

**For Posterity's Sake**

**A Royal Canadian Navy Historical Project**

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**HMCS PROVIDER 508**

**Commissioning Book**

**28 Sep 1963**

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**Courtesy of Steve Hutchings**

*"Ready to Serve"*



**THE  
COMMISSIONING OF  
HMCS PROVIDER  
28 SEPTEMBER, 1963**

**AT DAVIE SHIPBUILDING LIMITED, LAUZON, QUEBEC**

**THE  
COMMISSIONING OF  
HMCS PROVIDER**



The commissioning of HMCS *Provider* marks a significant step forward for the Royal Canadian Navy. As her name implies, this ship will be a provider for other ships, transporting and transferring petroleum products, ammunition, general cargo, provisions and aviation stores not only to our own ships but to those of other NATO navies. In carrying out this vital role of replenishment, HMCS *Provider* will give our forces a new mobility at sea.

The construction of this ship is yet another example of the ability of the Canadian shipbuilding industry to meet, with Canadian resources, our Navy's requirements for a balanced and efficient fleet. I should like to express my congratulations to the builders, and to all those who have contributed to the design, construction and fitting out of the *Provider*.

They have done their part. Now the ship is entrusted to the Navy—more specifically, to the Captain, officers and men who soon will take her to sea. In the commission that lies ahead, I wish them every success.

*Paul T. Hellyer*

Paul T. Hellyer  
MINISTER OF NATIONAL DEFENCE



The commissioning of HMCS *Provider* as a fleet replenishment ship is a unique and notable occasion in the history of the Royal Canadian Navy.

This is the largest ship ever to be built in Canada for the RCN. It is not her size, but her function, that makes the *Provider* such a valuable and important addition to the Fleet. By serving as an on-the-spot source of fuel, ammunition and other supplies, she will confer on combat units the ability to operate at considerable distances from shore bases for long periods. She is the first ship to be built combining so many replenishment features.

The concept, design and construction of the *Provider* have required imagination, teamwork and skill of the highest order. I would like to congratulate all those concerned on their achievements, which have resulted in the building and equipping of this fine ship.

To the Captain, officers and men of HMCS *Provider*, I extend best wishes as you embark on a new and challenging commission. Much will be expected of you; and much, I know, will be provided.

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

# THE SHIP



CAPT. T. C. PULLEN, CD, RCN  
Commanding Officer



To retain control of the sea, navies today do not depend on strategically located bases to the same extent as in the past. To realize its operational potential, it is imperative for any modern fleet to exploit to the full its capacity to move where it is required and to stay there as long as may be necessary. It is this concept of mobility which for the first time since the end of the Second World War brings to the Royal Canadian Navy a "one-stop" replenishment vessel designed to serve our own ships and those of other NATO navies.

HMCS *Provider*, the largest ship that has yet been built in Canada for the RCN, has a loaded displacement of 22,000 tons and a service speed of 20 knots. Liquid cargo will consist of fuel oil, diesel oil and aviation gas in quantities related to expected expenditure. There are solid cargo spaces for all types of ammunition and missiles likely to be used in the fleet, general stores and fresh and frozen provisions.

The transfer arrangements fitted are a complex and most important feature of the ship. In more orthodox naval ships, all functions and equipment support the operation of the armament; in the *Provider* they will support the operation of the transfer rigs. This "main armament" consists of three fuelling abeam rigs, a stern fuelling position and four solids transfer rigs. Light jackstay fittings for transfer of personnel are also fitted.

Replenishing all sizes of ships underway at high speeds in all but the worst weather conditions can require ship separations of up to 200 feet. This means that movement rates due to roll and sheer are correspondingly faster than at the lower transfer speeds to which ships are accustomed. To compensate for these movements at greater distances, automatic tensioning equipment is fitted.

Fuelling rigs will be of the span-wire type, with a single hose aviation gas rig on the port side forward, and a double hose fuel oil and diesel rig on each side amidships. With the exception of the span-wire winches, all winches associated with the fuelling rigs are remote controlled from a platform overlooking the operation.

Transfer of solid stores to smaller ships by the heavy jackstay is more of a problem than liquids, as the loads may weigh up to 2,000 pounds and the inhaul-outhaul lines to a destroyer must be automatically tensioned and powered from the supplying ship. An additional means of fast replenishment of solids is by helicopter, and there are other obvious advantages to be derived from this facility.

