



THE PAYING OFF OF



HMCS IROQUOIS

01 MAY 2015

AT HMC DOCKYARD, HALIFAX NOVA SCOTIA



COMMANDER R.J. WATT
COMMANDING OFFICER

SHIPS COMPANY

LIEUTENANT COMMANDER N.E. MANG EXECUTIVE OFFICER

COXSWAIN CHIEF PETTY OFFICER SECOND CLASS J.P. HAAS

OFFICERS

LIEUT. COMMANDER G.E. HILL
LIEUT. COMMANDER K.M. SEXTON
LIEUTENANT (N) J.H. KYDD
LIEUTENANT (N) M. HOOPER
LIEUTENANT (N) B.W. HOWCROFT
LIEUTENANT (N) M.E. LAHEY
LIEUTENANT (N) P.M. MARSHALL
LIEUTENANT (N) A.M. DAY
LIEUTENANT (N) T.C. STEVENS
LIEUTENANT (N) E.J.P. MENARD
LIEUTENANT (N) P. ROL
SUB LIEUTENANT S. POULIN
ACTING SUB LIEUTENANT C.J. CUSACK

COMBAT SYSTEMS ENGINEER
MARINE SYSTEMS ENGINEER
COMBAT OFFICER
DECK OFFICER
UNDERWATER WARFARE OFFICER
ASSISTANT MARINE SYSTEMS ENGINEER
COMMUNICATION INFORMATION SYSTEMS
ABOVE WATER WARFARE OFFICER
NAVIGATING OFFICER
BRIDGE WATCHKEEPER
BRIDGE WATCHKEEPER
ASSISTANT COMBAT SYSTEMS ENGINEER
ASSISTANT LOGISTICS OFFICER

COMBAT DEPARTMENT

**NAVAL
COMMUNICATORS
00299**

PO1 T.J. O'BRIEN	LS L.D.A. GALLANT
PO2 J. MONETTE	LS J.D. GRAHAM
PO2 D.L. THEEDOM	AB N. MENDOZA
MS J.H. FRANKLIN	AB S.O. BERESNYEV
MS S.C. PUSZKAR	AB A.C.D. DAY
LS M.R. FARRELL	AB M.G. HILL
LS M.D. SERI	OS A. SYMONDS
LS S.B. DAVILL	OS E.E.J. LEVESQUE
LS M.D. GEEHAN	OS C.D. KEIZER

**NAVAL COMBAT
INFORMATION
OPERATORS
00114**

PO1 V.M. WHELAN	LS D.T.V. EHNE
PO2 D.P. MOSSMAN	LS M.A. MONTOYA
PO2 T.J. MACDOUGALL	LS A.D. MORRISON
MS W.A. YOUNG	LS C.G.H. PUFF
MS G.J.W. RITTWAGE	AB M.J. BUTCHART
MS C.B. SCHNARE	OS J.A. HOLDEN
LS D.P. GAGNON	

**NAVAL
ELECTRONIC
SENSOR
OPERATORS
00115**

C.M. HILLIER	LS J.R. MACARTHUR
PO2 F.C. PITTMAN	LS R.C. HARDY
PO2 B.J. KENNEDY	LS T.J. RINGER
MS C.E. FRALIC	LS N. YOUNG
LS J. DESGROSEILLIERS	AB T. CHAMBERLAIN
LS J.W.R. SCOTT	AB M.A.M. SAVOURY
LS M.V. HOLDEN	OS N.R.M. SMALLWOOD

**SONAR
OPERATORS
00324**

MS D. RATELLE	AB E.A.M. CONNOLLY
LS D.A. DENEAU	OS A.G. AVERY
LS T.A. TAYLOR	OS B.E. MOORE

**COMMUNICATOR
RESEARCH
00120**

LS C.J. BENOIT

COMBAT SYSTEM ENGINEERING DEPARTMENT

**WEAPONS
ENGINEERING
TECHNICIANS
00366-01 through 08**

PO1 S.M. HANDEREK	LS S.PL. OGRINS
PO2 K.J. LEADBEATER	LS T.D. BOUCHARD
PO2 B.E. LANG	LS A.M. COTE
PO2 G.L. NELSON	LS A.L. SWARTMAN
PO2 M.B. JONES	LS J.C. SULLIVAN
PO2 K.R. YARROW	LS T.B. SQUIRES
MS R. TAYLOR	LS S.J. RITCHOT
MS E.A.R. MACPHAIL	LS F. KIMPEL
MS H.R.A. WADE	LS A.M. BAILEY
MS N.A. GUTHRIE	LS R.E. CHOUINARD
MS N.G. GILLAN	LS J.R. LOWNDS

