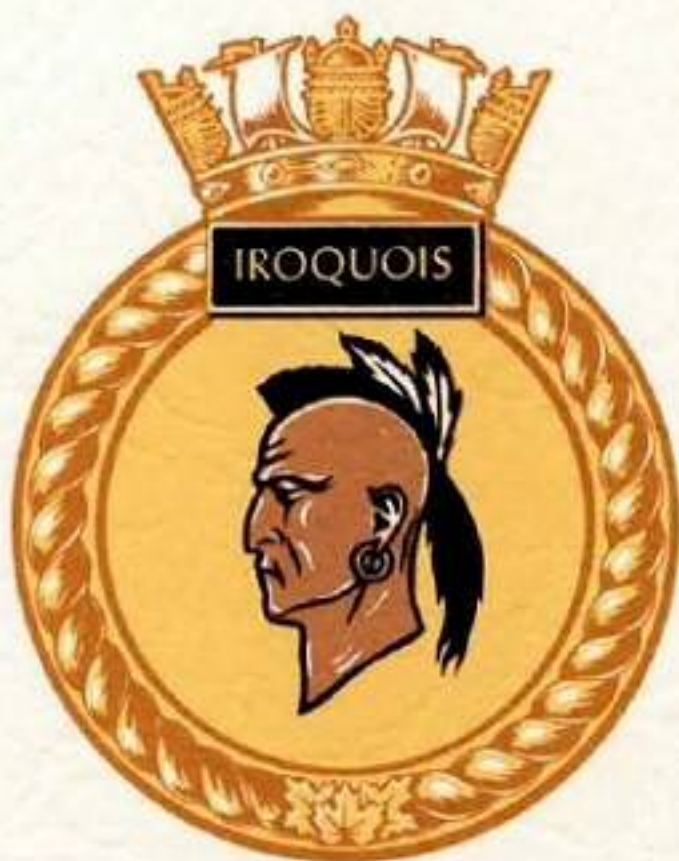




**THE NAMING
AND COMMISSIONING OF
HMCS IROQUOIS**

29 JULY 1972

AT MARINE INDUSTRIES LTD. SOREL, QUEBEC

**THE NAMING
AND COMMISSIONING OF
HMCS IROQUOIS**



It is always an auspicious occasion when a new ship like HMCS *Iroquois* joins the fleet for the first time. For the ship is three things all bound up in one -- a closely packed composition of advanced technology; the latest design for a fighting ship, and, what the sailor sees, an exciting new challenge.

The concept, design and construction of the *Iroquois* have required imagination, initiative, teamwork and skill of the highest order. I would like to congratulate all those concerned on their achievements, which have resulted in the building and equipping of this fine ship.

The commissioning of this helicopter destroyer, the first of her class, is vitally important, bringing as she does fresh strength and greater capability to the naval forces that serve Canada at sea.

It is a proud moment for us all. On this day, the ship comes to life.

I am confident that those officers and men who are about to man the ship, and those who will follow, will come to the realization that in receiving the badge and battle honours of the original HMCS *Iroquois*, they are accepting a trust to see that the new ship lives up to a past record which will serve as an inspiring example. In that confidence and firm expectation I wish them good sailing and all good fortune.

E.J. Benson
Minister of National Defence



HMCS *Iroquois*, the first of the new helicopter destroyers, represents a substantial departure from ships of Canada's present destroyer fleet, both in technology and in the roles it is designed to carry out. The latest technological advances introduced into the ship create a more effective platform for anti-submarine warfare, but with a vastly improved self-defence capability and an ability to support land operations.

Its role can also be adjusted to meet a combination of requirements, including area search, convoy protection, air defence, and amphibious support. Because of its greatly improved computerized command and control system, the ship will be highly effective in controlling and co-ordinating other ships, aircraft, and submarines during operational missions.

Like the team-work displayed by those who designed and built this fine ship, whose major innovations are at the frontier of world naval engineering, team-work is now required of her officers and men in meeting the tasks they are assigned. I am confident the high standards of skills and seamanship which have always been apparent in Maritime Command will be maintained.

To the Captain, officers, and men of HMCS *Iroquois*, I bid welcome on behalf of your comrades-in-arms and extend to you very best wishes, Godspeed and a very successful and happy commission.

F.R. Sharp
General
CHIEF OF THE DEFENCE STAFF



The Commissioning of HMCS *Iroquois* will add a proud name to the list of ships on active service with the Canadian Armed Forces. The name is from a nation renowned for their courage, skill, and determination in battle. It is a name borne with distinction by a ship which won battle honours in World War Two and in the Korean conflict.

This ship is an entirely new design; she is renewed evidence of Canada's determination to maintain a standard of continued improvement in Canadian Naval Technology. The improvements and innovations incorporated in *Iroquois* represent a quantum advance, impinging upon the boundaries of world naval engineering knowledge.

HMCS *Iroquois* joins the fleet at a time when her advanced and unique characteristics are keenly awaited and essential. The ship is capable of exceedingly effective single ship operations, while simultaneously possessing the ability to provide control facilities to a widely dispersed team of long range aircraft, ships, and helicopters to an extent never before possible in a Canadian warship. This versatile destroyer and those in her class yet to be commissioned have been designed to react quickly to any challenge in the future and to make a significant contribution to the Canadian Armed Forces in the interest of Canada and her allies.

I congratulate the men responsible for the design and construction of this ship.

