

WELCOME ABOARD

HMCS HURON



DDH 281

JOINING INSTRUCTIONS

COMMANDING OFFICER: COMMANDER R.I. HITESMAN

COMMANDING OFFICER'S MESSAGE



Welcome to Huron!

I am sure that you all appreciate that the birth of a new ship is not without pain. There will be frustrations, and many problems. These will require long hours and much effort on our part before they are resolved. However, I am absolutely confident that we, as HURON'S, together, can meet and overcome any of these difficulties. I know HURON will not only be a credit to the Fleet, but will also be the ship to beat at any game, under any rules.

HURON is of a new, and of a very different class, to any ship we have known. Each of us has the unique opportunity to use our imagination, our professional knowledge, and our technical expertise to make a lasting and important contribution to the Service. The opportunities are there, we must make the best of them. Do not be satisfied with the barely acceptable, make this Ship, your Ship, and the very best Ship.

"READY THE BRAVE"

R.I. Hitesman

R.I. HITESMAN
Commander

WELCOME ABOARD

1. This booklet is designed to answer some of the questions you may have about HURON and your posting during the pre-commissioning period. In addition, the latter part of this booklet contains a brief outline of the heritage and history belonging to HURON, as well as the general characteristics and capabilities of your new ship. This is included so that you may join HURON with knowledge and pride, aware that as well as being the newest ship in the Canadian Armed Forces she is born with the birthright of professional excellence in the best traditions of the Naval Service. It will be your role to uphold these traditions.

2. To assist you in your personal planning a list of important dates is included (Annex A). These dates are dependent on the progress of the shipbuilder and are liable to change. More concrete dates should be available by mid-September.

3. Annex B contains a list of the Officers and Senior NCOs posted to HURON at the time of printing this booklet.

4. A set of deck plans has been included to help you find your way around the ship.

SHORE OFFICES

5. Until the ship is commissioned and is alongside in HMC Dockyard, Halifax, the ship's business will be administered through three main offices:

- a. THE TRIBAL CLASS SHORE OFFICE - This is the regulating and personnel control office for all officers and men joining in HMCS CAPE SCOTT. All men proceeding to Sorel on temporary duty or attached posting will be issued their travel orders from here. This

office is manned by personnel posted to the Tribal Class Ships.

b. HURON PRE-COMMISSIONING OFFICE - This office will be established in the FSR building at Marine Industries Ltd., Sorel, on 15 August 1972. It will control all ship's personnel in the Sorel area not directly involved with the building of the ship, and will serve as the administrative office for the Commanding Officer until the ship commissions.

c. 202 CANADIAN FORCES TECHNICAL SERVICES DETACHMENT (202 CFTSD)

This office is the official Canadian Forces representative to the shipbuilders. The Commanding Officer, Cdr. T.A. Arnott, is responsible for overseeing the building of the ship. Several of the ship's staff work directly for TSD.

TEMPORARY DUTY, ATTACHED POSTING - FINANCIAL BENEFITS

6. TEMPORARY DUTY (TD) - If proceeding to the shipyard on TD, your travelling expense entitlements, on arrival, are as follows:

Officers and Men

\$11.00 per day

- For meals, personal expenses, gratuities, laundry, dry cleaning, other personal supplies and services.

PLUS

Officers - \$14.00 per day) - Maximum reimbursement
Men - \$11.00 per day) for lodgings. RECEIPTS ARE REQUIRED.

If you choose to occupy privately arranged accommodation, you will be reimbursed \$6.00 per night for which RECEIPTS ARE NOT REQUIRED.

7. ATTACHED POSTING - If it is anticipated that you will be employed in the shipyard for a period in excess of 60 days, you will be "Attach Posted" and will be entitled to separation expense at the following rates:

Officers - \$300.00 per month) RECEIPTS NOT
Men - \$255.00 per month) REQUIRED

8. This money is paid monthly, in arrears, but an advance may be obtained against anticipated entitlement. For the first seven days of this period, whilst arranging semi-permanent accommodation you will be entitled to rates as outlined in para. 6.

9. Separation Expense is payable to married officers and men only and is paid notwithstanding the fact that you may choose to move your dependents to the shipyard area at your own expense. Single personnel who are attach posted are to provide for their own living expenses as in fact occurs when occupying public quarters with rations.

10. Since there is no entitlement to rent/lease liability claims whilst on attach posting, you should exercise the utmost caution if asked to sign a lease. If in doubt, contact the Supply Officer.

JOINING INSTRUCTIONS

1. You have been designated for.....
(TD, Attach Posting)

with..... at Sorel, P.Q.

