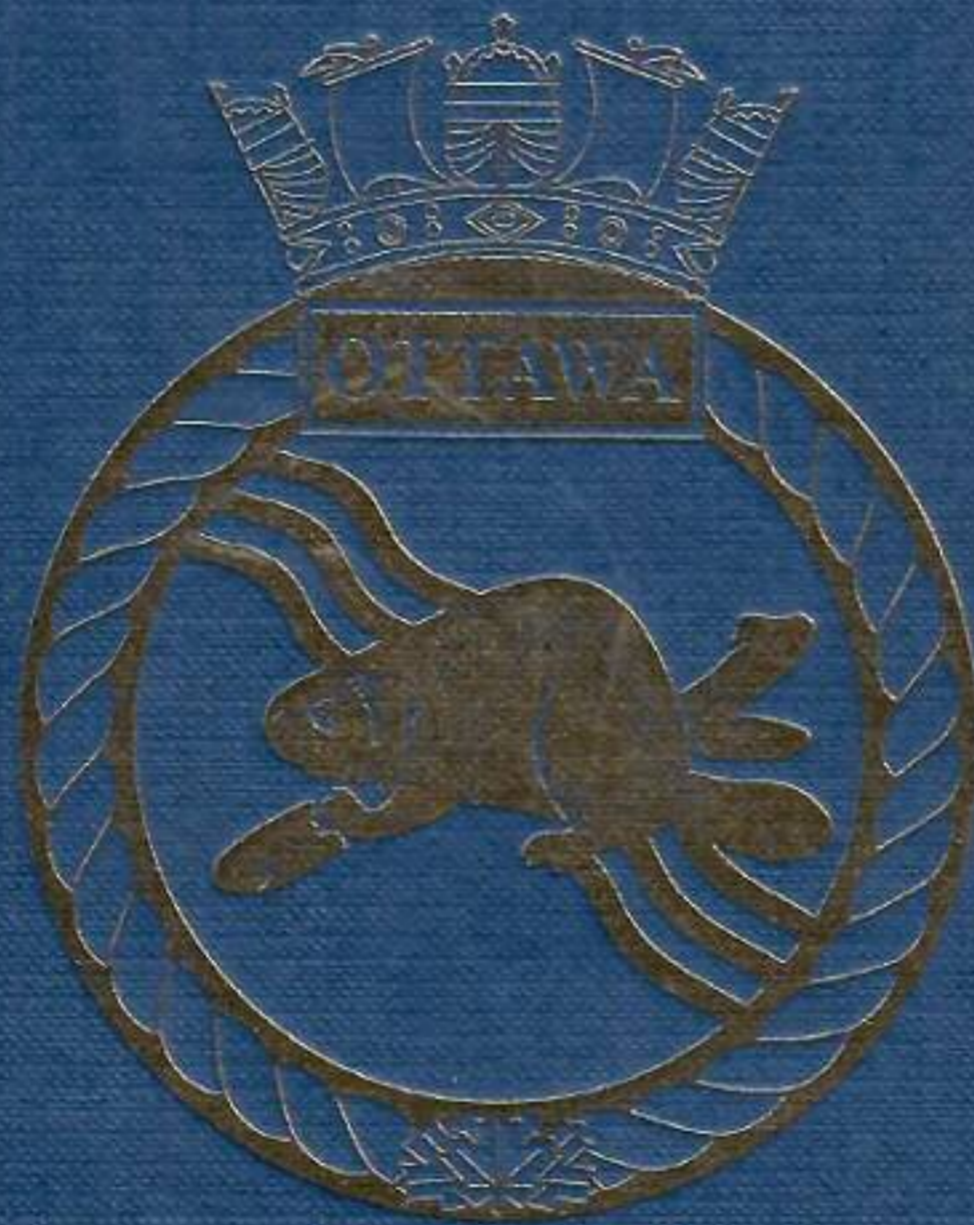


Commissioning
of
HMCS OTTAWA



Ottawa / Cornwall Ontario
28 September 1996

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As Governor General and Commander-in-Chief, I extend my warmest greetings to the dignitaries and military personnel gathered today for the commissioning ceremony of HMCS OTTAWA. I have no doubt that this twelfth and last ship of the Halifax class Frigates will serve Canada with pride and will continue the legacy established by the three previous ships to bear the name of OTTAWA.

Through the years, Canada's maritime forces have been an integral part of our country's military community. Both in times of war and peace, they have dedicated themselves to preserving fundamental Canadian Values. These accomplishments have become associated with the tradition of military excellence of which Canadians are so proud. I am certain that HMCS OTTAWA, along with her sister ships, will help the Canadian Navy to successfully carry out her mandate in the years to come.

In an era of evolving military roles and priorities, marine forces are vital to Canada's ability to meet its maritime responsibilities at home and abroad. Moreover, as Canada enjoys the world's longest coastline, HMCS OTTAWA and her sister ships will significantly contribute to the protection and defence of this unique natural resource. I am certain that HMCS OTTAWA will confidently meet the challenge of the 21st century and add yet another proud chapter to Canada's military history.

En ma qualité de gouverneur Général et de commandant en chef, je transmets mes vœux les plus sincères aux dignitaires et au personnel militaire rassemblés aujourd'hui pour la mise en service du NCSM *Ottawa*. Je suis convaincu que cette dernière des douze frégates de la classe Halifax fera honneur au Canada et qu'elle perpétuera la fière tradition établie par les trois navires ayant porté, avant elle, le nom d'Ottawa.

Les forces maritimes du Canada ont toujours faites partie intégrante de la communauté militaire du pays. Leur engagement à l'égard de la conservation des valeurs canadiennes n'a jamais fêchi, aussi bien en temps de paix qu'en temps de guerre. Ces réalisations sont synonymes de l'excellence militaire dont les Canadiens sont si fiers. Je suis convaincu que le NCSM *Ottawa*, de concert avec les autres frégates, veillera à ce que la Marine canadienne s'acquitte avec succès de son mandat durant bien des années à venir.

À une époque où les Forces canadiennes sont en pleine mutation, le Canada ne peut se passer de la contribution des forces maritimes s'il veut être à la hauteur de ses obligations maritimes au pays comme à l'étranger. D'ailleurs, comme le Canada possède le plus long littoral du monde, le NCSM *Ottawa* et les autres frégates de sa classe contribueront grandement à la protection et à la défense de cette ressource naturelle unique. Je suis aussi convaincu que le NCSM *Ottawa* saura faire face aux défis qui l'attendent au XXI^e siècle et qu'il ajoutera un fier chapitre à l'histoire maritime du Canada.

Son Excellence le très honorable Roméo LeBlanc, CP, CC, CMM, DE
Gouverneur général et commandant en chef du Canada

His Excellency the Right Honorable Roméo LeBlanc, PC, CC, CMM, CD
Governor General and Commander-in-Chief of Canada



The commissioning of Her Majesty's Canadian Ship (HMCS) OTTAWA, the twelfth and final HALIFAX-class frigate, marks the final chapter of the Government's largest commitment to date in the revitalization of the Maritime Command and the security of all that is Canadian. It is with some sadness that HMCS OTTAWA sails to join the navy, as it signals the completion of the Canadian Patrol Frigate Program which truly demanded a great effort by many Canadians. HMCS OTTAWA's arrival in Esquimalt will balance the naval presence between the Atlantic and the Pacific. As HMCS OTTAWA joins the fleet, on behalf of the Government and the people of Canada, I extend to the ship's company the warmest of wishes.

Canada sits in a unique position in world trade. It lies between the growing Asian marketplace and a quickly unifying Europe. As well, Canada is a neighbour to the United States of America. What connects these huge marketplaces is the two great oceans whose lines of communication must be kept open and safe to trading. HMCS OTTAWA is well designed and placed to carry out this ever-growing complex task of international diplomacy and policing.

I am confident that HMCS OTTAWA will not only provide Canada with a period of distinguished naval service, but will also bring pride to the city after which she is named. To the Commanding Officer, officers and ship's company, I extend my personal best wishes for a successful commission and continued dedicated service to our great country.

La mise en service du Navire Canadien de Sa Majesté *Ottawa*, dernière des douze frégates de la classe Halifax, marque la fin du plus vaste programme de revitalisation du Commandement maritime et de renforcement de la sécurité du pays jamais mis en oeuvre par le gouvernement canadien. C'est avec une certaine nostalgie que nous voyons le NCSM *Ottawa* se joindre à la Marine, car c'est aussi la fin du Programme de la frégate canadienne de patrouille, dont la réalisation a demandé tant d'efforts de la part de nombreux Canadiens. L'arrivée du NCSM *Ottawa* à Esquimalt viendra équilibrer la présence navale canadienne le long des côtes de l'Atlantique et du Pacifique. À l'occasion de l'entrée du NCSM *Ottawa* dans la Flotte, j'offre mes vœux les plus sincères à tout l'équipage du navire, au nom du gouvernement et du peuple canadiens.

Par sa position géographique, le Canada occupe une place unique dans le commerce mondial. Il se situe, en effet, entre le marché asiatique en pleine expansion et l'Europe qui s'unifie rapidement, et a pour voisin les États-Unis d'Amérique. Ces deux immenses marchés sont reliés par deux grands océans, dont les lignes de communication doivent demeurer ouvertes et sûres afin de permettre les échanges commerciaux. Par sa conception, le NCSM *Ottawa* est parfaitement apte à remplir cette fonction toujours plus complexe, qui relève à la fois de la diplomatie internationale et du maintien de l'ordre dans le monde.

Je suis certain que le NCSM *Ottawa* saura non seulement donner au Canada de nombreuses années de service distingué en mer, mais aussi faire la fierté de la ville dont il porte le nom. Au commandant, aux officiers et à l'équipage, j'offre, à titre personnel, tous mes vœux de bonne mise en service et de long et dévoué service à notre grand pays.

