



**THE  
COMMISSIONING OF  
HMCS PROTECTEUR**

**30 AUGUST, 1969**

**AT SAINT JOHN SHIPBUILDING AND DRY DOCK CO., LTD,  
SAINT JOHN, N.B.**

**THE  
COMMISSIONING OF  
HMCS PROTECTEUR**







It is my pleasure, on behalf of the people and the Government of Canada, to welcome HMCS *Protecteur* into the fleet.

Our Armed Forces today face new challenges as well as the old. Canadians, whose country possesses one of the longest coastlines of any nation on earth, should never forget that we are one of the world's major maritime nations. As such, it is of the utmost importance that we maintain the capability to defend our shores at all times.

It is with this in mind that I welcome the *Protecteur* and wish her every success in her commission. It will be an eventful commission and the challenges will be great and important. I have every confidence that the Captain, officers and men of this fine ship are capable of meeting these challenges.

To those who have assisted in the designing and the building of HMCS *Protecteur*, I extend my thanks for a job well done. To those who will now sail in this ship go my admiration and confidence and my sincere best wishes.

Léo Cadieux  
MINISTER OF NATIONAL DEFENCE



HMCS *Protecteur* will make an important contribution to the fleet and the Armed Forces when she joins the Maritime Command in Halifax.

As the second operational support ship to join the fleet she will assist in the vital work now being carried out by HMCS *Provider* in extending the operational capability of our ships at sea. In the near future she will be joined by her sister ship, HMCS *Preserver*.

These three ships will extend the capability of our fleet at sea by providing a source of fuel, ammunition, food and other supplies and services. In addition, they will provide an important and flexible capability for our land forces as a means of transporting vehicles, men and supplies.

Like the teamwork displayed by those who designed and built this fine ship, teamwork is now required of her officers and men in meeting the tasks as they are assigned. I am confident that the high standards of our seamanship will be maintained.

To the Captain, officers and men of HMCS *Protecteur* I bid welcome on behalf of your comrades-in-arms, and extend to you very best wishes, God-speed, and a very successful commission.

J. V. Allard  
*General*  
CHIEF OF THE DEFENCE STAFF



# THE SHIP



Mobility and time on station are essential factors in the conduct of effective operations at sea. Support ships substantially increase the anti-submarine warfare capability of Canada's Maritime Forces by enabling warships to remain at sea for longer periods without returning to port for fuel, supplies and maintenance.

HMCS *Protecteur* is the second of three operational support ships built in Canada for the Canadian Armed Forces. The first, HMCS *Provider*, was commissioned six years ago, and since that time extensive studies have been carried out on her transfer of stores/fuel at sea, optimum stowage and handling capabilities.

The *Provider* studies have resulted in significant changes in the design of HMCS *Protecteur* and her sister ship HMCS *Preserver*. Two towering gallows-like replenishment posts 105-feet apart will do the job of *Provider's* three. Four dual replenishment stations capable of transferring either liquids or solids replace the *Provider's* six stations. The new system accommodates various sizes and classes of ships without stations lying idle.

An arrangement of control positions and operational spaces has been worked out to assure quick access to stores, smooth flow of cargo, and strict control of all stages of replenishment.

HMCS *Protecteur* has been designed to carry out a wide range of fleet support and sealift functions. She has:

- A limited sealift capacity—Two 15-ton capacity flight deck cranes and a three-ton mobile crane can lift vehicles onto *Protecteur's* deck. Certain vehicles can be stowed in the ammunition holds. There is passenger accommodation for 55 drivers and vehicle maintenance personnel.



- Enlarged helicopter support role—The ship will carry spare CHSS-2 anti-submarine helicopters for the fleet. Her hangars can house three helicopters with space and equipment for first and second line maintenance.
- A weapons system—A twin three-inch 50-calibre weapon is mounted at the bow with a ready-use magazine located on the deck below. Provision has been made for future fitting of a missile system just forward of the forward superstructure.

