



THE PAYING OFF OF

HMCS PRESERVER

21 OCTOBER 2016

AT NB JETTY, HALIFAX, NOVA SCOTIA



**LIEUTENANT COMMANDER V. MARIER
COMMANDING OFFICER**

SHIPS COMPANY

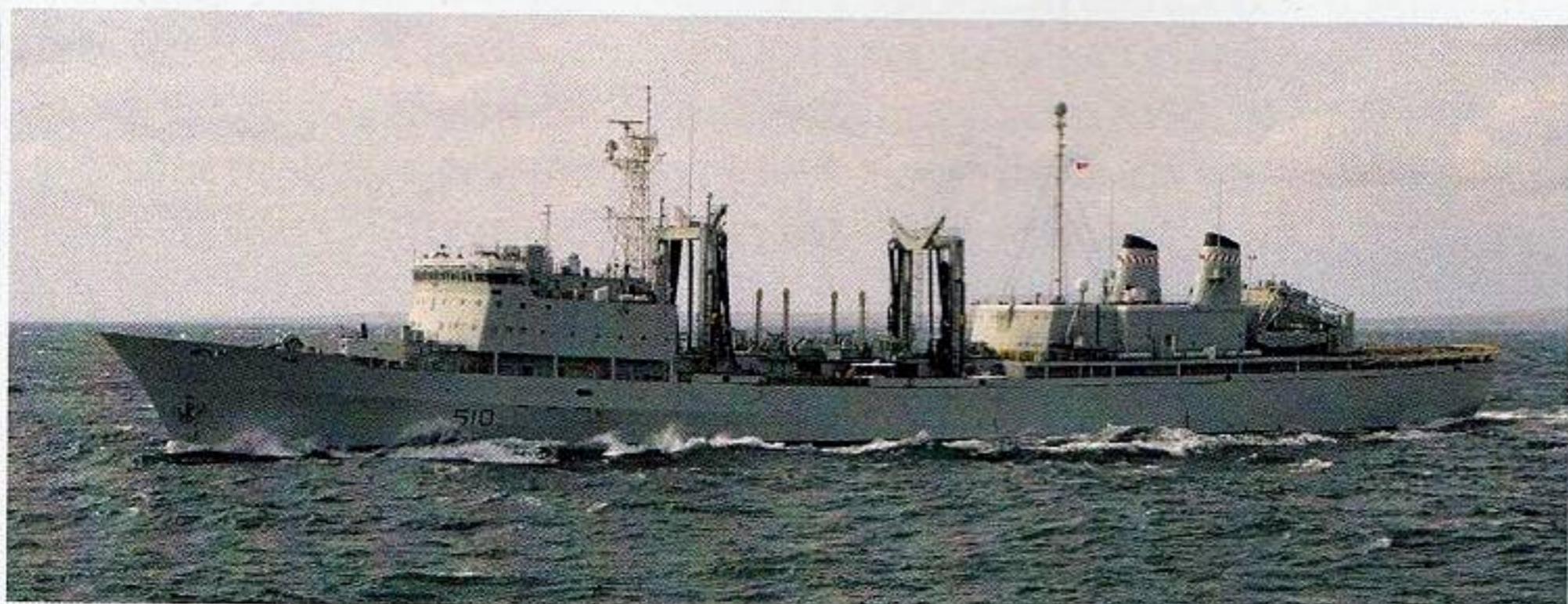
EXECUTIVE OFFICER LIEUTENANT COMMANDER V. S. ARMES

COXSWAIN CHIEF PETTY OFFICER FIRST CLASS R. F. J. LESSARD

OFFICERS

LIEUTENANT (N) R.P. CLINKARD
LIEUTENANT (N) M.M. MCKNIGHT
LIEUTENANT (N) S.E.P. BOUDREAU
LIEUTENANT (N) J.D. BLAQUIERE
SUB-LIEUTENANT A.W. BLAND

