



THE PAYING OFF OF



HMCS **ATHABASKAN**

10 March 2017

AT NB JETTY, HALIFAX, NOVA SCOTIA

Cdr JEAN COUILLARD Capf



COMMANDING OFFICER / COMMANDANT

Cdr Jean Couillard, was born in Hauterive Quebec, a small town near Baie-Comeau. After high school, he was accepted into the Regular Officer Training Program and graduated from the College Militaire Royale (CMR) de St-Jean in 1994 with a Honours degree in Business Administration.

After completing Naval Officer Training in 1995, Cdr Couillard joined his first operational unit, HMCS VILLE DE QUEBEC, where he earned his Bridge Watch Keeping Certificate and was subsequently promoted to Sub Lieutenant. Shortly after joining VILLE DE QUEBEC he deployed for 6 months in the Adriatic Sea for operation Sharp Guard.

In 1996 he was selected to participate in the highly desired exchange with the Royal Australian Navy and sailed aboard HMAS DARWIN and HMAS ADELAIDE, participating in multiple international exercises. He also took the opportunity to complete the Australian Ship's Team Diver course prior to his return to Canada in 1997.

He was promoted to Lieutenant (N) on completion of the Fleet Navigation Officer course in 1999, after which he served as the Navigator of HMCS VILLE DE QUEBEC, ATHABASKAN, TORONTO, HALIFAX and FREDERICTON, spending most of his time at sea in operations with the Standing Naval Force Atlantic and the Standing Naval Force Mediterranean. During that period of time he also participated in the search and rescue operations of Swiss Air flight 111, and the bulk carrier MV Leader L.

After completion of the Clearance Diver course in 2004, he was appointed the Naval Mine Warfare Officer at Fleet Diving Unit (Atlantic). In 2005, he completed the Staff Mine Warfare Officer Course in Eggermin, Belgium and, in 2006, he qualified as an Improvised Explosives Device (IED) Operator.

In 2008, he successfully completed the Operations Room Officer course and was appointed as the Weapons Officer onboard HMCS CHARLOTTETOWN. He later served as the Combat Officer and was promoted to the rank of Lieutenant Commander in the spring of 2009. In June 2009, he was appointed the Commanding Officer of Fleet Diving Unit (Pacific) and successfully obtained his Surface Ships Command qualification, while at the same time completing an MBA from Athabasca University. He was then selected for the Joint Command and Staff Program in 2010 and subsequently appointed in 2011 as the Executive Officer of HMCS VILLE DE QUEBEC.

He was promoted to Commander in January 2013 and took Command of the Personnel Coordination Center. He assumed Command of HMCS ATHABASKAN in July 2015.

Commander Couillard is married to Lisa Underhay, and he is the happy and proud father of two identical 11 year old twins Isabelle and Chantal.

SHIP'S COMPANY / L'ÉQUIPAGE DU NAVIRE

Cdr GUILLAUME CÔTÉ Capf



EXECUTIVE OFFICER
COMMANDANT EN SECOND

CPOI SHAWN COATES PMI



COXSWAIN
CAPITAINE D'ARMES

OFFICERS

LOGO	LCdr
CSEO	LCdr
MSEO	Lt(N)
CBTO	Lt(N)
OPSO	Lt(N)
WPNSO	Lt(N)
NAVO	Lt(N)
DECKO	Lt(N)
CISO	Lt(N)
UWVO	Lt(N)
AWVO	Lt(N)
IMO	Lt(N)
A/CSEO	Lt(N)
A/CSEO	Lt(N)
A/CSEO	Lt(N)
A/MSEO	Lt(N)
A/LOGO	Lt(N)
BWK	Lt(N)
BWK	Lt(N)
BWK	Lt(N)
BWK	Lt(N)
BWK	SLt
BWK	SLt
BWK	SLt
BWK	SLt
BWK	SLt
A/LOGO	SLt
MSE PH VI	SLt
MSE PH VI	SLt

T.T. FUDGE
D.A. DUPUIS
A.P. FILLIOL
C.L. BLACK
K.P.D. HASTEY
J.F. SIMPSON
A.P.S. LEE
J. TASSOT
K.S. DOUCETTE
S.R. JOYCE
D.J. HARKER
S.W. SMITH
D.A. MCELMAN
G.H. CHU
K.A. HUNT
W.J.J. BLAGDON
A.W. FINLAY
E.T.M. ROBERTS
I. KOURZENKOV
E.C. DE LINT
M.J.E. FLYNN
M.B. JACQUES
K.A. BROWN
T.S.R DAVICK
N.A. FORBES
M.C. MACNEIL
M.V. MARTIN
W.J. CORKUM
K.M VANTOL