Other design changes include a modified hull, a split funnel arrangement (allowing one large hangar door), main machinery and boiler control from the bridge, improved quick-release mechanisms on hoses and rigging plus emergency shut-off systems in case replenishment has to be broken off suddenly, a larger hospital, and a bow thruster capable of producing 22,000 lbs. thrust on either side of the vessel to increase manoeuvrability.

HMCS *Protecteur* is 546' long, 76' wide, has a 30' loaded draft, and displaces 22,100 tons. Her engine power is 21,000 SHP max., speed 20 knots, and complement 271 officers and men.

She can pump fuel oil at 1,500 tons (about 46 standard tank cars) an hour, and transfer solid stores via a 2,500 lb. capacity cargo hook or "traveller", accomplishing both operations while steaming at 20 knots in heavy seas. Ram tensioners and drums keep a constant tension on transfer rigging despite lurches of the vessels.

Solids can also be transferred by 500 lb. capacity jackstays on both sides of the superstructure, or in pallet loads by helicopter.

HMCS *Protecteur* has elaborate fire detection and fighting systems, two internal telephone systems, and a sea-water distilling plant that can produce 80 tons of fresh water a day. The ship can seal itself off to operate in nuclear fall-out conditions.

## ACCOMMODATION

Accommodation in general meets a very high naval standard. Officers are provided with single cabins. Chief Petty Officers and Petty Officers are provided with two, four and six berth cabins. The crew have multi-berth spaces not exceeding 15 men per space. Non-metallic bulkheads have been used widely, with a surface finish of fire resistant plastic in pastel shades or wood veneer. Cabins and living spaces have acoustical type ceilings (lighting units mounted flush with the ceiling).

## CONSTRUCTION

Tenders were closed in October 1966 and the contract awarded to Saint John Shipbuilding and Drydock Co. Ltd., Saint John, N.B., on Dec. 16, 1966.

The keel of *Protecteur* was laid on Oct. 17, 1967 and she was launched on July 18, 1968. The erection of both *Protecteur* and her sister ship *Preserver* was performed in the Company's drydock on the unit principle, that is, cutting of the steel and assembling of both ships was carried out at the same time.

*Protecteur* has been built to the rules of Lloyd's Register of Shipping to Class 100A1 Oil Tanker standards, strengthened for navigation in ice, class 3.



Seamen's Lounge Area

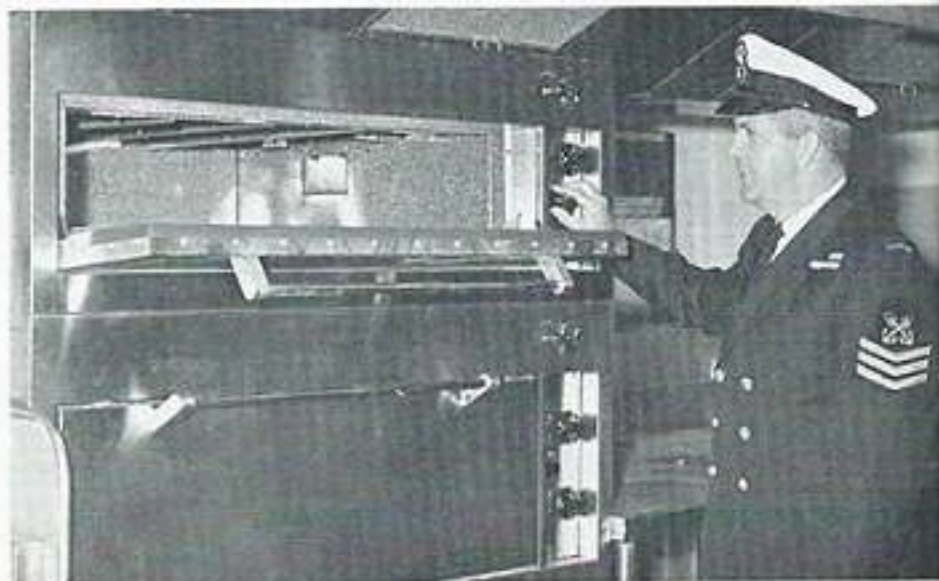
## CARGO

The *Protecteur* is capable of carrying 12,200 tons of replenishment cargo of a varied nature depending on the role of the fleet. Generally speaking, solid cargo is stowed so that it can be funnelled toward a holding and dispersal area on the replenishment deck between the replenishment posts. Dry provisions, spares, and sundry items are brought up vertically by elevator from the dry stores hold. A larger elevator handles ammunition from the next hold forward. Refrigerated stores move from the stern on conveyor belts or fork lift trucks.

