy Minister Engineering Procurement, DSS; and Major General D.W. Goss, Chief of Logistics

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; and Rear-Admiral W.B. Christie, Chief Systems Engineering.

A CANADIAN DESIGN CONSTRUCTION AND SUPPLY ACHIEVEMENT

HMCS Huron is one of the new class of Canadian-designed Tribal Class destroyer escorts. Her keel was laid down at Marine Industries Limited Sorel, Quebec, in June 1969; she was launched on 9 April 1971.

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 *Huron* 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	Special Cable
Raytheon Cda. Ltd. Waterloo, Ontario	CRMS Launcher Units
RCA Ltd. Montreal, Quebec	Radio Remonte Operating System
Reed Shaw Osler Ltd. Montreal, Quebec	Insurance
Segnalamento Marittimo Ferenza, Italy	Surface Search Radar
Sinclair Radio Labs. Naples, Ontario	Multicoupler
SPA Oto Melara La Spezia, Italy	Naval Gun and Mount
Sperry Gyroscope Co. Montreal, Quebec	Gyrocompass
United Aircraft Co. Ltd. Longueuil, Quebec	Main Propulsion Machinery
United Aircraft Co. Ltd. Longueuil, Quebec	Field Services Engineering
U.S. Gov't, Dept. of Navy	TACAN
U.S. Gov't, Dept. of Navy	EW Equipment

Ship's Badge

BLAZON: In heraldic terms the Blazon is described as "Or, nicotine bloom Gules, seedpod Vert, and stamens, Or."
SIGNIFICANCE: The Hurons were known as the Tobacco Indians, hence the design of the Badge, in the conventional representation of the nicotine bloom. This is in keeping with the traditional use of flower and plant forms as fighting emblems, such as the Roses of York and Lancaster, the Thistle of Scotland, the Leek of Wales; the Shamrock of Ireland and our own Maple Leaf.

SHIP'S COLOURS: Gold and Crimson

MOTTO: "Ready the Brave"

SIGNIFICANCE: The first *HURON* did not have an official motto. It was not the practice for Ship commissioned during wartime to have one and indeed many did not have even an official badge. Consequently,the new *HURON* is the first to bear the motto *"READY THE BRAVE"*. This motto, in fact, was suggested by the wife of the Commanding Officer to reflect both the role of Maritime Command and the tribal nature of this Class of Ship.

THE NAME

The name *HURON* is derived from an old French word "huron" meaning "a bristly or unkept knave" and was first applied to a confederation of four Iroquoian tribes known amongst the Indians themselves as "Wendat" (meaning dwellers).

At the time of their discovery in 1534, the Hurons were settled in agricultural villages along the St. Lawrence River and in the territory around Lake Simcoe. Here they raised tobacco for barter which gave rise to the Ship's Badge and the frequent reference to the Hurons as the "Tobacco Indians". In later days the area around Lake Simcoe became known as Huronia.

Although they belonged to the Iroquoian linguistic family the Hurons were bitter enemies of the Iroquois. This feud raged for over one hundred years. By the turn of the seventeenth century the Iroquois League of Five Nations had driven the Hurons out of the St. Lawrence River Valley westward into Ontario to the Georgian Bay region. At this time the tribe numbered some 10,000 souls. However, the tribal wars intensified and in 1648-1649 virtually all the villages south of Georgian Bay were wiped out by the Iroquois assisted by a dreaded new disease, small pox. The numbers of the tribe were reduced to an estimated 800, and they scattered to the four winds, some to Quebec, Ohio, and Michigan, others as far as Oklahoma.

In recognition of the Huron people of Canada, the first HMCS *HURON* was commissioned at the Newcastle-upon-Tyne Shipyards of Vickers-Armstrong Ltd on 19 July, 1943 under the command of Lcdr. H.S. Rayner DSC, RCN latter to become the Chief of Naval Staff with the rank of Vice-Admiral. Interestingly, he is a native of Huron County in Ontario.