DECK DEPARTMENT

BOATSWAINS

CPO2 B.G. HALL	LS D.J. MUNRO
PO1 M.R. PARSONS	LS A.M. PAGE
PO2 S.M. HARROD	LS S.J. MILBURY
MS C.K. BOND	LS M.J.L. MACADAM
MS B.K. LAING	OS K.N. SHARPE
LS K.M. DUBAS	OS D.C. DELLA-VEDOVA
LS A.F. PAY	OS M.J. KUBOVIC

MARINE SYSTEMS ENGINEERING DEPARTMENT

**MARINE SYSTEMS
ENGINEERS
00367-01 through 03**

CPO2 J.M. STEAD	LS M.J. CYR
PO2 M.J. MCLAUCHLAN	LS C.T. BOUTILIER
PO2 R.J. SIMMS	AB M.R.A. GREEN
MS J.X. LARRIEUX	AB J.L. DIEHL
MS R.B. CARTER	OS T.C.R. TULK
LS J.C.W. HISCICK	OS J.R.K. TAN

**ELECTRICAL
TECHNICIANS
00125-01 through 02**

CPO2 R.J. SMYTHE	MS M.A.C. MONCRIEF
PO1 J. DEGARIE	MS G. METHOT
PO1 S.A. VAN ROUESSEL	LS C.G. TRASK
PO1 J.B.A. ROBICHAUD	LS A.J. BERRIGAN
PO2 A.M. REID	

**HULL
TECHNICIANS
00124-01 through 02**

CPO2 J.R. PARK	LS C.D. MCKEE
MS G.F. PAYNTER	LS A.G. CLEGHORN
LS T. CARRIER	AB J.P. BAWAGAN
LS L. ROBERTS	

**FIRE FIGHTERS
00149**

SGT G.R.O. AINLEY
MCPL L.C. NICOL

LOGISTICS

SUPPLY TECHNICIANS 00168

CP01 N. HESKETH
PO1 K. ASHFORD
PO2 L.A. CHAFE
MS J.D.W. DICKIE
CPL J.P.N. CAMERON

CPL J.D.C. FITZPATRICK
LS B.R. SAVOY
LS S.C. WILSON
LS C.J. SAMPSON
LS K.T. FINLAY

COOKS 00164

PO1 A. GLOVER
PO2 C.N. SMITH
MS C.J. DARROW
LS P.J.J. HENNEBERRY
LS W.T. GRAY

LS J.F. BOUTILIER
LS M.L. BROAD
LS J.S. PIKE
OS J.W.D. BLACKBURN
LS W.T. GRAY

STEWARDS 00165

PO1 R.E. GRIMM
PO2 E.L. SQUIRES
MS S.G. BARKER
LS J.J.M.B. GARNEAU
LS C.D. SAWER
LS E.O. CLAYTON

LS B.S.O. FIDLER
OS A.W. COLLINGS
OS B.J. KETTLE
OS S.L. BALDWIN
OS D.B.J. MICHALUK
OS J.C. TUCKER

RESOURCE MANAGEMENT SUPPORT CLERKS 00298

WO D.M. BURWELL
PO2 D.P.M. MURPHY
SGT B.J. TANNER-FOUGERE

LS C.N. MACKENZIE
PTE M.T.M. ROY
OS B.A. YASKOW

MEDICAL TECHNICIANS 00334

CPL T.L. PIASECKI



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 present day Iroquois Indians are members of The Association of Iroquois and Allied Indians.



THE HERITAGE

Commissioned on 29 July 1972 in Sorel Quebec, this HMCS *Iroquois* was the second destroyer to bear that name. The first *Iroquois*, also a destroyer was built in the United Kingdom and served during the Second World War. She was commissioned on November 30, 1942, and much of her service was spent in the North Atlantic, hunting German U-boats and escorting Allied convoys in the Battle of the Atlantic. She went out of service after the war only to be reactivated in October 1951 for the Korean War. On October 2, 1952, HMCS *Iroquois* was hit by enemy shore batteries, killing three and wounding ten. These were the only Royal Canadian Navy casualties of the Korean War. She was finally and officially Paid Off on October 24, 1962. On May 11, 1966 she was sold for scrap.