Stowage of solid cargo is a complex problem because different types of cargo have to be readily available at all times. Consequently, supply ships have their own unique shelving and packaging techniques.

Liquids create a problem in their diversity—fuel oil, diesel oil, lubricating oil, aviation gas, fresh water. It is possible to have as many as six fuel hoses and fresh water transfer hoses active at the same time.

Galley Oven







*Liquid Cargo Controls*

## ENGINEERING

Engineering systems in HMCS *Protecteur* differ from those of *Provider* due to the requirement for unlimited bridge control of the main engines, a need to increase the steam generating capacity of the boilers, and machinery layout changes resulting from the hull modifications.

With one exception (cutting in the main feed pumps), all main engine conditions which formerly required a watchkeeper have been automated. Thus the propulsion plant can be controlled entirely from the bridge without communication through the machinery control room.

The ship's two main boilers are forced draught, main water-tube type capable of producing 107,000 lbs/hr.

The main propulsion plant consists of one high and one low pressure turbine geared to a single shaft and propeller.

Electrical power generates in two 1000 KW steam turbine driven generators, two 500 KW diesel driven generators, and one 500 KW gas turbine driven generator.

*HMCS Protecteur*





CDR K. W. SALMON  
Principal Naval Overseer



LCDR A. C. HUSBAND  
Project Officer



LCDR C. J. WAY  
Supply Overseer

## The Naval Overseers

Throughout the construction of HMCS *PROTECTEUR* all work has been under the supervision of the Principal Naval Overseer Saint John and his staff of naval and civilian personnel. The work has involved the development of working drawings by the Shipbuilder, inspection of the physical production of the ship and the conduct of tests and trials of the ship's equipment and systems.

### *Constructor Section*

Chief Petty Officer D. Swan  
Chief Petty Officer J. Ayres  
Chief Petty Officer R. J. Chambers  
Petty Officer J. Fauria  
Petty Officer M. Hinton  
Petty Officer L. Spears

### *Engineering Section*

Chief Petty Officer A. Perry  
Chief Petty Officer W. Rosco  
Chief Petty Officer D. Norrad

### *Electrical Section*

Chief Petty Officer J. Dube  
Chief Petty Officer J. Dickson

Petty Officer D. Rushton  
Petty Officer B. Whittaker

### *Supply Section*

Chief Petty Officer W. Erb  
Leading Seaman R. Rogers  
Leading Seaman J. Peterson  
Leading Seaman J. Darrah  
Leading Seaman D. Poirier

### *Secretarial Section*

Mrs. Mary Mitchell  
Mrs. Sharon Hicks

### *Communicator*

Mrs. Barbara Roettgers

MR. H. HAZLEWOOD  
Engineering Overseer



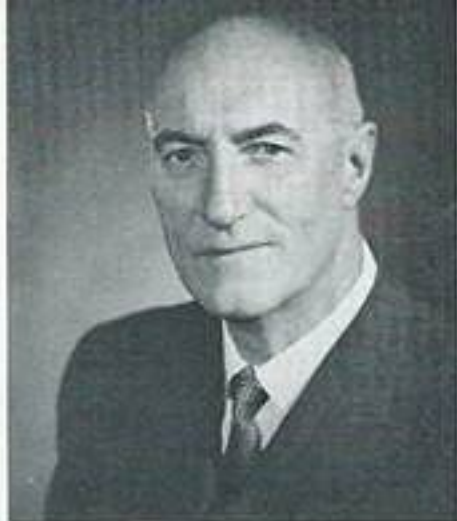
LT K. FRASER  
Constructor Overseer



LT W. S. NORMAN  
Electrical Overseer







K. C. IRVING  
President

## The Builders

Back in the eighteenth century Saint John was the fourth largest port in the world and one of the world's largest shipbuilding centres; it is therefore fitting that the largest single shipbuilding contract ever placed in Canada was placed with Saint John Shipbuilding & Dry Dock Co., Ltd.

