WELCOME ABOARD

HMCS ASSINIBOINE

MESSAGE FROM THE CAPTAIN

O On behalf of the officers and men serving in HMCS ASSINIBOINE, it is my pleasure to welcome you aboard. I hope that you will enjoy your tour of the ship, and that you will leave with a better understanding of the way we live and the way we work.

A ship, and particularly a warship, is out of her element when alongside in harbour, and as a result of this we sometimes find it difficult to describe to visitors what our job is and how we operate. This booklet is designed, therefore, with the aim not only to describe Assiniboine but also to assist you in understanding how she operates and what she looks like in operation.

The Maritime Command of the Canadian Armed Forces is one of the most modern and effective anti-submarine forces in the world today. As an active member of this command, we are confident of our ship's ability in this field and proud of the role we have to play in the defence of free nations.

G.L. EDWARDS
COMMANDER
COMMANDING OFFICER

COMMANDING OFFICER – G.L. EDWARDS
HMCS ASSINIBOINE

Commander G.L. Edwards was born in Medicine Hat, Alberta. In 1948 he joined the Royal Canadian Navy serving as signalman until being commissioned in 1951. After completing basic flying training, in Canada, he proceeded to the United Kingdom for Operational Training with the Royal Navy in Lossiemouth, Scotland, flying Sea Hawks and Vampires.

On returning to Canada, he served in HMCS MAGNIFICIENT, flying Sea Furies, with VF 871 Squadron. In 1956, Commander Edwards was transferred to VF 870 for a two year tour flying Banshees. During this time he qualified as a Jet Pilot Instructor. Serving on exchange with USN, in 1958, he furthered his flying experience by operating in American carriers.

Commander Edwards returned to VF 870, in 1960 and served as Operations Officer. After the Banshee phased out in 1962, he served as Operations Officer in HMCS ST. CROIX, followed by 14 months as Executive Officer of the frigate HMCS NEW WATERFORD.

In 1964, he was appointed to headquarters in Ottawa as Staff Officer attack aircraft in the Army Directorate of Combat Aviation and Joint Warfare. Promoted to Commander in August 1966, he was appointed to the Directorate of Maritime Force Operational Air Requirements as Section Head of Naval Air Systems.

July, 1967, Commander Edwards took command of HMCS ASSINIBOINE.

EXECUTIVE OFFICER – H.R. WILCOX
HMCS ASSINIBOINE

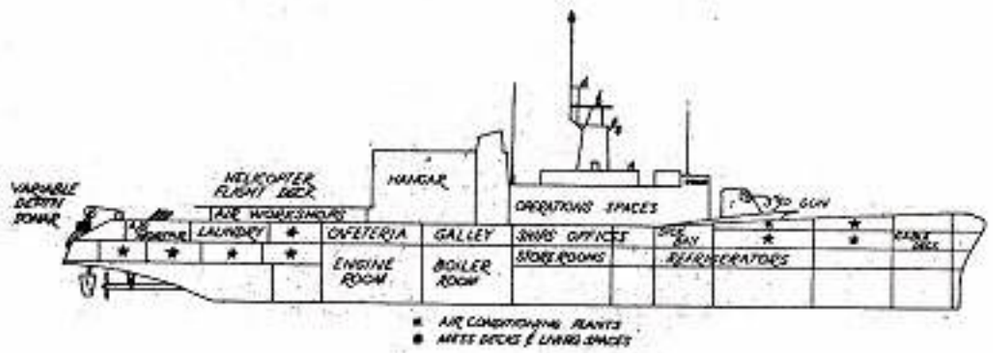
Lieutenant-Commander H.R. Wilcox entered the Royal Canadian Navy through the Canadian Services College, Royal Roads, graduating in 1952. He then completed Midshipman Training in HMCS ONTARIO and HMCS MAGNIFICENT, and Sub-Lieutenants courses with the Royal Navy.