HMCS *Provider* was built at Davie Shipbuilding Limited, Lauzon, Quebec. Work commenced in April, 1961 and the keel was laid the following month. The ship was launched July 5, 1962 by Mrs. Wright, wife of Rear-Admiral R. A. Wright, RCN (Ret'd).

The *Provider* is 555 feet long, 76 feet wide, and has a loaded draught of 32 feet. In addition to the myriad pumps, valves, modern emergency equipment of all kinds, automatic machinery and electronic aids, there are 26 electro-hydraulic winches, and more than two miles of wire rope larger than two-inch circumference with associated blocks and cargo handling equipment. From this brief description, it is apparent that expert seamanship combined with the skills of the finest technicians in a variety of trades is imperative to the efficient conduct of the replenishment operation. In this strong, new ship, the first of her class, the art of transfer at sea has truly become a subtle blend of science and seamanship.

## Construction

The *Provider* has been built to the rules and, under the supervision of, Lloyd's Register of Shipping to class 100 A1 oil tanker standards, strengthened for navigation in ice, class three.

The unit construction technique has been employed in the building of this ship. This method makes possible the construction of the vessel by sections under cover, where the work is protected from the weather. The system allows movement of each section within the fabrication shed in such a way as to ensure the most efficient attitude for erection and welding. The separate units are then conveyed to the building ways to be positioned for final welding.

With the exception of certain riveted shell seams as required by Lloyd's Register of Shipping, the *Provider* is all-welded construction, and the welds are X-ray tested to disclose any hidden defects. A large quantity of aluminum has been used in the ship's superstructure, improving stability through weight reduction.

## Engineering

HMCS *Provider* is equipped essentially with commercial machinery and is therefore unique, in many respects, to the RCN. The main propulsion unit consists of a high pressure and low pressure turbine geared to a single shaft and propeller which will drive the ship at a service speed of 20 knots. Much of the auxiliary machinery is electrically driven and a large power

LT.-CDR. J. BUTTERFIELD, CD, RCN  
Executive Officer





supply is therefore required. To this end, a power generator capability of 2140 KW is fitted into the ship, including a 40 KW gas turbine emergency generator. This overall capacity is sufficient to provide light, heat and power for a city of 23,000 inhabitants.

Probably the most unique machinery feature in the *Provider* is the concept of control from a central Machinery Control Room, and the utilization of a completely automatic combustion control system. This system requires only that the throttles be opened to the required speed setting, and the power plant will automatically respond to the requirement.

### NBCD and Fire Prevention Arrangements

The *Provider* has been equipped with the latest in NBCD (Nuclear, Biological, Chemical and Damage control) and fire fighting protection. The hull is subdivided into two gas-tight citadels which can be isolated during nuclear fall-out conditions. The engine room and boiler room are also fitted with re-circulation arrangements, incorporating fan coolers, to maintain reasonable air temperatures during shut-down conditions. The machinery control room is air conditioned from the after gas citadel.

In addition to conventional fire prevention apparatus, the *Provider* is fitted with an automatically controlled inert gas generator. This device constantly blankets all fuel tanks with a cover of dehumidified inert gas for the purpose of reducing fire hazard and tank corrosion.

### Habitability

The amenities in the *Provider* are compatible with her sea-keeping qualities. For senior chief and petty officers there are comfortable cabins to be shared by two and in some cases three, with larger numbers in other messes. As in all modern ships, bunks are standard equipment in sleeping quarters, along with roomy aluminum clothes lockers.

There are three well fitted out recreation spaces which include writing desks, pianos and comfortable furniture conducive to study or relaxation in off-duty hours. Movies, games, a







good library and ship's entertainment broadcast all contribute to a welcome variety during prolonged periods at sea.

Both the forward and after superstructures are fitted with temperature and humidity controlled air conditioning. This facility has many advantages, but particularly in the comfort it provides to men working in areas which can be subject to uncomfortable heat. There are a well-equipped laundry and a main galley which contains a bakery and sections for handling pastry, meat and vegetables. There is also a "dairy" equipped with ice cream and milk production machinery. Meals are served cafeteria style.