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

A handwritten signature in dark ink, appearing to read 'R. W. Timbrell'. The signature is fluid and cursive, with a long horizontal stroke at the end.

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 *Iroquois* 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. Interior minor bulkheads are extruded aluminum panels which, in living areas, have been formica clad for easy maintenance and smart appearance.

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.

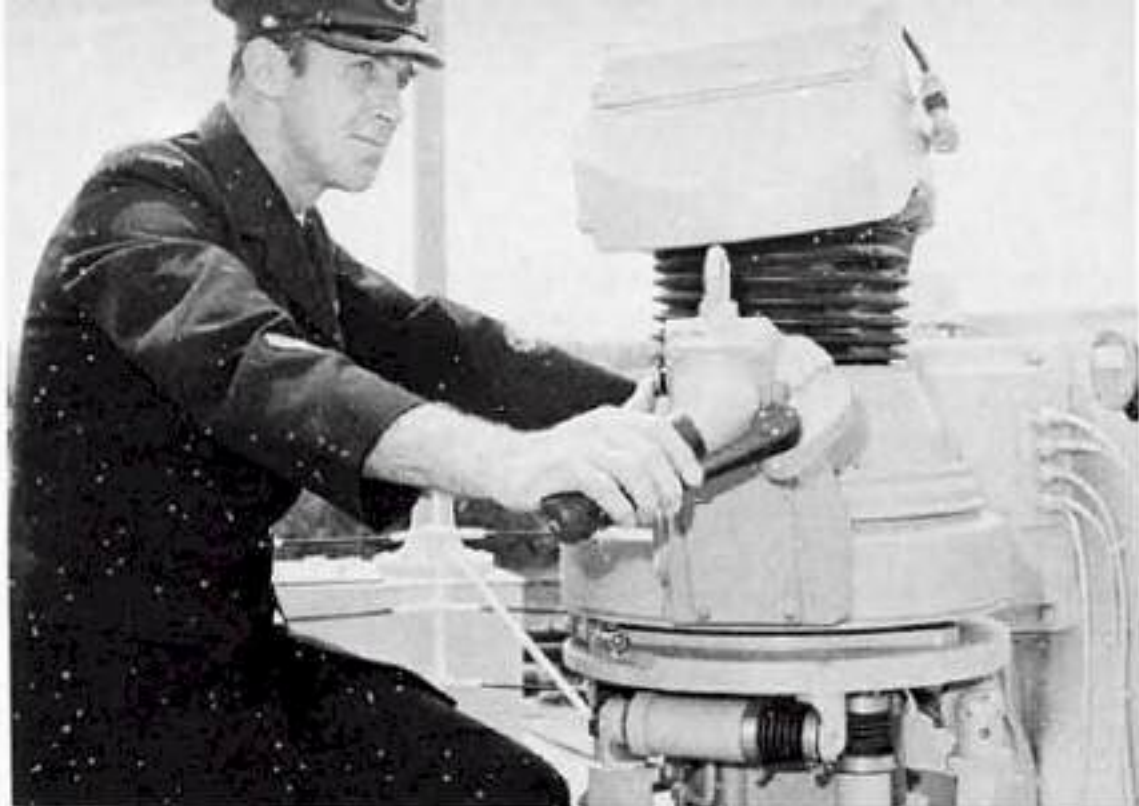
Canadian Sea Sparrow point defence missile system.

3" chaff and 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 *Iroquois* 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 *Iroquois* 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 *Iroquois* 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.