CARGO MANAGEMENT OFFICER
MARINE SYSTEMS ENGINEER
COMBAT OFFICER/ DECK OFFICER
A/LOGISTICS OFFICER



COMBAT DEPARTMENT

**NAVAL
COMMUNICATORS
00299**

CPO2 D.C. SHILLINGTON
PO2 D.B. PIERCE
MS E.M. SMITH

LS C.A. DOUTHWRIGHT
AB R.D. GRIFFIN
OS B.H. JACKSON

**NAVAL COMBAT
INFORMATION
OPERATORS
00114**

PO1 G.M. MURPHY
LS L.A. PILGRIM

LS J.E. SLAUNWHITE

COMBAT SYSTEMS ENGINEERING DEPARTMENT

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

CPO2 I.M. GOULDING
PO1 R.F. KEENAN
PO2 J.B. HELGASON
PO2 P.C. WHITE
MS E.F. GRIFFITH
MS R.D. MALBEUF
MS E.A.R. MACPHAIL
LS H. CARON
LS T.D. BOUCHARD

LS C.A. HOUGHTON
LS B.P. TWAGIRAYEZU
LS A.N. MOROZ
LS B. CAO
LS M.C. GEORGE
LS M. WEBBER
LS A. LEBLANC
LS C.J. HARDING



DECK DEPARTMENT

**BOATSWAINS
00105**

CPO2 J.G. LAFOSSE	LS A.B. GOSSE
PO1 H.W. GALLIOTT	LS L.D. RUBER
PO1 J.E.C. CONWAY	LS S.M. LEVEQUE
PO2 D.S. BUCHANAN	LS S.R. DAVIS
PO2 L.J. LAHAYE	LS D.E. SIMMS
MS C.M. SUMMERFIELD	LS T.M. MARSTON
MS R.C.E. TANNER	LS A.J.M. ST-PIERRE-WALSH
MS A.M. GIDDENS	AB J.O. MACDOUGALL
MS D.T. HOWARD	OS A.R.M. MACKENZIE
LS J.D. WHEATLEY	OS D.A. DMYTRYSHYN
LS K.A.W. MURPHY	OS H.E. PHILLIPS
LS R.B. WILSON	OS K.N. SHARPE
LS J.J. RISSESCO	OS K.D. HEWLETT-SMITH
LS R.G. MACNIELL	OS F. CHAMPAGNE

MARINE SYSTEMS ENGINEERING DEPARTMENT

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

CPO2 J.S.J. NAUD	LS M.P. GALLANT
PO1 S.S. WOJDYLAK	LS M.P. MATTAR
PO2 R. STRICKLAND	LS O.B. GLYNN
PO2 R.J. SIMMS	LS D.C. TURNER
MS J.X. LARRIEUX	AB B.W. GIOVANNINI
LS C.M. MARTIN	OS S.B.D. D'AMICO
LS J.H. ALFORD	

**ELECTRICAL
TECHNICIANS
00125-01 THROUGH 02**

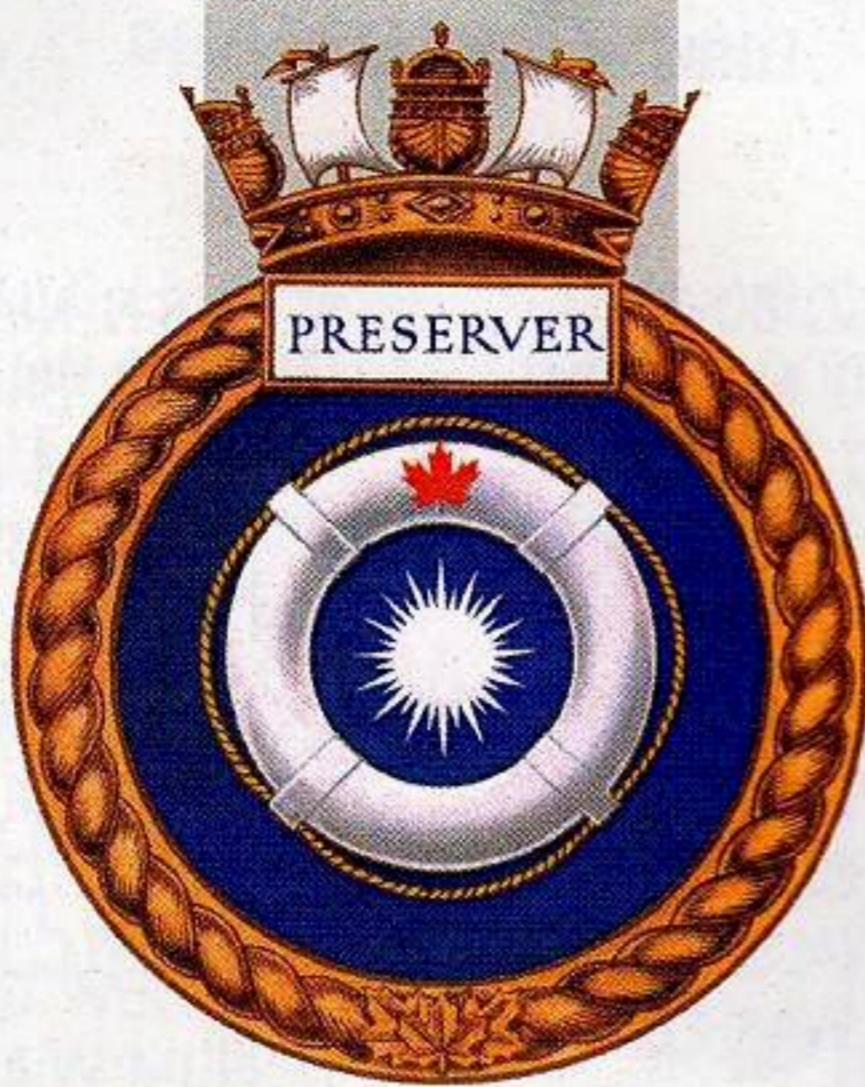
CPO2 R.A. CREER	MS J.G. DOLLIMONT
PO1 R.A. LUND	LS L. ANDREWS
PO2 T.I. GUILDERSON	LS S.A. GRAY
MS M.S.R. CANE	LS H.L. ZAKARIAN
MS J.A. GEAR	LS T.M. KOZUCH