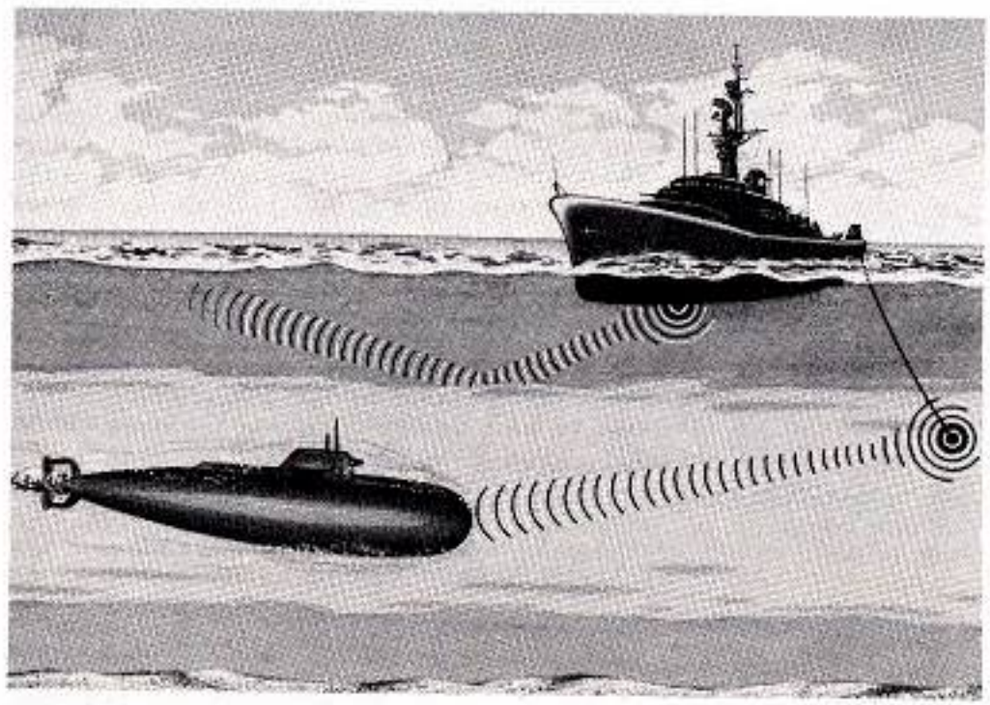
On his return to Canada in 1955 he served in HMCS MICMAC, and then specialized in Communications. In 1958 he became Squadron Communications Officer to the First Canadian Escort Squadron, serving in HMCS ALGONQUIN.

From 1960 to 1962 Lieutenant-Commander Wilcox served as Flag Lieutenant to the Flag Officer Atlantic Coast. His next appointment was a two year communications exchange appointment with the Royal Navy, during which time he served in HMS SEA EAGLE and HMS SENBY.

In 1964 he was posted to Canadian Forces Headquarters in Ottawa, on the staff of the Director of Naval Communications, and in 1966 he returned to sea as Staff Officer Communications on the staff of Cancomflt.

Lieutenant-Commander Wilcox took up his present appointment in May 1968.





HMCS ASSINIBOINE is one of the converted ST. LAURENT class destroyers designed and built in Canada specifically for anti-submarine warfare. To achieve top performance in this field, she carries a manned all weather helicopter capable of detecting and destroying submarines, and is fitted with variable depth sonar. We are very proud of this ship, which reflects in detail the anti-submarine responsibility role held by the Canadian Fleet in the alliance of free nations.

Of general interest are the following "vital stastics" and facts about the ship:

Length: 366 feet Beam: 42 feet
Draft: 13 feet Displacement: 2630 tons

Engines: two impulse turbine engines developing 15,000 shaft horsepower each. Twin rudders and screws.

Speed: In excess of 25 knots.

Armament: One 3 inch/50 radar controlled anti-aircraft twin mounting, which can also be employed against surface targets. One anti-submarine mortar MK 10 controlled by a computer which derives target information from the main attack sonar set. Active homing torpedoes which can be launched from the ship or from the ship's helicopter.