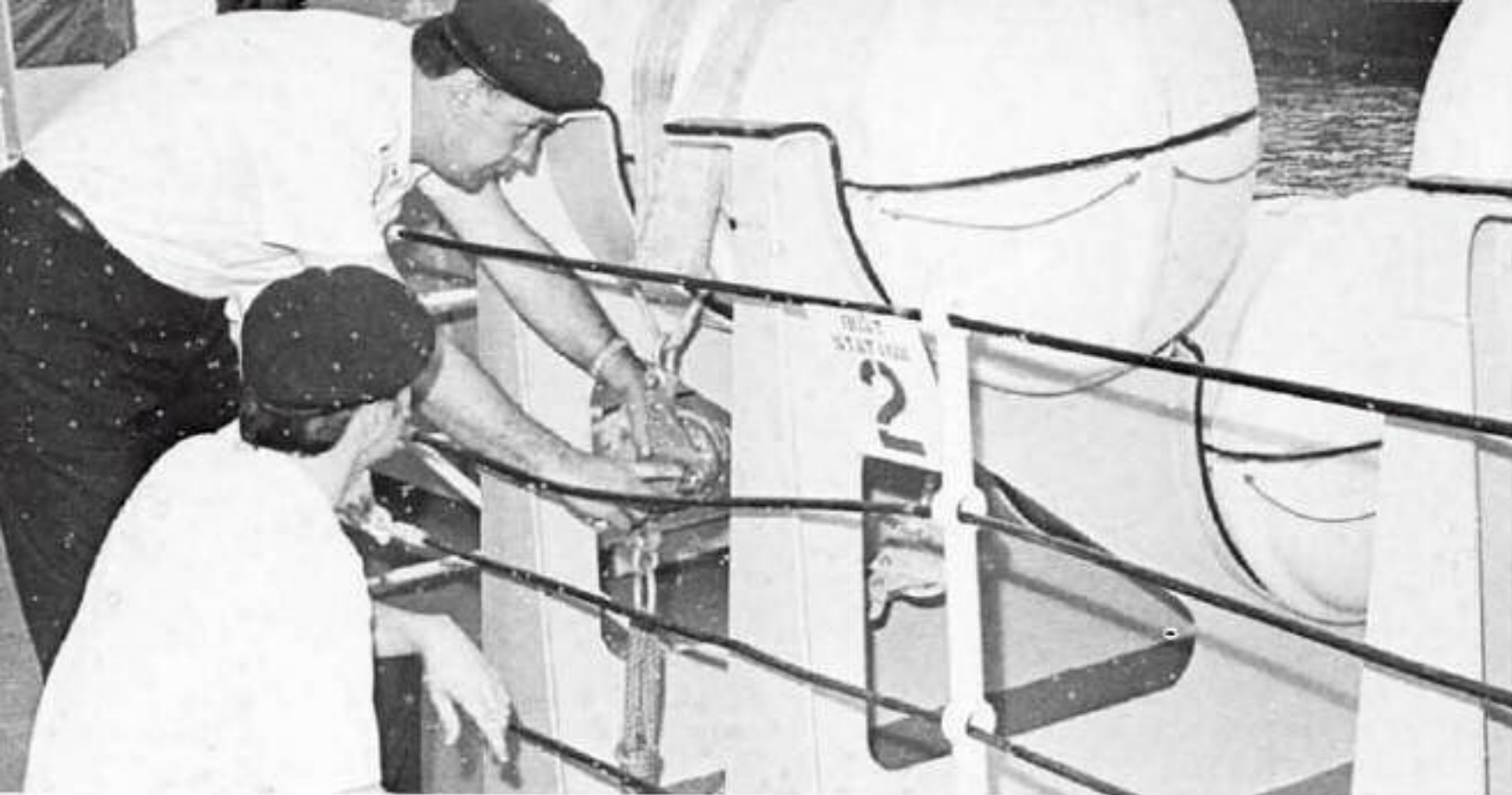
To reduce danger of flooding and to prevent contamination of the air-conditioning system by gas, bacteria, or nuclear fallout, the hull has been built without portholes. Bilge suction, taken in hold and lower deck compartments, is accomplished by eductors driven by the fire main. A portable, high-capacity 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 *Iroquois* 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 *Iroquois* 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 *Iroquois*' 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 D.N. MACGILLIVRAY
COMMANDING OFFICER



SHIPS COMPANY

LIEUT. COMMANDER M.H.D. TAYLOR EXECUTIVE OFFICER

OFFICERS	LIEUT. COMMANDER	R.W. HAHN	ENGINEER OFFICER
	LIEUT. COMMANDER	D.M. ROBISON	COMBAT OFFICER
	LIEUT. COMMANDER	J.G. DEAN	COMBAT SYSTEMS ENGINEER
	LIEUT. COMMANDER	J.R. ANDERSON	OPERATIONS OFFICER
	LIEUT. COMMANDER	L.A. ASHLEY	HELICOPTER DETACHMENT COMMANDER
	LIEUTENANT (N)	K.M. ISLES	SENIOR ENGINEER
	LIEUTENANT (N)	E.A. MANNING	DEPUTY WEAPONS OFFICER
	LIEUTENANT (N)	M.P. KIRKHAM	ANTI-SUBMARINE WARFARE OFFICER
	LIEUTENANT (N)	M.R. COOPER	SUPPLY OFFICER
	LIEUTENANT (N)	C.K. HAINES	NAVIGATING OFFICER
	LIEUTENANT (N)	J.R. MARSHALL	SURFACE & AIR WPN'S OFFICER
	LIEUTENANT (N)	R.J. NEVEU	DEPUTY OPERATIONS OFFICER
	LIEUTENANT (N)	E.P. STACK	DECK OFFICER
	LIEUTENANT (N)	T. FORBES	DEPUTY COMBAT SYSTEMS ENGINEER
	LIEUTENANT (N)	R.N. POWELL	COMMUNICATIONS OFFICER
	LIEUTENANT (N)	D.E. COLLINSON	ELECTRONIC WARFARE OFFICER

COXSWAIN CWO(S) D.J. TRACEY RDR PLTR 271

COMBAT SYSTEMS DEPARTMENT RADAR PLOTTERS 271	MWO(S) J. SEAWARD WO(S) L. FILLION SGT(S) P. GODFREY M/CPL(S) J. GAUTHIER	M/CPL(S) M. BARIL CPS(S) J. ARSENAULT CPL(S) J. COLLINS CPL(S) D. KOVACS CPL(S) P. PERRON	PTE(S) J. BARIL PTE(S) J. BELANGER PTE(S) F. FOX PTE(S) J. MARTIN PTE(S) R. VERMEULEN PTE(S) J. GROVER
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AVIONICS TECH 513 WO(S) W.J. COOPER

SIG SEA 261 MWO(S) J. CARNAHAN SGT(S) H. PEARCE PTE(S) P. BROWN
SGT(S) H. BAXTER CPL(S) S. LANGLOIS

RADIO MEN SEA 251 MWO(S) C. VENNAL CPL(S) P. NICHOLS PTE(S) M. KENNEDY
WO(S) G. COFFIL CPL(S) R. SCOTT PTE(S) L. LAFFIN
WO(S) K. JESSUP CPL(S) W. SHORT PTE(S) J. LAVOIE
WO(S) W. SEWARD CPL(S) R. TAYLOR PTE(S) W. MATHESON
WO(S) L. STANBROOK CPL(S) M. ZILKOWSKI PTE(S) R. MARLEAU
SGT(S) H. KEMP PTE(S) J. BOUCHARD PTE(S) G. MEERY
CPL(S) R. BELLEMARE PTE(S) S. DUMAS PTE(S) L. STEWART
CPL(S) D. FULFORD PTE(S) W. GNATIUK PTE(S) M. WARBURTON
CPL(S) D. KEMP PTE(S) G. HAMMOND PTE(S) H. VANDENHEUVEL
CPL(S) M. LAVERGNE PTE(S) S. HOOD