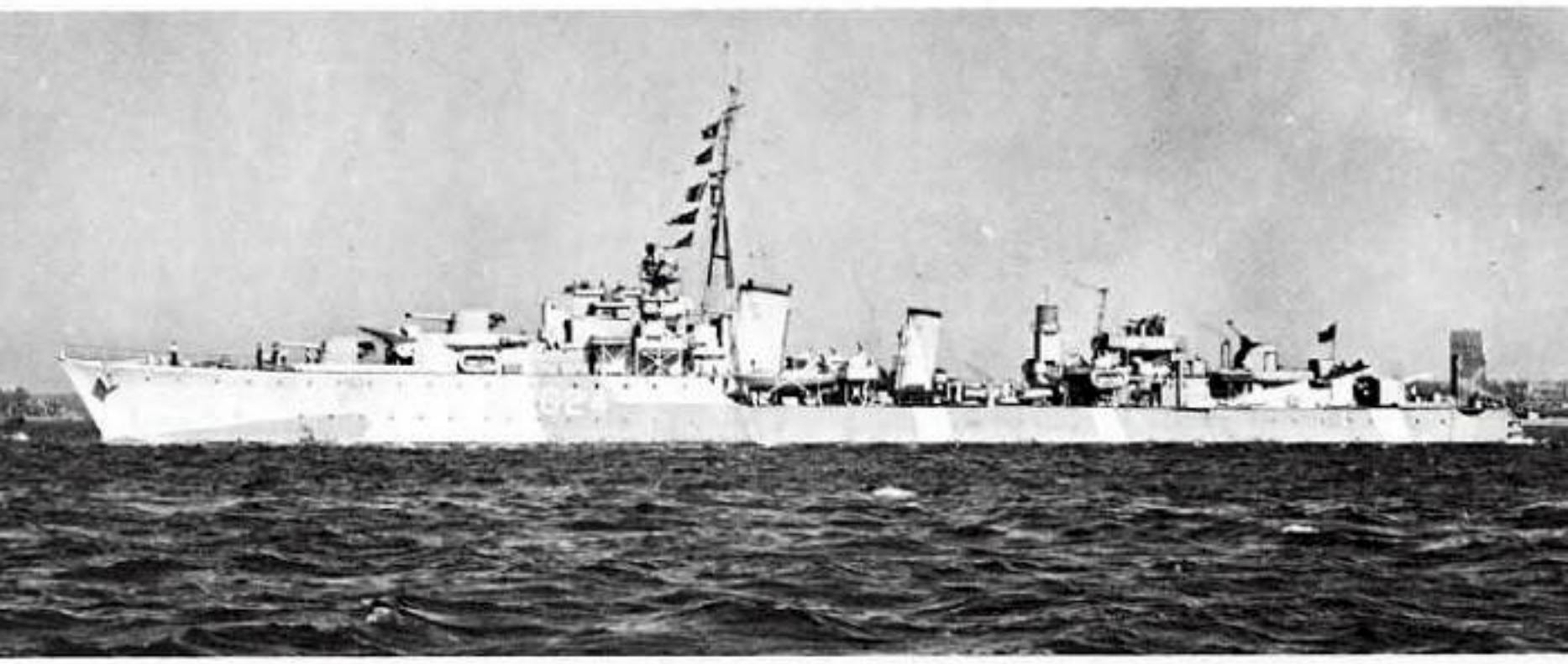
The first ship named *HURON* was launched in June 1942, by the Countess of Minto, the former Miss Marion Cook of Montreal. Following her commissioning in July 1943, *HURON* departed Newcastle-upon-Tyne and proceeded to Scapa Flow where she completed her working-up exercises. During this period she had the privilege of forming part of the Royal Escort for H.M. King George VI, as well as carrying out the successful salvage of a Blackburn Skua fighter aircraft which had crashed in the sea west of the Orkney Islands.

In September of 1943, HMCS *HURON* joined the Third Destroyer Flotilla which was operating out of Scapa Flow for Arctic convoy duty between United Kingdom ports and Kola Inlet. It was one of these convoys which had enticed the great battle-cruiser *SCHARNHORST* out to sea with the objective of annihilating the convoy. The Allied Forces, however, were much stronger than anticipated and *SCHARNHORST* was sent to the bottom in the ensuing battle. *HURON* was on close escort duty inside a cruiser screen and consequently, took no active part in this dramatic struggle.

On 18 February 1944, *HURON* arrived in Plymouth from Scapa to join the Tenth Destroyer Flotilla. During the months to come she was to be involved in continuous patrols and offensive sweeps along the French coast and in the English Channel in support of plans which were being progressed for the invasion of Normandy. During one of these forays *HURON* participated in the sinking of an "Elbing" Class Destroyer of the German Navy. On another occasion, a night encounter involving the Tenth Destroyer Flotilla and four German destroyers resulted in *HURON* and her sister ship *HAIDA* driving a "Narvik" Class Destroyer aground on the beach off Ile de Bas. *HURON* was involved in several other smaller actions until early August 1944 when she was relieved by HMCS *IROQUOIS* and proceeded to Halifax, N.S. for a well-deserved refit.

Having completed her refit in November, 1944, HMCS *HURON* returned to the United Kingdom for more patrols and convoy duties, including the dangerous *"KOLA RUN". HURON's* last Arctic convoy duty before the cessation of hostilities in Europe was convoy RA-66 from Kola Inlet to Britain. Despite constant U-Boat harassment the convoy arrived without loss; however, one escort vessel, *HMS GOODALL,* was sunk by enemy submarine. Two U-Boats were sunk by the escorts during the passage.

For HMCS *HURON* the job in European waters was over, and on 4 June 1945, HMC Ships *HURON, HAIDA and IROQUOIS* sailed for Halifax. *HURON* was paid off on 20 March, 1946.



HURON remained inactive for almost four years. After undergoing an extensive conversion and modernization program, she was recommissioned on 28 February, 1950. *HMCS HURON* was destined to bring even more glory to Canada. One of her early tasks was as a member of Task Group 215.1 *(MAGNIFICENT, HURON,* and *MICMAC)* which left Halifax for a three-month Canadian Special Service Squadron European Cruise. This "diplomatic cruise" visited many of the countries which were enrolled in *NATO.*

Early 1951 saw *HURON* sail for her first Korean tour of duty. During the five months spent in Korean waters following her January sailing, she participated in six carrier operations, one west coast patrol, one east coast patrol and one special patrol while wearing the flag of Commander Task Group 95.1. *HURON* returned to Halifax on 12 October, 1951.