There is a large hospital area which, in addition to the usual sickbay, has a modern operating theatre and X-ray, a general and isolation ward, as well as pharmaceutical and diagnostic facilities.

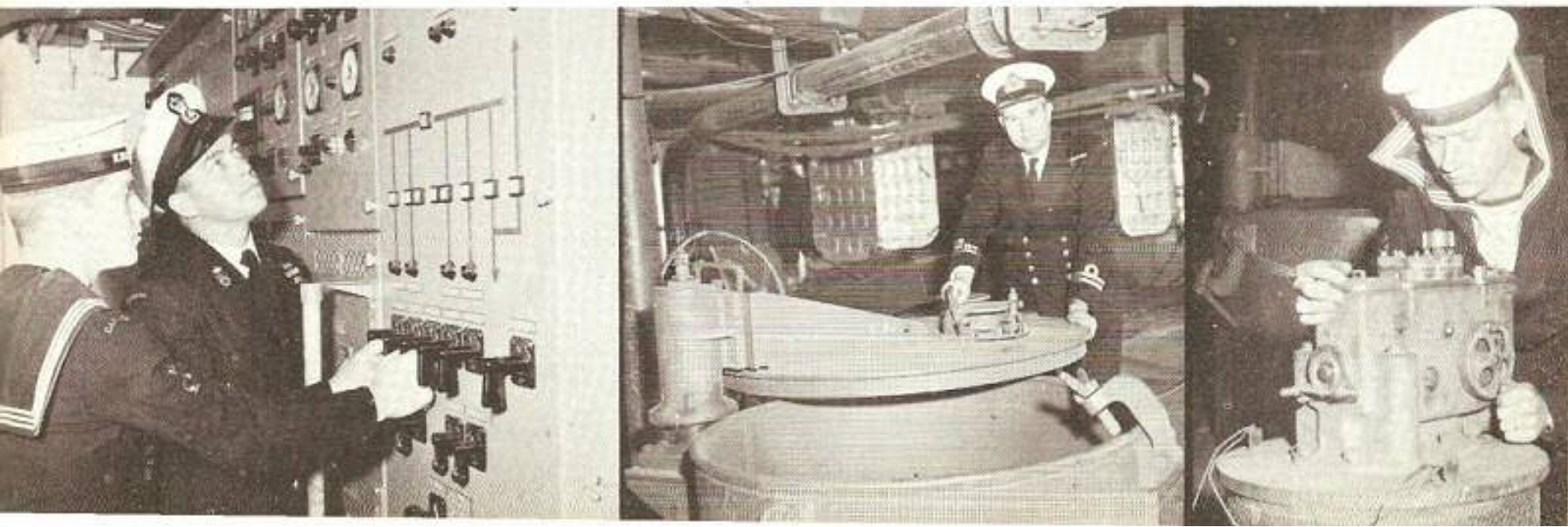
To ensure maximum efficiency in a ship this size, communications are important, and to this end an internal automatic telephone exchange is fitted, with instruments in all vital areas.

Boats and rubber life rafts for emergency, general use and recreational purposes are positioned in handy areas on the upper decks.

## Supply Facilities

The outstanding feature of the *Provider's* supply facilities is their size. There are approximately 30,000 cubic feet of store rooms, excluding six magazines. There are 13 general store-rooms and 10 provision stores including five refrigerated rooms. It is estimated the *Provider* could be self-sustaining for six months or longer if the crew's endurance permitted.

There are many new and novel equipments and procedures to be evaluated. One of the most interesting will be the utilization of three fork-lift trucks and two pallet transporters, all electrically powered and spark proof. These vehicles will be used in magazines, and on the main deck to move ammunition and other stores to replenishment at sea stations. Also of note are two electrically operated elevators serving forward and after magazines and one bulk storeroom.