FIRE CONTROL MEN 071 MWO(S) P. SMEDLEY SGT(S) L. FISHER CPL(S) T. POWER
WO(S) B. LOUGHNAM SGT(S) J. STEWART CPL(S) T. WEST
SGT(S) F. CAMERON CPL(S) W. BOUCHER CPL(S) J. YOUNG
SGT(S) D. ELLIOT CPL(S) G. BYZEWSKI PTE(S) H. BOND

WEAPONS SURFACE 061 MWO(S) C. SCOTT M/CPL(S) J. GOYETCHE CPL(S) E. EASTON
WO(S) F. ROY M/CPL(S) W. LEPPARD CPL(S) K. LEGARY
SGT(S) R. ROUTLEDGE CPL(S) T. CARR CPL(S) J. REATH

SONAR MEN 281	MWO(S) K. MELCHIOR WO(S) D. CLEOUGH SGT(S) F. BARR SGT(S) D. BOEGE SGT(S) R. LINDSTROM	CPL(S) B. CALFORD CPL(S) O. DESHARNAIS CPL(S) B. KALKMAN CPL(S) R. MAAS CPL(S) W. McLEOD	CPL(S) R. SHKWAREK PTE(S) J. CLARKE PTE(S) J. GARNEAU PTE(S) J. NOEL
WEAPONS UNDERWATER 062	MWO(S) W. HOOD SGT(S) R. HICKES SGT(S) D. KNOELL M/CPL(S) D. TOST	CPL(S) B. BROWN CPL(S) J. KROEGER PTE(S) H. BOGLE PTE(S) R. OKEEFE	PTE(S) J. PERREAULT PTE(S) G. PORTER
DECK DEPARTMENT BOATSWAIN 181	WO(S) L. DWYER WO(S) M. NEWHOOK M/CPL(S) W. BOWEN M/CPL(S) L. GALLICHON M/CPL(S) E. LAPIERRE	M/CPL(S) K. SMITH CPL(S) P. SIMS PTE(S) J. ASHLEY PTE(S) J. FORTUNE PTE(S) J. GODIN	PTE(S) J. HAY PTE(S) W. MOSS PTE(S) J. ROTH PTE(S) C. WALKER
ENGINEERING DEPARTMENT MARINE ENGINEERING TECHS 311	CWO(S) R. SELF MWO(S) J. KARLICH MWO(S) E. KVERME MWO(S) R. SIMPSON MWO(S) W. STEEVES WO(S) G. BRANCHAU WO(S) R. BOSWELL WO(S) W. HENBREY WO(S) G. OLMSTEAD SGT(S) T. CHADWICK SGT(S) M. FIELD	SGT(S) R. CREPIN SGT(S) D. KING M/CPL(S) P. BAINE CPL(S) J. BOUTIN M/CPL(S) D. COX CPL(S) W. DYER CPL(S) J. DELWO CPL(S) J. FRETWELL CPL(S) D. HEMING CPL(S) S. HUTCHINSON	M/CPL(S) L. LEVERNOIS M/CPL(S) M. McGUIRE CPL(S) P. STEVENS M/CPL(S) M. WILLIAMSON PTE(S) K. ANDERSON PTE(S) J. BOUTIN PTE(S) J. FARRAUTO PTE(S) J. LIVEROCHE PTE(S) G. STACHURA PTE(S) D. VINCENT
ELECTRICAL TECHS 331	CWO(S) J. DUSSAULT WO(S) R. ADAMS WO(S) W. HOLLAND SGT(S) M. LAHEY	SGT(S) G. PEPPER CPL(S) R. COGHLIN M/CPL(S) M. PAIN CPL(S) A. REGAN	CPL(S) G. SCOTT CPL(S) P. TAYLOR
HULL TECHS 321	MWO(S) P. CALDWELL WO(S) J. CRAIG SGT(S) C. LAVOIE	CPL(S) W. HARRISON CPL(S) A. LEONARD CPL(S) L. MAILLOUX	CPL(S) D. RIXON CPL(S) R. TREMBLAY
FIRE FIGHTER 651	WO(S) J. CAVANAGH	CPL(S) E. THOM	
SUPPLY DEPARTMENT SUPPLY TECHS 911	MWO(S) E. STEWART SGT(S) G. LAWSON SGT(S) C. PLUNKETT M/CPL(S) B. AIKENS CPL(S) R. BRADY CPL(S) P. TREMBLAY	CPL(S) G. SMITH PTE(S) J. GAUTHIER PTE(S) R. KILBANK PTE(S) J. LEMIRE PTE(S) J. MARTIN	PTE(S) W. SIMS
COOK 861	WO(S) H. BREWSTER SGT(S) S. MARTIN M/CPL(S) N. MACDONALD	M/CPL(S) R. O'HARA M/CPL(S) H. PENNEY CPL(S) R. CARREY	PTE(S) N. LAVIGNE CPL(L) G. MASON CPL(L) V. WALLER
STEWARD 862	WO(S) J. LACHANCE SGT(S) C. DERY CPL(S) T. HILL	CPL(S) R. HUMPHREY CPL(S) Y. LANGLOIS CPL(L) F. RYAN	CPL(L) A. BODY CPL(S) H. GODKIN
ADMINISTRATION CLERK 831	WO(S) E. MIERAU	M/CPL(S) J. REDDEN	CPL(S) L. LAROCHE
FINANCIAL CLERK 841	WO(S) J. CLOUTIER	CPL(A) J. ORGAN	
MEDICAL ASST. 711	WO(S) L. BAXTER		