OFFICIERS

Capc	COMMISSAIRE
Capc	OGSC
Ltv	OGSM
Ltv	OCBT
Ltv	OOPS
Ltv	OARM
Ltv	ONAV
Ltv	OPONT
Ltv	OSIC
Ltv	OGAS
Ltv	ARTILLEUR
Ltv	OGI
Ltv	A/OGSC
Ltv	A/OGSC
Ltv	A/OGSC
Ltv	A/OGSM
Ltv	A/COMMISSAIRE
Ltv	ODQ
Ltv	ODQ
Ltv	ODQ
Ltv	ODQ
Ens 1	ODO
Ens 1	ODQ
Ens 1	ODQ
Ens 1	ODQ
Ens 1	ODQ
Ens 1	ODQ
Ens 1	A/COMMISSAIRE
Ens 1	PH VI OGSM
Ens 1	PH VI OGSM

AIR DEPARTMENT OFFICERS

AIRO	Maj	M.J. FRASER
MHCC	Capt	M.A. WALLACE
MHCC	Capt	C.R. JOSHI
MHC	Capt	T.K. MCELHINNEY
MHC	Capt	J.W. MCGILLIS
ACSO	Capt	B.J.F. VINCENT
ACSO	Capt	S.A.B. WILSON

OFFICIER DÉPARTEMENT AÉRIEN

Maj	ODA
Capt	CEHM
Capt	CEHM
Capt	CHM
Capt	CHM
Capt	OSCA
Capt	OSCA

COMBAT DEPARTMENT / DÉPARTEMENT DE COMBAT

Naval Communicators / Communicateur Naval

CPO2	J.J.F. Damour	Pm 2	LS	E.J.A.C. Racine	Mat 1
PO1	C.A. Oldham	M 1	LS	M.E. White	Mat 1
PO2	J.P. Arnold	M 2	LS	J. Daigle	Mat 1
PO2	D.A. Collicutt	M 2	LS	R.M.S.W Watkins	Mat 1
MS	S.T. Burt	Matc	AB	A.J. Fudge	Mat 2
MS	R.N. Doucette	Matc	AB	M.J. Hall	Mat 2
MS	H.R. Foley	Matc	AB	M.T. Sproule	Mat 2
LS	J.J. Dadson	Mat 1	AB	T. Warnica	Mat 2
LS	M.W. Gillard	Mat 1	OSB	K.L. Mellett	Mat 3
LS	S.K. Howell	Mat 1	OSB	R.B. Murray	Mat 3
LS	N.M. Ling	Mat 1	OSB	S. Ratneswaran	Mat 3

Naval Combat Information Operators / Opérateurs d'équipement d'information de Combat de la Marine

PO1	J.D.S. Dion	M 1	LS	G.A. Gibson-Smith	Mat 1
PO2	B.M. Buchanan	M 2	LS	K.M. Bellefontaine	Mat 1
PO2	C.W. Graham	M 2	LS	J.R. Nixon	Mat 1
MS	P.F. Doherty	Matc	LS	L.A. Pilgrim	Mat 1
MS	T.L. Murphy	Matc	LS	S.W. Reynolds	Mat 1
LS	M.A. Huntley	Mat 1	LS	A.P. Sanojca	Mat 1
LS	M.D.M. MacKay	Mat 1	AB	A.F. Siddle	Mat 2
LS	J.W. MacLeod	Mat 1	AB	N.W. Bland	Mat 2
LS	J.A. Holden	Mat 1	AB	R.E. Francom	Mat 2

Naval Electronic Sensor Operators / Opérateurs de Détecteurs Électronique Marine

PO1	C.M. Hillier	M 1	LS	B.S. Hart	Mat 1
MS	S.W. Dickie	Matc	LS	S.P. Tiller	Mat 1
MS	R.L.H. Olsen	Matc	LS	P. Hartling	Mat 1
LS	J.W.R. Scott	Mat 1	AB	D.F. Brophy	Mat 2
LS	F.J.A.R. Amyot	Mat 1	OSB	A. Kurello	Mat 3
LS	J.J.E.M. Claveau	Mat 1	OSB	J.W. Rhodenizer	Mat 3
LS	R.H.G. Gaynes	Mat 1			

Sonar Operators / Opérateurs de Sonar

PO1	M.J. Janssen	M 1	AB	S.H. McManus	Mat 2
LS	S. Pelletier	Mat 1	OSB	J.V. Hattie	Mat 3
LS	J.W.J. Sampson	Mat 1			