Le ministre de la Défense nationale,
L'honorable David M. Collenette, C.P., M.P.

The Honourable David M. Collenette, P.C., M.P.
Minister of National Defence



The commissioning of HMCS OTTAWA is a proud event for all to celebrate. The twelfth and final Canadian patrol Frigate marks the successful completion of the largest defence project as yet undertaken by the Canadian Government. The ship will soon embark on a transit to join the Maritime Pacific Forces on the West Coast helping to balance the two fleets.

From the early stages of the Canadian patrol Frigate Program to this commissioning ceremony, HMCS OTTAWA represents the culmination of hard work and determined effort by many people. The contributions made by both Canadian Forces personnel and the Public Service employees within the Department of National Defence were key to the successful completion of OTTAWA and her sister ships.

I would like to express my sincerest appreciation to all person within the department who have contributed to the Canadian Patrol Frigate program. To the Commanding Officer, Officers and Ship's Company of OTTAWA, my admiration, confidence and best wishes.



La mise en service du NCSM *Ottawa* est un grand événement, digne d'être célébré par chacun de nous. Cette douzième et dernière frégate canadienne de patrouille marque la fin d'un des plus ambitieux programmes de défense jamais mis en œuvre par le gouvernement canadien. Le navire s'apprête à prendre la mer en direction de la côte ouest, où il se joindra aux Forces maritimes du Pacifique, contribuant ainsi à équilibrer nos deux flottes.

Du début du Programme de la frégate canadienne de patrouille jusqu'à cette cérémonie de mise en service, le NCSM *Ottawa* représente le travail acharné et la détermination de nombreuses personnes. La contribution des membres des Forces canadiennes et celle des fonctionnaires de ministère de la Défense nationale ont été essentielles à la réalisation du navire et des autres frégates de sa classe.

J'aimerais exprimer ma profonde reconnaissance à tous les membres du personnel du Ministère qui ont participé au Programme de la frégate canadienne de patrouille. Au commandant, aux officiers et à l'équipage, j'aimerais dire mon admiration et ma confiance en eux, et leur offrir tous mes vœux de réussite.

La Sous-ministre de la Défense nationale
Louise Fréchette

Louise Fréchette
Deputy Minister of National Defence



The Commissioning of Her Majesty's Canadian Ship OTTAWA is an important occasion for the Canadian Forces. The ships of the Canadian Patrol Frigate project are amongst the finest of their kind in the world, and OTTAWA's addition to Canada's West Coast fleet will add significantly to our ability to meet challenges anywhere in the world. This superb vessel, designed and constructed in Canada, greatly enhances Maritime Command's operational capability.

Canada, as a maritime nation with the world's longest coastline, must have a strong naval presence to maintain our national sovereignty and contribute to the defence of North America. As well, commitments within NATO, to the United Nations, and throughout the Pacific Rim demand the capabilities that only a well-balanced, combat capable blue ocean navy can meet. HMCS OTTAWA and her sister ships will provide the tools necessary to successfully accomplish these tasks well into the twenty-first century.

To the commissioning Ship's Company of HMCS OTTAWA falls the honour and responsibility of ensuring the high expectations placed upon this class of warship are met. It is a task of enormous proportions that will demand the utmost in dedication and determination, but undoubtedly will be remembered as one of the most rewarding times during their service in the Canadian Forces.

In welcoming HMCS OTTAWA into Canada's military family, I offer my personal congratulations to all who have laboured to make this commissioning a reality. As HMCS OTTAWA embarks on what I am sure will be a distinguished period of service to Canada, I bid her fair winds and following seas.

La mise en service de NCSM *Ottawa* est un événement de grande importance pour Forces canadiennes. Les navires construits dans le cadre du Programme de la frégate canadienne de patrouille comptent parmi les plus perfectionnés du monde, et l'ajout de l'*Ottawa* à la Flotte du Pacifique augmente considérablement notre capacité d'intervenir partout dans le monde. Ce magnifique bâtiment de conception et de construction canadiennes, vient également augmenter de façon importante la capacité opérationnelle du Commandement maritime.

Le Canada, dont le littoral est le plus long du monde, se doit d'avoir une présence navale forte afin de maintenir sa souveraineté nationale et de contribuer à la défense de l'Amérique de Nord. Qui plus est, ses engagements dans le cadre de l'OTAN et des Nations Unies, ainsi que dans le Pacifique, exigent une capacité dont seule une force navale équilibrée et prête au combat en pleine mer peut être dotée. Le NCSM *Ottawa* et les autres frégates de sa classe possèdent les qualités nécessaires pour accomplir efficacement ces tâches, et ce bien au-delà du XXI^e siècle.

C'est à l'équipage du NCSM *Ottawa* que reviennent l'honneur et la responsabilité de répondre aux attentes élevées dont fait l'objet cette classe de bâtiments. C'est une tâche immense, qui requiert la plus grande détermination et le plus grand dévouement, mais qui sera certainement, pour eux, l'une des plus gratifiantes de leur service dans les Forces canadiennes.

Tout en souhaitant la bienvenue au NCSM *Ottawa* dans la grande famille des Forces canadiennes, je tiens à féliciter personnellement tous ceux et toutes celles qui, par leur travail, ont permis cette mise en service. Au moment où le NCSM *Ottawa* entame, j'en suis persuadé, une longue période de service distingué, je ne peux que lui souhaiter bon vent et une mer clémente.

Le Chef d'état-major de la Défense
Le général J.E.J. Boyle

J.E.J. Boyle
General, Chief of the Defence Staff



As Commander Maritime Command, I am very pleased to welcome Her Majesty's Canadian Ship OTTAWA to the Fleet. Her commissioning marks a significant milestone in the continuing challenge to preserve and protect Canada's maritime and security interests.

HMCS OTTAWA is the twelfth and final ship of the Canadian Patrol Frigate program. These multi-purpose warships provide the means to respond to the challenges of the future off our coast or anywhere in the world. We can be justly proud of these ships, which were designed and produced by Canadian industry and are truly amongst the most capable warships in the world today.

The commissioning of HMCS OTTAWA also marks the return of a proud and distinguished name to the fleet. This will be the fourth ship to bear the name OTTAWA. The first, the ex-HMS CRUSADER a Royal Navy destroyer joined the Royal Canadian Navy in 1938 and was sunk by a German U-boat in 1942. The second, also an ex-Royal Navy destroyer, HMS GRIFFIN became HMCS GRIFFIN in 1943 and a few weeks later was renamed HMCS OTTAWA. The third was a destroyer escort commissioned in 1956 and paid off in 1992. Thus, this newest OTTAWA inherits an impressive history of accomplishments and traditions.

My best wishes to the Commanding Officer and the Ship's Company of HMCS OTTAWA for a successful commission.

L.G. Mason, vice-amiral
Commandant du Commandement maritime

L.G. Mason, Vice-Admiral
Commander - Maritime Command



J'ai l'immense plaisir, en tant que commandant du Commandement maritime, d'accueillir aujourd'hui le Navire canadien de Sa Majesté Ottawa au sein de la Flotte. Sa mise en service marque le commencement d'une ère nouvelle dans l'exécution de cette vieille mission que représentent la sauvegarde et la protection des intérêts canadiens sur toutes les mers du monde.

Le NCSM Ottawa, douzième et dernier navire construit dans le cadre du Programme de la régates canadienne de patrouille, est l'aboutissement de plusieurs années de travail acharné de la part de l'industrie de la construction navale canadienne. Ces bâtiments à la fine pointe de la technologie nous donnent la capacité de répondre aux futures exigences partout dans le monde. En tant que Canadiens et Canadiennes, nous avons raison d'être fiers de ces navires, conçus et construits par l'industrie canadienne, et qui comptent parmi les plus perfectionnés de ce type dans le monde.

La mise en service du NCSM Ottawa marque aussi le retour d'un nom prestigieux dans la Flotte. En effet, l'Ottawa est le quatrième navire à porter ce nom. Le premier, l'ancien HMS Crusader, un destroyer de la Royal Navy, s'est joint à la Marine canadienne le 15 juin 1938, et fut coulé par un sous-marin allemand le 14 septembre 1942. Le deuxième, l'ancien HMS Griffin, également un destroyer de la Royal Navy, est devenu le NCSM Griffin le 20 mars 1943, et fut rebaptisé NCSM Ottawa le 10 avril 1943. Le troisième était un destroyer d'escorte qui fut mis en service le 10 novembre 1956 et retiré du service le 31 juillet 1992. Ainsi, ce quatrième Ottawa saura s'inspirer des réalisations de ces dignes prédécesseurs et perpétuer leurs honorables traditions.

Au commandant et à l'équipage du NCSM Ottawa, je souhaite mes meilleurs vœux pour une mise en service des plus réussie.



The commissioning of HMCS OTTAWA not only marks an important step in the revitalization of the Pacific Fleet, but also the return of a distinguished name to our fleet and the re-establishment of naval ties with one of Canada's most renowned and splendid cities.

The city of Ottawa has enjoyed extensive ties with the navy as this will be the fourth ship to bear the name HMCS OTTAWA. The commissioning of the frigate OTTAWA provides the ideal venue through which to reaffirm and enhance these ties. In the role of ambassador, I am sure that this outstanding product of Canadian industry will well represent both the navy and the city throughout the duration of her service to the country.

This commissioning, the final of the Halifax class frigates, ensures that the navy will not only be able to fulfil its commitments with respect to national sovereignty, but will also be able to participate fully in international activities throughout the Pacific Rim. The addition of HMCS OTTAWA significantly enhances Canada's profile and influence within this rapidly developing area.

To the Commanding Officer and Ship's Company of HMCS OTTAWA, I offer my best wishes. As you carry out the many diverse tasks which you will be assigned, may you always enjoy fair winds and following seas.

