

**THE NAMING
AND COMMISSIONING
OF
HMCS NIPIGON**

30 MAY, 1964

AT MARINE INDUSTRIES LIMITED, SOREL, QUEBEC



The Royal Canadian Navy is greatly honoured by the presence of our Commander-in-Chief, His Excellency the Governor-General, and of Her Excellency, Madame Vanier, at the commissioning of our newest ship.

We are indeed grateful to Her Excellency for having consented to sponsor and name HMCS *Nipigon* and to His Excellency for having consented to be the Guest of Honour on this proud and auspicious occasion.

The commissioning of HMCS *Nipigon* represents another step forward in the design and development of warships capable of contending with the submarine threat at sea. Whilst other destroyer escorts have been converted to operate helicopters and variable depth sonar, the *Nipigon* is the first to have these very important features incorporated in her design.

I would like to congratulate all those who have helped to design and to build this fine new ship.

I wish the Captain, officers and men of the *Nipigon*, God-speed and a very successful commission.

H. S. Rayner
Vice-Admiral, RCN
CHIEF OF THE NAVAL STAFF



THE SHIP — THE TASK — THE TEAM

THE sea is of tremendous importance to Canada—to its security, progress and prosperity. Our coastline is one of the world's longest; seaborne trade is a vital factor in the economy. Drawing upon these fundamental factors, the purpose of the Royal Canadian Navy has been defined as to ensure that Canada, in concert with allied and friendly nations, has unrestricted use of the sea.

At sea, the primary threat is the submarine; or more precisely, submarines in greater numbers than the world has ever known and an ever-increasing number being nuclear powered. As its part in providing an antidote to this threat, Canada has created a force highly specialized in anti-submarine operations. The operational elements, which on each coast form a single maritime force, are the ships and aircraft of the RCN and the maritime aircraft of the RCAF.

Over the past eight years, 19 anti-submarine destroyer escorts, built in Canadian shipyards, have been commissioned into the RCN. The latest of these, HMCS *Nipigon*, represents a marked advance over her predecessors. Although other RCN ships have lately been converted to operate a helicopter and variable depth sonar, she is the first to have these significant features embodied as part of her original basic design.

HMCS *Nipigon* will carry a Sea King anti-submarine helicopter possessing the ability both to detect and attack submarines. The effect will be to increase appreciably the ship's capacity to deal with modern high-speed submarines. Variable depth sonar, developed and manufactured in Canada, adds to the accuracy and range of the ship's detection system.



The addition of these new and complex systems underlines the quality and skills needed of men in today's Navy. The modern sailor must be a skilled operator and a skilled technician. He must be intelligent and resourceful . . . he must know his job thoroughly and be prepared always to act quickly and correctly. With all this, he must possess as much as ever the attributes of the seaman.

A CANADIAN ACHIEVEMENT

HMCS *Nipigon* exemplifies the high degree of professional and technical skill achieved by those concerned with the design, construction and fitting out of warships in Canada.

The *Nipigon* is the last but one of a family of 20 anti-submarine destroyer escorts of Canadian design and construction. The first, HMCS *St. Laurent*, was commissioned in October, 1955. She was followed by six more ships of the same class, seven of the *Restigouche* class, and four of the *Mackenzie* class. The *Nipigon*, with a sister-ship, the *Annapolis*, to be completed at Halifax this summer, form the new *Annapolis* class.

The *Nipigon* was laid down on August 5, 1960, at Marine Industries Limited, Sorel, Quebec, and was launched on December 10, 1961.

The complement of the *Nipigon* is 11 officers and 225 men. She incorporates improvements of the immediately preceding *Mackenzie* class, plus other refinements. The *Nipigon* has the same hull measurements as her predecessors: length, 366 feet, and beam, 42 feet. Her mean draught is 13 feet, 8 inches. She displaces 2,925 tons fully

loaded. Twin screws driven by geared steam turbines will give her a speed of about 28 knots. Twin rudders make her highly manoeuvrable.

She has rounded contours to counter ice accumulation on the weather decks and heated anchor doors for the same purpose. These smooth contours will help speed the rinsing away of radio-active contamination in the event of nuclear fall-out. The ship's company will get protection from air pollution in such situations by means of Canadian-designed filters which decontaminate air brought into the ship's air conditioning system.

As in her predecessors, the commanding officer of the *Nipigon* will "fight" the ship from an enclosed operations room. Here a variety of sensing apparatus produces and co-relates data to make it the brain centre of the ship.

To minimize stresses on the helicopter and its handling gear due to rolling, and at the same time to provide improved conditions for maintenance, the *Nipigon* and other helicopter equipped destroyer escorts are fitted with an activated, fin type, roll damping system. It consists of a simple non-retractable fin extending 4.5 feet out from either side of the hull and about nine feet long, hydraulically tilted and controlled by a gyro sensing unit. It ensures that rolling during extreme conditions of wind and sea is kept to about 10 degrees.