Meteorological Technicians / Technicien Météorologue

Sgt	C.B. Petrie	Sgt
MCpl	A.E. Bezanson	Cplc

COMBAT SYSTEMS ENGINEERING DEPARTMENT / DÉPARTEMENT DU GÉNIE DE SYSTÈMES DE COMBAT

Weapons Engineering Technicians / Techniciens Génie des Armements	CPO2	M.J. Remington	Pm 2	LS	T.A. Petroff	Mat 1
	PO1	T.J. Bilmer	M 1	LS	M.B. Saunders	Mat 1
	PO1	D.F. Young	M 1	LS	E.E. Blanchard	Mat 1
	PO2	G.L. Nelson	M 2	LS	A.J. Fromentin	Mat 1
	PO2	W.D. Wamboldt	M 2	LS	J.S. Kennedy	Mat 1
	PO2	R.S. Benedict	M 2	LS	S.G. King	Mat 1
	PO2	K.J. Leadbeater	M 2	LS	C.A. Mawhinney	Mat 1
	PO2	G.T. Allingham	M 2	LS	S.R. Falkiner	Mat 1
	MS	C.J. Corbeil	Matc	LS	D.J. Gilbert	Mat 1
	MS	T.J. Harvey	Matc	LS	R.A. Corrigan	Mat 1
	MS	P.W. Littlejohn	Matc	LS	J.R. Lownds	Mat 1
	MS	S.D. Lewis	Matc	LS	A.P. MacNeil	Mat 1
	MS	A.M. Sanford	Matc	LS	J.E.V. Vautour	Mat 1
	LS	G.D. Crawley	Mat 1	LS	M.W.N. Smith	Mat 1
	LS	S.T. Hodge	Mat 1	LS	E. Tabor	Mat 1

DECK DEPARTMENT / DÉPARTEMENT DES PONTS

Boatswains / Manoeuvriers	CPO2	K. Pink	Pm 2	LS	J.C. Nunn	Mat 1
	PO1	G.J.L. Moss	M 1	LS	H.A. O'Connell	Mat 1
	PO2	T.J. Purdy	M 2	LS	B.T. Patey	Mat 1
	MS	D.C. Element	Matc	LS	M.S. Santerre	Mat 1
	MS	E.A. Walsh	Matc	AB	J.F. Nadeau	Mat 2
	MS	B.J. Oram	Matc	OS	B Busch-Andersen	Mat 3
	LS	J.J. Boomer	Mat 1	OS	J.J. Grondin	Mat 3
	LS	S.M. Gates	Mat 1	OS	O.S. Doiron	Mat 3

MARINE SYSTEMS ENGINEERING DEPARTMENT / DÉPARTEMENT MÉCANICIEN DE MARINE

Marine Systems Engineers / Mécaniciens de Marine	CPO2	J.M. Stead	Pm 2	LS	S.A. Hodgins	Mat 1
	PO1	M.D. Cyr	M 1	LS	M.D. Robinson	Mat 1
	PO1	J.F. Dean	M 1	LS	I.G. Forrester	Mat 1
	PO1	E.S. Macdonald	M 1	LS	M.G. Collins	Mat 1
	PO2	R.B. Carter	M 2	LS	S.A.C. Costen	Mat 1
	PO2	N.C.J. Harper	M 2	LS	S.W. Frampton	Mat 1
	PO2	D.K. Parsons	M 2	LS	M.C.M. Leblanc	Mat 1
	MS	C.L. Ashcroft	Matc	AB	C.R.L.W.B. Graham	Mat 2
	MS	P. Bois	Matc	AB	M.G.J. Gravel	Mat 2
	MS	D.P. MacIntyre	Matc	OSB	B.P. Cleveland	Mat 3
	MS	J.C.S. Marcil	Matc	OSB	J. K. Cornick	Mat 3
	MS	J.R. White	Matc	OSB	E. Bonneau	Mat 3
				OSB	B.A.S. Starkey	Mat 3

Electrical Technicians / Électrotechniciens	CPO2	R.J. Smythe	Pm 2	LS	Z. Lu	Mat 1
	PO1	S.A. Van Roessel	M 1	LS	M.B. O'Brien	Mat 1
	PO2	J.D. Boudreau	M 2	LS	O.D. Smyth	Mat 1
	MS	A.J. Bissonnette	Matc	LS	P.J.G. Berube	Mat 1
	MS	C.J.C. Braye	Matc	LS	F. Beaini	Mat 1
	MS	C.G. Trask	Matc	LS	J.K. Wacker	Mat 1
	LS	A. Delauw	Mat 1	OSB	E.D. Murphy	Mat 3
	LS	J.R. Keddy	Mat 1	OSB	P.I. Janssen	Mat 3
Hull Technicians / Techniciens de Coque	CPO2	M.D. McShane	Pm 2	LS	M.R. Corbett	Mat 1
	PO2	S.W. Grace	M 2	LS	R. Lannon	Mat 1
	MS	T. Carrier	Matc	AB	T.D.G. Baldwin	Mat 2
	LS	T.J.R. Arseneau	Mat 1	AB	C.J. Pogue	Mat 2
	LS	C.F. Butts	Mat 1	OSB	D.J. Bolton	Mat 3
	LS	J.M. Canton	Mat 1	OSB	H.A. Oakes	Mat 3
Firefighter / Pompier	MCpl	L.W. Gale	Cplc			