LOGISTICS DEPARTMENT

COOKS 00164	CP02 K.C. BOWN SGT D.D. MUSHROW MS H.C. COOPER LS L.J. TOEWS	LS S.N. NIKOLOV LS M.L. BROAD CPL P.J.M. EULER PTE B.F.I. BLANTERAN DE ROZARI
SUPPLY TECHNICIANS 00168	CP02 N. HESKETH PO1 S.R. HATTON PO2 J.R.S. PRONOVOOST LS G. WALSH LS E.C. WARREN	LS C.J. SAMPSON LS K.T. FINLAY CPL J.M. CLARKE CPL J.D.C. FITZPATRICK
STEWARDS 00165	LS A.J. WHITE LS C.J.A. KLEPY	AB C.D. WAND OS J.W.W.M. MACDONALD
RESOURCE MANAGEMENT SUPPORT CLERKS 00298	PO1 D.M. MACKINNON PO2 M.A. GILLILAND	PTE K.J.D. UHLMAN OS E.M. WOLFE
MEDICAL TECHNICIANS 00334-01 THROUGH 02	CP02 M. MENARD	PTE E. PAQUET-PROULX

CARGO MANAGEMENT DEPARTMENT

HULL TECHNICIANS 00124-01 THROUGH 02	CP02 R.F. WARNER PO2 W.P. KOSHOWSKI MS A.C. MACLAREN	LS M.A. TISDALE LS C.L. KOROLYK LS S.B. RIGGS
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SHIP'S BADGE