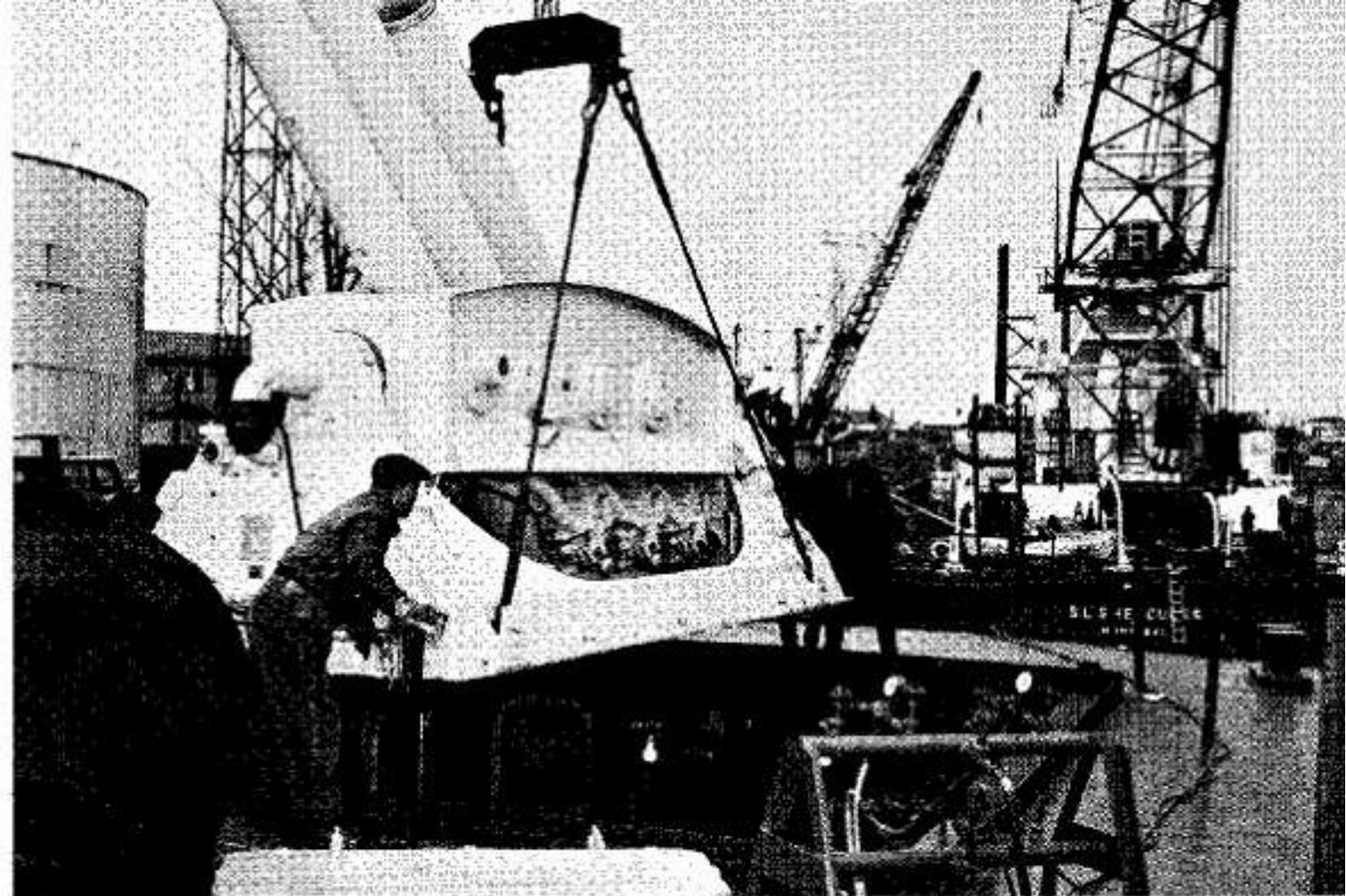
CONSTRUCTION

The unit construction technique, developed in Canadian shipyards, has been employed in building this ship. Instead of building from the keel up in the conventional manner, separate units are 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. Drawing 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.





The *Nipigon* is nearly all welded, and the welds are X-ray tested to disclose hidden defects. A large quantity of aluminum has been used in the ship's interior and superstructure, improving stability through weight reduction.

WEAPONS

Anti-submarine weapons are the principal armament. The Sea King helicopter, with its homing torpedoes, comprises the long range delivery system. In the ship is a three-barrel mortar mounting capable of firing high explosive projectiles in any direction.

The mortar is controlled by means of electronic apparatus which locates and tracks the submarine and fires the mortar at the correct moment. The ship is also equipped with homing torpedoes which can track and strike an enemy target. Other weapons include a twin three-inch radar-controlled gun with a high rate of fire. Primarily an anti-aircraft weapon, it can also be used effectively in surface action. Its plastic gunshield provides protection from weather, fallout and shell splinters.

PROPULSION MACHINERY

The ship is powered by two main steam turbines geared to twin shafts. Hardened and ground gearing has been used, reducing substantially both the gearing weight and housing dimensions. The main engines are rated at 30,000 shaft horsepower.

Auxiliary machinery is turbine, diesel or electric-powered.

The two water-tube boilers are of compact design, with steam maintained at a constant high pressure and temperature. Remote and automatic controls are provided.

ELECTRICAL EQUIPMENT

The *Nipigon* has electronic and electrical systems more extensive and complex than those carried in Second World War ships twice her size.

Her generators can produce enough power to supply light, heat and power to a city of 18,000 population.

Most functions of the ship, including armament, navigation, cooking, ventilation, air-conditioning and communications depend on electrical power. About 300 motors and motor generators produce the motive force for a wide variety of equipment. The ship's main electric power is alternating current.



ELECTRONICS

The *Nipigon* has facilities for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. She is also fitted with direction finding equipment and radio teletype.

The ship has radar systems for gunnery fire control, navigation, surface warning, air warning and air early warning. The several sonar sets are of advanced design and embody certain important Canadian developments. The variable depth sonar is of Canadian design and manufacture.

For internal communications, she has 12 separate telephone systems, including lines for docking ship, damage control, radar maintenance and fuelling at sea, and 12 sound broadcast systems. The equipment enables the commanding officer to be in direct contact with every part of the ship. The system is similar to a public automatic telephone service.

A Canadian-design remote control system makes it possible to broadcast or receive from any of 28 positions in the ship.

DAMAGE CONTROL AND DECONTAMINATION

The *Nipigon* has an extensive damage control system with its centre linked by a special telephone switchboard to strategic points in the ship.

To reduce danger of flooding and to prevent contamination of the air-conditioning system by gas, bacteria or atomic fallout, the hull has been built without scuttles. Those on the superstructure are sealed and have lightweight aluminum deadlights for blackout purposes. A bilge suction main runs throughout the ship with suction taken in hold and lower deck compartments. Pumps provide pressure for a fire main which supplies fire hydrants throughout the ship. Portable pumps are located at strategic points in the ship. Paint is fire resistant.

A foam flooding system has been fitted in the hangar and on the flight deck. The hazard of fire is much less with the jet 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 atomic, biological or chemical attack, with provision for recirculation 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 foreward and one aft.

The ship is 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. This means that the ship will not under any conditions founder by capsizing and will retain positive stability throughout damage.

LIFE SAVING AND MEDICAL EQUIPMENT

Carley floats and wood rafts formerly used in most other ships have been replaced with inflatable rubber rafts. These 20-man rafts inflate automatically on release into the sea. 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 wind, sun and weather.

The sick bay contains four berths, a bathroom, an operating table with the latest type operating light, well stocked drug and medical lockers and diagnostic facilities.