LOGISTICS DEPARTMENT / DÉPARTEMENT DE LA LOGISTIQUE

Cooks / Cuisiniers	WO	R.G. Hillier	Adj	LS	D.G.J. Taylor	Mat 1
	PO2	J.B. Hurdis	M 2	Cpl	L.G. Walsh	Cpl
	MS	S.D. MacMillan	Matc	Cpl	J.L. Jesso	Cpl
	MS	D.J. St-Pierre	Matc	AB	I.W.W. Rathwell	Mat 2
	LS	T.L. Gordon	Mat 1	Pte(B)	B.F.I. Blanteran De Rozari	Avr
Stewards / Stewards	PO1	C.M.J. Cormier	M 1	LS	S.M. Shea	Mat 1
	PO2	M.J. Dauphinee	M 2	LS	R.J.W. Wall	Mat 1
	MS	M.K. McCourt	Matc	AB	S.E. Debusschere	Mat 2
	LS	J.C. Tucker	Mat 1	AB	O.M. Giroux	Mat 2
	LS	M. Klepy	Mat 1	OSB	V.M. Potter	Mat 3
	LS	M.M.F. Lauzon	Mat 1	OSB	W.D.C. Williams	Mat 3
Supply Technicians / Technicien en Approvisionnement	CPO2	D.D.J. Haley	Pm 2	LS	J.L.G. Pendergast	Mat 1
	PO2	M.R. Drake	M 2	Cpl	A.S. Johnson	Cpl
	MS	A.W. Isnor	Matc	Cpl	M.E. McCuish	Cpl
	LS	A.J. Lafreniere	Mat 1	OSB	B.A.J. McNabb	Mat 3
	LS	M.L. Kelly	Mat 1	Cpl	N.A. Betts	Cpl
Human Resource Administrators / Administrateurs des Ressources Humaines	PO1	W.G. Cranton	M 1	LS	C.P. Shaw	Mat 1
	LS	N.E.M. Hinkley	Mat 1	AB	A.E. Long	Mat 2
Financial Support Administrator / Administrateurs des Services de Finance	PO2	A.M. Blackwood	M2			
Physician's Assistant / Adjoint au Médecin	WO	C. Boudreau	Adj			
Medical Technicians / Technicien médical	LS	B.M. Comarti	Mat 1			

AIR DEPARTMENT / DEPARTEMENT AÉRIEN

Air Detachment Maintenance Superintendent / Surintendant de Maintenance Détachement Aérienne	MWO	V.E. Comeau	Adjum			
Aircraft Electronic Sensor Operators / Opérateur de Dispositif Électronique Aérienne	Cpl Cpl	D.J. Snyder M.J. Hazel	Cpl Cpl			
Avionics Systems Technicians / Technicien en Systèmes Avioniques	MCpl Cpl Cpl	C.A. Munsie S. Burke S. Legare	Cplc Cpl Cpl			
Aviation Systems Technicians / Technicien en Systèmes Aéronautiques	Sgt MCpl MCpl MCpl	D.G. Randall K.A. Brake D.S. Curry C.T. Van Berkel	Sgt Cplc Cplc Cplc	Cpl Cpl Cpl Cpl	C. Bouchard-Tremblay S. Legare A.J. MacLeod L.W. Scanlan	Cpl Cpl Cpl Cpl



SHIP'S BADGE / INSIGNE

Description

Argent a Native American in full feathered head dress proper clad in buckskin breeches leggings and moccasins Or the latter beaded Azure and Gules bare to the waist except for a necklace of bear's claws Argent and shells Azure and ear ornaments of the last, mounted bareback upon a pony being halted from the trot the man holding a drawn bow with arrow Gules pointing downwards.

Description

Sur champ d'argent un Amérindien en coiffure de plumes au naturel, vêtu d'une culotte de peau, de jambières et de mocassins d'or, ces derniers perlés d'azur et de gueules, nu jusqu'à la ceinture et portant un collier de griffes d'ours en argent et de coquillages azur, ainsi que des boucles d'oreilles des mêmes, montant à cru un poney indien en trot arrêté. L'Amérindien est armé d'un arc et d'une flèche de gueules dirigés vers la pointe.



Significance

The badge design is based on the one planned by officers of the first of name but was not completed before that ship was lost to enemy action. The originally planned design elements have been retained in the official badge as a tribute to those gallant officers and men who went down with their ship fighting. The badge thus commemorates an action that ranks with the best in naval history for courage and devotion to duty.

Signification

Ce motif s'inspire de celui que les officiers du premier Athabaskan avaient choisi. Le navire fut malheureusement torpillé par l'ennemi avant qu'ils aient eu le temps de mettre leur projet d'insigne à exécution. Les éléments prévus initialement ont été conservés dans l'insigne officiel en hommage aux vaillants officiers et hommes d'équipage qui coulèrent avec leur navire en tentant de le défendre. L'insigne commémore donc une action qui compare avec les plus remarquables de l'histoire de la marine, en matière de courage et de dévouement en service.