La mise en service du NCSM OTTAWA marque non seulement une étape importante dans la revitalisation de la flotte du Pacifique, mais permet aussi de ramener un nom prestigieux dans la marine et de rétablir nos liens avec l'une des villes canadiennes les mieux connues et les plus belles.

La ville de Ottawa entretient depuis longtemps des liens avec la Marine en effet l'Ottawa est le quatrième navire à porter ce nom. La mise en service de la frégate NCSM OTTAWA est l'occasion idéale de réaffirmer et de resserrer ces liens. Dans son rôle d'ambassadeur, je suis certain que ce produit exceptionnel de l'industrie canadienne sera le digne représentant de la Marine et de la ville tant qu'il sera au service de notre pays.

Cette mise en service, la dernière pour les navires de la classe Halifax, permettra non seulement à la marine de remplir ses engagements de protection de la souveraineté, mais également de participer à part entière aux activités internationales dans l'ensemble de la région de la ceinture du Pacifique. L'arrivée du NCSM OTTAWA accroît la visibilité et l'influence du Canada dans cette région en pleine expansion.

Au commandant et à l'équipage du NCSM OTTAWA, j'offre mes meilleurs vœux de succès. Au moment où vous vous apprêtez à remplir les nombreuses missions qui vous seront confiées, je vous souhaite bon vent et bonne mer.

Le commandant des Forces maritimes du Pacifique
Contre-amiral R.D. Moore

R.D. Moore
Rear-Admiral
Commander Maritime Forces Pacific





City of **Ottawa**
Ville d'

On behalf of City Council and the citizens of Ottawa, it is my great pleasure to offer sincere congratulations to the commander and crew of HMCS OTTAWA on the proud occasion of the ship's commissioning. The good wishes and prayers of the people of Ottawa are with you all from this moment on.

It is with great pride that we witness the fourth ship to bear the name OTTAWA begin a career of service to her country. In her most modern incarnation, her beauty, facility and leading-edge technology prepare her well for distinguished service on behalf of all Canadians and ably reflect the character of her namesake city.

The City of Ottawa was proud to exhibit the HMCS OTTAWA ship's bell in a place of honour in City Hall for a number of years, in anticipation of this day. We have had a special affinity with the military since 1826, when Lieutenant Colonel John By established a campsite on the banks of the Ottawa River and thus created the nucleus for the community that would become the nation's capital. Our unique relationship continues today with the Headquarters of the Department of National Defence making its home in Ottawa.

The name OTTAWA exemplifies the very best of Canada: commitment to democracy, ingenuity, quality of life, and generosity of spirit. Through the nation's supreme legislative body, this city showcases to the world democracy in action; through our high technology entrepreneurs, we exhibit the ingenuity that will take the world into the next century; through our waterways and parklands, our renowned festivals and celebrations, our institutions of art and of learning, we evoke a great love of life; and through the deeds of our citizens, we confirm generosity of spirit.

At times, our contribution to upholding the ideals of Canada have been measured in infinitely priceless terms. Many of Ottawa's sons and daughters have joined the original HMCS OTTAWA in giving their all in the quest for a peaceful and just world. It is their heritage and memory that you carry, as you begin your journey.

I wish you every success and peace in your mission. God-speed.

Jacquelin Holzman
Maire d'Ottawa

Jacquelin Holzman
Mayor of Ottawa

Au nom du conseil municipal et de tous les citoyens et de toutes les citoyennes d'Ottawa, c'est avec grand plaisir que je félicite le commandant et l'équipage du NCSM Ottawa à l'occasion de cet événement important qu'est la mise en service du navire. Que les vœux et les prières des habitants d'Ottawa vous accompagnent partout où vous naviguez.

C'est avec grand honneur que nous voyons aujourd'hui le quatrième navire à porter le nom d'Ottawa commencer sa carrière au service du pays. Dans sa plus récente version, sa beauté, sa fonctionnalité et sa technologie de pointe le préparent au mieux à un service distingué au nom de tous les Canadiens et de toutes les Canadiennes, et reflètent bien le cachet de la ville dont il porte le nom.

Cette dernière a exposé avec fierté la cloche du NCSM Ottawa à l'hôte de ville pendant plusieurs années, en attendant ce jour. Nous avons toujours entretenu une relation privilégiée avec l'armée depuis 1826, année où le lieutenant-colonel John By a établi un campement au bord de l'Outaouais, autour duquel devait se développer la ville qui devint la capitale du pays. Aujourd'hui, c'est le Quartier général de la Défense nationale, installé dans la ville, qui maintient ce lien privilégié.

Le nom d'Ottawa illustre ce que le Canada a de mieux : volonté de démocratie, puissance créatrice, qualité de vie et générosité. La ville, qui abrite le corps législatif suprême du pays, montre au monde entier ce qu'est la démocratie en action. Grâce à nos entreprises de haute technologie, nous faisons preuve de la puissance créatrice nécessaire pour faire entrer le monde dans le XXI^e siècle. Nos cours d'eau, nos parcs, nos festivals et nos célébrations de renom, nos centres artistiques et nos établissements d'enseignement sont le reflet de notre amour de la vie, et les actions de nos citoyens et citoyennes ne font que confirmer notre générosité.

Notre contribution à la poursuite des idéaux du Canada a parfois même été inestimable. Un grand nombre d'hommes et de femmes natifs d'Ottawa ont servi à bord du premier Ottawa et ont donné leur vie pour la paix et l'instauration d'un monde meilleur. Ce sont leur legs et leur souvenir qui vous accompagnent au moment où vous commencez votre voyage.

Je vous souhaite un service placé sous le signe de la réussite et de la paix. Bonne chance!



As a proud sponsor of the HMCS OTTAWA, I would like to extend my heartfelt wishes on the occasion of this historic ceremony.

Many people were involved in creating the concept of this ship, its design, construction and, now, implementation. The commissioning is the culmination of all these years of hard work by many dedicated men and women.

HMCS OTTAWA is now ready to take on the responsibilities for which she was built, not only to protect Canada's coastlines but also to contribute as a deterrent to war and to help uphold the course of peace and justice throughout the world.

All of you who serve in the HMCS OTTAWA as her first crew share a great responsibility. You have the challenge to set the initial standard of excellence, which other crews will follow and try to exceed. While sailing the world, the ship and you, the crew, will act as ambassadors for what Canada stands for. I am convinced that you will live up to these expectations not only with dedication, courage and persistence, but also with pride and enjoyment.

God bless Her Majesty's Canadian Ship OTTAWA and all who sail in her.

En tant que marraine, et fière de l'être, du NCSM Ottawa, j'aimerais présenter mes vœux les plus sincères au navire et à son équipage à l'occasion de cette cérémonie historique.

Un grand nombre de personnes ont participé à la création du projet de l'Ottawa, depuis sa conception jusqu'à sa réalisation, en passant par la construction du navire. La mise en service est l'aboutissement de toutes ces années de travail acharné de la part de tant de femmes et d'hommes dévoués.

Le NCSM Ottawa est désormais prêt à assumer les fonctions pour lesquelles il a été conçu, c'est-à-dire non seulement pour protéger les côtes du pays, mais aussi pour contribuer à la dissuasion dans le monde et aider à y maintenir la paix et la justice.

Vous tous, membres du premier équipage du NCSM, assumez une grande responsabilité. C'est à vous, en effet, d'établir les normes d'excellence initiales que les autres équipages suivront et essayeront de dépasser. Le navire et vous-mêmes, son équipage, serez les ambassadeurs des valeurs canadiennes sur toutes les mers du monde. Je suis convaincue que vous répondrez à ces attentes tant avec dévouement, courage et persévérance, qu'avec fierté et plaisir.

Que Dieu garde le Navire canadien de Sa Majesté Ottawa et les membres de son équipage.

Sonja Bata
Marraine du NCSM Ottawa

Sonja Bata
Sponsor - HMCS Ottawa



It is a great honour to be appointed as Commanding Officer of one of Her Majesty's Canadian Ships. It is particularly rewarding to be associated with a new frigate who carries a name with such history. Above all, it is a privilege to serve with the professionals who make up the crew of HMCS OTTAWA.

The first and second HMCS OTTAWAs, destroyers H-60 and H-31, had illustrious careers during World War II. This HMCS OTTAWA, FFH 341, is honoured to carry the battle honours that they earned. The third HMCS OTTAWA, DDH 229, had a very distinguished career fulfilling Canadian Cold War requirements. It is fitting that veterans who served in H-60 and H-31 and past serving members from DDH 229 are present today as honoured guests. They will always be welcome in HMCS OTTAWA.

The ship happily acknowledges the privilege of being an ambassador for the City of Ottawa. We in HMCS OTTAWA have been blessed with exceptional support from our namesake city. Thanks to your generosity and enthusiasm my ship is already taking on a flavour all its own. I am convinced that the bonds between city and ship will continue to grow as the years pass and become a source of pride for us, and envy for the Fleet.

The Shipbuilder and Industry in Canada have delivered today an extremely capable warship. She is the product of years of planning and hard work by the government, the military and the maritime industry. She also proves that the previous eleven ships of her class were well worth the time and effort spent on them. HMCS OTTAWA is the ideal ship to perform the tasks that she will be assigned and to do the great things that sailors have done for years, which is to go to sea and preserve our sovereignty while providing security to other mariners.

To the Officers and Ship's company of HMCS OTTAWA you are exceptional Canadians and are a source of great pride for me. Your efforts over the last several months have been extraordinary as you have accomplished so much while maintaining your enthusiasm and professionalism. What you have done in preparing this ship for sea is difficult to grasp and is known only by the crews that have gone before you. I am honoured to command you and thank you for your great efforts. I must also mention the families of the Officers and Ship's company whose patience and understanding through our long absences have allowed us to concentrate on the ship and the Commissioning.