Mr. Arthur Simard
Chairman of the Board



Mr. Gerard Fillion
President



Mr. Louis Rochette
Executive Vice-President

THE BUILDERS

It certainly was befitting that Marine Industries Limited should be entrusted with the building of HMCS *Iroquois*, the prototype of this new advanced class of vessels, since three of the finest ships now sailing with the Canadian fleet namely the *Assiniboine*, *St. Croix* and *Nipigon*, were also built by Marine. The proven quality of its workmanship and its managerial ability qualified the yard as one of the only two potential lead yards for this complex program and, finally, competitive bidding dictated that Marine was to take the lead and build this prototype.

In order to ensure a product quality second to none coupled with economical costs, the company completely modernized its shipyard in successive steps while this fine ship and her sister vessel, DDH-281 to be commissioned in December, were being built. New steel fabricating shops were finished in 1968 just in time to process the steel for the hull of the *Iroquois* and, in 1970, a new outfitting complex was made ready to permit the outfit of the ship from this ultra-modern facility.

While the contract to build these two warships was the prime motivator behind the \$12 million modernization and diversification program undertaken by Marine over the past few years, very real indirect benefits are now accruing from this investment; because of it the company has been able to make a real breakthrough on the international market.

Marine Industries Limited does not limit its activities to shipbuilding. In point of fact, shipbuilding occupies on the average only 50 per cent of the work force, the other 50 per cent being engaged in the manufacture of hydraulic turbines and generators for projects such as Churchill Falls and Hydro-Quebec, railway cars for the Canadian and export markets, ore crushers, and a wide range of custom made heavy machinery.

Mr. Marcel Manseau
Vice-President
Shipbuilding and Manufacturing



Mr. William H. White
General Manager
Shipbuilding Division



Mr. Leon Tougas
General Works
Manager





THE INSPECTORS

The construction and fitting out of HMCS *Iroquois* have been supervised by the Detachment Commander, 202 Canadian Forces Technical Services Detachment (Sorel) assisted by his Service and civilian staffs.

The Detachment Commander, 202 CFTSD, Commander T.A. Arnott, CD, was posted to Sorel in June 1968 and has been in the position throughout the building of the ship.

Responsible to the Detachment Commander during much of the building of the *Iroquois* were LCdr. D.W. Wilson, CD, Senior Staff Officer; LCdr. R.W. Hahn, CD, Staff Officer Surveillance; LCdr. C.G. Gudgeon, CD, Staff Officer Engineering; Lt(N) C.W. Turner, Staff Officer Supply and Administration; Mr. R.W. Bonser, Staff Officer Quality Assurance, Plans and Programmes. In addition, the following held important posts in the TSD organization: LCdr. R.F. Passmore, CD, Electrical Engineering Officer; Lt(N) K.M. Isles, CD, Marine Engineering Officer (DDH 280); Lt(N) J.D. Wilkie, CD, Marine Engineering Officer (DDH 281); Lt(N) T. Forbes, CD, Weapons Engineering Officer; Lt(N) B.J. Spanik, CD, Hull Engineering Officer; and Mr. R.B. McGillivray, Assistant Hull Engineering Officer.

Concurrent with the construction of the *Iroquois*, the staff of 202 CFTSD has been responsible as inspecting authority for the construction of her sister ship *Huron*, now nearing completion; for the major refits of *Fraser* and *Nipigon*, and for a number of non-naval contracts with other industries in the Sorel area.





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 General H.L. Meuser, the Special Assistant to the Deputy Minister of National Defence; Mr. J.S. Glassford, the Assistant Deputy Minister Engineering Procurement, DSS; and Vice-Admiral D.A. Collins, the Chief of Technical Services.

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

A CANADIAN DESIGN CONSTRUCTION AND SUPPLY ACHIEVEMENT

HMCS *Iroquois* is the first of class of the new Canadian-designed tribal class destroyer escorts. Her keel was laid down at Marine Industries Limited, Sorel, Quebec, in August 1969, she was launched on 28 November 1970.