HABITABILITY

The *Nipigon*'s men sleep in three and four tier bunks with foam rubber mattresses, pillows and individual reading lamps. Aluminum clothes lockers and additional drawer space for personal belongings are provided, as are mirrors and electric shaving outlets. Each living space has a recreational area 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, which also serve as offices, are arranged for single and double occupancy, except for one accommodating four junior officers. The commanding officer's quarters consist of an office and living quarters.

There is provision for cafeteria-style messing from a centrally located, electrically equipped galley. The galley contains a bakery; sections for handling pastry, meat and vegetables; a dish-washing machine and garbage disposal unit.

The main dining area can also be used for recreational purposes in the evenings. Lighting is fluorescent. The chief and petty 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.





THE OVERSEEING TEAM

The Naval Overseer's role in the construction of HMCS *Nipigon* has involved checking and ensuring that all construction has been in accordance with approved specifications and drawings. The Naval Overseer inspects arrangements, carries out trials of propulsion machinery, deck equipment and weapons systems.

Since this warship is the first one of her type, that is, the first entirely new ship embodying facilities for landing and storing a helicopter, for variable depth sonar and for replenishment at sea, Naval Overseers were required in concert with the shipbuilder to prove the new equipment by what is known as "first of class trials".

Naval Overseers engaged in the construction of HMCS *Nipigon* have been Commander Donald Clark, Principal Naval Overseer; Lieutenant-Commander James Fawley, Electrical Overseer; Lt. Arthur Morris, Engineering Overseer; Lt. F. G. Clark, Supply Overseer; Mr. J. R. Edgar, Hull Overseer, Chief Petty Officers E. J. Ablett and R. L. Sweete, PO A. Rowe, Hull Overseers; CPOs H. E. Swanson and C. A. Brooks and PO A. J. Perry, Engineering Overseers; CPOs D. M. Bishop and L. E. Peterson, POs K. H. Harris and J. P. Samson, Electrical Overseers; CPOs H. Bourret and D. E. Harris and PO J. B. Palmer, Weapons Overseers; PO P. J. Burke, Ldg. Sea. J. C. Dufour and AB Y. J. Michaud, Supply Overseers.



MR. A.-LUDGER SIMARD,
*President and Managing
Director*

MR. ARTHUR SIMARD,
Chairman of the Board

MR. ARTHUR EDMOND
PONTBRIAND,
Executive Vice-President

MR. LEON TOUCAS,
Production Manager

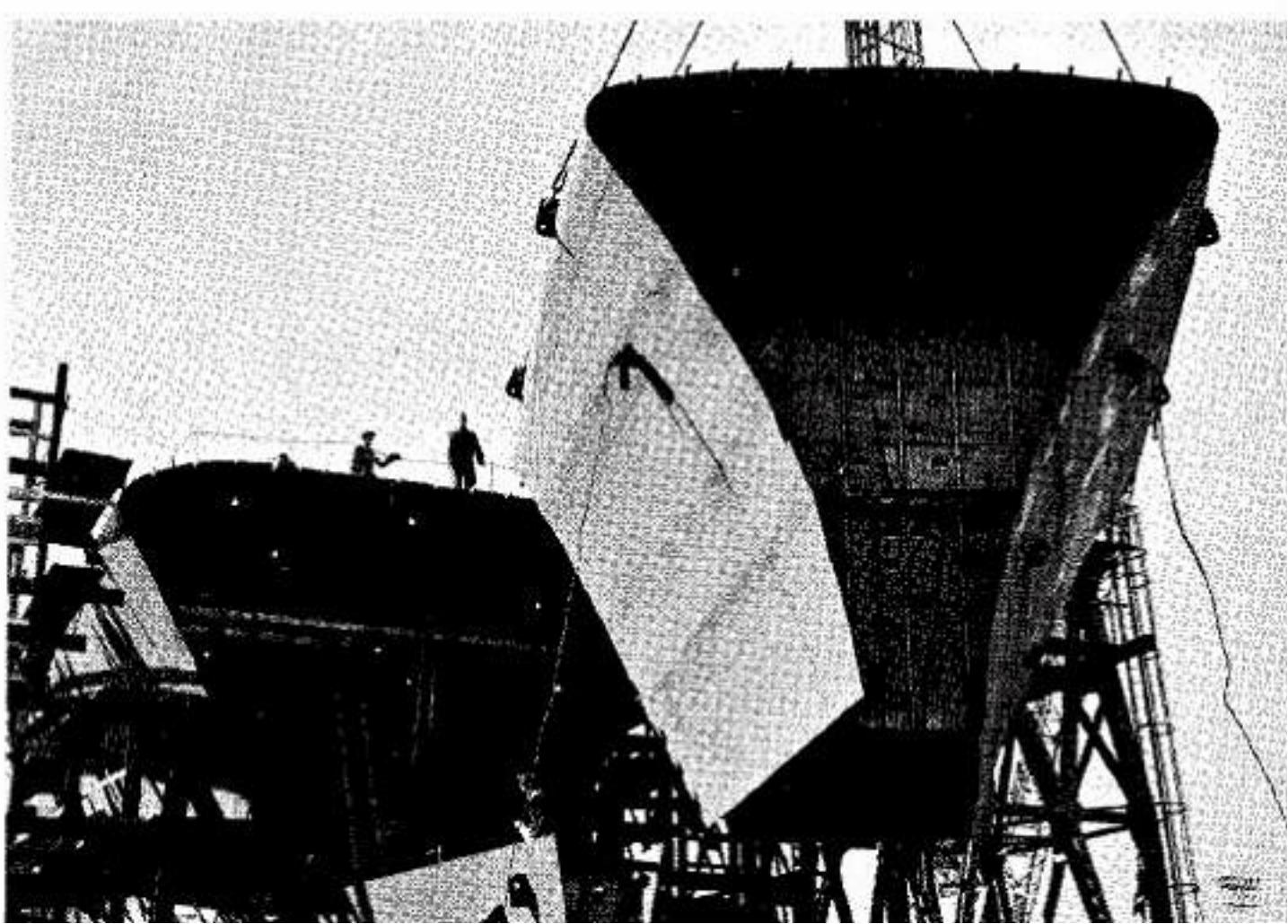
THE BUILDERS

"From Sorel to the Seven Seas", this is the slogan of Marine Industries Limited, builders of the destroyer escort *Nipigon* for the Royal Canadian Navy. Located on the St. Lawrence at the mouth of the Richelieu River, the shipyards of Sorel offer a unique spot between Montreal and Quebec to any ship in need of fast and economical repairs.