Many Royal Canadian Naval ships have been repaired or built at our shipyard, but no single contract has ever been placed in our yard or any other shipyard in Canada that has brought so much satisfaction to the management and workforce. First of all it is the largest fixed price contract ever placed in a Canadian shipyard and secondly it is a most complex and sophisticated contract demanding and obtaining the best efforts from each and every one of our employees and the representatives of the Department of National Defence, Department of Supply and Services, Lloyds Register of Shipping, our sub-contractors and suppliers in order to achieve success and satisfaction.

Situated on Courtenay Bay adjacent to Saint John Harbour, our shipyard enjoys the benefit of an ice-free port throughout the year and facilities which ensure that Saint John Shipbuilding & Dry Dock Co., Ltd., will regain for Saint John the distinction of once more becoming the "Shipbuilding Centre of Canada".





## The Heritage

The name *PROTECTEUR* has not been used previously in its French form in the Canadian fleet nor in the navy of any other member of the Commonwealth though at least one ship of the French Navy bore it. However, its English cognate *PROTECTOR* was the name of the naval base at Sydney, Nova Scotia, and has been borne at sea by four ships of the British and one of the Australian navy.

The first of name was a store ship that flourished in the 1750's. She was followed by a fireship of 8 guns that was lost in a cyclone off Pondicherry, a French trading fort in southern India, in 1761. In 1805 at Brightlingsea, on the Channel coast of England, a gun brig was built and named *PROTECTOR*. The following year she took part in the seizing of the Cape of Good Hope.

The fourth of name was a steel-hulled gunboat built for the colony of South Australia in 1884 at Newcastle-upon-Tyne. She became part of the Royal Australian Navy upon its establishment in 1910 and (after being renamed *CERBERUS*) was finally discarded in 1923.

When, in 1935, the Admiralty ordered a pair of vessels, whose job was to be the placing of defensive nets across harbour mouths, it named them *GUARDIAN* and *PROTECTOR*. The second vessel was handier and faster (twenty knots) and was given the additional duty of target towing. This was more important in peace, but with the outbreak of war in 1939, she began her work with nets in earnest. She was employed around the shores of Britain and in the Mediterranean where, on 11 August 1941, she was struck in the starboard side of the engine room by an aerial torpedo. The rest of the war she spent at Bombay waiting for a new casing for her turbine which had to be made in Britain and shipped out to her, and it was not until October 1945 that she moved again.

In 1955 with a shrunken fleet to defend a smaller empire, the Admiralty had *PROTECTOR* strengthened for navigation in ice, provided with a helicopter deck and hangar and otherwise converted for use as a patrol vessel stationed in the Falkland Island Dependency, off the coast of Antarctica. She was still afloat and on the same station in 1968.

When war broke out in 1939, among the various vessels taken up for service by the Royal Canadian Navy was a motor craft of the RCMP named *PROTECTOR*. She was employed on various duties at Sydney, Nova Scotia. On 28 August 1939, a small establishment was set up there and, on 22 July 1940 it was commissioned as HMCS *PROTECTOR*, taking its name from the motor boat, for the regulations of the time required that the name of a naval establishment be borne by some vessel afloat. Sydney became the assembly port for the slow Atlantic convoys of the SC (Sydney-Clyde) series, and a base for the ships that escorted them and the coastal convoys that radiated from there. It was HMCS *PROTECTOR* that put together the convoys, arranged for their escorts, issued the sailing orders and did one-thousand-and-one other things that were necessary for the naval war effort in Cape Breton Island and the surrounding waters.