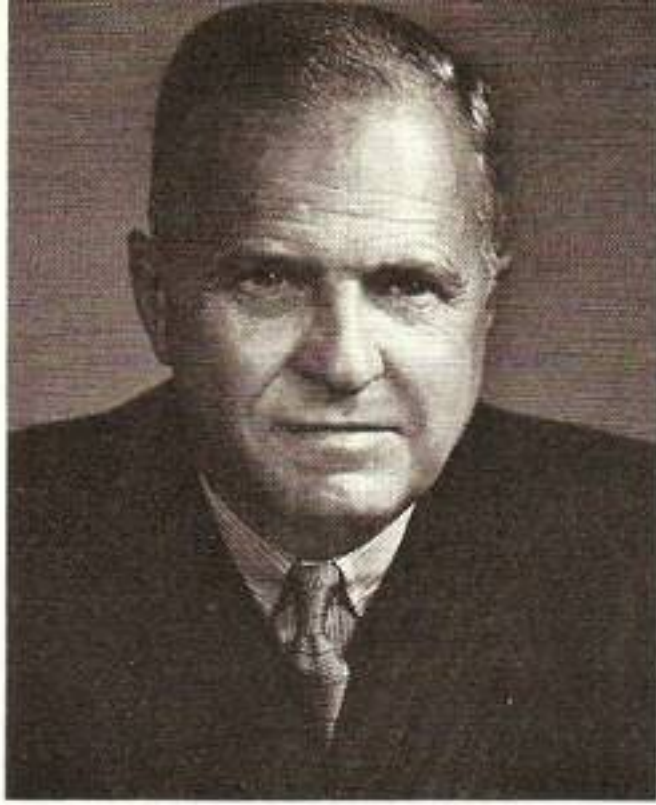


## The Naval Overseers

The construction of the *Provider* was supervised by the Naval Overseers, who worked as a team with the Shipbuilder, Lloyd's Inspectors, the Department of Defence Production and other naval authorities. The design drawings produced at Naval Headquarters were developed into working drawings by the shipyard and many were approved by the Naval Overseer. All work was jointly inspected with Lloyd's as the vessel had to meet their requirements as well as those of the Navy.

HMCS *Provider* was built during a period of healthy activity for the shipyards in the Quebec Area. Davie Shipbuilding Ltd. was the first yard to build, simultaneously, two vessels for the Royal Canadian Navy in peacetime. As evidence of the naval shipbuilding and repairing activities, the Naval Overseers, under the direction of Cdr. E. W. Kimmerly, RCN, were responsible for overseeing a total of 20 contracts during the short period of construction of the *Provider*.

Other members of the overseeing staff include the following: Lt.-Cdr. H. F. Hindle, Lt. W. F. Shaddick, Lt. R. O. Costar, Lt. L. J. Thibault, Cmd. Off. M. T. Semenick, Mr. Vezina, Chief Petty Officers T. Doucette, R. Rimmer and R. Myers, Petty Officer C. Davies, Leading Seamen R. G. Walker and M. Laplante, Able Seaman C. Savoy, Miss D. Belanger, Mr. L. Belanger, Miss R. Slater, Miss R. Lamontagne and Mr. P. Nolet.



T. R. McLAGAN,  
Chairman of the Board



R. LOWERY,  
President



T. VELIOTIS,  
General Manager

## The Builders

The commissioning of HMCS *Provider* marks another milestone in the proud history of Davie Shipbuilding Limited.

Founded in 1811 and established on its present site in 1882, "Davieship" values its long association with the Royal Canadian Navy.

HMCS *Provider* is the first fleet replenishment ship built for the Royal Canadian Navy and the first of this type ever built in Canada. The contract for the construction of this vessel was obtained in open competition against all shipyards in Canada. The successful completion of this large and complex vessel reflects great credit on the engineers, naval architects and craftsmen of Davie Shipbuilding Limited.

In addition to building for the Royal Canadian Navy, "Davieship" leads Canada in the building of ships for Canada's commercial fleets.

"Davieship" has produced giant 42,000-ton deadweight tankers, the largest ships ever built in Canada, and is a leader in the construction of icebreakers for Canada's Department of Transport.

Davie Shipbuilding Limited, Lauzon, Quebec



## The Heritage

It is just over 20 years since the first HMCS *Provider* headed into the western north Atlantic on her maiden mission and cut her teeth the same night on one of the worst gales experienced on the Atlantic seaboard in living memory.

The storm caused the dispersal of an entire convoy and all escorts were ordered to return to Halifax. Icing badly in a temperature of 21 degrees, the *Provider* found herself in serious danger of losing her rudder, and on January 23, 1943, she limped back to Halifax.