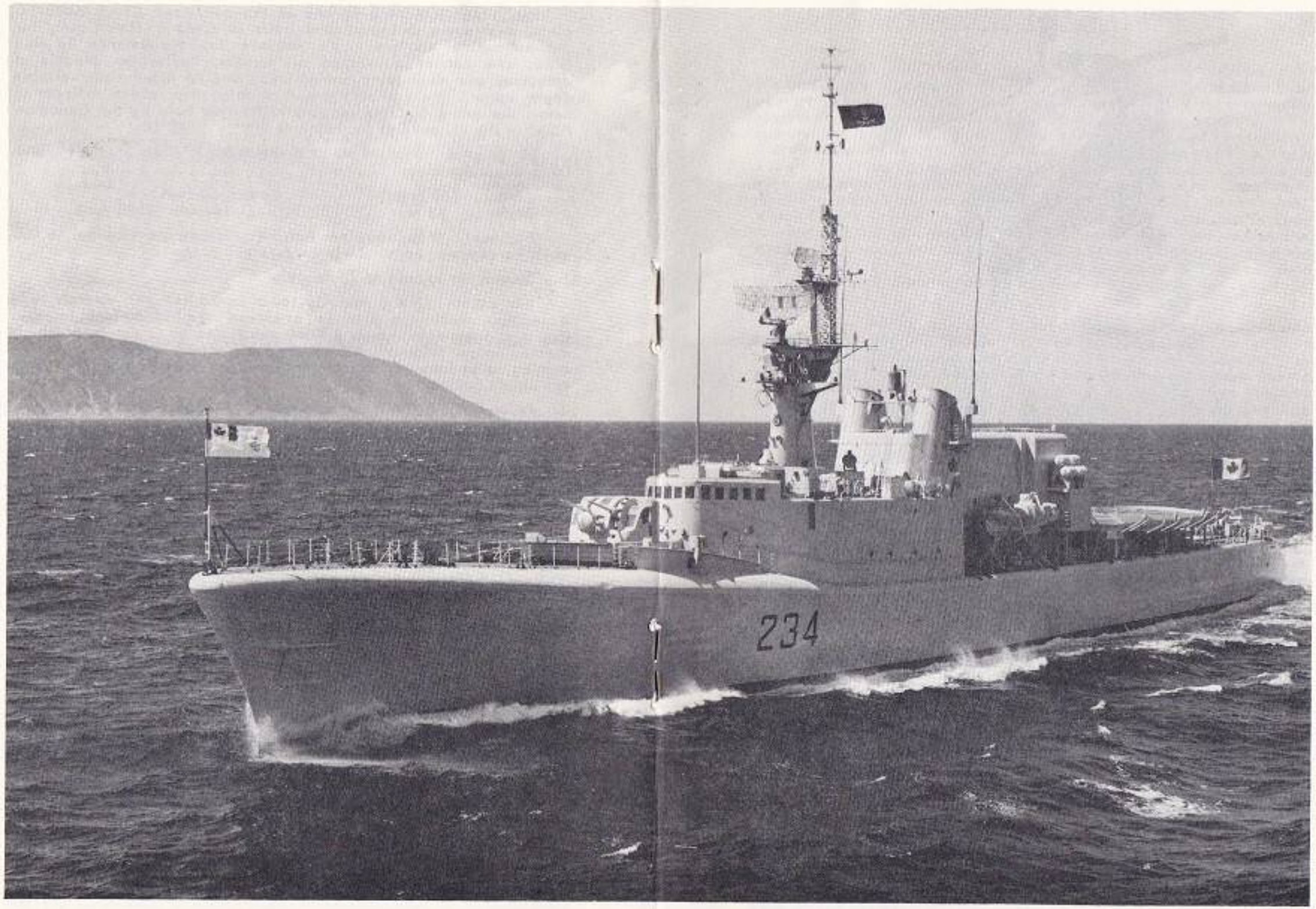
Personnel: 230 officers and men, including aircrew.