Sydney, like any other port of the maritime provinces, was immediately behind the firing line, for in 1942, twenty-two merchantmen were sunk in the Gulf of St. Lawrence, including the SS *CARIBOU*, the ferry that plied between North Sydney and Port-aux-Basques in Newfoundland.

At first *PROTECTOR* used the commercial wharves of Sydney and requisitioned buildings on the Esplanade above them, but in 1943 a new naval base was opened at Point Edward across the harbour, commissioned as a tender and named *PROTECTOR II*. At the end of the war, the RCN gave up the buildings and jetties in Sydney and, as the need for the establishment decreased, paid off *PROTECTOR* but kept Point Edward manned, the personnel being borne on the books of HMCS *STADACONA* at Halifax. The base was finally closed down in 1965.





## THE SHIP'S BADGE

**BLAZON:** Azure, a silver helmet with five grills Or, garnished of the last, and bearing a coronet 'fleur-de-lisé' also Or.

**SIGNIFICANCE:** A helmet is an instrument of protection, and in this instance, having the coronet trimmed with fleurs-de-lis, the device of former Royal France, it becomes a "PROTECTEUR".

**SHIP'S COLOURS:** Gold and Blue.

## WEAPONS DEPARTMENT

PIWS4	L. Rinder	LSWS2	J. A. Sabourin	ABWS2	J. R. Trueman
P2WS3	H. A. Taylor-Munro	LSWS2	W. S. Satterley	PISN4	M. A. Long
LSFC2	W. H. Factor	LSWS3	D. B. Wright	P2SN3	E. F. Faught
LSFC2	E. P. Leroux	LSWS2	N. Devlin	LSSN2	R. S. Baxter
LSWS2	D. R. McDonald	LSWS2	B. O'Quinn	LSSN2	R. D. Cross
LSWS2	E. D. Parizeau	LSWS3	K. F. Hynes	LSWU2	W. F. Hamilton
LSWS3	D. M. Reeves				

## ENGINEERING DEPARTMENT

CIER4	J. D. Race	LSER2	F. R. Mittlefehldt	C2LT4	J. E. Rogers
C2ER4	A. W. Boyle	LSER2	J. Watson	PIET4	G. R. Smiley
C2ER4	A. Perry	LSER2	L. B. Monminie	P2ET3	F. D. Rushton
C2ER4	T. H. Walsh	LSER2	G. H. Newbury	LSET3	G. W. Burmaster
PIER3	A. G. Bishop	LSER2	J. R. Renault	LSET3	W. J. Quinn
PIER4	D. F. Harding	LSER2	G. Sanford	LSET2	W. S. Weltz
PIER4	J. J. Hardy	LSER2	K. L. Salchert	LSER2	D. H. Yeo
PIER4	F. H. King	LSER2	D. C. White	ABET2	A. A. Rubinch
PIER4	G. J. Loughran	ABER1	E. V. Gordon	ABET2	E. Halbert
PIER3	E. G. Oatway	ABER1	W. C. Clements	OSETS	J. Leduc
PIER4	K. G. Wadsworth	ABER1	D. J. Cross	OSETS	G. Dunford
P2ER3	N. C. Bouges	ABER2	M. C. Doyle	OSETS	J. Paul
P2ER4	J. Butler	ABER1	M. Dalrymple	C2HT4	D. W. Swan
P2ER3	G. F. Goulet	ABER2	A. Praasma	PIHT4	J. Osborne
P2ER4	B. A. Webb	ABER1	B. St-Louis	P2HT3	N. R. Barrett
P2ER4	I. D. Wise	ABER2	G. L. Viger	LSHT3	C. W. Babin
LSER2	J. W. Brannen	ABER2	J. Willis	LSHT3	W. H. Turnbull
LSER2	B. G. Cardinal	OSERS	J. Sosnowski	LSHT3	M. E. Hone
LSER2	D. B. Generaux	OSERS	J. Girard	ABHT2	J. L. Collier
LSER2	G. G. Hopkins	OSERS	J. Deziel	ABHT2	P. Eldridge
LSER2	A. J. Jaillet	OSERS	C. Bishop	ABHT2	H. W. Phillips
LSER2	J. Mitchell	OSERS	J. Patry	OSHTS	J. Gorton
LSER3	E. C. Meuse	CIET4	J. L. Dube	OSHTS	J. Thomassin