Following this gusty baptism, she was quickly repaired and proceeded on her way to Port of Spain, Trinidad, to await her flotilla of Fairmile motor launch patrol craft. Owing to change of plan, ice, bad weather and bad luck, the ML flotilla was unable to rendezvous with its "mother ship" as intended, and it was not until early March, in Guantanamo Bay, Cuba, that this was finally accomplished. At this time boats of the 73rd flotilla joined company with the *Provider* and continued with her on passage to a new base at Key West, Florida.

It was then that the ship came into her own, and was able to service not only the Canadian motor launches but many small units of the United States Navy's Gulf Frontier Force. As a result, a total of 65 ships were escorted over a distance of 12,900 miles between ports in Florida and the adjacent islands.

Toward the end of April the *Provider* and her flotilla were withdrawn to be re-deployed in preparation for an expected U-boat onslaught on shipping in the St. Lawrence at the opening of the 1943 navigation season.

After a brief time in refit, the *Provider* took up station at Gaspé and Seven Islands, where she continued to service the little ships of the 73rd, 77th and 78th flotillas. At the beginning of November the patrols in the Gulf of St. Lawrence were withdrawn for the season, and all ships returned once more to home port for re-deployment.

A return to warmer climes was welcomed when two flotillas of ML's were allocated to the Royal Navy's base at Bermuda. These ships were to assist in the working up of newly-commissioned frigates and as required for the defence of the island. The *Provider* was the base depot ship allocated to maintain this force, and took up her mooring in Hamilton harbour, where except for a brief refit in Saint John, N.B., and replenishment in Halifax during Christmas 1944, she was to remain for the duration of the war.

With the commissioning at Bermuda of HMCS *Somers Isles* on August 1, 1944, as an RCN training base, the work of the ship became more important to her own navy's requirements, and this continued until the final victory in Europe, when the pressure of training diminished.

A period of ferrying stores and equipment began in May and continued until October, 1945, when "the old hen" cleared Bermuda for the last time. On arrival in Halifax she was relegated to reserve fleet status, and paid off on March 22, 1946. Twelve months later the *Provider* was declared surplus to naval requirements, and was sold to commercial interests. With alterations, she sailed until 1956 as the SS *Maruba*, when she was resold to Empress Petrolera Fiscal of Lima, Peru, for whom she still sails, under the name *Olaya*.

Built at Marine Industries Ltd., in Sorel, Quebec, the *Provider* was commissioned December 1, 1942. She was smaller than her successor, displacing 4,670 tons. She was 269 feet long, had a breadth of 44 feet and a deep draft of 18 feet. Fairbanks Morse diesel engines of 550 HP drove twin screws to give a full speed of 9 knots in calm weather, and the armament consisted of one 12-pounder gun, 2 oerlikons, and miscellaneous small arms. A *Provider* in name, she was, despite her limitations, also a *Provider* in deed.



THE FIRST  
HMCS PROVIDER  
1942-1946



## THE SHIP'S BADGE

**BLAZON**— Azure, an ancient Greek amphora garnished around the base of the neck with maple leaves, and on the main body of the vessel, a foul anchor erect all of gold.

**SIGNIFICANCE**— This badge depicts an ancient Greek amphora, an earthenware vessel used as a storage container and from which the stored items were dispensed into smaller vessels as required.

The amphora suggests the Ship's function of storing and dispensing supplies; the superimposed maple leaves and foul anchor indicate the Ship belongs to the Royal Canadian Navy.

The golden colour of the amphora is representative of the yellowish colour of oil, a major item of the *Provider's* replenishment stores and the dark blue background is generally known as "Navy Blue".