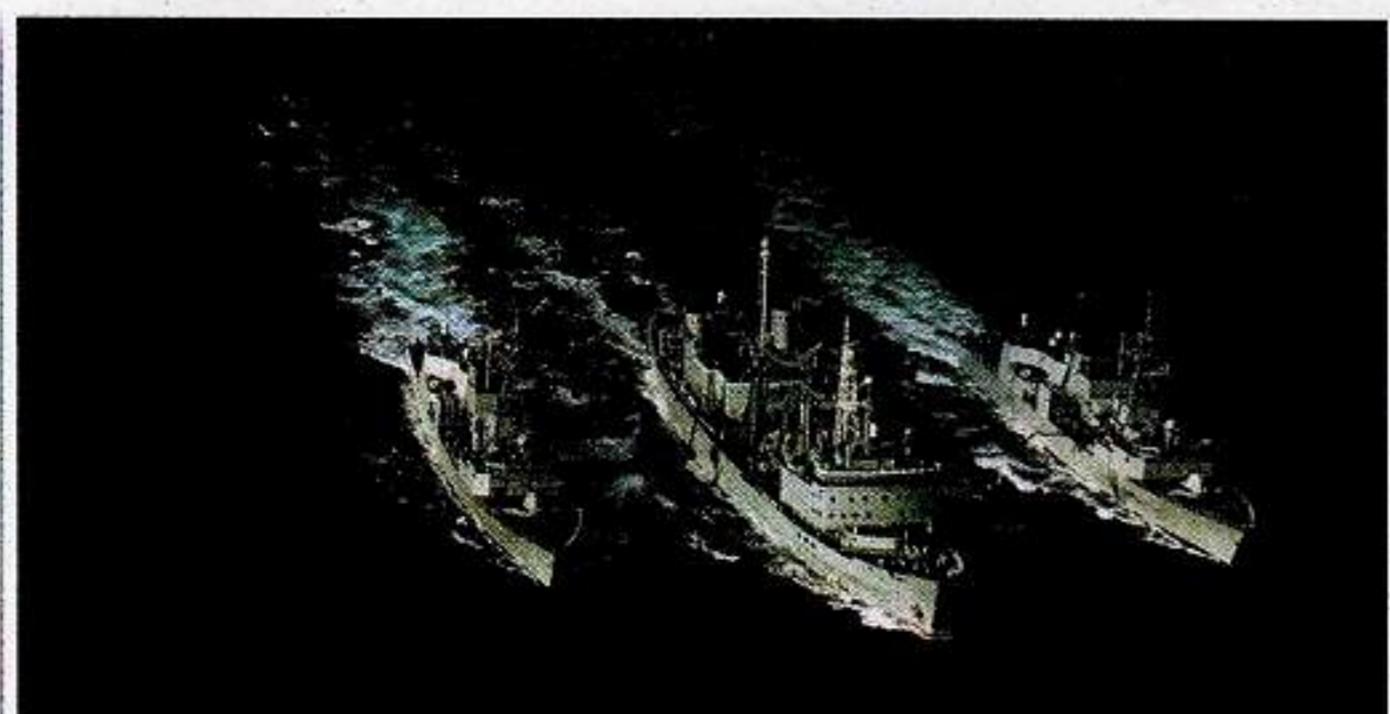
DESCRIPTION: Azure a life preserver Argent cabled Or charged on the centre chief point with a maple leaf slipped Gules and within the ring a starburst also Argent.

SIGNIFICANCE: The life preserver is a rebus on the ship's name and with the red maple leaf gains Canadian identification.

The starburst in the centre symbolizes the flare that is automatically ignited when the life preserver touches the water.

SHIP'S COLOURS: Blue and White

MOTTO: Le Coeur de la Flotte (The Heart of the Fleet)





THE HERITAGE

The second of two PROTECTEUR-class auxiliary oiler replenishment (AOR) vessels, PRESERVER was commissioned into service on 07 August 1970 at the Saint John shipbuilding and dry-dock company in Saint John, New Brunswick. Both PROTECTEUR and PRESERVER integrated the many lessons learned through extensive sea trials conducted by the first AOR built in Canada, HMCS PROVIDER. Commissioned in 1963, PROVIDER allowed the Royal Canadian Navy to make considerable advances in the transfer at sea of stores, food, ammunition and fuel, as well as developing the optimal stowage and handling capabilities that would eventually be implemented in the PROTECTEUR -class ships and those auxiliaries of several allied navies.

These ships were at the very edge of modern underway replenishment procedures and technology when they came into service, providing Maritime Command with a strategic and uniquely flexible capability that allowed the deployment of self-sufficient forces world-wide. PRESERVER remained home-ported in Halifax NS, spending much of the cold war supporting Canadian ships, whether at home or abroad, and those of our NATO allies conducting operations in the Atlantic, ranging from the equator to the farthest reaches beyond the Greenland-Iceland-United Kingdom (GIUK) gap. Such operations were primarily focused on anti-submarine warfare (ASW), seeking to deter Soviet forces and contributing to the larger strategy of containment until the collapse of the Warsaw pact.

The rise of a new world disorder in the wake of the cold war resulted in a tremendous increase in the CF operational tempo and PRESERVER was pivotal to many of the deployments assigned to the Navy. From OP EXCURSION in 1988 to OP APOLLO in 2001, PRESERVER was out doing the business, be that of standing by to evacuate Canadians from zones of conflict such as Haiti to providing humanitarian aid and disaster relief in the wake of Hurricane Andrew in Florida and the Bahamas, supporting Canadian troops deployed in Somalia under UN mandate, enforcing the NATO-led embargo off the coast of the former Yugoslavia, and sustaining the deployment of the Canadian task group to southwest Asia immediately after the dramatic events of 9/11. Closer to home, PRESERVER was central to sustaining forces patrolling off our coasts and led the joint, inter-agency recovery effort that followed the crash of Swissair flight 111 in 1998. PRESERVER also developed the ability to carry and operate several remotely-operated, expendable, high speed surface and air targets, thus providing ships of the task group an essential, organic ability to maintain combat readiness whether on exercises or deployed on operations, at home and abroad.