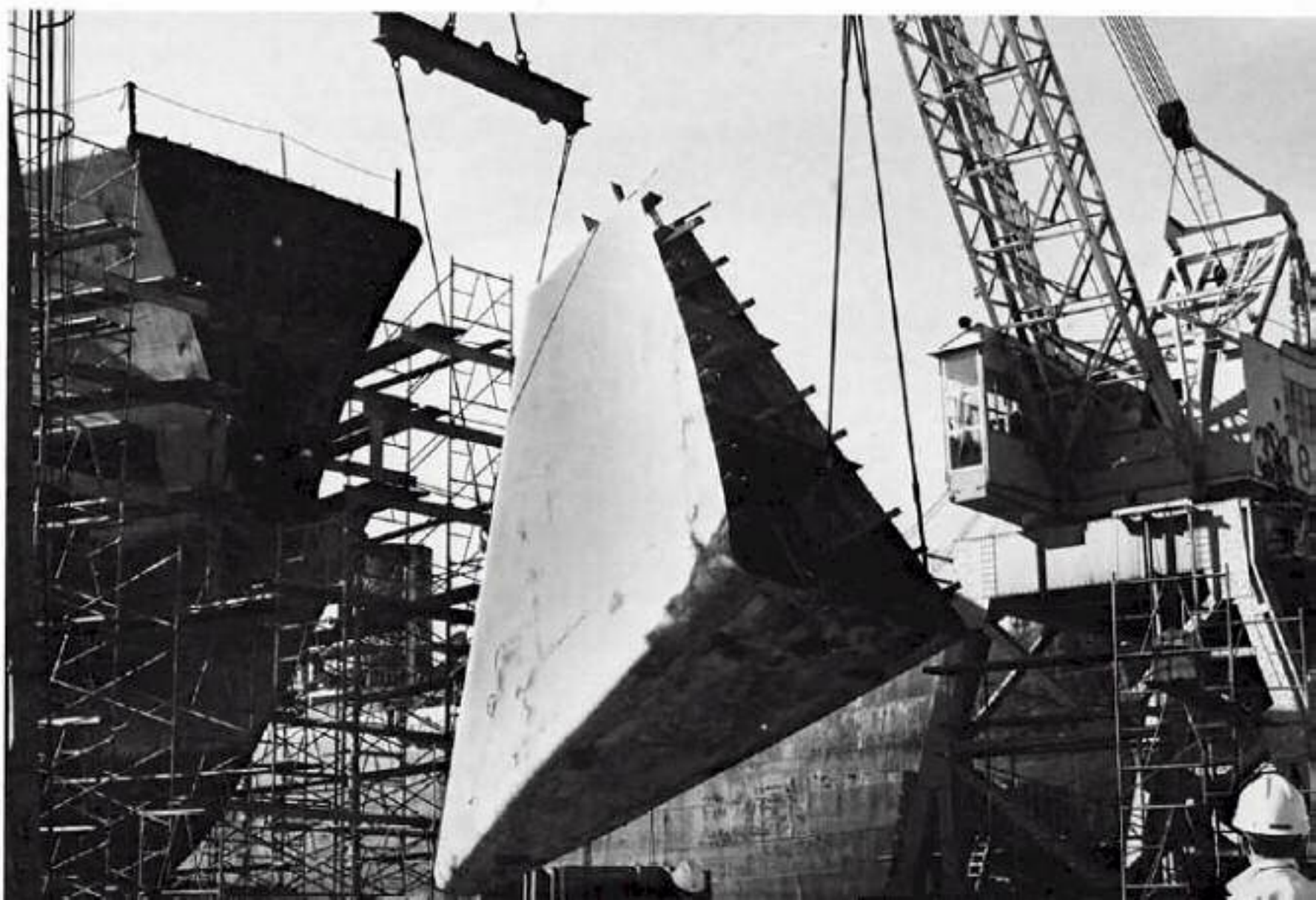
The ship's complement is 289 officers and men. She has an overall length of 426 feet, a beam of 50 feet and a deep draught displacement of 14 feet six inches. Her displacement maximum is 4,200 tons. Her twin, controllable-pitch, five-bladed propellers are powered by gas turbines.

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

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

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

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



MAJOR SUPPLIERS TO THE DDH 280 CLASS SHIPS

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

Prelco Electronics Cda. Ltd.
Ottawa, Ontario
Raytheon Cda. Ltd.
Waterloo, Ontario
RCA Ltd.
Montreal, Quebec
Reed Shaw Osler Ltd.
Montreal, Quebec
Segnalamento Marittimo
Ferenza, Italy
Sinclair Radio Labs.
Naples, Ontario
SPA Oto Melara
La Spezia, Italy
Sperry Gyroscope Co.
Montreal, Quebec
United Aircraft Co. Ltd.
Longueuil, Quebec
United Aircraft Co. Ltd.
Longueuil, Quebec
U.S. Gov't, Dept. of Navy
U.S. Gov't, Dept. of Navy

Special Cable
CRMS Launcher Units
Radio Remonte Operating System
Insurance
Surface Search Radar
Multicoupler
Naval Gun and Mount
Gyrocompass
Main Propulsion Machinery
Field Services Engineering
TACAN
EW Equipment







SHIP'S BADGE

BLAZON: Or, the head of an Iroquois brave, couped at the base of the neck, properly coloured and wearing two eagle feathers in his hair and a gold ring pendant from the ear.

SIGNIFICANCE: In 1942, a commanding officer of this ship initiated steps to procure a badge for the ship. This resulted in the making of an unofficial one in the shape of a shield which bore the head of an Iroquois brave, with his peculiar cock's comb hair-do, ring in ear, war paint, etc. It was taken from a painting by the late C.W. Jeffries and contrary to the usual procedure in heraldry it faced the right as one looked at it.

When a definite policy regarding ship's badges was laid down, at the end of hostilities, it was approved that the head of an Iroquois, facing the opposite direction to that in the original badge, would be used for reasons of sentiment and appropriateness.

SHIP'S COLOURS: Gold and Black.

MOTTO: "Relentless in chase"

THE NAME

The name *Iroquois* is from the Algonkian language and although interpreted to mean different things by various tribes, the Iroquois' own name for themselves means "the people of the Long House".