Today's commissioning marks the official beginning of the fourth HMCS OTTAWA. I thank all who are in attendance for this ceremony and on behalf of HMCS OTTAWA accept any challenges that may face her in the years to come.

C'est un grand honneur pour moi de pouvoir commander un des navires canadiens de Sa Majesté, et particulièrement d'avoir été choisi pour commander une frégate nommée en l'honneur d'une ville dont l'histoire est si riche. Mais par dessus tout, j'ai l'insigne privilège de servir avec les marins professionnels qui composent l'équipage du NCSM OTTAWA.

Les deux premiers NCSM OTTAWA, les destroyers H-60 et H-31, se sont distingués durant la Deuxième Guerre mondiale, et nous sommes honorés que notre NCSM OTTAWA, le FFH 341, puisse porter les honneurs de guerre qui sont leurs. Le troisième NCSM OTTAWA, le DDH 229, a également connu une glorieuse histoire durant l'époque de la guerre froide. Ce n'est que justice que les anciens combattants qui ont servi à bord des H-60 et H-31, ainsi que les anciens du DDH 229, soient nos distingués invités aujourd'hui. Ils seront toujours les bienvenus à bord du NCSM OTTAWA.

Le NCSM OTTAWA accepte avec enthousiasme le privilège d'être un ambassadeur pour la ville d'Ottawa. Nous avons bénéficié d'un appui tout à fait extraordinaire de la ville dont notre navire porte fièrement le nom. Grâce à votre générosité et à votre dynamisme, mon navire commence déjà à marquer sa propre individualité. Je suis persuadé que les liens entre la ville et notre navire n'iront qu'en se resserrant au fil des ans et deviendront pour nous source de fierté qui fera l'envie de la flotte.

Le constructeur et l'industrie navale canadienne nous livrent aujourd'hui un bâtiment de guerre extrêmement performant, fruit de nombreuses années de planification et de travail intarissable du gouvernement, des Forces canadiennes et de l'industrie navale. Ce bâtiment montre que le temps et l'effort consacrés aux onze navires de sa classe qui l'ont précédé étaient bien investis. Le NCSM OTTAWA se veut un bâtiment idéal pour les missions qui lui seront confiées et permettra aux équipages d'exécuter les tâches dont ils s'acquittent de façon admirable depuis de nombreuses années, soit aller en mer pour protéger notre souveraineté et garantir la sécurité des autres navigateurs.

Quant à vous, les officiers et les membres d'équipage du NCSM OTTAWA, vous êtes des Canadiens exceptionnels et une source de fierté pour moi. Ce que vous avez accompli au cours des derniers mois est tout à fait extraordinaire et témoigne bien de votre dynamisme et de votre professionnalisme. Il est difficile de saisir l'ampleur du travail que vous avez abattu pour préparer le navire à prendre la mer, sauf pour les équipages qui sont déjà passés par là. Je suis honoré d'être votre commandant et je vous remercie de votre remarquable contribution. Il faut également souligner les familles de nos marins pour leur patience et leur compréhension durant nos longues absences. Votre appui nous a permis de nous consacrer entièrement à la préparation et à la mise en service du navire.

La cérémonie de mise en service marque les débuts du quatrième NCSM OTTAWA. Je désire remercier tous ceux et celles qui sont venus ici aujourd'hui et, au nom du NCSM OTTAWA, j'accepte de relever tous les défis que nous aurons à relever dans les années à venir.

commandant – NCSM Ottawa
capitaine de frégate J.C.G. Goulet

Commander J.C.G. Goulet
Commanding Officer – HMCS Ottawa





The Ship's Crest



Blazon

Gules, a bend wavy argent charged with two cotises wavy azure, over all a beaver, the sinister forepaw resting on a log of silver birch proper.

Significance

This design is derived from the unofficial wartime badge of the first HMCS OTTAWA H-60: a beaver on a log of wood. The white and blue wavy "bend" represents the OTTAWA river upon which the city grew. The red field is intended to refer to those Native peoples – the Outaouais or Ottawas – who traveled this river and region and from whom its name was derived.

Ship's Colours

White and red. Normally, according to the rules of heraldry, the two principal colours in the badge – gold and red – would be the ship's colours, but given the ship's namesake is the Capital of the Nation, the official colours of Canada – white and red – have been used in reference to this honour.



The Shipbuilder

It is fitting that the world's most modern warship of its class has been built in Saint John, New Brunswick. Saint John's time-tested reputation as a shipbuilding centre goes back more than 200 years—back to the Marco Polo and other famous wooden ships and the iron men who built them. Those days are now part of Canadian history and Saint John Shipbuilding Limited is proud to have added to and enhanced the city's prestige by producing world class ships and creating a shipbuilding centre of excellence for Canada.

Canadian Patrol Frigates are now carrying out important duties on a regular basis in the Atlantic and Pacific oceans. Already, their performance has earned the respect and admiration of navies from around the world. HMCS OTTAWA, the twelfth frigate, was delivered to the Navy well ahead of schedule and within budget.

On a program of this magnitude and complexity,

success is only achieved with full co-operation among shipbuilders, suppliers and the navy. Saint John Shipbuilding Limited is particularly proud of its relationship with the Canadian Navy, Public Works Government Services Canada and Suppliers who played major roles in the success of the shipbuilding process and of the ship itself. Suppliers have dedicated themselves to producing machinery and equipment which either met, or exceeded contract requirements and Crown managers provided excellent project leadership.

Saint John Shipbuilding has great admiration for and close ties with those who go to sea in ships and serve in the Canadian Navy. Our best wishes go out to HMCS OTTAWA and all who will sail her in the decades ahead.

May HMCS OTTAWA always help preserve the peace, defend this magnificent country and be a proud representative of our nation's Capital.



Mr. J.K. Irving
Chairman & CEO



Mr. Bill Haggett
President



The CPF Project Management Office

HMCS OTTAWA is the twelfth and last ship of the Canadian Patrol Frigate (CPF) Project. The Project was initiated in December 1977 and a contract was awarded to the Prime Contractor, Saint John Shipbuilding Limited, on 29 July 1983 for the design and construction of the first six frigates, along with associated support. The contract was amended in December 1987 to add six additional frigates for a total of twelve.

The CPF Project Management Office (PMO) was established in Ottawa (with detachments in Saint John, Montréal, Lauzon, Halifax and Esquimalt) to provide overall management of the Project. The PMO has an interdepartmental team with representatives from the Departments of National Defence, Public Works and Government Services Canada and Industry Canada.

On the occasion of the commissioning of the last CPF it is appropriate and necessary to acknowledge the outstanding efforts of the thousands of individuals who have contributed to the CPF success story from conception through to this moment. The industrial team led by the Prime Contractor, Saint John Shipbuilding Limited, and the principle subcontractors Lockheed-Martin Canada,



Captain (N) J.R. Sylvester
Project Manager

responsible for the CPF combat system, and Marine Industries Limited, who constructed three of the Frigates, have achieved an international first in this whole-ship-system procurement. The Government team has overseen the largest single undertaking in recent Canadian history — on time and under budget. On behalf of all past CPF Project Managers, my colleagues Mr. Gavin Scott of PWGSC and Mr. Guy Leclaire of IC, our thanks to you all for the finest Frigates in the World today.

To the Commanding Officer, the Officers and Ship's Company of HMCS OTTAWA, and on behalf of the entire CPF team, I extend the best wishes for a successful commission.



City of Ottawa

The city of Ottawa is quintessentially Canadian. Built in an area of immense natural beauty, our Nation's Capital lies where the Ottawa River cascades over the Chaudière Falls and is joined by the Rideau and Gatineau rivers. In 1615, passing here for the second time, Champlain called the Ottawa River "la grande Rivière des Algommequins", which was shortened by early English traders to "Grand River".

Marking the boundary between the Canadian Shield to the north and the St. Lawrence Lowland to the south, the river was the corridor to what would become Central Canada. This trade route cut through the harsh rock of the Shield all the way to the Mississippi Valley and on towards the great plains and the Arctic and Pacific oceans.

The name OTTAWA is derived from the Outaouais native people who at one time travelled the upper reaches of the river. The Outaouais were one of the peoples of the Algonquin nation who in 1649, along with the Huron nations, had been driven west by the Iroquois. Five years later, the river was named the Outaouais or OTTAWA, following a truce signed by the Iroquois at Montreal allowing the Outaouais back on the river.

The land remained almost untouched until 1815, when disbanded British Regiments from the Napoleonic Wars and the War of 1812 were given the option of remaining in Canada as assisted settlers in a bid to strengthen the "loyal military presence" in the area. This would secure an additional route for both communication and commerce, should the St. Lawrence and Lower Lakes fall to the Americans.





OTTAWA was founded in 1826 by Lieutenant Colonel John By as the northern terminus of his engineering marvel, the 200 kilometre Rideau Canal. Originally known as Bytown, it was renamed OTTAWA on January 1, 1855 to celebrate the second centenary of the truce that had brought peace to an area of what was beginning to fill with many divergent peoples.

Slowly, the new city took shape. A beech ridge that soared majestically out of the river became home to the Parliament Buildings, the seat of government for a new nation. Today, national theatres, museums, monuments and festivals, embassies from around the world, and historic market places combine with futurist high technology enterprises to make modern OTTAWA a centre of culture, communication and commerce.

The natural beauty of the landscape is accentuated in spring by a profusion of colour during the Canadian Tulip Festival, and it would be difficult to imagine a more perfect summer afternoon than one spent canoeing lazily down the Rideau River following the path of one of the oldest trading routes in the country. In autumn, the copper roofs of the capital's stately buildings are rivalled only by the burnished leaves of the city's canopy of trees, while winter sparkles with sculpted ice artworks on the Rideau Canal.

OTTAWA. The city showcases to the world democracy in action through our nation's supreme legislative body. And as a place of such national significance, it is the one community that every Canadian can truly call our symbolic home.