## OPERATIONS DEPARTMENT

C2SG4	J. Schives	P2RM4	W. L. Marlow	P2RP3	G. W. Perigo
P2SG4	H. E. Newman	LSRM3	L. J. Mielko	LSRP2	J. Bell
LSSG3	A. J. Redden	LSRM3	D. B. Nolan	LSRP2	M. Gerathy
LSSG2	G. A. Pohl	LSRM2	M. P. White	LSRP2	R. V. McCormack
ABSG1	E. Lunn	ABRM1	D. Dyke	LSRP2	D. Moore
ABSG2	M. J. Fader	ABRM1	R. W. Fleetham	LSRP2	M. A. Odging
ABSG1	U. Caprarie-Melville	ABRM1	E. Miller	ABRP2	C. Davis
ABSG2	D. R. Ross	ABRM1	G. V. Mason	ABRP2	K. Leblanc
P2AT4	W. H. Snyder	ABRM1	K. G. Magee	ABRP2	J. O'Dwyer
P2AT4	A. L. Lucas	ABRM1	J. Moore	OSRPS	I. A. Bennie
ABMT1	V. R. Mainville	PIRP4	D. J. Craft	OSRPS	J. J. Guitard
C2RM4	M. Kruger	P2RP3	J. McAllan	OSRPS	G. W. Steeves
P2RM3	F. A. Davis				

## SUPPLY DEPARTMENT

PIMA3	W. D. Brisbin	LSST2	C. M. Hewitt	LSCCK2	G. A. Shaw
CPL(A)XT3	R. Crawford	LSST2	R. Leblanc	ABCK1	C. J. Bergeron
C2CA4	R. Cook	LSST2	A. R. James	ABCK2	G. W. Corcoran
LSCA2	B. J. Kelly	LSST2	N. B. Hartley	ABCK1	R. M. Foreman
ABCA1	R. W. MacWhirter	LSST3	R. A. Rogers	ABCK1	L. P. Timbers
ABCA2	C. R. McGregor	LSST3	K. J. Shipley	ABCK1	L. P. Turmel
P2CF3	R. B. Barron	CPL(L)ST2	E. A. Sheward	PISW4	U. A. Berube
LSCF3	L. C. Cassel	LSST2	R. S. Walker	P2SW4	G. J. Leclerc
PIST4	G. R. Townsend	LSST2	Y. Michaud	LSSW2	W. L. Griffin
P2ST3	J. E. Murphy	PTE(A)ST1	F. Grant	CPL(L)SW2	R. E. Lyons
P2ST3	J. E. Ingham	PICK3	L. A. Myers	LSSW2	J. A. Levasseur
LSST2	A. Bigras	P2CK3	D. C. Murray	ABSW1	J. C. Fraiser
LSST2	D. R. Bryce	LSCCK2	P. G. McInnis	PTE(L)SW1	D. Avery
LSST2	R. Robson	LSCCK2	F. L. Sadler	ABSW2	M. J. Houlihan
LSST3	L. L. Graham	CPL(A)CK2	W. Swineamar	ABSW1	D. R. Watson
LSST2	B. Gallagher				



