

WELCOME ABOARD

DDH 281



HMCS HURON

READY THE BRAVE

COMMANDING OFFICER: COMMANDER R. HITESMAN



WELCOME ABOARD HURON

We are immensely proud of this ship. She is without doubt the most modern fighting ship in the world, and her Ship's Company are without peers, the finest sailors in the world.

Both the Ship and her men maintain a constant vigil, ready to defend freedom any time, anywhere. We hope that during your visit you will come to know this dedication, and depart with the sure knowledge that in this ship, CANADA has made a positive and meaningful contribution towards ensuring this freedom.

R. Hitesman

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Commander
Commanding Officer
HMCS HURON

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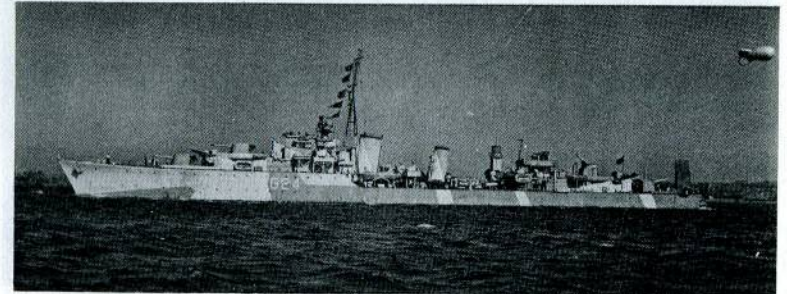
THE NAME

The name HURON is derived from an old French word "huron" meaning "a bristly or unkept knave" and was first applied to a confederation of four Iroquoian tribes known amongst the Indians themselves as "Wendat" (meaning dwellers).

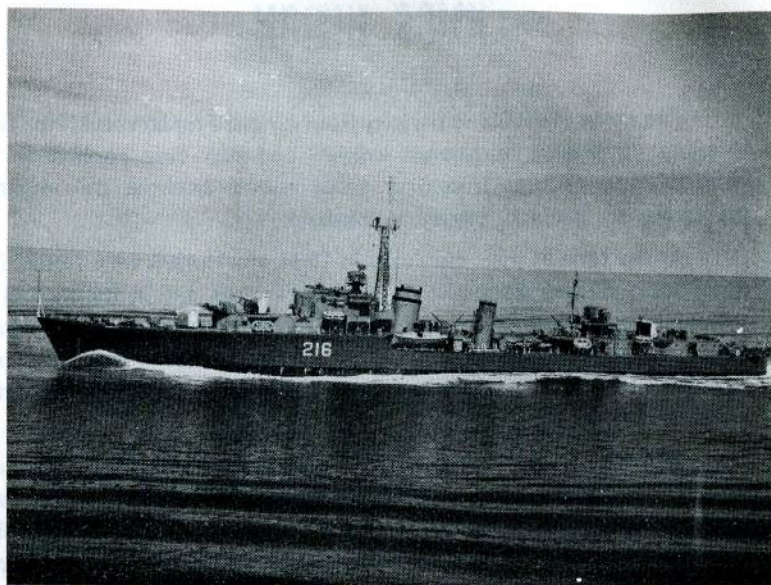
At the time of their discovery in 1534, the Hurons were settled in agricultural villages along the St. Lawrence River and in the territory around Lake Simcoe. Here they raised tobacco for barter which have rise to the Ship's Badge and the frequent reference to the Hurons as the "Tobacco Indians". In later days the area around Lake Simcoe became known as Huronia.

Although they belonged to the Iroquoian linguistic family the Hurons were bitter enemies of the Iroquois. This feud raged for over one hundred years. By the turn of the seventeenth century the Iroquois League of Five Nations had driven the Hurons out of the St. Lawrence River Valley westward into Ontario to the Georgian Bay region. At this time the tribe numbered some 10,000 souls. However, the tribal wars intensified and in 1648-1649 virtually all the villages south of Georgian Bay were wiped out by the Iroquois assisted by a dreaded new disease, small pox. The numbers of the tribe were reduced to an estimated 800, and they scattered to the four winds; some to Quebec, Ohio, and Michigan, others as far as Oklahoma.

In recognition of the Huron people of Canada, the first HMCS HURON was commissioned at the Newcastle-upon-Tyne Shipyards of Vickers-Armstrong Ltd on 19 July, 1943 under the command of Lcdr. H. S. Rayner DSC, RCN latter to become the Chief of Naval Staff with the rank of Vice-Admiral. Interestingly, he is a native of Huron County in Ontario.



The Original HURON in Warpaint.



The Original HURON after World War II



The New HURON



SHIP'S BADGE

BLAZON: In heraldic terms the Blazon is described as "Or, nicotine bloom Gules, seedport Vert, and stamens, Or."

SIGNIFICANCE: The Hurons were known as the Tobacco Indians, hence the design of the Badge in the conventional 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.

SHIP'S COLOURS: Gold and Crimson

MOTTO: "Ready the Brave"

SIGNIFICANCE: The First HURON did not have an official motto.