This second HMCS *Iroquois* was commissioned on July 29, 1972 as an anti-submarine warfare destroyer. She served on Maritime Forces Atlantic (MARLANT) missions protecting Canada's sovereignty in the Atlantic Ocean and enforced Canadian laws in its territorial water. HMCS *Iroquois* also deployed on missions throughout the Atlantic as the flagship of NATO Standing Naval Force Atlantic, to the Persian Gulf on anti-terrorism operations, and on counter-narcotics operations in the Caribbean Sea. The flagship of MARLANT, HMCS *Iroquois* was the first of four Iroquois-class destroyers. In 1992 she completed the Tribal Class Update and Modernization Project (TRUMP) refit, transforming her into a modern area air defence platform with state of the art weapons, sensors, and command and control systems. Canadian designed and maintained, HMCS *Iroquois* was based in Halifax, Nova Scotia and served as the Command Ship for the East Coast fleet throughout her career. She has two sister ships: HMCS *Athabaskan*, also based in Halifax, and HMCS *Algonquin*, based in Esquimalt, British Columbia. The fourth Iroquois-class destroyer, HMCS *Huron*, was Paid Off in 2003.

On a teak plaque, which used to be displayed on her quarterdeck, the first HMCS *Iroquois* was emblazoned with the battle honours which she won. These honours in addition to her own theatre honour, earned for operations in the Arabian Sea, have been proudly borne in the current HMCS *Iroquois*. They are:

ATLANTIC 1943
ARCTIC 1943-5
BISCAY 1943-4
NORWAY 1945
KOREA 1952-3
ARABIAN SEA

THE COMMISSIONING PENNANT

Flown from the masthead, the Commissioning Pennant is hoisted on the day a warship is commissioned and is displaced only by the personal flag of the Sovereign or senior officer when embarked. The phrase "in commission" originated in the days of sail and referred to the captain being given a commission to bring one of the ships of His/Her Majesty (HM) into service. The captain, on being appointed "to a ship laid up 'in ordinary,' hired a boat and had himself rowed out to the ship." He then gathered his crew members, hoisted his pennant and the appropriate ensign, and read aloud his commission. From this point on, the ship was said to be "in commission."

THE DE-COMMISSIONING PENNANT

When a ship reaches the end of her commission, she is paid off, a term that dates from the days when sailors were literally paid the wages owing them as they went ashore. The Ensign and the Captain's pennant were hauled down and the ship was usually placed in reserve. Occasionally the word "decommissioned" is heard but this term, which is used in navies of other nations, is not in keeping with our Canadian naval heritage.

Originally, custom dictated that for a regular commission, the pennant would be as long as the ship's length. If, as often happened, the commission was extended, then so too was the length of the de-commissioning pennant. Each additional month in Commission added 1/24 the Ship's length, as Commissions were usually two years long. In the 19th Century, 1/12 the Ship's length was added and, more recently, the formula was simplified to be: the Ship's length plus one foot for each month in Commission. In many cases, returning ships had to float their de-commissioning pennants with bladders or with helium balloons in order to keep them from dragging in the water.

In the late twentieth century, as ship's commissions began to last for several decades, the length of the de-commissioning pennant became standardized at a uniform 380 feet. This is the length of Iroquois' de-commissioning pennant. Calculated traditionally, Iroquois' de-commissioning pennant would be 938.9 feet long., 425.9 feet for her length plus 513 feet for her forty-two years and nine months in Commission.

STATISTICS:

BUILT BY: MARINE INDUSTRIES, LTD. (SOREL, QUEBEC)

LAID DOWN: 15 JAN 1969

LAUNCHED: 28 NOV 1970

DISPLACEMENT (TONS): 5150

DIMENSIONS (METRES): 130 X 15.2 X 4.7

SPEED: 27 KNOTS (MAIN ENGINES), 17 KNOTS (CRUISE ENGINES)

RANGE: 4500 MILES AT 20 KNOTS

MAIN ARMAMENT:

SURFACE TO AIR MISSILES: 29 X SM-2 "STANDARD" MISSILES, FIRED FROM A MK 41 VERTICAL LAUNCH SYSTEM

GUNS: 1 X OTO MELARA 76MM/62 MAIN GUN

1 X RAYTHEON 20MM / 6 BARRELED CLOSE-IN WEAPON SYSTEM (CIWS)

TORPEDOES: HONEYWELL MK 46 MOD 5A(SW) ANIT-SUBMARINE TORPEDOES

AIRCRAFT: 2 X SIKORSKY CH124A SEA KING



THE ORDER OF SERVICE

MASTER OF CEREMONIES: COMMANDER CANADIAN FLEET ATLANTIC (CoS CCFL)
COMMANDER **CHRIS SHERBAN**

ADDRESSES BY: COMMANDING OFFICER COMMANDER **ROBERT WATT**
COMMANDER MARITIME FORCES ATLANTIC
(COMMARLANT) REAR ADMIRAL **JOHN NEWTON**
COMMANDER ROYAL CANADIAN NAVY (CRCN) VICE ADMIRAL **MARK NORMAN**