HONOURS AND AWARDS

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 one of Her Majesty's Canadian Ships pays-off to final disposal, she is entitled to wear, upon final entry into harbour, a special version of the Captain's pennant, known as the "paying off pennant." This pennant signifies the completion of the Ship's Commission in the Royal Canadian Navy and temporarily displaces the Captain's pennant when hoisted with the Ship's call-sign upon entering harbour. Once alongside, it is hauled down, and the Captain's pennant is re-hoisted with the Jack and Ensign. The Captain's pennant then remains flying until the Commanding Officer departs the Ship for the last time.

When a ship reaches the end of her commission, she is "paid off," a term that dates from the day when sailors were literally paid the wages owing them as they went ashore. Historically, up until 1825, it was common practice to hold back some pay as a guarantee against desertion and then to pay off the men at the end of a commission. During the Ship's return voyage, in anticipation of their pay, the crew's spirits were generally high. As part of their celebration they fabricated the paying off pennant by knotting cleaning rags and bunting from worn flags. This was to signify that they would no longer be needed. In those days, the Captain's pennant was finally hauled down at sunset by the Ship's Cook, who was required by regulation to be the last Warrant Officer to leave the Ship. Today in the Royal Canadian Navy, this function is performed by the Ship's Senior Naval Communicator.

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 paying off 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 paying off 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 paying off pennant became standardized at a uniform 380 feet. This is the length of PRESERVER's paying off pennant on display today. Calculated traditionally, PRESERVER's paying off pennant would be 1,118.4 feet long: 564.4 feet for her length, plus 554 feet for her forty-six years and two months in Commission.