HMCS *HURON* was to serve two more tours of duty in Korea between April 1953 and April 1955.

From 1955 until 1963 *HURON* played a very active role in Canada's post-war Navy. Various peacetime exercises, refits, and training cruises took her to many parts of the world. The records reflect that she was, at all times, a dignified and gracious representative of Canada. The first *HURON* was finally paid off at Halifax on 30 April, 1963. She would eventually pass on her proud heritage to a destroyer of a new age.

For her service during the war years and the Korean conflict, *HURON* was awarded the following Battle Honours:

ARCTIC - 1943-45
ENGLISH CHANNEL - 1944
NORMANDY - 1944
KOREA - 1951-53

HURON'S battle honours will be worn with pride.

FORMER COMMANDING OFFICERS

19 July 1943 to 22 September 1944	Lieutenant-Commander H.S. Rayner, DSC, RCN, (Vice Admiral Ret'd)
23 September 1944 to 24 October 1945	Lieutenant-Commander H.V.W. Groos, RCN, (Commodore Ret'd)
25 October 1945 to 21 February 1946	Lieutenant E.P. Earnshaw, RCN, (Captain Ret'd)
22 February 1946 to 20 March 1946	Lieutenant J.C.L. Annesley, RCN, (Deceased)
28 February 1950 to 23 March 1950	Lieutenant-Commander E.T.G. Madgwick, CD, RCN, (Captain Ret'd)
24 March 1950 to 6 April 1950	Lieutenant-Commander T.C. Pullen, CD, RCN, (Captain Ret'd)
7 April 1950 to 23 September 1951	Lieutenant-Commander E.T.G. Madgwick, CD, RCN, (Captain Ret'd)
24 September 1951 to 12 October 1951	Commander J.C. Littler, RCN, (Captain Ret'd)
18 November 1952 to 20 September 1953	Commander R.C. Chenoweth, MBE, CD, RCN, (Ret'd)
21 September 1953 to 24 June 1954	Commander T.C. Pullen, CD, RCN, (Captain Ret'd)
25 June 1954 to 9 August 1954	Commander L.P. McCormack, CD, RCN, (Captain Ret'd)
10 August 1954 to 16 August 1954	Lieutenant-Commander E.D. Robbins, CD, RCN, (Commander Ret'd)
17 August 1954 to 7 August 1955	Commander J.C. Pratt, CD, RCN, (Commodore Ret'd)
8 August 1955 to 27 January 1957	Commander R.A. Webber, DSC, CD, RCN, (Deceased)
28 January 1957 to 1 August 1957	Commander N. Cogdon, CD, RCN, (Commodore CAF)
28 March 1958 to 6 December 1959	Commander W.H. Howe, CD, RCN, (Ret'd)
7 December 1959 to 2 November 1961	Commander H.H. Smith, CD, RCN, (Ret'd)
3 November 1961 to 2 October 1962	Commander W.C. Spicer, CD, RCN, (Captain Ret'd)
3 October 1962 to 7 April 1963	Commander D.S. Bethune, CD, RCN, (Ret'd)
8 April 1963 to 30 April 1963	Lieutenant-Commander D. Ross, CD, RCN, (Commander CAF)

ORDER OF SERVICE

Introduction by: Mr. J. Simard,
Naming and Commissioning Religious Service – overleaf in centre-fold.
The Sponsor, Mrs. Elizabeth Collins, names the ship;
"I name you HURON, May God Bless
this ship and all who sail in her."
Presentation of flowers to the Sponsor.
The Commissioning Ceremony will commence.
Introduction by: Commander T.A. Arnott, CD, Detachment Commander
Acceptance and Handover ceremony.

Presentation of Ship's Keys by Mr. G. Filion.
The Commanding Officer will order the ship to be commissioned.
Presentation of original ship's bell by Rear Admiral R.W. Timbrell, DSC, CD.
The Ship's Company "mans the ship".
The Commanding Officer is piped on board.
The Guest of Honour, Sponsor, and Official Party will proceed to the ship.
Invited Guests proceed on board for a tour of the ship.

Official Party and invited guests proceed to the reception ashore at Ecole Madeleine T. Cournoyer.

Addresses by: Mr. G. Filion, President of Marine Industries Limited
Minister of National Defence
Minister of Supply and Services
Premier of Quebec
Commander T.A. Arnott, CD, Detachment Commander
Vice Admiral D.A. Collins, CD, Guest of Honour.
Mr. M. Grows-Louis, Grand Chief of the HURONS

Presentation to the Sponsor by Marine Industries Limited.

Presentation to the ship by Marine Industries Limited.

The reception will end at 6 p.m.

GUEST OF HONOUR	SPONSOR
Vice Admiral D.A. Collins CD	M.E. Collins