HMCS OTTAWA – First of Name

HMCS OTTAWA – Pendant H60 Crusader Class, Formerly HMS Crusader

Launched:	30 September 1931	Armament:	4 x 4.7 inch, Quick Firing Guns
Dimensions:			1 x 3 inch, High Angle Anti-Aircraft Gun
Length:	329'		2 x .5 inch Machine Guns
Beam:	33'		4 Lewis Guns,
Draught:	14'2" (full load)		1 Quadruple Mount 21" Torpedo Tube
Displacement:	1,375 tons		4 x Mk. IX-IX
Speed:	33.9 kts		3 x Depth Charge Chutes
H.P.:	36,000		2 x Anti Submarine "Throwers"
Commissioned into RCN:	15 June 1938		

Since the Founding of the Royal Canadian Navy in 1910, men and women from all across our nation have had the honour of serving in Canadian ships of war in both home and foreign waters. And like the many dedicated personnel who have served in these vessels, our ships themselves have carried a proud tradition from generation to generation.

The career of the first HMCS OTTAWA, was short, action-filled and violent in its ending. A River class destroyer, she had been launched on the 30th September 1931 as HMS CRUSADER, and she was commissioned into the Royal Canadian Navy as HMCS OTTAWA at Chatham, England on the 15th June 1938.

Displacing only 1,375 tons, barely a quarter of the size of the newest vessel carrying her name, she was 317 feet long and carried a complement of 145 souls. To bring her four 4.7 inch guns and several guns of smaller calibre to bear on the enemy, her three Admiralty type, 3-drum boilers and Parsons turbines would take her into battle at 36 knots.

With her sister ship HMCS RESTIGOUCHE, OTTAWA sailed from Portland, England on the 6th September and arrived at Gaspé, Québec, seven days later. It had been intended to station both destroyers on the West Coast but their arrival had coincided with the Munich Crisis of 1938 and they remained on the Atlantic Coast until it passed, sailing then for Esquimalt via the Panama Canal.

OTTAWA served with the Western Destroyer Division until the outbreak of the Second World War escorting Their Majesties King George VI and Queen Elizabeth in the SS PRINCESS MARGUERITE during their passage to Victoria from Vancouver and back again. It was during this visit on the 30 May 1939 that the King's Colour was consecrated and presented to the RCN.

In the late summer of 1939 the grim news in Europe climaxed with the start of the Second World War. On the first of September, Canada's Navy was called to active service. At the wars outbreak, came the urgent need for ships on the East Coast and after a quick refit, at midnight on the 15 November, OTTAWA and RESTIGOUCHE steamed silently past Dunze Head shaping course for Kingston, Jamaica. It was intended that they be placed at the disposal of Commander-in-Chief, America and West Indies, for use against possible Nazi surface raiders in the Caribbean.

Upon arrival in Kingston, it was decided that HMCS

ASSINIBOINE, not yet equipped for winter conditions in the North Atlantic, should be used in the Caribbean instead and consequently, OTTAWA and RESTIGOUCHE were ordered to shape course for Halifax. Two days after arriving on the 8th of December, she, in company with RESTIGOUCHE, FRASER and ST. LAURENT led the five British liners carrying men of the First Canadian Division out of the Halifax approaches. Some five hundred miles out to sea, TC- 1, the first Canadian Troop Convoy to sail for England, was turned over to a powerful force of Royal Navy battleships for the passage to Britain.

For the next months, throughout the winter and summer of 1939-40, OTTAWA carried out escorting duties in the local areas. After the loss of HMCS FRASER off the coast of France in the fall of 1940, OTTAWA received sailing orders for the United Kingdom. She sailed on the 4th September as an escort with Troop Convoy 7 in company with HMS REVENGE. Once there, Based out of Greenock, Scotland she began local escorting duties in the Clyde area until on the 15th she assumed Senior Officer duties for Convoy SC-3 from Sydney, N.S. after HMS DUNDEE was torpedoed. These were the days when already the U-boat menace was severe. In a two day period of that same month, OTTAWA would take on the survivors of the SS EURYMEDON and SULAIRIA rescuing 118 people in all. In the next month, another convoy, SC-11, would lose several more ships.

In June of 1941, OTTAWA, along with other Canadian ships operating in United Kingdom waters sailed to Newfoundland to join the newly organized Newfoundland Escort Force. The enemy was fanning out and wider areas of the ocean needed to be protected. Her first convoy, HX-133 was spotted and eleven U- boats converged. Eight merchantmen were lost in the ensuing battle. The corvettes, HMS GLADIOLUS and NASTURTIUM, blew one U- boat to the surface, apparently causing it to explode, only to have it miraculously escape. Joined by HMS CELANDINE, they sank U-556, and HM Destroyer MALCOLM, joined by another four ships, accounted for U-651. Convoy SC-48 was the same. Ten merchant ships received their death-blows. The gallant HMS GLADIOLUS rushed off to pick up survivors and was never seen again. USS KEARNEY, a US destroyer was torpedoed but managed to remain afloat, as did HM Destroyer BROADWATER, although the latter had to be sunk by



gunfire by her consorts.

Between October of 1942 and May of 1943, the Battle of the Atlantic reached its ultimate fury. A true fighting ship who had seen so many others go, HMCS OTTAWA herself was stricken in September 1942. Her last voyage began on the 5th from Londonderry, her ship's company looking forward to the refit scheduled to begin at the end of the voyage. On the 10th and 11th, ten merchantmen in the convoy were lost, another on the 13th. Then, at midnight on the 13th, this valiant warrior received her own death blow. She went down with 114 men including the Commanding Officer, LCdr C.A. Rutherford who gave his life belt to a seaman. A surviving Petty Officer recounts in William Pugsley's **"Saints, Devils and Ordinary Seamen..."**

"The first torpedo came in through the port shell room and the signalmen's and stokers' messes. It wiped out all the signalmen and all but four of the stokers. About 6 out of 40 or so that had been sleeping in the mess one deck above were still alive, in a mad pile of broken tables and twisted metal.

I went in to do what I could. All around were men dead from concussion alone, not a mark on

up trying to free that chap trapped in the twisted oil pipe and the men in the asdic cabin. It was grim having to leave them, but the ship started to go fast.

When we got on deck she was almost on her starboard side. Guys were climbing down the port side into the water. One had been operated on for appendicitis a day or two before and was still very weak. Two fellows said they'd stick by and help him. We never saw them again. The ship went over on her side, then broke in two. The bow came up, then the stern, and she slid slowly under. Five or six floats got away. I was on one with 19 others. Eleven of us came through. The convoy went right on, but the destroyer ST. CROIX stayed. So did two corvettes. They dropped depth charges till about 4 a.m. Then ST. CROIX circled while the corvettes picked up survivors.

The wind had risen and so had the sea, and the worst was not having enough clothes on. Jelly fish wrapped around our bodies and poisoned us. It was painful even at first, a severe burning sensation and then later terrific swelling and running sores. Some guys were attacked in the groin and were in agony for days. It was too rough to

lower boats, and we had to make our own way to a corvette. They couldn't maneuver for fear of cutting down



them. One man blown down into the stokers messdeck just hung there, his face shaved off by the jagged steel. An asdic rating was sleeping right above where the blast came. He wasn't hurt at all, but a smashed oil pipe had whipped around his leg and we couldn't get him free.

The men in the asdic cabin, we couldn't get them out either. It was waist-high in muck and debris and the door opened outward. We swung frantically with axes to try and break it down. The men inside were alive and unhurt. They were shouting up the voice pipe to the bridge. But the door was four or five inches thick and copper sheeted. We weren't making any impression on it and we all expected a second torpedo. The explosion had blown a carbide float over the starboard side and it lighted up the whole ship.

Ten minutes after the first torpedo, the second one hit the starboard side in No.2 Boiler. It killed all the stokers on watch and part of the Engine Room staff. The ship began to list heavily to starboard and we had to give

the swimmers. Many were so weakened by the long exposure [we were about five hours in the water] that they just couldn't make it. They were lost in the heavy seas right beside the corvettes. Only 65 of us survived out of 179.

It still haunts me, having to leave that kid trapped with the oil pipe round his leg. And those men in the asdic cabin, the place filling slowly as the ship got far enough under for water to come down the voice pipe from the bridge..."

COMMANDING OFFICERS

CAPT	V.G. Brodeur,	RCN	15 June 1938	–	1 Oct 1938
Cdr	C.R.H. Taylor,	RCN	2 Oct 1938	–	2 Nov 1938
CAPT	G.C. Jones,	RCN	21 Nov 1938	–	1 Apr 1940
Cdr	E.R. Mainguy,	RCN	2 Apr 1940	–	20 Jul 1941
AVLCdr	A.G. Boulton,	RCNVR	21 Jul 1941	–	18 Aug 1941
AVCdr	H.F. Pullen,	RCN	19 Aug 1941	–	13 Nov 1941
AVCdr	C.D. Donald,	RCN	14 Nov 1941	–	4 Jul 1942
AVLCdr	C.A. Rutherford	RCN	5 Jul 1942	–	13 Sep 1942

HMCS OTTAWA II – Second of Name

HMCS OTTAWA – Pendant H31 River Class, Formerly HMS GRIFFIN

Launched:	30 September 1935,	Armament:	4 x 4.7 inch Quick Firing Guns
Dimensions;			1 x 3 inch High Angle Ant.-Aircraft Gun
Length:	323'		2 x .5 inch Machine Guns
Beam:	33'		2 x Lewis Guns
Draught:	14'2" (full load)		4 x Oerlikon Guns
Displacement:	1,335 tons		2 x Quadruple Mount 21" Torpedo Tubes
Commissioned into RCN:	20 March 1943		

Three short months later, in Early December, a message was sent from the Prime Minister of Canada to the Prime Minister of the United Kingdom. It asked for the release of fourteen destroyers to the RCN for use in Atlantic convoy protection. The ensuing agreement reached between the United Kingdom and Canadian Governments during the winter of 1942-43, was designed to strengthen the RCN's escort force for what was considered to be the crucial period in the Battle of the Atlantic, the spring of 1943. The RN offered to transfer four fleet destroyers immediately, with two more to follow before the end of the year.