MOTTO / DEVISE

WE FIGHT AS ONE (Unis dans le combat)

COLOURS / COULEURS

White and Scarlet / Blanc et écarlate

HERITAGE

HMCS ATHABASKAN G-07

HMCS *Athabaskan* G-07 was the first of three destroyers of the Royal Canadian Navy to bear the name. She was named for the First Nations peoples who make up the Athabaskan language group. Ordered on 5 April 1940 as part of the 1940-1941 building programme, laid down in the United Kingdom on 31 October 1940 and launched on 18



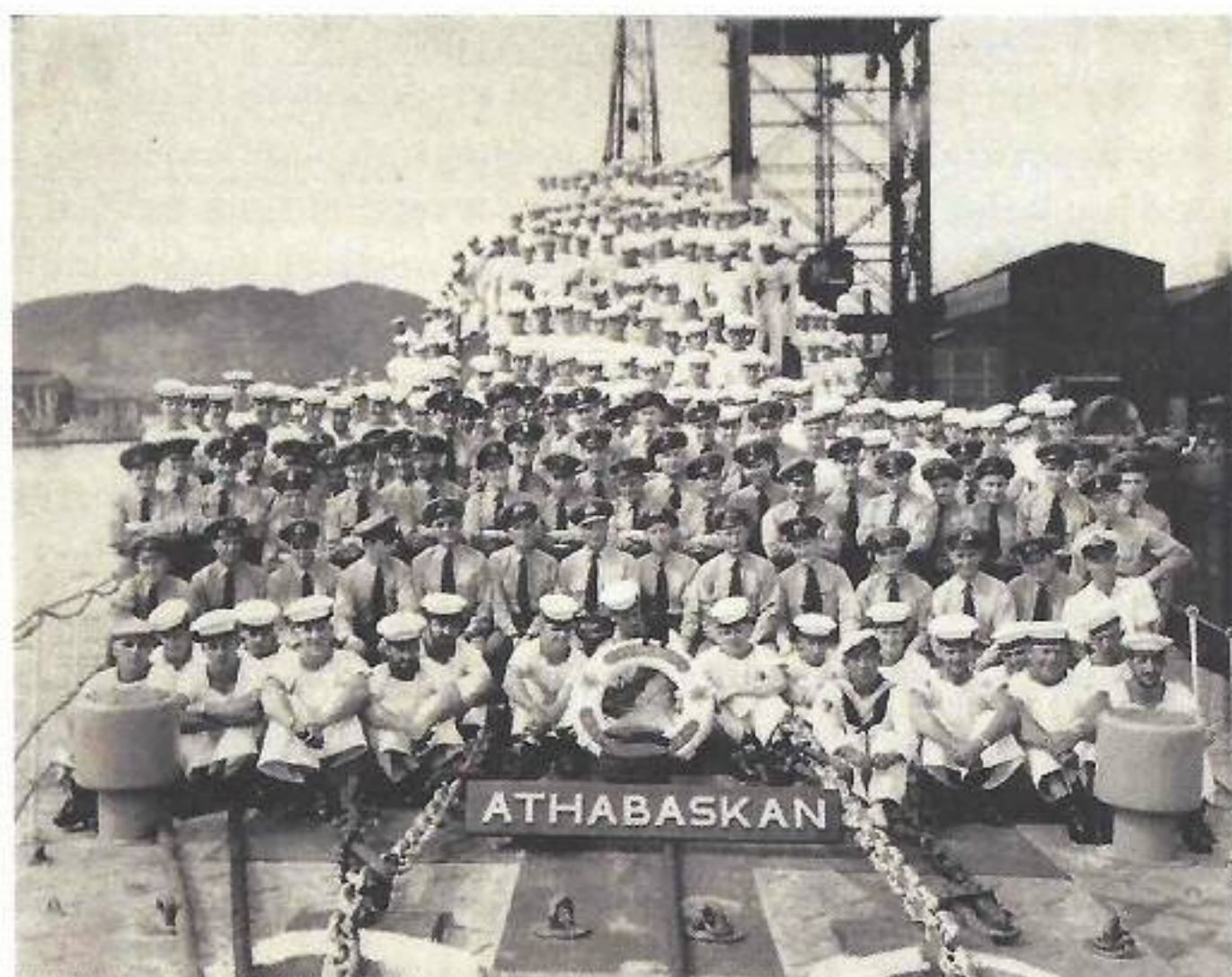
November 1941, she was commissioned into the Royal Canadian Navy on 3 February 1943. HMCS *Athabaskan* had a relatively short service of about 14 months between her commissioning and sinking. The ship experienced several major mishaps and battle damage that required her being taken out of service for repairs for a total of about five months. All these incidents and major mishaps made her known as the "Unlucky Lady". A moniker that was carried forward to the rest of the modern destroyer community – the 280 Ladies. On 29 April 1944 at about 0300 hours *Athabaskan* was patrolling with her sister Tribal-class destroyer *Haida* in support of a British minelaying operation off the coast of France near the mouth of the Morlaix River. She received the first of a series of Admiralty orders to intercept German warships, near Ile de Bas spotted by coastal radar in southern England. During the subsequent engagement with German naval vessels, *Athabaskan* was torpedoed and sank. 128 men were lost, 44 were rescued by *Haida* and 83 were taken prisoner