The Iroquois were a group of tribes who spoke dialects of the same language, and lived largely by farming which no other Indians in Canada did. There were two main groups, one of which lived in what is now southern Ontario and were composed of the Hurons, the Tobacco Nations, and the Neutrals. The second group lived in the northeastern United States south of Lake Ontario and along the valley of the St. Lawrence River. They were organized into the League of Five Nations, and their names are familiar to most of us: the Seneca, the Cayuga, the Onondaga, the Oneida, and the Mohawk. About 1700, the Tuscaroras entered the Confederation, and from then on it was known as the League of Six Nations.

The Iroquois with an egalitarian, if strong, centralized political machinery came to occupy a dominant position amongst their neighbors. Trading in guns and furs and gradually developing territorially aggressive warfare, the Iroquois destroyed or conquered most of their Indian competitors by 1700. In the war of independence (1776) the majority of the Iroquois sided with the English against the colonists, and as a result of this unhappy choice, most of the Indians were driven to Canada or otherwise dispossessed of their territory in the former colonies.

The present day Iroquois Indians in Canada are members of The Association of Iroquois and Allied Indians who are represented at the naming and commissioning ceremonies by their president, Mr. Carl Brant.



THE HERITAGE

The original HMCS *Iroquois* was the first tribal class destroyer to commission in the Royal Canadian Navy and her arrival marked a new departure in naval warfare for the rapidly expanding Canadian Navy. Aggressively armed, the *Iroquois* was designed as a hard-hitting, swift-moving ship of war to operate with the Royal Navy's Home Fleet destroyers in the North Atlantic and in the danger-studded waters about the British Isles.

The *Iroquois*' keel was laid down in the Vickers-Armstrong's yard at Newcastle-on-Tyne on 19 September 1940. The following year, on 23 September, she was launched by Mrs. Vincent Massey, wife of the High Commissioner for Canada. She commissioned into the RCN on 30 November 1942.

The *Iroquois*, the Canadian pioneer in the tribal class destroyers, experienced all the frustrations, set-backs, and tribulations which accompany the adoption of a new class of warship. Many of the difficulties which had plagued the *Iroquois* during her long and tedious "work-up" resulted from the fact that since the original tribal structure had been developed by the Admiralty, a vast amount of new equipment and armament had been added and the ship's hull had not the strength to carry it. It was not until the *Iroquois* had been adequately strengthened that this trouble was finally overcome.

The *Iroquois* sailed independently from Londonderry on 24 February 1943, and first arrived at Halifax on 6 March. Arriving back at Scapa on 24 March, the *Iroquois* was immediately assigned for duty with the Home Fleet and later transferred to the Plymouth Command.

Throughout the spring and summer of 1943 the *Iroquois* saw constant and varied service with the Home Fleet on escort duty for such mighty warships as the battleships HMS *King George V*, HMS *Malaya* and HMS *Ramilles*. Then, from Plymouth, she saw duty as escort to convoys to and from Gibraltar.

On 9 July 1943, the *Iroquois* sailed as part of the escort for the liners *California*, *Duchess of York*, and *Port Fairy*, bound from Britain to Freetown, Sierra Leone, where the transports were to embark troops for service in the Middle East. Towards evening on 11 July the convoy came under enemy fire from attacking *Focke-Wulfs*. The *California* and *Duchess of York* were soon mortally ablaze. Then the *Iroquois* was singled out for attack, but a heavy barrage from her four-inch high angle guns and multiple pom-pom forced the plane to abort its attack. After the enemy withdrew, and in spite of submarines known to be in the vicinity, the *Iroquois*, and two other escorts began the arduous task of rescuing survivors. Together they succeeded in picking up some 1,880 survivors, 660 being accommodated in the *Iroquois*. The ship's company performed throughout the ordeal with great skill and determination; many feats of gallantry and devotion to duty were noted by the commanding officer. Long after midnight, the *Iroquois* shaped course for Casablanca where the survivors were disembarked.

The *Iroquois* sailed from Casablanca on 19 July, in company with her sister ship HMCS *Athabaskan* and the Polish destroyer *Orkan*, with orders to carry out a sweep against enemy submarines and shipping in the Bay of Biscay. The group saw ample action and recorded many successes against surface shipping in the weeks that followed. Upon completion of this mission the *Iroquois* was dispatched northwards to rejoin the Home Fleet at Scapa.

In late August 1943 the *Iroquois* was assigned for service on the desolate Murmansk Run to North Russia. Her first task in Arctic waters was as part of a special naval force dispatched to Murmansk with vital war supplies and a number of important passengers.

In the ensuing months the *Iroquois* made several Murmansk Runs. Christmas day, 1943, saw the *Iroquois* as one of four Canadian tribals escorting the fateful convoy which was to lure the *Scharnhorst* to her destruction. At one desperate point the senior officer of the convoy escort ordered the destroyers to form up for a torpedo attack on the shadowing *Scharnhorst*. However, the order was shortly cancelled when the German raider retired. She was soon caught and sunk by the superior guns of the *Duke of York*. All ships of the convoy were brought safely into Kola Inlet on 29 December 1943. As the year drew to a close, the *Iroquois* could look back on the first six months of her operational career with a feeling of pride and satisfaction.

But the *Iroquois'* severest tests and greatest triumphs were to come in 1944 – the year of the invasion, when the destroyer, in company with other Allied warships was to distinguish herself in a series of night actions off the French coast particularly in the Bay of Biscay.