Accordingly, on the 15th March 1943, six months after the tragic loss of OTTAWA, Commander H.F. Pullen, RCN, arrived in Southampton England, followed on the afternoon of the 19th by the officers and men from HMCS NIOBE, now based in Greenock, that were to make up the new ship's company. Cdr Pullen had commanded OTTAWA (I) for a time and now was tasked with getting a new ship ready for action. The ship was now HMS GRIFFIN and she had already acquired for herself a brilliant record of battle honours with the Mediterranean and Home Fleets. Moreover, the ancestry of her name went all the way back to 1588 and the British Victory over the Spanish Armada. Commander Pullen would have liked to carry this record over to the new ship to begin its service in the Canadian Navy however the record of another ship was to become intertwined.

Five days after the arrival of the Captain and crew, this new ship was actually Commissioned as HMCS GRIFFIN, the delay in renaming her caused by the

necessity of obtaining HM the King's approval for the change in name. She was the first of the four river class destroyers transferred to the Royal Canadian Navy. Her sisters, formerly HM Ship's DECOY, FORTUNE and EXPRESS would become respectively, HMC Ship's KOOTENAY, SASKATCHEWAN and GATINEAU, while she replaced the ill-fated OTTAWA. The name GRIFFIN would be borne for only three short weeks, and on the 7th April 1943, the name HMCS OTTAWA again proudly identified a fighting unit of the Royal Canadian Navy. She was very similar in dimensions, armaments and speed to her predecessor however, she was also a more modern ship by four years and equipped with some newer weapons.

The OTTAWA joined the Mid-Ocean Escort Force at the end of April, 1943 and she served there for a year, escorting convoys between St. John's, Newfoundland, and

Londonderry, Northern Ireland. The infamous Newfy-Derry run, April 1943 was an auspicious month for the RCN too. On the 30th, Rear-Admiral L.W. Murray, Flag Officer Atlantic Coast, was appointed Commander in Chief, North West Atlantic. Canada was assuming her place as an important Naval force.

One year later however, the Allied forces were gaining the upper hand in the Battle of the Atlantic, and the number of ship losses from U-boats fell during the summer months. Although the enemy returned to the attack in September with their new acoustic torpedo, this German underwater offensive was shattered in less than a month. By the end of 1943 the Atlantic lines of communication were firmly held. A handful of U-boats remained, scattered here and there along the convoy routes for



their nuisance value. Although they accomplished practically nothing, unceasing vigilance was still necessary to ensure the safe passage of the cargoes of war to the United Kingdom. Every Convoy had to be shepherded across the North Atlantic by escort ships, and it was this task which HMCS OTTAWA continued to perform throughout the winter and spring of 1943-44.

On April 25th, 1944, HMCS OTTAWA was transferred to a new "Hunter-killer" Escort Group comprised completely of Canadian destroyers. As Senior Officer of the newly formed EG-11, she now led five RCN River class destroyers - HMC Ships OTTAWA, KOOTENAY, CHAUDIERE, GATINEAU and ST.LAURENT. The new group spent the following month "working up" at Londonderry in preparation for its role in "Operation Neptune," the invasion of western Europe.

Their task was to join the other escort groups in patrolling for submarines in a large area of open sea just outside the English Channel. On that fateful day of June 6th 1944, D-Day, the Canadian ships were on station off the south coast of Devon about 25 miles east of Plymouth ensuring the massive armada of ships were free of the U-boat menace.

Later in the summer, OTTAWA gave a stellar performance when she took part, along

with the other ships of EG-11, in the destruction of three U-boats in a five week period.

The first of these sinkings took place in the Channel, about 20 miles south-west of Beachy Head. On the night of July 5-6, the British corvette HMS STATICE got a submarine contact and carried out a series of attacks with depth-charges and hedgehog. The target was lost shortly after midnight and the following morning, HMC Ships OTTAWA and KOOTENAY joined the search.

At 09:38, the OTTAWA gained an asdic contact which she held until the KOOTENAY could attack with depth charges. Several other attacks by depth-charge and hedgehog followed and one of the latter attacks, by the OTTAWA, at 10:59 brought about an explosion at a depth of 100 feet and produced some light oil. Another definite hit which brought up considerable quantities of wood and oil was scored by HMS STATICE at 11:20. The KOOTENAY,

attacking with depth-charges at 11:59 struck the next blow which hit home, producing a large amount of wood, clothing, oil and books. A whaler was lowered to recover evidence and among this were books written in German.

The Senior Officer of EG-11, Commander J.D. Prentice, was the Commanding Officer of HMCS OTTAWA. He suspected a ruse and as a result ordered further attacks through the afternoon, bringing to the surface more oil in great quantities and bubbles. Other attacks were carried out in the following two days. It was afterwards considered, that the first contact, which proved to be U-678, had been definitely destroyed, probably by noon on July 6.

Returning to the Channel-bay of Biscay area at the end of July, the ships of EG-11 resumed their patrol activities under the control of Commander-in-Chief, Plymouth. During the first part of August, the group carried out several reconnaissance patrols close to the Brittany coast where several of the most important Nazi U-boat bases were located. On one day, while patrolling close to shore in the approaches to Lorient, shore batteries opened fire on the ships, salvoes falling within 400 yards of the ships.

On August 18th, EG-11 tracked down a U-boat in the Bay of Biscay,

about seventy miles off the mouth of the river Gironde. At 10:12, HMCS OTTAWA surged forward attacking with hedgehog and gaining the first hit. Accompanied by attacks from KOOTENAY and CHAUDIERE she attacked again and by 18:00 the U-boat, which later proved to be the U-621 was considered to have been definitely "killed".

Two days later, on August 20th, EG-11 was ordered to return to Londonderry. While passing the Finistere coast, OTTAWA obtained a clear asdic contact and the group again proceeded to attack. The target was hit repeatedly by both hedgehog and with depth-charges and by 23:00, when it was considered that it must be well and truly "dead", EG-11 proceeded on its way. At the time authorities did not consider the target a U-boat, however it was learned later that the U-984 had indeed been sunk on that day and in that location, Escort Group 11 was credited with the "kill."



Requiring a major refit that could not be undertaken in the overcrowded British ports, OTTAWA sailed from Londonderry for Canada on September 26. The long overdue refit, carried out at St. John, N.B., was a lengthy one, and not completed until the end of April, 1945. With the war nearly over, she was returned to local convoy escort duty.

With the German surrender on the 8th May 1945, came the cessation of hostilities in Europe. HMCS OTTAWA's wartime career was finally at an end. To ease the congestion on the railways and speed up the return of servicemen to Canada, it was arranged to disembark men returning in RCN ships at St. John's Newfoundland instead of Halifax, and transport them from there directly to Quebec City. The OTTAWA was so engaged for the summer of 1945.

Once she had completed this task as well, this valiant fighting ship that had seen so much and fought so well,

was sent to Sydney N.S., There, on October 12th 1945, His Majesties Canadian Ship OTTAWA was paid off into reserve and declared surplus. Like so many of her sisters in what had become the fourth largest navy in the world, she too was turned over to the War Assets Corporation for disposal and sold in August 1946 to International Iron & Metal co. for scrap.

COMMANDING OFFICERS

Cdr	H.F. Pullen	RCN	20 Mar 1943	-	8 Jun 1943
Cdr	K.F. Adams	RCN	9 Jun 1943	-	6 Jul 1943
Cdr	H.F. Pullen	RCN	7 Jul 1943	-	18 May 1944
Cdr	J.D. Prentice	DSO, RCN	19 May 1943	-	9 Sep 1944
LT	E.P. Earnshaw	RCN	10 Sep 1944	-	6 Oct 1944
LCdr	R.J. Herman	OBE, RCN	7 Oct 1944	-	11 Oct 1944
LT	N. Cogdon	RCN	12 Oct 1944	-	4 Feb 1945
A/LCdr	P.D. Budge	DSC, RCN	5 Feb 1945	-	14 Jul 1945
A/LCdr	G.H. Davidson	RCN	15 Jul 1945	-	31 Oct 1945

HMCS OTTAWA – Third of Name

HMCS OTTAWA III – Pendant 229 St. Laurent Class

Launched:	29th April 1953
Commissioned:	10th November 1956
Dimensions:	
Displacement:	2850 tons (full load)
Length:	366 feet
Beam:	42 feet
Draught:	13.2 feet

Engineering:	
Main Engines:	Two geared Steam Turbine
Boilers:	Two Babcock & Wilcox Y-100
Speed:	27 knots +
Armament:	
	1 x 3" 50 Calibre Gun Quick Firing
	2 x Triple Barrel Mk 10 Anti-Submarine Mortars
	2 x Triple Torpedo Launcher

The old adage still holds that the more treasured the price, the more valued the purchase. So it should be no surprise, given Canada's cost in two World Wars, that we value peace so highly. And if Canadian nationhood was indeed born on that terrible, costly drive up to the ridges of Vimy, it was forged by the men and women who gave of themselves like those sailors of the first HMCS OTTAWA. Because there can be no more treasured cost than the people's lives that make up the lifeblood of a nation, the third HMCS OTTAWA could perhaps be judged as having the most successful career of all. Unlike her predecessors that were overtaken by world events, she was never to lose a single life to hostile action or be forced to take life in the defense of her country. Just the same, for 36 years she



stood on the front lines of Canadian and NATO defence policy and gave sterling service to a crew and a Navy that became synonymous with professionalism.