**SHIP'S COLOURS**— Golden Yellow and Navy Blue.

# THE SHIP'S COMPANY

|                 |   |                        |
|-----------------|---|------------------------|
| <b>OFFICERS</b> | Captain T. C. Pullen.....                   | Commanding Officer     |
|                 | Lieutenant-Commander J. Butterfield.....    | Executive Officer      |
|                 | Lieutenant-Commander A. J. Geddes.....      | Navigating Officer     |
|                 | Lieutenant-Commander R. J. Edwards.....     | Supply Officer         |
|                 | Lieutenant-Commander K. L. Farquharson..... | Engineering Officer    |
|                 | Lieutenant S. K. Dewar.....                 | Air Officer            |
|                 | Lieutenant M. A. Smith.....                 | Weapons Officer        |
|                 | Lieutenant G. G. Hogg.....                  | Boatswain              |
|                 | Lieutenant H. Jenkins.....                  | Propulsion Officer     |
|                 | Lieutenant W. F. Shaddick.....              | Liquid Cargo Officer   |
|                 | Sub-Lieutenant M. J. Duncan.....            | Communications Officer |

|            |                                  |          |
|------------|----------------------------------|----------|
| <b>MEN</b> | Chief Petty Officer N. Dawe..... | Coxswain |
|------------|----------------------------------|----------|

## DECK DEPARTMENT

|                          |             |                      |              |
|--------------------------|-------------|----------------------|--------------|
| Chief Petty Officer..... | L. Fryer    | Leading Seaman.....  | T. Ahern     |
| Petty Officer.....       | R. Walker   | Able Seaman.....     | B. Allard    |
| Petty Officer.....       | K. Book     | Able Seaman.....     | A. Calvert   |
| Petty Officer.....       | E. Muise    | Able Seaman.....     | H. Adams     |
| Petty Officer.....       | N. Chambers | Able Seaman.....     | J. Parkins   |
| Petty Officer.....       | H. Ridgley  | Able Seaman.....     | F. Beer      |
| Petty Officer.....       | F. Voegeli  | Able Seaman.....     | R. Wilkinson |
| Petty Officer.....       | D. Hardy    |                      |              |
| Petty Officer.....       | A. West     | Ordinary Seaman..... | K. Allan     |
| Leading Seaman.....      | G. Ferguson | Ordinary Seaman..... | G. Denouden  |
| Leading Seaman.....      | G. Drake    | Ordinary Seaman..... | J. Fairlie   |
| Leading Seaman.....      | W. Gallant  | Ordinary Seaman..... | R. Messervey |

## OPERATIONS DEPARTMENT

|                     |             |                  |            |
|---------------------|-------------|------------------|------------|
| Petty Officer.....  | C. Everett  | Able Seaman..... | G. Quik    |
| Petty Officer.....  | R. Marsh    | Able Seaman..... | P. Meadows |
| Petty Officer.....  | B. Turcotte | Able Seaman..... | C. Lalonde |
| Leading Seaman..... | H. Mosher   | Able Seaman..... | W. Hill    |
| Leading Seaman..... | J. Dunn     | Able Seaman..... | A. Dance   |

## WEAPONS DEPARTMENT

Chief Petty Officer.....G. Lothian  
Petty Officer.....K. Kirk  
Leading Seaman.....J. Rhind  
Leading Seaman.....G. Barfoot

Able Seaman.....B. Wright  
Able Seaman.....G. Beam  
Able Seaman.....P. Scott  
Able Seaman.....J. Berard  
Able Seaman.....J. Goodlet  
Able Seaman.....D. Roberts

## ENGINEERING DEPARTMENT

Chief Petty Officer.....C. Parkinson  
Chief Petty Officer.....J. Phillips  
Chief Petty Officer.....W. Nelson  
Chief Petty Officer.....J. Doucette  
Chief Petty Officer.....J. Handley  
Chief Petty Officer.....J. Mahood  
Chief Petty Officer.....A. Wright  
Chief Petty Officer.....R. Gravelle  
Chief Petty Officer.....R. Chandler  
Petty Officer.....G. Delaney  
Petty Officer.....H. King  
Petty Officer.....W. Elliott  
Petty Officer.....J. Montgomery  
Petty Officer.....A. Boyle  
Petty Officer.....T. Walsh  
Petty Officer.....N. Watt  
Petty Officer.....D. Swan  
Petty Officer.....E. Beck  
Petty Officer.....M. Hardy  
Petty Officer.....E. Oatway  
Petty Officer.....J. Hinds  
Petty Officer.....G. Dunn  
Petty Officer.....C. Bedard  
Petty Officer.....M. Hinton  
Leading Seaman.....R. Lebar  
Leading Seaman.....C. Barnes  
Leading Seaman.....K. Huxtable