by three German minesweepers sortied from the coast after the departure of *Haida*. In 2004, the Royal Canadian Navy provided a brass plaque to be laid on the wreck to commemorate the loss.



HMCS ATHABASKAN DDE-219

HMCS *Athabaskan* DDE-219 was the second Tribal-class destroyer of the name. She entered service with the Royal Canadian Navy in the immediate post-Second World War era. She is known as *Athabaskan II*. Ordered in April 1942, she was laid down 15 May 1943 at Halifax Shipyards, launched on 4 May 1946 and commissioned into the Royal Canadian Navy on 20 January 1948. After commissioning, *Athabaskan* sailed for the West Coast to begin her career as a training ship. She performed this task until the outbreak of the Korean War. On 26 February 1949, when the



Athabaskan was on fueling stop at Manzanillo, Colima, Mexico, ninety leading seamen and below –constituting more than half the ship's company – locked themselves in their mess decks and refused to come out until getting the captain to hear their grievances. The captain acted with great sensitivity to defuse the crisis, entering the mess for an informal discussion and carefully avoiding using the term "mutiny" which could have had severe legal consequences for the sailors involved.

Specifically, while talking with the disgruntled crew members, the captain is known to have placed his cap over a written list of demands which could have been used as legal evidence of a mutiny, pretending not to notice it.

Athabaskan operated during the Korean War, earning the battle honour "Korea 1950-53". Following Korea, *Athabaskan* underwent a major refit, re-commissioning on 25 October 1954 as a destroyer escort. She returned to her training mission which lasted until transferred to

the East Coast fleet in 1959. *Athabaskan* was placed in reserve in 1964. *Athabaskan* was paid off for disposal on 21 April 1966. She was sold in 1969 and scrapped in 1970 at La Spezia, Italy.



HMCS ATHABASKAN DDH/DDG-282

HMCS *Athabaskan* DDH-DDG 282 has served in the Royal Canadian Navy since 1972. Third ship of the Iroquois class, sometimes referred to as the Tribal class or simply as the 280 class, *Athabaskan* was laid down on 1 June 1969 at Davie Shipbuilding, Lauzon and launched on 27 November 1970. She was officially commissioned on 30 September 1972. *Athabaskan* completed a refit known as the Tribal Class Update and Modernization Project (TRUMP) on 4 June 1994. At this time, her classification changed from Destroyer Helicopter (DDH) to Destroyer Guided Missile (DDG).

Continuing the long tradition of excellence and honorable service, *Athabaskan* served on RCN missions, deploying out of Halifax, to serve on the Atlantic and Indian oceans, the Mediterranean, Baltic and Black seas. In August 1990, *Athabaskan* was refitted with several advanced weapons and took part in Operation Friction and in Operation Desert Shield. The weapons upgrade included a Close-In Weapon System (CIWS). *Athabaskan* was appointed flagship of the Canadian Naval Task Group, which included the destroyer *Terra Nova* and supply ship *Protecteur*. The task group served in the central Persian Gulf with other coalition naval forces through the fall of 1990.



During Operation Desert Storm in 1991, the task group undertook escort duties for hospital ships and other vulnerable naval vessels of the coalition. The *Ticonderoga*-class cruiser USS *Princeton* detonated two Iraqi bottom-moored influence mines (MANTAs) at the north end of the Persian Gulf and was seriously damaged. *Athabaskan* was not assigned to the area, but the commanding officer of *Princeton* specifically requested her assistance. Unlike most ships of her size, *Athabaskan* could simultaneously operate two large CH-124 Sea King helicopters, which could search out mines for long periods. *Athabaskan* and her helicopters helped both ships avoid mines until the minesweeper USS *Adroit* escorted them out of the minefield. Always the worthy ambassador of



Canadian camaraderie, *Athabaskan* winched over several cases of beer for the crew of *Princeton* to celebrate the successful rescue with the “dry” ship.