Stores: Assiniboine uses approximately 220 tons of provisions yearly, and in that period serves 260,000 meals to her personnel. To be self sustaining for repairs and maintenance she carries 12,000 different types of stores. She makes all her fresh water with twin sets of evaporators producing three tons of fresh water hourly.

Power: The ships electrical generator system of two turbo alternators and three diesel generators can produce 1400 kilowatts of electrical energy every hour-enough to supply the needs of 300 modern homes.

Operations: The variable depth sonar and the all-weather helicopter make Assiniboine a very effective anti-submarine ship. From the operations room, which is the nerve centre of the ship, aircraft are controlled and an up to date picture for tactical decision is provided for the command.

Miscellaneous: Assiniboine is stabilized against roll for helicopter operations, and the sleek hull design and pre-wetting equipment enable her to wash radioactive contamination off the upper deck in the event of nuclear warfare, without exposing or endangering any personnel.


234

HELICOPTER OPERATIONS

To extend the ship's capability to deal with nuclear submarines; the Canadian Navy pioneered the development of operating large, high-performance helicopters, of a type normally operated from aircraft carriers, from destroyer escorts. To operate such an aircraft in heavy seas and reduced visibility, Fairey Canada Ltd., of Dartmouth, N.S., developed a rapid securing device to ensure safe landing of the aircraft, and safe handling after touchdown. The "haul-down" and "beartrap" recovery equipment was first installed in HMCS Assiniboine, where the trials were conducted. The beartrap system is designed to retrieve the helicopter and to transport it in and out of the hangar adjoining the landing platform-in sea states causing the ship to roll up to 31 degrees and pitch up to 8 degrees, with the flight deck heaving up to 20 feet per second, and in winds up to 45 knots.

The sequence on the opposite page shows Assiniboine recovering a CHSS-2 Helicopter. In the top picture the ship is rolling as the helicopter approaches. The square "beartrap" is in the center of the helicopter deck. As the helicopter hovers above the deck, its cable is attached to the beartrap (picture bottom left) then with the pilot applying lift to keep the line taut, the helicopter is reeled down, engages its belly probe, and is then pulled into the hangar. The anti-submarine CHSS-2 Sikorsky Helicopter carries a crew of two Pilots, one Tactical Officer, and one Sonar Operator. It is equipped with the latest navigation, detection, and weapon systems and is capable of locating, tracking and attacking a submarine while operating in conjunction with, or independent of, surface ships.

A BRIEF HISTORY OF H.M.C.S. ASSINIBOINE

The first ship of the R.C.N. to bear the name ASSINIBOINE was built for, and served in, the Royal Navy as HMS Kempenfelt. She was purchased by Canada early in World War II and commissioned H.M.C.S. Assiniboine in October 1939 (the ship was renamed, as were all RCN Waritime Destroyers obtained from the United Kingdom, after Canadian Rivers). The Assiniboine River flows through the Canadian Prairie Provinces of Saskatchewan and Manitoba.

The first Assiniboine was engaged in convoy escort duties, and took part in the capture of a German freighter in the Carribean, the ramming of two U-boats and successful gun actions along the coast of Europe against enemy trawlers. At wars end, she was declared surplus and sold.

The new HMCS Assiniboine was built in Sorel, Quebec, and commissioned in the summer of 1956. She served in the Atlantic Command of the RCN until early 1959 when she was transferred to the Pacific. Major conversion to the ships present status started in June of 1962. The ship was re-commissioned on June 28, 1963, with her present vastly improved submarine detection capabilities including variable depth sonar and facilities for the carrying of an Anti-Submarine Helicopter. Today she is a part of the modern and efficient Maritime Command in Canada's Armed Forces.

THE BLAZON: On a bend wavy Azure charged with two cotises wavy Argent, over all a bison's head cuboshed proper.

SHIP'S MOTTO:

"Never Unprepared"