It was not the practice for Ships commissioned during wartime to have one and indeed many did not have even an official badge. Consequently, the new HURON is the first to bear the motto "READY THE BRAVE". This motto, in fact, was suggested by the wife of the Commanding Officer to reflect both the role of Maritime Command and the tribal nature of this Class of Ship.

The Heritage

The first ship named HURON was launched in June 1942, by the Countess of Minto, the former Miss Marion Cook of Montreal. Following her commissioning in July 1943, HURON departed Newcastle-upon-Tyne and proceeded to Scapa Flow where she completed her working-up exercises. During this period she had the privilege of

forming part of the Royal Escort for H.M. King George VI, as well as carrying out the successful salvage of a Blackburn Skua fighter aircraft which had crashed in the sea west of the Orkney Islands.

In September of 1943, HMCS HURON joined the Third Destroyer Flotilla which was operating out of Scapa Flow for Arctic convoy duty between United Kingdom ports and Kola Inlet. It was one of these convoys which had enticed the great battle-cruiser SCHARNHORST out to sea with the objective of annihilating the convoy. The Allied Forces, however, were much stronger than anticipated and SCHARNHORST was sent to the bottom in the ensuing battle. HURON was on close escort duty inside a cruiser screen and consequently took no active part in this dramatic struggle.

On 18 February 1944, HURON arrived in Plymouth from Scapa to join the Tenth Destroyer Flotilla. During the months to come she was to be involved in continuous patrols and offensive sweeps along the French coast and in the English Channel in support of plans which were being progressed for the invasion of Normandy. During one of these forays, HURON participated in the sinking of an "Elbing" Class Destroyer of the German Navy. On another occasion, a night encounter involving the Tenth Destroyer Flotilla and four German destroyers resulted in HURON and her sister ship HAIDA driving a "Narvik" Class Destroyer aground on the beach off Ile de Bas. HURON was involved in several other smaller actions until early August 1944 when she was relieved by HMCS IROQUOIS and proceeded to Halifax, N.S. for a well-deserved refit.

Having completed her refit in November, 1944, HMCS HURON returned to the United Kingdom for more patrols and convoy duties, including the dangerous "KOLA RUN". HURON's last Arctic convoy duty before the cessation of hostilities in Europe was convoy RA-66 from Kola Inlet to Britain. Despite constant U-Boat harrassment the convoy arrived without loss; however, one escort vessel, HMS GOODALL, was sunk by enemy submarine. Two U-Boats were sunk by the escorts during the passage.

For HMCS HURON the job in European waters was over, and on 4 June 1945, HMC Ships HURON, HAIDA and IROQUOIS sailed for Halifax. HURON was paid off on 20 March, 1946.

HURON remained inactive for almost four years. After undergoing an extensive conversion and modernization programme, she was recommissioned on 28 February, 1950. HMCS HURON was destined to bring even more glory to Canada. One of her early tasks was as a member of Task Group 215.1 (MAGNIFICENT, HURON, and

MICMAC) which left Halifax for a three-month Canadian Special Service Squadron European Cruise. This "diplomatic cruise" visited many of the countries which were enrolled in NATO.

Early 1951 was HURON sail for her first Korean tour of duty. During the five months spent in Korean waters following her January sailing, she participated in six carrier operations, one west coast patrol, one east coast patrol and one special patrol while wearing the flag of Commander Task Group 95.1 HURON returned to Halifax on 12 October, 1951.

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

From 1955 until 1963 HURON played a very active role in Canada's post-war Navy. Various peacetime exercises, refits, and training cruises took her to many parts of the world. The records reflect that she was, at all times, a dignified and gracious representative of Canada. The first HURON was finally paid off at Halifax on 30 April, 1963. She would eventually pass on her proud heritage to a destroyer of a new age.

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

ARCTIC	—	1943-45
ENGLISH CHANNEL	—	1944
NORMANDY	—	1944
KOREA	—	1951-53

HURON's Battle Honours are worn with pride.

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 NC 10 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 ships of earlier classes.

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 has the CCS 280 Tactical Data System and the UCS Data System. All information of a tactical nature is displayed on eight individual PPI type presentation 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, manoeuvring 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).

CHSS-2 - SEAKING HELICOPTER

This aircraft is designed for both ship and shorebased operations to detect, identify, track and destroy submarines during round-the-clock, all-weather operations. It has a crew of four, a variety of ASW weapons and modern ASW equipment. The Sea King is able to operate from a DDH during all-weather conditions because of the "Bear Trap" haul-down system, an all Canadian development. This allows the aircraft to hover over the ship's flight deck, pass a line to the ship and then be hauled out of the air to the ship's deck.

Crew: 2 Pilots, 1 Navigator, 1 Observer
 Equipment: Dunking Sonar, computer navigation system.
 Weapons: 4 depth bombs or 4 homing torpedoes.
 Max. Weight: 19,000 lbs.
 Max. Speed: 144 kts.
 Cruising Speed: 100-120 kts.
 Range: 500 nm.
 Endurance: 4:30 plus
 Power: 2-1250 HP GE T-58 gas turbine engines.