On 2 September 2005, *Athabaskan* was one of several MARLANT vessels and a Canadian Coast Guard ship deployed to Mississippi and Louisiana to assist disaster relief efforts after the passage of Hurricane Katrina. On 14 January 2010, as part of Operation Hestia, following rapid outfitting *Athabaskan* and *Halifax* were deployed to Haiti to assist with disaster relief efforts after a 7.0 magnitude earthquake. In 2015, *Athabaskan* joined the largest NATO exercise of recent years – Exercise Trident Juncture.

DDG-282 served her final few years as the vital link to sustain the production of qualified sailors and air crew.

Flagship of the RCN, *Athabaskan* third of the name, ends its commission on 10 March 2017.

THE COMMISSIONING PENNANT

Flown from the masthead, the Commissioning Pennant is hoisted on the day a warship is commissioned and is displaced only by the personal flag of the Sovereign or Senior Officer when embarked. The phrase “in commission” originated in the days of sail and referred to the captain being given a commission to bring one of the ships of His/Her Majesty (HM) into service. The captain, on being appointed “to a ship laid up ‘in ordinary,’ hired a boat and had himself rowed out to the ship.” He then gathered his crew members, hoisted his pennant and the appropriate ensign, and read aloud his commission. From this point on, the ship was said to be “in commission.”

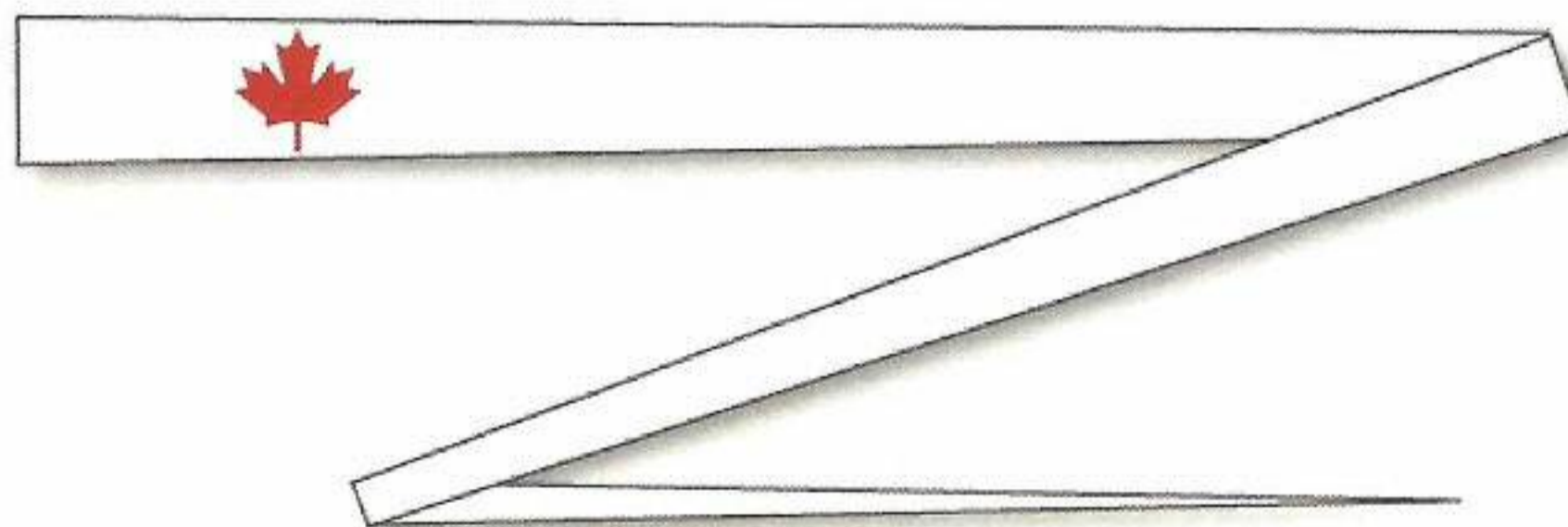
THE DE-COMMISSIONING PENNANT

When one of Her Majesty’s Canadian Ships pays-off to final disposal, she is entitled to wear, upon final entry into harbour, a special version of the Captain’s pennant, known as the “de-commissioning pennant.” This pennant signifies the completion of the Ship’s Commission in the Royal Canadian Navy and temporarily displaces the Captain’s pennant when hoisted with the Ship’s call-sign upon entering harbour. Once alongside, it is hauled down, and the Captain’s pennant is re-hoisted with the Jack and Ensign. The Captain’s pennant then remains flying until the Commanding Officer departs the Ship for the last time.

The de-commissioning pennant and the term “paying-off” have long held special meaning to sailors as they originated in the days when a Ship’s crew was literally paid their wages at the end of a Commission. During the Ship’s return voyage, in anticipation of their pay, the crew’s spirits were generally high. As part of their celebration they fabricated the de-commissioning pennant by knotting cleaning rags and bunting from worn flags. This was to signify that they would no longer be needed. In those days, the Captain’s pennant was finally hauled down at sunset by the Ship’s Cook, who was required by regulation to be the last Warrant Officer to leave the Ship.