## THE SHIP'S COMPANY



CAPT P. R. HINTON

### OFFICERS

Captain P. R. Hinton.....	Commanding Officer
Commander A. P. Campbell.....	Executive Officer
Lieutenant-Commander D. McDonald.....	Senior Watchkeeping Officer
Lieutenant-Commander F. R. Walton.....	Technical Officer
Lieutenant-Commander G. N. Beveridge.....	Supply Officer
Lieutenant-Commander G. Hogg.....	Deck Officer
Lieutenant-Commander M. J. Duncan.....	Operations Officer
Lieutenant N. R. Rhode.....	Air Officer
Lieutenant W. J. McKechnie.....	Assistant Deck Officer
Lieutenant V. R. Pattison.....	Liquid Cargo Officer
Lieutenant R. Couture.....	Weapons Officer
Lieutenant J. W. Adderson.....	Main Propulsion Officer
Commissioned Officer R. S. Thompson.....	Outside Machinery Officer
Commissioned Officer P. R. Phillips.....	Assistant Supply Officer
Sub-Lieutenant G. J. Kolisnek.....	Communications Officer
Sub-Lieutenant J. Wogan.....	Assistant Weapons Officer
Sub-Lieutenant P. R. Wolfe-Milner.....	Diving Officer

### MEN

CIBN4 R. Christie.....	Coxswain
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### DECK DEPARTMENT

C2BN4	J. Gale	ABBN1	M. Dannels
PIBN4	N. P. Chambers	ABBN2	L. Dinn
PIBN4	C. Farrell	ABBN2	A. Ferrie
PIBN4	D. S. Mitchell	ABBN2	M. L. Gasse
PIBN4	J. Moriarity	ABBN1	J. R. Glazier
P2BN4	H. G. Drake	ABBN2	T. L. Gallagher
P2BN4	W. S. Johnstone	ABBN2	V. Harding
LSBN3	F. A. Beer	ABBN1	B. K. Herman
LSBN2	W. R. Blair	ABBN2	R. Painchaud
LSBN2	C. Guy	ABBN1	D. Pelkey
LSBN2	E. A. Morris	ABBN1	A. Rogers
LSBN3	J. R. MacMillan	ABBN2	A. Saunders
LSBN2	E. D. McNeil	ABBN2	G. Senebald
LSBN2	J. G. O'Hanley	ABBN2	M. I. Smith
LSBN2	J. E. O'Leary	OSBNS	J. Owens
LSBN3	R. Rollin	OSBNS	J. Longpre
LSBN3	F. Smith	OSBNS	G. Lang
LSBN3	E. Thibbidao	OSBNS	D. Loukola
LSBN2	J. S. Woodford	OSBNS	J. Prentice
LSBN2	L. Blanchard	OSBNS	M. McKenzie
ABBN2	S. Burton	OSBNS	B. Murray
ABBN1	H. Dean	OSBNS	J. O. Valin



# THE COMMISSIONING CEREMONY

Commencing at 3:00 p.m.

Order of Service

# CÉRÉMONIE D'ARMEMENT

Début: 3 h. de l'après-midi

Service religieux

*Introduction by CDR K. W. Salmon, CD, Principal Naval Overseer*

*Address by Mr. K. C. Irving, President, Saint John Shipbuilding and Dry Dock Co., Ltd.*

*Address by VADM J. C. O'Brien, CD, Commander Maritime Command*

*Address by Guest of Honour, GEN J. V. Allard, CC, CBE, DSO, ED, CD, Chief of the Defence Staff*

*Acceptance of the ship by LGEN L. G. C. Lilley, DSO, CD, Chief of Technical Services*

## THE COMMISSIONING SERVICE

*Conducted by Commander The Reverend G. Faraday, C.D.,  
Command Chaplain (P), Maritime Command*

Brethren, seeing that in the course of our duty, we are set in the midst of many and great dangers, and that we cannot be faithful to the high trust placed in us without the help of Almighty God, let us unite our prayers and praises in seeking God's blessing upon this ship and all who serve in her, that she may sail safely under God's good providence and protection.

**HYMN: (To the tune Melita)**

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

Then shall the Captain of HMCS Protecteur say to his ship's company in the words of "The Gaelic Blessing":

## THE GAELIC BLESSING

I call upon you to pray for God's blessing on this ship. May God the Father bless her.