2. You are report to.....

in.....
(Office and Location)

on..... at.....

3. Your travel arrangements will be as follows:

4. In the event that you are delayed or unable to report as directed
you are to contact.....

..... by..... prior to.....

5. Your Divisional Officer prior to commissioning is:

LIST OF USEFUL ADDRESSES AND PHONE NUMBERS

Tribal Class Shore Office, 454-7771 Loc. 2161 OIC
HMCS CAPE SCOTT, 2155 Reg. Off.
FMO, Halifax, N.S.

HMCS HURON, 743-3351 Loc. 541
Pre-Commissioning Office,
c/o Marine Industries Ltd.,
Sorel, P.Q.

202 CFTSD Sorel, 743-3351 Loc. 507, 508
c/o Marine Industries Ltd.,
Sorel, P.Q.

PM DDH 280 (SOM) 996-2473, 996-2474
Canadian Forces Headquarters,
Ottawa, Ont.
K1A OK2

CFB Halifax

Pay Office	454-7771 Loc. 2824
Base Orderly Room	Loc. 2779
Claims Office	Loc. 2708
Transportation	Loc. 3368

HMCS HURON

THE NAME

The name "Huron" is derived from the old French word "huron" meaning "a bristly or unkempt knave" and was first applied to a confederation of four Iroquoian tribes known amongst the Indians themselves as "Wendat" (meaning dwellers). At the time of their discovery in 1534, the Hurons were settled in agricultural villages along the St. Lawrence river and territory around Lake Simcoe later to become known as Huronia. Although belonging to the Iroquoian linguistic family the Hurons were bitter enemies of the Iroquois, and by the turn of the century they had been driven from the St. Lawrence valley, westward into Ontario. The Hurons represented a fairly advanced stage of Indian civilization, having a well defined system of law and an orderly scheme of communal living. Unfortunately in 1649 the Huron villages south of Georgian Bay, were virtually wiped out by the Iroquois. Some Hurons took refuge with neighbouring tribes, and others were driven to areas of Quebec, Michigan and Ohio.

In recognition of the Huron people of Canada, the first HMCS HURON was commissioned at the shipyard Vickers-Armstrong Ltd., Newcastle-upon Tyne, England on 19 July, 1943.

THE HERITAGE

Commissioned on 19 June, 1943, the first HMCS HURON had been built for the Canadian Government as part of a contract for four new Tribal Class destroyers to be constructed in the United Kingdom.

In September of 1943, HURON joined the Third Destroyer Flotilla, operating out of Scapa Flow for Arctic convoy duty between U.K. ports and Kola Inlet. Six months later she was detached to Plymouth, on loan to the Plymouth Command for duty with the Tenth Destroyer Flotilla. In the months to come she was to be involved in continuing patrols and offensive sweeps along the French coast and in the English Channel.

June 1944 found HURON back at Scapa Flow on the "Kola Run"; February 1945 re-allocated again to the Plymouth Command for convoy duty, and April 1945 back again at Scapa for convoy duty to North Russia.

In March 1946, HURON paid off and remained inactive until February 1950 when she was re-commissioned after an extensive conversion and modernization programme.

Early 1951 saw HURON sail for her first Korean tour of duty. During the five months following her January sailing, she participated in six carrier operations, one west coast patrol, one east coast patrol and one special patrol, wearing the flag of Commander Task Group 95.1. She returned from Korea in October 1951.

HURON was to serve two more tours of duty in Korea between April 1953 and April 1955.

For her service during the war years and Korean conflict, HURON was awarded the following Battle Honours:

Arctic	- 1943-45
English Channel	- 1944
Normandy	- 1944
Korea	- 1951-53

The first HURON was finally paid off at Halifax in April 1963, eventually to pass on her proud heritage to a destroyer of a new age. Huron's Battle Honours will be worn with pride.



HMCS HURON - First of Name

THE BADGE



The Hurons were known as the Tobacco Indians, hence this badge design, in the conventionalized representation of the nicotine bloom. This is in keeping with the traditional use of flower and plant forms as fighting emblems such as the Roses of York and Lancaster; the Thistle of Scotland; the Leek of Wales; the Shamrock of Ireland and our own Maple Leaf.

The blazon is described in heraldic terms as:

Or, nicotine bloom Gules, seedpod Vert, and stamens Or.

The ship's colours are gold and crimson.

THE SHIP

SPECIFICATIONS

Length overall - 425 ft.

Length at the waterline - 398 ft.

Beam - 50 ft.

Masthead height from waterline - 136 ft.

Draft for'd - 16 ft.

Draft aft - 15 ft.