She was the fourth of Canada's then new St. Laurent class destroyers and she slid down the ways at Canadian Vickers Ltd of Montreal, into the St Lawrence River, at 17:00 on the 29th April 1953. Named OTTAWA by her sponsor, Mrs. H.D. De Wolf, wife of Rear-Admiral De Wolf, the sleek new "destroyer escort" carried the proud name and the hard-earned battle honours of her forbears:

- "Atlantic, 1939-1945"
- "Normandy, 1944"
- "English Channel, 1944"
- "Biscay, 1944"



Like her newest namesake, she was all Canadian in design and construction. She and her sisters were equally revolutionary for their time. Anti-submarine specialists, their class had a distinctive rounded hull and superstructure to provide for better control of icing conditions in the North Atlantic and allow, in case of fallout, the "prewet" spray to flood her hull surfaces and, in so doing, carry away contamination or Chemical Warfare agents with the runoff.

Having to deal with the new threats of the atomic age meant that the ship had to have a way of remaining if not air tight, at least pressurizing itself so that any leaks would carry contaminants out and not in to harm her crew. To aid in this, the number of perforations in her hull was kept to a minimum. As a result, air conditioning was for the first time introduced to warship design. This and other things like real bunks instead of hammocks would lead to the nickname "Cadillacs" for the class. It was believed that this name was bestowed by jealous Ameri-

can sailors so clearly impressed with the effective new destroyers.

For her first three years, OTTAWA served with the Atlantic Command, transferring to the Pacific in April 1959. She represented Canada in many different forums during the Cold War, exercising as far afield as the Indian Ocean. In May of 1962, she was paid off to undergo conversion after which, in October 1964, she returned to the Atlantic as a helicopter-carrying destroyer. She continued to serve with distinction in the Atlantic as well, becoming in 1969 the first fully bilingual ship in the Canadian Forces. She served under NATO Command in STANAVFORLANT and with the Navies of a variety of different countries during the majority of the time that East and West were in a hostile mood. Finally, after travelling to so many distant lands, her last trip was most appropriate. From April to May of 1993, she travelled in the waters of the country for which she had stood on guard for so many years, and visited Canadian ports in the Great Lakes



before being retired to make room for the new frigates beginning to reach completion.

After 36 years, this proud warship had sailed over a million kilometers in the defense of her Country. She visited over 350 ports in about forty different countries, and spent 3,568 days at sea to get to them. As her final sailpast took place July 31st 1992, in Halifax, the fire tug FIREBIRD offered up watery salutations, and a host of other ships in the Harbour, both military and civilian struck up a chorus of ship's whistles saluting a proud ship, and bidding a mournful good-bye to a stalwart friend. Once more the historic old name was put to rest.

It was however, a short lived rest. A little over one year later, metal was being cut in St John N.B. that would form the hull of the next HMCS OTTAWA. Like it had so many years ago when that first ship of the name introduced itself into the annals of Canadian Naval History, the name OTTAWA would soon sail again.

COMMANDING OFFICERS

Cdr	C.R. Parker	10 Nov 1956	– 06 Jul 1958
Cdr	W.H. Wilson	07 Jul 1958	– 27 Apr 1959
Cdr	J.B.B. Morrow	28 Apr 1959	– 8 Aug 1961
Cdr	I. MacPherson	18 Aug 1961	– 24 Mar 1963
L/Cdr	T. Shuckburgh	24 Mar 1963	– 27 Oct 1964
Cdr	J.P. Côté	28 Oct 1964	– 31 Jul 1967
Cdr	C. Cotaras	21 Jul 1967	– 15 Jul 1968
Cdr	P. Simard	16 Jul 1968	– 15 May 1970
Cdr	M.H. Tremblay	15 May 1970	– 07 Feb 1972
L/Cdr	N. Boivin	07 Feb 1972	– 05 Jun 1973
L/Cdr	R.L. Burnip	05 Jun 1973	– 14 Jun 1974
L/Cdr	T.C. Milne	14 Jun 1974	– 30 Aug 1974
Cdr	W.J. Draper	30 Aug 1974	– 06 Jan 1977
Cdr	L.C.A. Westropp	06 Jan 1977	– 23 Jan 1978
Cdr	J.E.D. Bell	23 Jan 1978	– 04 Jul 1980
Cdr	E.J.M. Young	04 Jul 1980	– 20 Apr 1982
Cdr	R.A.M. Burton	20 Apr 1982	– 09 Jul 1984
Cdr	K.C.E. Beardmore	09 Jul 1984	– 11 Jul 1986
Cdr	A.B. Dunlop	11 Jul 1986	– 05 Aug 1988
Cdr	M.A. Pulchny	05 Aug 1988	– 11 Jul 1990
Cdr	A.G.D. Perusse	11 Jul 1990	– 31 Jul 1992



HMCS OTTAWA Fourth of Name

CLASS:	"Halifax"	WEAPONS:	<ul style="list-style-type: none"> • One 57mm Bofors Automatic Dual Purpose Gun • Sixteen NATO Vertical Launch Sea Sparrow (VLSS) Missiles • Eight Harpoon Anti-Ship Missiles • One Vulcan Phalanx Close-In-Weapon-System (CIWS) • Two Mk32 Mod9 Double Torpedo Tubes with Mk46 Torpedoes • Six .50 calibre Heavy Machine Guns
DISPLACEMENT:	5200 tonnes (full load)		
DIMENSIONS:			
Length Overall	134.4 meters / 440 feet		
Beam	16.4 meters / 53 feet		
Hull Draught	5.6 meters / 18 feet		
Navigational Draught	7.1 meters / 24 feet		
COMPLEMENT:	225 all ranks		
RADARS:	<ul style="list-style-type: none"> • One SPS 49 Long Range Air Search Radar • One SG150 (Sea Giraffe) Medium Range Air/Surface Search Radar • One Kelvin Hughes Type 1007 Navigational Radar • Two STIR (Separate Track and Illumination) Fire Control Radars 	COUNTER MEASURES:	<ul style="list-style-type: none"> • Four SHIELD II Six-Barrelled Chaff/Infra Red (IR) Decoy Launchers • A Reprogrammable Advanced Multimode Shipboard Electronic Countermeasures System (RAMSES) • An Acoustic Torpedo Decoy System (NIXIE)
SONARS:	<ul style="list-style-type: none"> • One AN/SPS 505 Hull Mounted Sonar • One AN/SQR 501 Canadian Towed Array Sonar System (CANTASS) 	HELICOPTERS:	One CH124 Sea King
SENSORS:	<ul style="list-style-type: none"> • A Canadian Electronic Warfare System (CANNEWS) Radar Intercept Fit • An SRD 502 Communications Intercept Fit 	PROPULSION:	CODOG (Combined Diesel or Gas) arrangement of one Pielstick Cruise Diesel and two GE LM 2500 gas Turbines driving two controllable / reversable pitch propellers
		MAXIMUM SPEED:	Greater than 30 knots
		RANGE:	4600 km at 17 knots
		ELECTRICAL:	4 Motoren-Werke Mannheim (MWM) AG generators producing a total of 3400 kw of power

In 1983, the Government of Canada authorized the expenditure of funds to design and construct six new frigates to replace the aging St. LAURENT and RESTIGOUCHE class "Cadillacs". Good ships, their weapons and defensive systems were now rendered obsolete by time. A follow-on program for an additional six frigates, now designated "Canadian Patrol Frigates" or "CPF's", was authorized in December of 1987. In her newest incarnation, HMCS OTTAWA is the final vessel of this second program.

Representing much of Canada's finest technology, OTTAWA is considered the most advanced general purpose frigate design in the world. Named after Canadian cities from across our country, these new ships are identified as "Halifax class". As these ships travel to various countries throughout the world, Canadian contact will be established in the name of their host cities, with the result that the name OTTAWA will continually be made known to foreign peoples.

The building of a ship is an event in itself as traditions, hope for its future, and the thousands of tradesmen, contractors and managers combine in a singular drive to bring a project of immense proportion to fruition.

Modern technology and shipbuilding techniques mean that no keel is "laid" in the traditional sense. Nor, unfortunately for those traditionalists, does a ship still slide majestically down the ways, gathering momentum until her hull plunges spectacularly for the first time into her element. Instead, on the 29th April 1995, the traditional coin "for luck" was placed under the Mega module 3 of CPF-12 as the first section of the ship was lowered into the drydock at St. John Shipbuilding. The keel was declared "well and truly laid", and assembly then began in earnest, construction having been largely carried out in the assembly hall adjacent to the drydock.

Barely thirteen months later, on the 31st May 1996, a newly painted Canadian Patrol Frigate bearing the pendant number 341 floated in that same dry dock. When her sponsor, Mrs Sonja Bata, cut the ribbon that sent the traditional bottle of champagne crashing against her starboard bow, the fourth OTTAWA was named. A tremendous amount of work still remained, however, before she could be commissioned into Canada's Navy as one of Her Majesty's Canadian Ships.

The events which make a ship come alive, however, did come faster now. Her powerful Gas Turbine Main

engines first 'lit off' at 13:43 on a sunny June 17th; the big Cruise Diesel engine the same week. Sea trials were planned for the 19th July, barely a month later. On July 31st 1996, the newest OTTAWA was accepted by representatives of both the Navy and St. John Shipbuilding in Halifax, N.S. Today, by commissioning her, we finish the process that began thirteen years ago by honouring the city which gave her identity, the history earned by her sailors and the pride that her crew are now charged with maintaining.

As the new HMCS OTTAWA embarks on her service to Canada, she carries with her the proud tradition and heritage of the days of war and those ships that carried her name before. The Honours Board we display today, for example, carries those hard earned battle honours earned by many of our guests and remembers those who enabled us to identify with a proud part of Canadian heritage, setting such a fine example for a ship's company to follow. It is no accident therefore, that down below, in the Chief's and Petty Officer's mess, one can find the "Griffin Lounge": the Welsh Griffin harking back to OTTAWA II's legacy and the crest that became her own.