*Ship's Company: Bless our ship.*

*Captain: May Jesus Christ bless her.*

*Ship's Company: Bless our ship.*

*Ship's Company: Bless our ship.*

*Captain: What do ye fear seeing that God the Father is with you?*

*Ship's Company: We fear nothing.*

*Captain: What do ye fear seeing that God the Son is with you?*

*Ship's Company: We fear nothing.*

*Captain: What do ye fear seeing that God the Holy Spirit is with you?*

*Ship's Company: We fear nothing.*

## Psalm 107 (Verses 23 to 31, 43)

They that go down to the sea in ships, that do business in great waters;

These see the works of the Lord, and His wonders in the deep.  
For he commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.

They mount up to the Heavens, they go down again to the depths; their soul is melted because of trouble.

They reel to and fro, and stagger like a drunken man, and are at their wit's end.

Then they cry unto the Lord in their trouble, and He bringeth them out of their distresses.

He maketh the storm a calm, so that the waves thereof are still.

Then are they glad because they be quiet; so He bringeth them unto their desired haven.

Oh that men would praise the Lord for His goodness, and for His wonderful works to the children of men!

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

Glory be to the Father, and to the Son, and to the Holy Ghost;  
As it was in the beginning, is now, And ever shall be, world without end.

AMEN.

## THE PRAYERS

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 way, 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 their mortal life, bring them of Thy mercy to the sure haven of Thine everlasting Kingdom; through Jesus Christ Our Lord.  
AMEN.

*Her Majesty's Canadian Ship Protecteur Commissions.*

*The Commanding Officer speaks to the Ship's Company.*

*The Ship's Company man ship.*

*The Commanding Officer is piped on board.*

*The Guest of Honour and Official Party tour HMCS Protecteur.*

## 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

Our Father, Who art in Heaven, hallowed be Thy name; Thy kingdom come; Thy will be done; in earth as it is in Heaven. Give us this day our daily bread. And forgive us our trespasses, as we forgive them that trespass against us. And lead us not into temptation; but deliver us from evil; for Thine is the kingdom, the power, and the glory for ever and ever. AMEN.

## THE BENEDICTION

*Conducted by Commander The Reverend J. P. Belanger, C.D.,  
Command Chaplain (RC), Maritime Command*

## BLESSING THE SHIP

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

R. Who made heaven and earth.

V. The Lord be with you.

Let us pray.

Almighty God, our heavenly Father, hear our prayers and bless this ship with Thy right hand as Thou didst bless Noah and the ark on the waters of the flood. Send Thy holy angels from heaven to guard, assist, strengthen and encourage those who will serve therein. Preserve and deliver them from all weakness of mind and body. Endow her Officers with the spirit of wisdom, knowledge and the fear of Thee, inspire her men with the spirit of truth, courage and loyalty. Strengthen and increase their admiration for honest dealing, so that they may hate that which is evil and love that which is good. That through them the tradition of the Navy of Her Majesty the Queen may be maintained, to ensure the freedom of the seas to all who have the right to use them. And under the patronage of the blessed Mother of God, Mary, Star of the sea, and of all Thy saints, may their words and works be such as to bring them the honour due to faithful servants in this Life, and an eternal reward in the Life to come. Thou who livest and reignest world without end. AMEN.

## PRAYER FOR SAILORS (to St. Brendan)

St. Brendan, named "Patron of Seafarers," helped 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, 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.

Prions.

Seigneur, exaucez nos prières et dans votre bonté, accompagnez les membres de cet équipage dans toutes leurs entreprises. Comme vous êtes partout, comblez-les de votre miséricorde en tous lieux. Qu'après avoir été protégés par votre assistance contre toute adversité ils vous en rendent grâces. Par le Christ Notre-Seigneur.

Dieu tout-puissant et éternel, vous disposez de notre temps et de notre vie. Accordez à vos serviteurs le bienfait d'une tranquillité continue et mettez en sûreté, sous votre protection, ceux que vous avez rendus sains et saufs dans leurs travaux. Par le Christ Notre-Seigneur.  
AMEN.