This company, whose origins go back to 1845, has already to its credit many accomplishments for the Royal Canadian Navy, and the *Nipigon* is the 35th warship to be built by M.I.L.

The Sorel shipyards were completely re-organized at the beginning of the last war, during which they acquired an extensive ability to construct all-welded steel hulls. The marine railway which was built at the time permits launching of ships having a displacement of up to 5,000 tons from any of eight berths by a system of side and end hauling. Included in wartime construction were corvettes, minesweepers, tugs, trawlers, tankers and cargo vessels which are trading today all around the world.

Marine Industries Limited also operates a fleet of tugs and dredges; and Branch Lines Limited, an associated firm, manages the operation of seven tankers which have played a vital role in pioneering winter navigation on the St. Lawrence River, besides assuring the transport of supplies to Arctic bases during the summer months.





THE NIPIGON

(Canadian Pacific Photo)

Into the northwestern reaches of Lake Superior pours the Nipigon River, largest stream to feed the greatest lake in the world. The Land of the Nipigon, a huge square, stretches broadly north from the bay, along each side of the river to include the island-dotted, 1,800 miles of clear Lake Nipigon and its huge watershed of spruce and jackpine forest.

Nature has given the Land of the Nipigon a striking appearance, for over the forests and tumbling streams loom fortress-like mesas, formed by the resistance of their iron hard diabase caps to the erosion of the ages. The sweep and vastness of the rugged region were described by the novelist James Oliver Curwood as "Back of Beyond".

In the waters of Lake Nipigon, the swirling pools of the Nipigon River and the deep bays of Lake Superior have spawned, grown and swum a profusion of trout, especially the deep-bellied lake trout and the vivid speckled trout. Long before those adventurous fur traders, Radisson and Groseilliers, pushed into this wilderness in the 1660s, the Ojibwa Indians were harvesting the fish and game.

In 1874, the Governor-General, The Marquis of Dufferin, fished the falls of the Nipigon River and word of the superb angling to be had here soon reached the civilized world. The Marquis was a world-renowned sportsman. Others followed him.

The word Nipigon is a French corruption of the Indian name, which has been rendered Annimigon, Aweenipigo and Alempigon and variously interpreted as meaning "deep, clear waters" and "lake you cannot see the end of". Captain Daniel Greysen, (Sieur Dulhut), founder of Duluth, Minn. established the first white man's fort in 1678 just outside of where the township now stands. The Hudson's Bay Company built by the lake and has been doing business in the area ever since from a series of posts.

Descendants of the Indians still fish lake and river, but now largely as guides to visiting sportsmen. The world's record brook trout—a 14½ pound trophy taken below Rabbit Rapids on the river on July 21, 1915, by the late Dr. J. W. Cook of Fort William, Ont.—still stands, although commercial fishermen have caught bigger ones since.

The township of Nipigon was incorporated as a municipality on January 10, 1909, and is a community of close to 3,000 today. It covers more than 26,000 acres and has road, rail and water facilities. It was once seriously considered as the site for the Canadian Lakehead which is further west along the shore.

The main industries are the various branches of the woods industry. Despite hydro development along the river, fishing remains good and many annual trophies are still won with catches from Nipigon Lake and River. Mr. G. T. Waghorn is Reeve.

HMCS *Nipigon* takes her name from the river.

THE HERITAGE

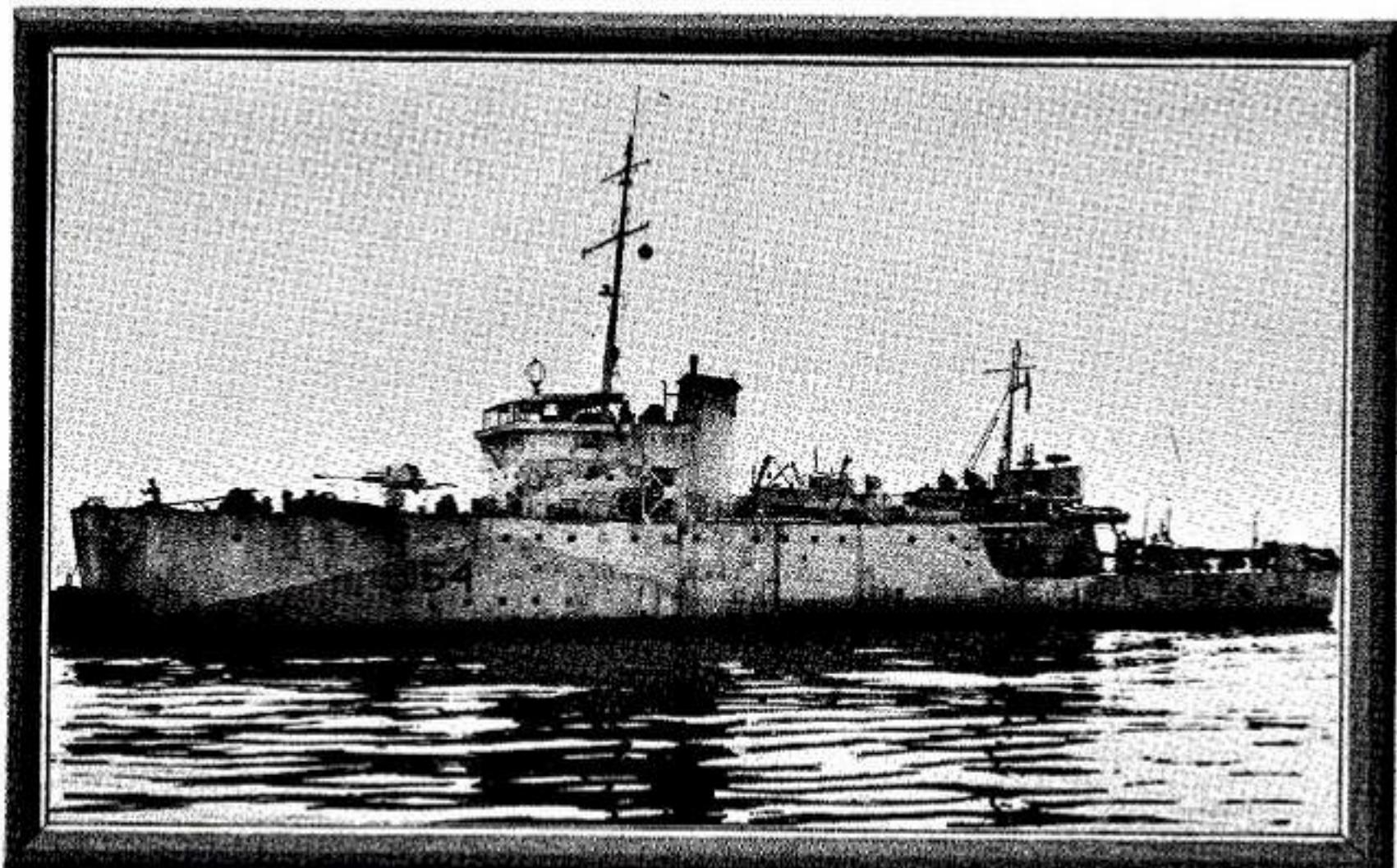
The first HMCS *Nipigon*, named after Nipigon Bay, to serve in the Royal Canadian Navy was a steam Bangor minesweeper laid down in Toronto on July 4, 1940, at the yard of the Dufferin Shipbuilding Company, Ltd. She was launched that September 30 and commissioned on August 11, 1941. She reached Halifax a month later and was initially employed on minesweeping duties. Later in the fall she joined the Sydney local escort force, but when the harbour froze over in the winter, returned to Halifax and more minesweeping duties.