Early in the year the *Iroquois*, along with HMCS *Haida*, was transferred to the Plymouth Command to strengthen the naval force pressing home the attack against enemy shipping along the French coast and to establish firm control of the entire channel in readiness for the grand assault in June 1944.

Throughout the tense days of June 1944, the *Iroquois* was secured alongside at Liverpool, her crew undergoing intensive courses in harbour training while new radar equipment was being installed. It was a frustrating time indeed – but plenty of action awaited her at sea. *Iroquois'* company would have many occasions to sing the praises of the new radar equipment being fitted.

In August the *Iroquois* really hit her stride. She spent 28 days at sea that month on anti-shipping and hunter-killer assignments, steaming 9,750 miles. Most of this time was spent within sight of the French coast, and the majority of the nights at sea the ship's company was closed up at action stations. As part of Force 26 and Force 27 the *Iroquois* fought the enemy in several heated engagements along the coast of the Bay of Biscay. Small merchant vessels, heavily protected by armed trawlers, converted minesweepers, destroyers, and large "flak" ships were her targets. With her radar, *Iroquois* was often ordered to lead the ships of Forces 26 and 27 in to the attack – the convoys and escorts intercepted went down to almost total destruction. The Nazi coastal supply links were brought to a standstill. Toward the end of August 1944, the *Iroquois'* watchkeeping of the Biscay coast became almost routine. A final assignment to land armed parties at Les Sables d'Olonne in late September 1944, completed the *Iroquois'* operations in the Biscay area.

From 6 November to the middle of March, the *Iroquois* worked out of Plymouth as close escort for capital ships and troop transports in the dangerous coastal waters off the British Isles where schnorkel-equipped U-Boats lurked. Then, from mid-March to the final days of the war the *Iroquois* operated out of Scapa in the anti-shipping and escort role to and from Russia. The *Iroquois'* last convoy, RA-66 from Kola Inlet to Britain, arrived without loss, in spite of constant U-Boat harassment, at the Clyde, 8 May 1945, in time to celebrate the Allied victory in Europe.

For the *Iroquois* the job in European waters was over. On 4 June 1945, the *Haida*, *Huron*, and *Iroquois* sailed for Halifax. She was paid off on 22 February 1946.

However, her life was not over. Three months later she was recommissioned and served in a number of peacetime roles in the ensuing years. Again she was retired. But, once more, she answered the call of duty to help meet Canada's commitment to the war in Korea. In Korean waters the *Iroquois* gained further fame as a stalwart member of the Train Busters Club. During the *Iroquois*' assignment in the area she was to suffer the only RCN casualties of the Korean War. A direct hit from shore batteries in B gun position killed one officer, two men, and wounded 10 others. The *Iroquois*' guns, in defiance, soon silenced the shore battery. After further war patrols in Korean waters and a turn at the peacekeeping role the *Iroquois*, a tired "Fighting Lady", finally sailed for home on 2 December 1954, for the last time, from the Korean islands.

Until October 1962, the *Iroquois* remained busy with various peacetime exercises, refits, more exercises, and cruises back to her old wartime stomping grounds around Great Britain. Then came the end for this gallant veteran. On 24 October 1962, she was paid off for the last time to reserve at Sydney, N.S.

The navy declared her surplus. On 11 May 1966 she was sold for scrap.

On a teak plaque, which used to be proudly displayed on her quarterdeck, are emblazoned the battle honours which she won and which will be borne by the new HMCS *Iroquois*.

They are:

ATLANTIC	1943,
ARCTIC	1943-5,
BISCAY	1943-4,
NORWAY	1945,
KOREA	1952-3.

The new HMCS *Iroquois* bears them with respect and honour.



Order of Service

Introduction by: Mr. Arthur Simard, Chairman of the Board of Directors

Addresses by: Mr. J. Roland Comtois MP.
Mr. J. Boucher, Deputy Minister of Supply and Services
Mr. G. Filion, President of Marine Industries Limited

Naming and Commissioning Religious Service — overleaf in centre-fold.

Her Excellency Mrs. Mitchener, names the ship.

“I name you *Iroquois*, May God bless this ship and all that sail in her.”

Presentation to Her Excellency by Marine Industries Limited.

Their Excellencies sign the Golden Book.

The Commissioning Ceremony will commence.

Introduction by: Commander T.A. Arnott, CD, Detachment Commander.

Acceptance of the ship by: Mr. J. Boucher, Deputy Minister Supply and Services. Vice-Admiral D.A. Collins, CD, Chief of Technical Services and Commander D.N. Macgillivray, CD, Commanding Officer.

Her Majesty's Canadian Ship *Iroquois* Commissions.

The Chief of the Iroquois and Allied Indian Nations will invoke “the spirits” to protect the ship.

The Commanding Officer will order the ship to be commissioned.

The original *Iroquois* Ship's Bell will be presented to the ship by Mr. K. Kirkby, Reeve of the Town of Iroquois.

Rear-Admiral R.W. Timbrell, DSC, CD, will present the new bell to the Town of Iroquois.

Address by General F.R. Sharp, DFC, CD, Chief of the Defence Staff.

Address by His Excellency the Right Honourable Roland Mitchener, Governor General of Canada.

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 will proceed to the reception.

Their Excellencies are received on board HMCS *Iroquois*.

When Their Excellencies depart HMCS *Iroquois*, the ship will be opened to visitors.