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STATISTICS

BUILT BY: SAINT JOHN SHIPBUILDING, SAINT JOHN, NB

KEEL LAID: 17 OCT 67

LAUNCHED: 29 MAY 69

COMMISSIONED: 30 JUL 70

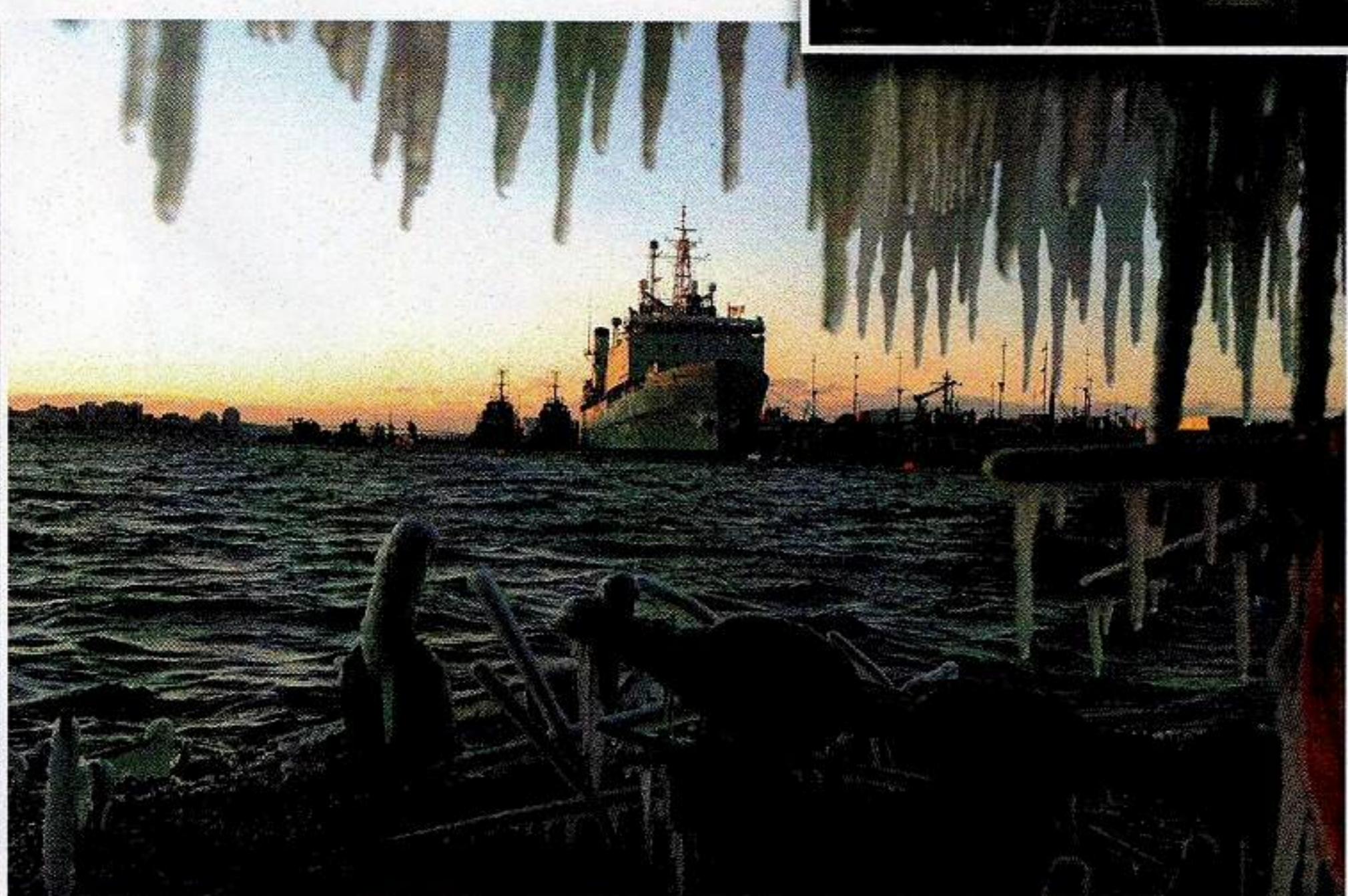
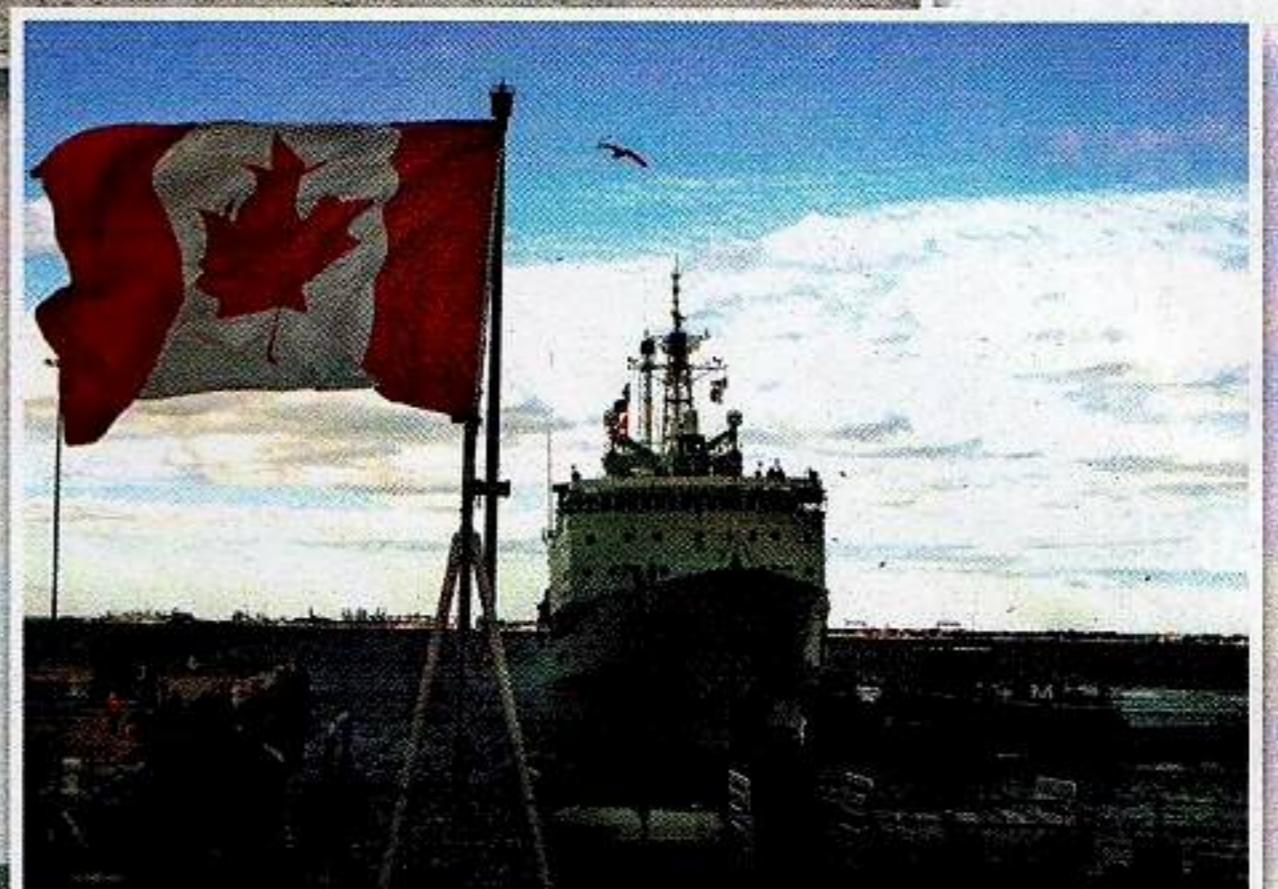
DISPLACEMENT (TONS): 24550