Leading Seaman.....E. Greenfield  
Leading Seaman.....W. Lloyd  
Leading Seaman.....C. Klug  
Leading Seaman.....R. Scrimshaw  
Able Seaman.....F. Silver  
Able Seaman.....G. Clark  
Able Seaman.....R. Shufelt  
Able Seaman.....J. Whelan  
Able Seaman.....J. Reich  
Able Seaman.....N. Parkin  
Able Seaman.....C. Wilson  
Able Seaman.....R. Shaw  
Able Seaman.....J. Little  
Able Seaman.....J. Martens  
Able Seaman.....D. Eatmon  
Able Seaman.....R. Davies  
Able Seaman.....B. Hanlon  
Able Seaman.....G. Coffey  
Able Seaman.....G. Ormsby  
Able Seaman.....C. Clark  
Able Seaman.....H. Vanwyngarden  
Able Seaman.....L. Holtzman  
Able Seaman.....R. Jones  
Ordinary Seaman.....A. Pope  
Ordinary Seaman.....L. Shields  
Ordinary Seaman.....W. Quinn  
Ordinary Seaman.....R. Allan

## SUPPLY DEPARTMENT

Chief Petty Officer.....D. Addison  
Chief Petty Officer.....C. Thompson  
Petty Officer.....G. Watchorn  
Petty Officer.....R. Trudel  
Petty Officer.....R. Leeming  
Petty Officer.....W. Sandys  
Petty Officer.....R. Boutin  
Petty Officer.....P. Foy  
Petty Officer.....A. Simaey  
Petty Officer.....H. Israel  
Leading Seaman.....G. Pope  
Leading Seaman.....R. Walker  
Leading Seaman.....H. Mannette  
Leading Seaman.....W. Layden  
Leading Seaman.....J. Boone  
Able Seaman.....C. Timmons

Able Seaman.....L. Pronyk  
Able Seaman.....J. Boutilier  
Able Seaman.....B. Miller  
Able Seaman.....W. Broyden  
Able Seaman.....S. Legendre  
Able Seaman.....K. Trus  
Able Seaman.....W. Cobham  
Able Seaman.....R. Croisetiére  
Able Seaman.....R. Golding  
Ordinary Seaman.....E. Bell  
Ordinary Seaman.....G. Greenfield  
Ordinary Seaman.....R. McCartney  
Ordinary Seaman.....J. Harvey  
Ordinary Seaman.....J. Cummings  
Ordinary Seaman.....N. MacLean  
Ordinary Seaman.....M. Prialx  
Ordinary Seaman.....W. Hamill

# THE COMMISSIONING CEREMONY — CÉRÉMONIE D'ARMEMENT

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

Order of Service

Début: 15 heures (3 h. de l'après-midi)

Service religieux

*Introduction by Cdr. E. W. Kimmerly, CD, RCN, Principal Naval Overseer, Quebec*

*Address by Mr. T. R. McLagan, OBE, Chairman of the Board, Davie Shipbuilding, Ltd.*

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

*Address by Guest of Honour, The Hon. Paul Hellyer, PC, MP, BA, Minister of National Defence*

*Acceptance of the ship by Commodore S. M. Davis, CD, RCN, Director General Ships*

*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.

And when at length her course is run,  
Her work for home and country done;  
Of all the souls that in her sailed,  
Let not one life in Thee have failed,  
But hear from heaven our sailors' cry,  
And grant eternal life 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 lifteth up the waves.

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

BENEDICTIO NAVIS

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

Oremus.

Propitiare, Domine, supplicationibus nostris, et bene + dic navem istam dextera tua sancta et nomen qui in ea vehentur, sicut dignatus es benedicere arcam Noe ambulanti 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, repulsis 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.

BLESSING OF A SHIP

V. Our help is in the name of the Lord.



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.
30. Then are they glad because they be quiet; so He bringeth them unto 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

The Lord's Prayer

Benediction

R. Who made heaven and earth.  
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.

#### *Her Majesty's Canadian Ship Provider commissions*

*Commanding Officer, Captain T. C. Pullen, CD, RCN, speaks to his ship's company*

*Ship's company embarks in the ship*

*Commanding Officer is piped on board and stands by to receive the Guest of Honour, Official Party and Invited Guests*