**CO/SHIPS COMPANY AWAIT ARRIVAL OF REVIEWING OFFICER
(CCFL/COMMARLANT/CRCN)**

BUGLER WILL SOUND THE ALERT

**ARRIVAL OF THE LIEUTENANT GOVERNOR
HIS HONOUR BRIGADIER-GENERAL THE HONOURABLE J.J. GRANT (RET'D)**

ROYAL SALUTE

NATIONAL ANTHEM (ALL RISE)

RELIGIOUS SERVICE BY LT (N) PARKER, FLEET PADRE

CO ADDRESSES IROQUOIS

COMMARLANT ADDRESSES IROQUOIS

CRCN ADDRESSES IROQUOIS

MASTER OF CEREMONIES: SIGNIFICANCE OF DECOMMISSIONING PENNANT

UNVEILING OF DECOMMISSIONING PENNANT

COMMANDING OFFICER/IROQUOIS TO "MAN SHIP"

SHIPS COMPANY TO MARCH OFF THE SHIP

COMMANDING OFFICER PIPED ASHORE FOR THE LAST TIME (COMMISSIONING PENNANT, JACK AND ENSIGN HAULED DOWN. PORT FLAG HOISTED)

SEA KING FLY PAST

AB SYMONDS, NAV COMM PRESENTS COMMISSIONING PENNANT, JACK AND ENSIGN TO COMMANDING OFFICER ON JETTY

CRCN TO RECEIVE FLAGS FROM COMMANDING OFFICER

"SIR IROQUOIS IS PAID OFF, PERMISSION TO CARRY ON"

IROQUOIS IS OFFICIALLY PAID OFF

VIPS DEPART IN FOLLOWING ORDER LIEUTENANT GOVERNOR, CRCN, COMMARLANT, CCFL

SHIPS COMPANY TO MARCH THROUGH DOCKYARD TO HMCS SCOTIAN



All remaining guests are invited and encouraged to line the parade route and cheer for HMCS Iroquois' final parade.

The route extends from NB jetty, around NC jetty and back towards HMCS Scotian.

Some went down to the sea in ships,
doing business on the mighty waters;
they saw the deeds of the LORD,
his wondrous works in the deep.
For he commanded and raised the stormy wind,
which lifted up the waves of the sea.
They mounted up to heaven, they went down to the depths;
their courage melted away in their calamity;
they reeled and staggered like drunkards,
and were at their wits' end.
Then they cried to the LORD in their trouble,
and he brought them out from their distress;
he made the storm be still,
and the waves of the sea were hushed.
Then they were glad because they had quiet,
and he brought them to their desired haven.
Let them thank the LORD for his steadfast love,
for his wonderful works to humankind.
Let those who are wise give heed to these things,
and consider the steadfast love of the LORD.

THE PRAYER FOR IROQUIOS

Holy and Loving God, let your Spirit be with this assembly gathered to retire a Fighting Lady from active service. For over four decades HMCS IROQUIOS have rendered consistent and faithful service in the cause of peace and freedom. Today her tour is over. May she continue to steam in the memories of the many who served aboard her in peace and in conflict. For your protection and blessing upon the thousands who sailed in her as part of the IROQUIOS crew we give you special thanks. Enable the shipmates presently aboard, even as they disperse, to contribute expertise and enthusiasm developed here to positions throughout the Royal Canadian Navy and the world. And when, like Her Majesty's Canadian Ship IROQUIOS, our colors are struck and our Logbook sealed, grant us safe haven and a peaceful harbour, we pray. Amen.

THE NAVAL PRAYER

O ETERNAL LORD GOD, who alone spreadest out the heavens, and rulest the raging of the seas; who compassed the waters with bounds unto day and night come to an end. Be pleased to receive into Thy almighty and most gracious protection the persons of us Thy servants, and the Fleet which we serve. Preserve us from the dangers of the sea, and from the violence of the enemy; that we may be a safeguard unto our most gracious Sovereign Lady Queen Elizabeth, and her Dominions, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Commonwealth may in peace and quietness serve Thee our God; and that we may return in safety to enjoy the blessings of the land, with the fruits of our labours, and with a thankful remembrance of Thy mercies to praise and glorify Thy Holy Name.

Amen.