Eventually she settled down to escort duties in the north-western Atlantic, between Canadian, Newfoundland and New England ports. At the end of the war, when the last convoy had reached its destination, she was once again placed in a minesweeping organization on the East Coast.

In the naval reduction and demobilization, the *Nipigon* was paid off for disposal at Shelburne, N.S., in October, 1945. The course taken by the "cold war" caused the *Nipigon*, among other paid-off ships, to be frozen for eventual repurchase by the Navy. In July, 1951, she was one of 18 Bangors in reserve at Sorel, Que., which were re-acquired, reconstructed and refitted, then placed in the Reserve Fleet at Sydney. On November 29, 1957, she was among the first five Bangors turned over to Turkey under the Mutual Aid programme of NATO. Designated a Bangor class coastal escort, she was renamed "Bafra".

In warfare as in everyday life, the useful plodding ways are more frequently travelled than the more heroic or spectacular. Often their routes follow the margins of heroic events, even if they do not cross them. In her wartime convoy duties and emergency missions, the *Nipigon* saw action, and her reward was the battle honour:

"ATLANTIC 1941-45"





THE SHIP'S BADGE

BLAZON: Gules, in base a bar fessewise wavy Argent charged with a like barrulet Azure, out of which leaping, two Trout Or, one to the dexter chief the other to the sinister chief.