Originally, custom dictated that for a regular Commission, the pennant would be as long as the Ship’s length. If, as often happened, the Commission was extended, then so too was the length of the de-commissioning pennant. Each additional month in Commission added 1/24 the Ship’s length, as Commissions were usually two years long. More recently the formula was simplified to be: the Ship’s length plus one foot for each month in Commission. In many cases, returning ships had to float their de-commissioning pennants with bladders or with helium balloons in order to keep them from dragging in the water.

In the late Twentieth Century, as Ship’s Commissions began to last for several decades, the length of the de-commissioning pennant became standardized at a uniform 380 feet. This is the length of ATHABASKAN’s de-commissioning pennant on display today. Calculated traditionally, ATHABASKAN’s de-commissioning pennant would be 2882 meters calculated under the old formula, or 292 meters using the more recent formula.



STATISTICS

BUILT BY - Davie Shipbuilding, Lauzon, QC - **CONSTRUCTEUR**

LAUNCHED - 27 November 1970 - **LANCEMENT**

COMMISSIONED - 30 September 1972 - **MISE EN SERVICE**

DISPLACEMENT - 4,942 tons (standard) 5,379 tons (full) - **DÉPLACEMENT**

DIMENSIONS:

- **LENGTH / LONGUEUR:** 129.8 meters
- **BEAM / LE FAISCEAU:** 15.3 meters
- **DRAUGHT / LE TIRANT D'EAU:** 7.5 meters
- **MAST HEAD HEIGHT / HAUTEUR DE LA TÊTE DU MAT:** 42.7 meters

SPEED - 27.5 KNOTS - **VITESSE**

ARMAMENT:

- **SURFACE TO AIR MISSILES:** 29 X SM-2 "STANDARD" MISSILES, FIRED FROM A MK 41 VERTICAL LAUNCH SYSTEM
- **GUNS:**
 - 1 X OTO MELARA 76MM SUPER RAPID GUN MOUNT
 - PHALANX CIWS (Close-In Weapon System)
- **TORPEDOES:** MK 46 MOD 5A ANTI-SUBMARINE TORPEDOES

AIRCRAFT: 2 X SIKORSKY CH124 SEA KING



THE ORDER OF SERVICE

MASTER OF CEREMONIES: LCdr Dominic Dupuis

Final Sail Past

Final Alongside

Ship's Company Mans The Rails

General Salute

National Anthem (All Rise)

CO orders Finish With Main Engines, Reverting to Extended Notice for Power

Ship's Company is Disembarked

Colours are lowered

CO is Piped Ashore for the last time. Sailors present Ship's Colours to Commanding Officer

Colours are presented to Reviewing Officer

Reviewing Officer addresses Ship's Company

Commanding Officer reports to Reviewing Officer that "ATHABASKAN is Paid Off and requests permission to disband the crew"

Prayer to Bless the Disbanded Crew

Departure of Reviewing Officer (General Salute)

Ship's Company marches off the jetty

Paying Off reception at Juno Tower, C&PO's Mess for all attendees



THE SAILOR'S PSALM

(Psalm 107, verses 23-30)

They that go down to the sea in ships
and occupy their business in great waters;
these men see the works of the Lord and His wonders in the deep.
For at His word the stormy wind ariseth which lifteth up the waters thereof.
They are carried up to heaven and down again to the deep;
their soul melteth away because of the trouble.
They reel to and fro, and stagger like a drunken man, and are at their wits' end.

So when they cry unto the Lord in their trouble,
He delivereth them out of their distress.
For He maketh the storm to cease so that the waves thereof are still.
Then are they glad because they are at rest;
and so He bringeth them unto the haven where they would be.

THE PRAYER FOR ATHABASKAN

THE NAVAL PRAYER

O ETERNAL LORD GOD, who alone 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 upon 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; Amen.

PRIÈRE NAVALE

O Dieu éternel, qui seul sépare les cieus et gouverne les mers déchainées; qui a contenu les eaux dans leurs limites jusqu'à ce que le jour et la nuit s'achèvent; veuille recevoir sous Ta toute-puissante et gracieuse protection les personnes d'entre nous, Tes serviteurs et la flotte au sien de laquelle nous servons. Préserve nous des dangers de la mer et de la violence de l'ennemi, pour que nous puissions être une sauvegarde pour notre plus gracieuse dame souveraine, la reine Elizabeth et ses Dominions, et une sécurité pour ceux qui passent sur la mer de bon droit: pour que les habitants du Commonwealth puisse Te servir Toi notre Dieu en paix et en quiétude; et que nous puissions revenir en sécurité pour apprécier les bénédictions de la terre avec les fruits de nos labeurs; et avec un souvenir reconnaissant de Tes miséricordes pour louer et glorifier Ton Saint Nom. Amen