DEMENSIONS (METERS): 172 X 23 X 10

SPEED: 20 KNOTS

ARMAMENT: 2 X 20MM PHALANX CWIS
6 X M2HB .50 CAL HMGS

AIRCRAFT: 3 X SIKORSKY CH124A SEA KING



THE ORDER OF SERVICE

MASTER OF CEREMONIES: COMMANDER JEFF HUTT

ADDRESSES BY: COMMANDING OFFICER LIEUTENANT COMMANDER **VICKY MARIER**
COMMANDER MARITIME FORCES ATLANTIC
(COMMARLANT) REAR ADMIRAL **JOHN NEWTON**
DEPUTY COMMANDER ROYAL CANADIAN NAVY
(DCRCN) REAR ADMIRAL **GILLES COUTURIER**

**CO/SHIPS COMPANY AWAIT ARRIVAL OF REVIEWING OFFICER
(COMMARLANT)/PRESERVER TO "MAN SHIP"**

BUGLAR WILL SOUND THE ALERT

**ARRIVAL OF CCFL, COMMARLANT, DEPUTY CRCN, AND HIS HONOUR BRIGADIER-GENERAL, THE
HONOURABLE J.J. GRANT, CMM, ONS, CD (RET'D) LIEUTENANT GOVERNOR OF NOVA SCOTIA**

ROYAL SALUTE

NATIONAL ANTHEM

RELIGIOUS SERVICE BY LIEUTENANT (N) DAVID JACKSON

CO ADDRESSES PRESERVER

COMMARLANT ADDRESSES PRESERVER

DEPUTY CRCN ADDRESSES PRESERVER

COMMANDING OFFICER PRESERVER TO "MAN SHIP"