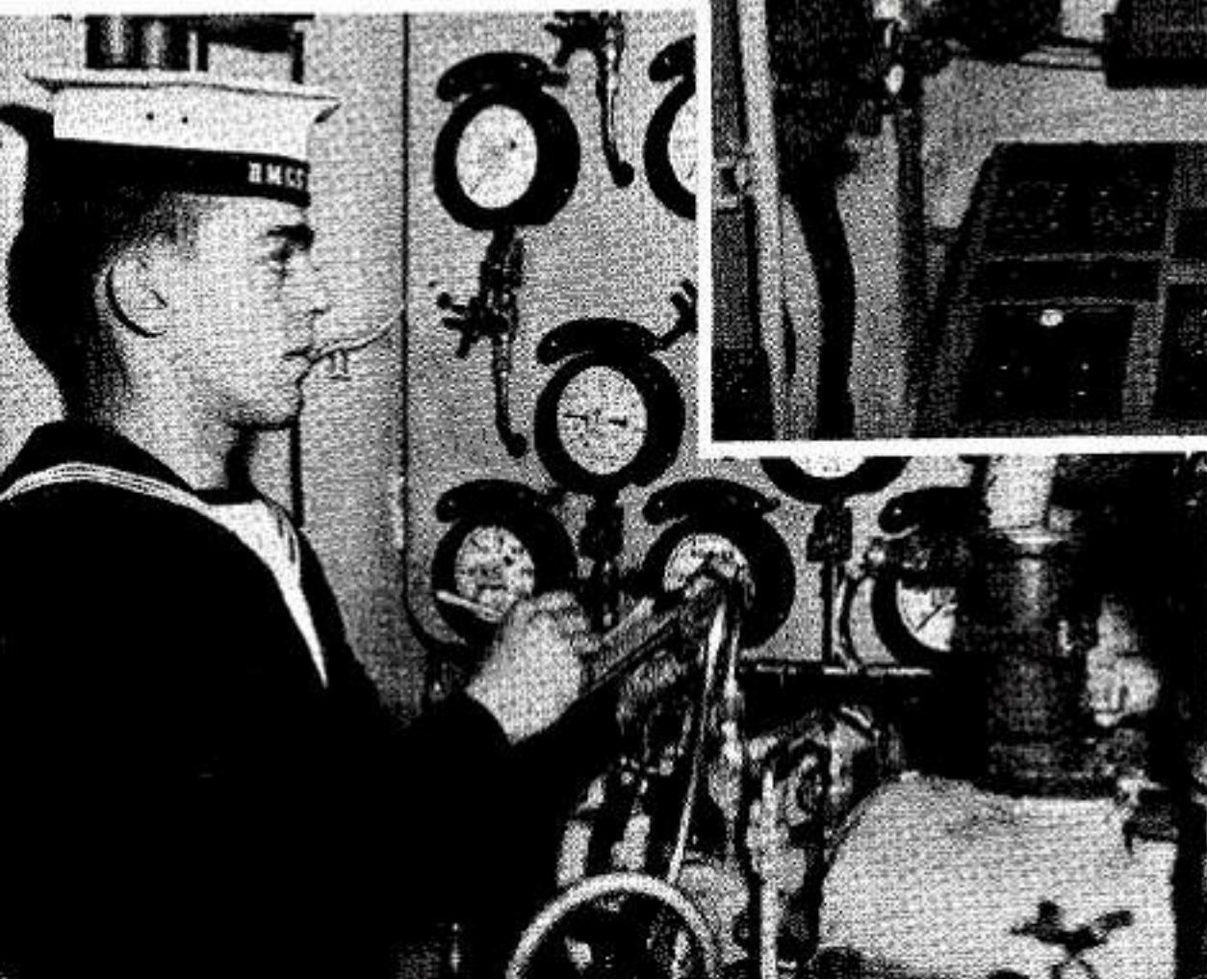
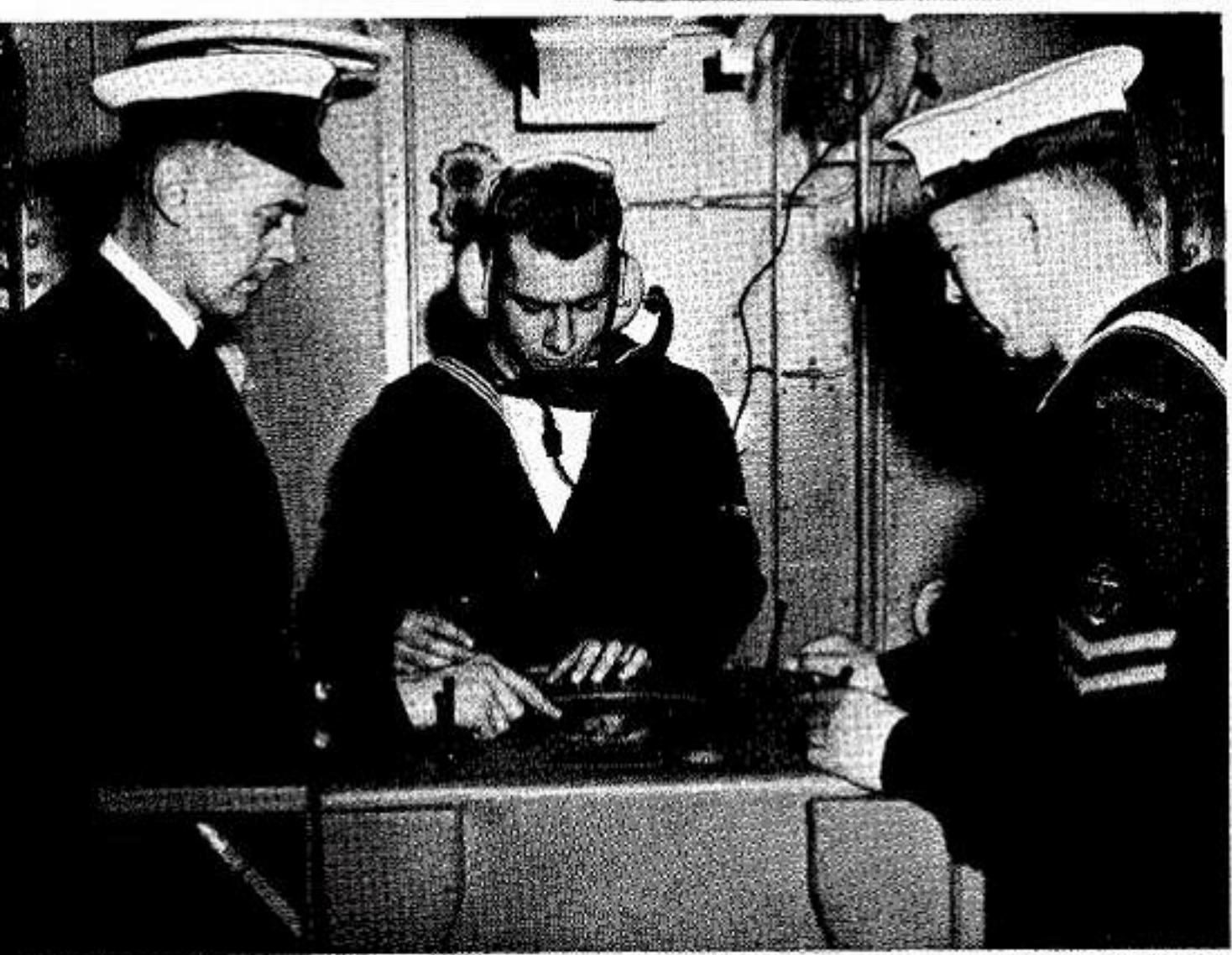
SIGNIFICANCE: At the mouth of the Nipigon River, which flows into Lake Superior from the north, is located the famous "Red Rock" on which early Indians painted representations of various objects familiar to them.

This "Red Rock" is referred to by the red background in the badge.

The Nipigon River, after which this ship is named, is renowned for its excellent trout fishing, and to signify this, two golden trout are shown leaping from the river, symbolized by the wavy white and blue horizontal stripe.

SHIP'S COLOURS: Gold and Scarlet.

MOTTO: "*We are one*".





COMMANDER D. R. SAXON, DSC, CD, RCN,
Commanding Officer

THE

OFFICERS

Commander D. R. Saxon.....	Commanding Officer
Lieutenant-Commander John Goudy.....	Executive Officer
Lieutenant F. G. Clark.....	Supply Officer
Lieutenant Arthur Morris.....	Engineer Officer
Lieutenant F. J. Mifflin.....	Weapons Officer
Lieutenant Peter Gallagher.....	Deck Officer
Lieutenant Dent Harrison.....	Operations Officer
Sub-Lieutenant I. R. Clarke.....	Communication Officer
Sub-Lieutenant John Nethercott.....	Navigating Officer
Acting Sub-Lieutenant L. G. Mason.....	Assistant to Weapons Officer

MEN

Chief Petty Officer B. J. Allday.....	Coxswain
---------------------------------------	----------

DECK DEPARTMENT

Petty Officer E. Cadue	Able Seaman C. Clark
Petty Officer D. Levandier	Able Seaman T. Colton
Petty Officer J. Perry	Able Seaman R. Damico
Leading Seaman W. Clouston	Able Seaman C. Guy
Leading Seaman R. Flynn	Able Seaman P. Pratt
Leading Seaman C. Isaacs	Able Seaman B. L. Stanick
Able Seaman B. Campbell	Ordinary Seaman D. Keats