Complement - 20 officers, 225 men (plus an air detachment of approximately 12 officers and 30 men)

WEAPONS - For surface and air engagements, the ship is equipped with the Sea Sparrow missile and an Italian 5 inch 54 fully automatic gun. Together with the associated fire-control systems, this weapons package is known as SAWS - Surface and Air Weapons System. The fire control problem, from initial detection to weapon delivery, is computed through the M22 fire control system, an elaborate digital system, utilizing its own computer to direct the SAWS against multiple air and surface threats.

For anti-submarine warfare the ship is equipped with two MK 32 torpedo tube assemblies for launching MK 44 or MK 46 torpedoes, each assembly consisting of three tubes. A single triple barreled mortar mounting MK NC10 is fitted aft for close range weapons delivery, while two CHSS 2 (Sea King) Helicopters are carried for long range weapons delivery and submarine detection.

ENGINEERING - The ship is powered by four Pratt and Whitney gas turbine engines - two FT 4 jet engines, identical to those powering the Boeing 707 jet aircraft, and two FT 12 jet engines, to be used for cruising below 18 knots. Each FT 4 engine will provide the vessel with 25,000 shaft horse power. The output of the jet engines is put through a turbine which rotates each shaft at a minimum of 80 RPM. Speed is controlled by varying the pitch of the screws in combination with RPM. The ship can be controlled directly from the bridge with instantaneous response.

Ship's main electrical power is provided by three 750 KW Solar Saturn gas turbine generators. More than 10% of the ship's power will be 400 cycle as compared to 0.5% in the 205/257 class.

AIR OPERATIONS - HURON will carry two CHSS 2 (Sea King) Helicopters for remote platform weapon delivery and extended range submarine detection capability. The helicopter is designed for both shore and ship/shore operations to detect, identify, track and/or attack enemy submarines during all-weather round the clock operations. The crew consists of a pilot, co-pilot, tactical officer and sonar operator. The vehicle itself is powered by twin gas turbine engines, is capable of speeds up to 144 knots (167.7 mph) and has an average endurance of 4.5 hours. It carries assorted anti-submarine weapons and is capable of carrying 12 fully equipped combat troops.

ACTION INFORMATION HANDLING - To disseminate tactical information for command appreciation, HURON will have the CCS 280 Tactical Data System and the UCS Data System. All information of a tactical nature will be displayed on eight individual PPI type presen-

tation display consoles, under the control of a Litton 304F third generation digital computer. Through manipulation of quick action buttons at the consoles, tactical plans can be presented, manouevring problems can be solved and weapons can be assigned. Information will be exchanged with other units by direct digital data link and by automatic plain language teletype (encrypted for transmission).

Annex "A"

IMPORTANT DATES

<u>EVENT</u>	<u>DATE</u>
Pre-commissioning Office (Sorel) opened	15 Aug. 72
Basin Trials Commence	23 Oct. 72
Shipbuilders Sea Trials Commence	27 Nov. 72
Ship Commissions	
Depart Sorel	
Arrive Halifax	
Commence setting to work and alongside trials	
Commence Post Commissioning Sea Trials	

Annex "B"

HMCS HURON – OFFICERS AND SENIOR NCO's

Commanding Officer	CDR. R.I. HITESMAN
Executive Officer	LCDR. J.D. SINE
Engineer Officer	LCDR. D.W. WILSON
Operations Officer	LCDR. R.A. BURTON
Weapons Officer	LT. J.R. STEELE
CSE Officer	LCDR. L.P. LIEBROCK
Supply Officer	LCDR. C.W. TURNER
Deck Officer	LT. P.G. TOWNSHEND
Navigating Officer	LT. H.E. GOHLISCH
Action Information Officer	LT. J.D. JAMIESON
ASW Officer	LT. G.J. SEARS
Propulsion Officer	LT. J.D. WILKIE

Coxswain	C1SN K.J. LAKE
Chief ERA	C1ER A.R. DAWSON
Chief ET	C2ET D.E. GRAVELLE
Chief HT	C2HT P.J. PELLETIER
Chief Boatswains Mate	C2BN R.R. ROYLE
Chief RP	C2RP K.W. GILL
Chief WS	C2WS C.S. SACKFIELD
Chief FC	P1FC W.G. JARDINE
Chief SN	C2SN P. SINDERLEY
Chief WU	C2WU A.R. KEEBLE
Chief Storesman	P1ST W.L. SAUNDERS
Chief Clerk	P1AW E.D. WENTZELL
Finance Clerk	P1PW J.W. FOURNIER
PMC	C2ER J.W. PELCHAT