MASTER OF CEREMONY: SIGNIFICANCE OF PAYING OFF PENNANT

UNVEILING OF PAYING OFF PENNANT

SHIP'S COMPANY TO PASS ON PAYING OFF PENNANT

SHIP'S 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

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

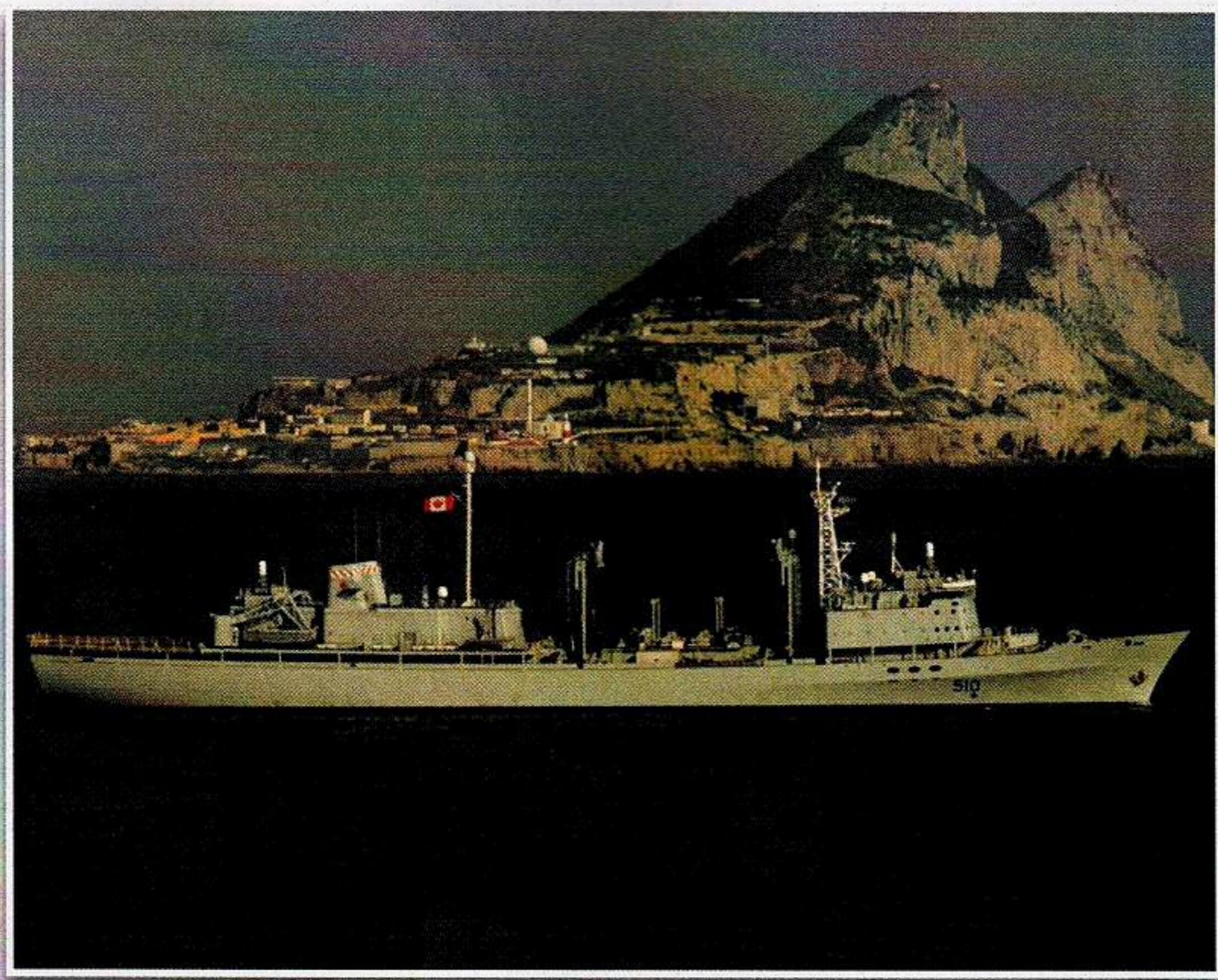
DEPUTY CRCN RECEIVES FLAGS FROM COMMANDING OFFICER

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

PRESERVER IS OFFICIALLY PAID OFF

VIPS DEPART IN FOLLOWING ORDER HIS HONOUR BRIGADIER-GENERAL, THE HONOURABLE J.J. GRANT, CMM, ONS, CD (RET'D), LIEUTENANT GOVERNOR OF NOVA SCOTIA, DEPUTY CRCN, COMMARLANT, AND CCFL

SHIP'S COMPANY TO MARCH FROM NB JETTY TO ND



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

The route extends from NB jetty to ND jetty.

THE SAILOR'S PSALM

(Psalm 107, verses 23-30)

They that go down to the sea in ships
and occupy their business in great waters;
these men see the works of the Lord and His wonders in the deep.
For at His word the stormy wind ariseth which lifteth up the waters thereof.
They are carried up to heaven and down again to the deep;
their soul melteth away because of the trouble.
They reel to and fro, and stagger like a drunken man, and are at their wits' end.
So when they cry unto the Lord in their trouble,
He delivereth them out of their distress.
For He maketh the storm to cease so that the waves thereof are still.
Then are they glad because they are at rest;
and so He bringeth them unto the haven where they would be.

THE PRAYER FOR PRESERVER

Holy and Loving God, let your Spirit be with this assembly gathered to retire The Heart of the Fleet from active service. For over four decades HMCS PRESERVER has 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 PRESERVER 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 PRESERVER, our colours 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 sea; who has compassed the waters with bounds until 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 in 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 for Thy mercies to praise and glorify Thy Holy Name. Amen.