SHIP'S COMPANY

ENGINEERING DEPARTMENT

Chief Petty Officer H. E. Swanson

Chief Petty Officer E. J. Ablett

Chief Petty Officer J. Bodnarchuk

Chief Petty Officer R. Lacroix

Chief Petty Officer M. McCartney

Chief Petty Officer G. Michor

Chief Petty Officer L. Peterson

Chief Petty Officer A. Rowe

Petty Officer P. Barr

Petty Officer F. Coady

Petty Officer R. Doiron

Petty Officer R. Forcier

Petty Officer R. Martin

Petty Officer W. Parker

Petty Officer A. J. Perry

Petty Officer J. Samson

Petty Officer R. Williams

Petty Officer A. Chiasson

Petty Officer G. Durst

Petty Officer P. Irwin

Petty Officer E. Sharkey

Petty Officer D. Worsfold

Leading Seaman G. Branchaud

Leading Seaman C. Crowell

Leading Seaman M. Eisnor

Leading Seaman J. Hamilton

Leading Seaman K. King

Leading Seaman D. Turley

Able Seaman W. Bernier

Able Seaman R. Bowdridge

Able Seaman J. Faid

Able Seaman R. A. Finnimore

Able Seaman N. Gable

Able Seaman A. Gallant

Able Seaman A. Hasson

Able Seaman J. Humphrey

Able Seaman L. Jewer

Able Seaman R. Krulicki

Able Seaman F. Lyne

Able Seaman J. Martin

Able Seaman J. Mathieu

Able Seaman W. Munro

Able Seaman J. Pearson

Able Seaman T. Pitt

Able Seaman C. Quinn

Able Seaman K. Salchert

Able Seaman B. Salmon

Able Seaman A. Shaw

Able Seaman V. Stone

Able Seaman N. Van Wyngaarden

Able Seaman D. White

Able Seaman R. Wilwand

Ordinary Seaman G. R. J. Aubut
Ordinary Seaman J. Blackie
Ordinary Seaman P. Boyle
Ordinary Seaman W. T. Gray
Ordinary Seaman F. Henwood

Ordinary Seaman J. R. R. Laroche
Ordinary Seaman C. E. Moyer
Ordinary Seaman N. Peck
Ordinary Seaman A. C. Vincent
Ordinary Seaman B. E. W. White

OPERATIONS DEPARTMENT

Chief Petty Officer J. Caygill
Chief Petty Officer W. Sanderson
Chief Petty Officer D. Snow

Petty Officer J. Baskey
Petty Officer K. Harris
Petty Officer A. C. Muise
Petty Officer E. Welch
Petty Officer W. Corr
Petty Officer J. Lane

Leading Seaman L. Butler
Leading Seaman R. Calvert
Leading Seaman D. Copeman
Leading Seaman B. Forsey
Leading Seaman K. Freeland
Leading Seaman J. Mills
Leading Seaman G. Perigo

Able Seaman J. Burns
Able Seaman J. Chamberlain
Able Seaman D. Coles

Able Seaman S. Davis
Able Seaman K. Emms
Able Seaman R. Finch
Able Seaman K. K. Hand
Able Seaman E. Kelly
Able Seaman J. Knight
Able Seaman J. McBurney
Able Seaman P. C. O'Leary
Able Seaman J. Parker
Able Seaman J. Robinson
Able Seaman D. W. Rose
Able Seaman D. F. Waugh
Able Seaman E. Whitehead

Ordinary Seaman J. J. Arcand
Ordinary Seaman R. Baker
Ordinary Seaman C. Dugre
Ordinary Seaman H. Drake
Ordinary Seaman G. Leblanc
Ordinary Seaman J. Sparks
Ordinary Seaman R. Ward
Ordinary Seaman A. Wilde

SUPPLY DEPARTMENT

Chief Petty Officer A. Bennet
Chief Petty Officer W. Foster

Petty Officer G. Aucoin
Petty Officer E. Carrier
Petty Officer R. Crease
Petty Officer J. Duchesneau
Petty Officer J. Forbrigger

Leading Seaman J. Boudreault
Leading Seaman C. Burchell
Leading Seaman K. Byrne
Leading Seaman C. Davis
Leading Seaman Y. Forget

Leading Seaman J. Scott

Able Seaman A. Dauplaise
Able Seaman M. Guttin
Able Seaman J. Hood
Able Seaman E. McMurrer
Able Seaman J. Merrey
Able Seaman R. Popham
Able Seaman B. Thomas
Able Seaman H. Waller

Ordinary Seaman J. Dunlop
Ordinary Seaman G. Harrison
Ordinary Seaman J. Hastings

Ordinary Seaman K. Kit
Ordinary Seaman M. Mallette

Ordinary Seaman D. Schofield
Ordinary Seaman J. Vautour

WEAPONS DEPARTMENT

Chief Petty Officer H. Bourret
Chief Petty Officer D. Harris
Chief Petty Officer J. Palmer

Petty Officer L. Clark
Petty Officer B. Dubois
Petty Officer J. O'Reilly
Petty Officer J. Allard
Petty Officer C. Bugg
Petty Officer C. Butler
Petty Officer J. Lees
Petty Officer B. McCallum
Petty Officer G. McKee
Petty Officer A. Zobatar

Leading Seaman R. Blakey
Leading Seaman J. Fairservice
Leading Seaman R. Gignac
Leading Seaman R. Hanlon
Leading Seaman H. Knapp
Leading Seaman P. Meagher
Leading Seaman R. Metelnick
Leading Seaman C. Ramsey
Leading Seaman N. Sakins

Able Seaman G. Beam
Able Seaman G. Beanish
Able Seaman D. Burgher
Able Seaman C. Campbell
Able Seaman H. Collister
Able Seaman D. Cumming
Able Seaman J. de Lottinville
Able Seaman R. Ennis

Able Seaman G. Jacklin
Able Seaman W. Johnston
Able Seaman R. Laycock
Able Seaman J. Lemckert
Able Seaman J. Little
Able Seaman R. London
Able Seaman J. MacDonald
Able Seaman F. Marshall
Able Seaman P. McKenna
Able Seaman D. Mestdagh
Able Seaman L. Mock
Able Seaman W. Monkman
Able Seaman G. M. Norman
Able Seaman R. O'Bray
Able Seaman L. Phillips
Able Seaman C. Procure
Able Seaman S. Schillberg
Able Seaman D. Sheppard
Able Seaman A. Tangedal
Able Seaman J. Tremblay
Able Seaman F. Trodden
Able Seaman F. Wells
Able Seaman H. Whattam

Ordinary Seaman E. Allen
Ordinary Seaman L. Connoly
Ordinary Seaman J. Gillespie
Ordinary Seaman L. Kirby
Ordinary Seaman D. Koch
Ordinary Seaman P. Madaire
Ordinary Seaman A. Lamarre
Ordinary Seaman D. O'Neill
Ordinary Seaman R. Pike
Ordinary Seaman R. Robinson

The Naming and Commissioning Ceremony—Cérémonie du baptême et d'armement

Commencing at 1500 (3:00 p.m.)

Order of Service

Introduction by Commander Donald Clark, CD, RCN, Principal Naval Overseer, Sorel.

Address by Mr. A.-Ludger Simard, OBE, D.Sc., President and Managing Director, Marine Industries Ltd.

Her Excellency, Madame Vanier, names the ship:

“I name you Nipigon. May God bless this ship and all who sail in her.”

Address by Vice-Admiral H. S. Rayner, DSC and Bar, CD, RCN, Chief of the Naval Staff.

Address by His Excellency, General the Right Honourable Georges P. Vanier, DSO, MC, CD, Governor-General of Canada.

Address by the Honourable Lucien Cardin, PC, MP, BA, LLB, Associate Minister of National Defence

Acceptance of the ship by Rear-Admiral J. B. Caldwell, MBE, CD, RCN, Chief of Naval Technical Services

Commissioning Service conducted by the Rev. Harry Ploughman, Chaplain-of-the-Fleet (P)

HYMN: Tune “Eternal Father Strong to Save”

O Father, King of Earth and Sea,
We dedicate this ship to Thee;
In faith we send her on her way,
In faith to Thee we humbly pray,—
O hear from heaven our sailors’ cry,
And watch and guard her from on high.
AMEN.

PSALM 107 (Verses 23 to 31, 43) to be said responsively.

23. They that go down to the sea in ships, that do business in great waters;
24. These see the works of the Lord, and His wonders in the deep.
25. For He commandeth, and raiseth the stormy wind, which liftest up the waves.
26. They mount up to the Heavens, they go down again to the depths; their soul is melted because of trouble.
27. They reel to and fro, and stagger like a drunken man and, are at their wit’s end.
28. Then they cry unto the Lord in their trouble, and He bringeth them out of their distresses.
29. He maketh the storm a calm, so that the waves thereof are still.

Oramus.

Propitiare, Domine, supplicationibus nostris, et bene + dic navem istam dexterâ tua sancta et omnes qui in ea videntur, sicut dignatus es benedicere arcam Noe ambulantem in diluvio: porrige eis, Domine; dexteram tuam, sicut porrexisti beato Petro ambulanti supra mare; et mitte sanctum Angelum tuum de caelis, qui liberet, et custodiat eam semper a periculis universis, cum omnibus quae in ea erunt: et famulos tuos, repulsi adversitatibus, portu semper optabili, cursuque tranquillo tuearis, transactisque, ac recte perfectis negotiis omnibus, iterato tempore ad propria cum omni gaudio revocare digneris; Qui vivis et regnas in saecula saeculorum R Amen

Commissioning Service conducted by the Rev. J. E. Whelly, Chaplain-of-the-Fleet (RC)

Au nom du Père, et du Fils, et du Saint-Esprit, Ainsi soit-il.

BENEDICTIO NAVIS V. Adjutorium nostrum in nomine Domini.
R. Qui fecit caelum et terram.
V. Dominus vobiscum.
R. Et cum spiritu tuo.

their desired haven.

31. Oh that men would praise the Lord for His goodness, and his wonderful works for the children of men.

43. Whoso is wise, and will observe these things, even they shall understand the loving kindness of the Lord.

PRAYER

O Thou, that sittest above the water floods, and stillest the raging of the sea, accept, we beseech Thee, the supplications of Thy servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep. In all their ways enable them truly and godly to serve Thee, and by their Christian lives to set forth Thy glory throughout the earth. Watch over them in their going forth and their coming in, that no evil befall them, nor mischief come nigh to hurt their souls. And so through the waves of this troublesome world, and through all the changes and chances of this mortal life, bring them by Thy mercy to the sure haven of Thine everlasting kingdom; through Jesus Christ Our Lord, 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 of thy mercies to praise and glorify thy holy Name; through Jesus Christ our Lord. Amen.

The Lord's Prayer

Benediction

	BLESSING OF A SHIP	V. Our help is in the name of the Lord. R. Who made heaven and earth.
43.	Whoso is wise, and will observe these things, even they shall understand the loving kindness of the Lord.	V. The Lord be with you. R. And with thy spirit.

Let us pray.

Be attentive, O Lord, to our supplications, and bless + this ship and all who sail hereon, as thou wast wont to bless Noah's Ark in the Deluge. Stretch forth thy hand to them, O Lord, as thou didst reach out to Peter when he walked upon the sea. Send thy holy angel from heaven to watch over it and those on board, and keep it safe at all times from every disaster. And when threatened perils have been removed, comfort thy servants with a calm voyage and the desired harbour. And having successfully transacted their business, recall them again when the time comes to the happiness of country and home. Thou Who livest and reignest forevermore. R. Amen.

PRAYER FOR SAILORS (to St. Brendan)

St. Brendan, named "Patron of Seafarers," help those who fight our battles on the waters. You were fittingly called "God's Voyager," because you spread His Gospel by long and dangerous voyages and gave that Gospel of salvation to many. As our fathers were brought through the Red Sea and carried in safety through the overflowing waters, so grant that through your intercession our sailors, marines and those who guard our nation's coasts may be preserved from all dangers of the sea, may be protected on their course and come safely into port. Amen.

Au nom du Père, et du Fils, et du Saint-Esprit, Ainsi soit-il.

*Her Majesty's Canadian Ship Nipigon commissions
Commanding Officer, Cdr. D. R. Saxon, DSC, CD, RCN, speaks to ship's company
Ship's Company embarks in the ship
Commanding Officer is piped on board
The Guest of Honour, Sponsor, Official Party and Invited Guests proceed on board*