Fittingly perhaps, HMCS KOOTENAY, the namesake of OTTAWA's old friend from 1944, was retired from active

service in December of 1995. It was KOOTENAY's ship's company that formed the nucleus of the crew for the new OTTAWA, and training commenced immediately after a short Christmas break. The new OTTAWA is manned by fewer personnel than other ships of her size, however the dramatic increase in technology, and far more sensors for everything from weapons to machinery, means that the increase in workload is substantial.

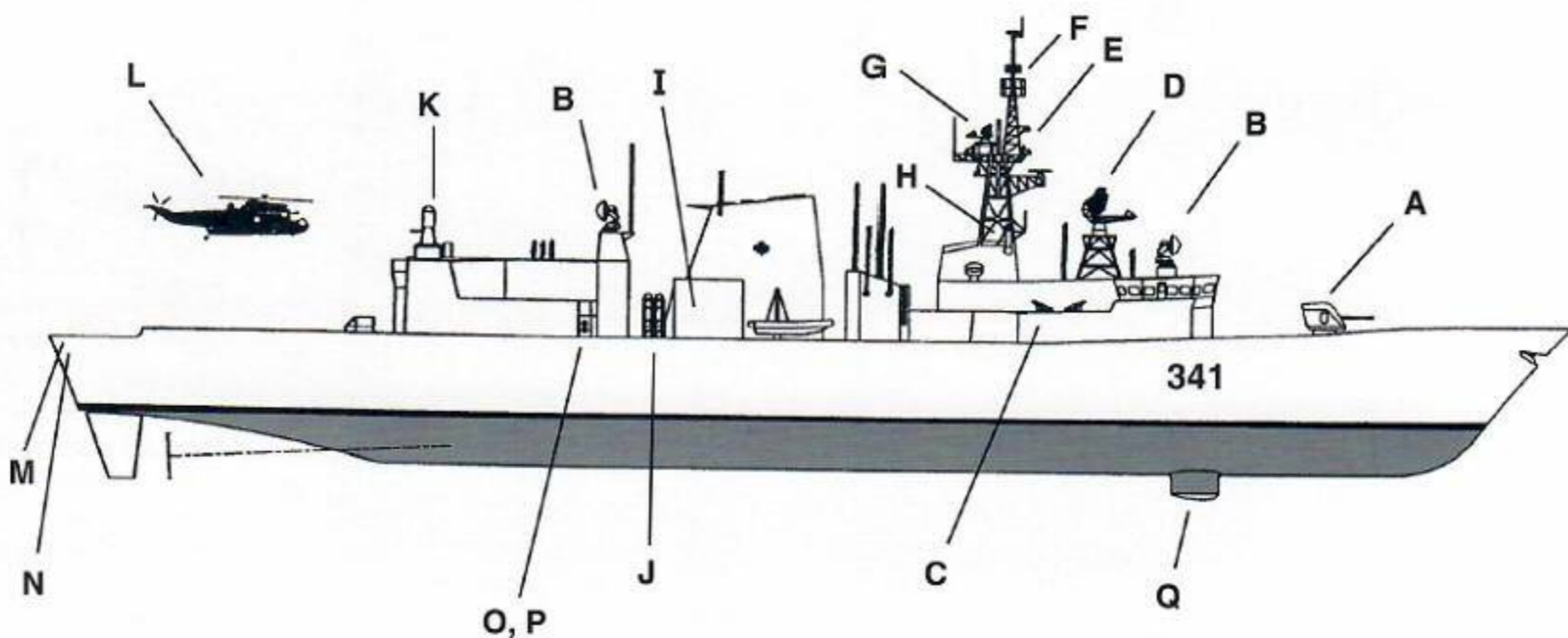
In commissioning the newest HMCS OTTAWA therefore, we not only begin her service to Canada but send an ambassador with advanced Canadian technology out into the world. Even now, her sisters are on patrol in places like the Adriatic Sea and the Persian Gulf, but it should be noted that their missions are ones of securing peace to regions of conflict. It is of course a fervent hope that all of OTTAWA's missions will be peaceful as well. However one thing is certain: wherever her travels might lead her, HMCS OTTAWA will take with her the identity of a city that is "first in the nation", and a heritage rich in Naval history. In doing so, our hopes are that she set a fine example of not only the very best in Canadian Technology, but in the spirit and people of a great country as well.





HMCS OTTAWA *at a glance...*

- | | |
|--|--|
| A. BOFORS 57MM Gun | J. Harpoon, Anti-Ship Missile |
| B. STIR 124CA Fire Control Radar | K. Phalanx, CIWS |
| C. SHIELD II Decoy System | L. CH124 SEA KING Helicopter |
| D. AN/SPS 49 Long Range Air Surveillance Radar | M. AN/SLO 25 NIXIE Torpedo Countermeasures |
| E. CANEWS Electronic Support Measures | N. AN/SQR 501. Canadian Towed Array Sonar System (CANTASS) |
| F. Communication Intercept System | O. MK46 ASW Torpedoes |
| G. Sea Giraffe SG 150, Medium Range Air/Surface Search Radar | P. MK32 Torpedo Tubes |
| H. RAMSES, Electronic Countermeasures | Q. AN/SQS 505(V) Hull Mounted Sonar |
| I. Sea Sparrow, Surface-to-Air Missiles | |



About HMCS OTTAWA

HMCS OTTAWA is the final ship of the Canadian Patrol Frigate (CPF) Program. Built to replace the aged steam powered destroyers launched in the late 1950's, she is the fourth Canadian warship to bear the name. The first two ships, (H60 and H31) served with distinction in World War II and the third, Pendant 229 served Canada for over 35 years of peace time service.

A multipurpose platform, the OTTAWA carries extensive Anti-Submarine Warfare (ASW) and Anti-Surface Warfare (ASuW) weapons and sensors to compliment its substantial Anti-Air Warfare (AAW) defences. The combination of its varied and proven weapon and sensor systems coupled with a state-of-the-art damage control and machinery control system, makes OTTAWA one of the most advanced warship designs in the world.



The Combat System Suite

OTTAWA's combat system incorporates state-of-the-art technology in communications, sensors and weapons operated and maintained by highly trained professionals.

Command and Control Systems

The ship's combat system is centred around a computer directed Command and Control System (CCS) which consists of the hardware, software and personnel necessary to integrate the sensors, communications and weapon systems on board the ship. CCS integrates the various detection systems with sophisticated multipurpose computers to detect, identify, track and engage hostile surface, subsurface and air threats. The computers and displays form the heart of the weapons systems and all weapons are accessible to be controlled and/or fired through CCS.



The system has four modes of operation which range from manual to fully automatic. In the manual mode the operator must initiate the tracking, identification and engagement of all contacts. The semi-auto and auto-assign modes allow for a mix of human and computer operation with the operator retaining control of all engagements. In the highest automated mode, auto-engage, CCS will itself automatically detect, track, identify and engage hostile targets once preset criteria have been met.

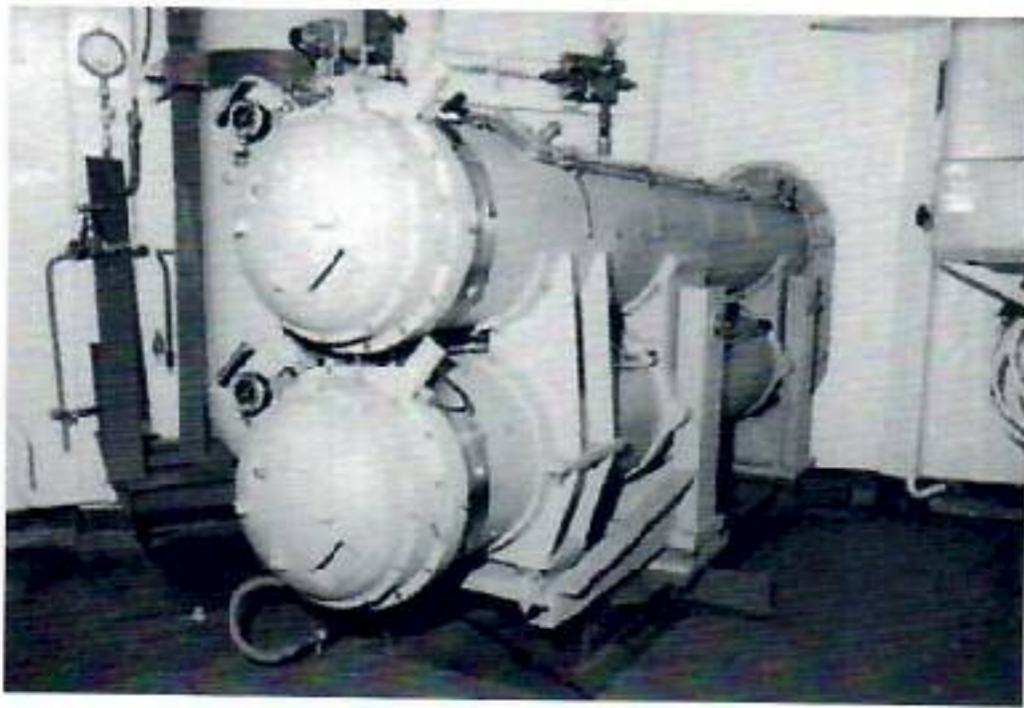


Sensors and Armament

The conduct of engagements is achieved with an impressive array of sensors and weapons which provide OTTAWA with the flexibility and capability to react to any threatening scenario.

If engaged in underwater warfare, for example, OTTAWA's combination of stealth technology incorporated in the ship's design and its passive/active listening devices allows OTTAWA the ability to silently detect, identify, and track unsuspecting submarines. OTTAWA's primary anti-

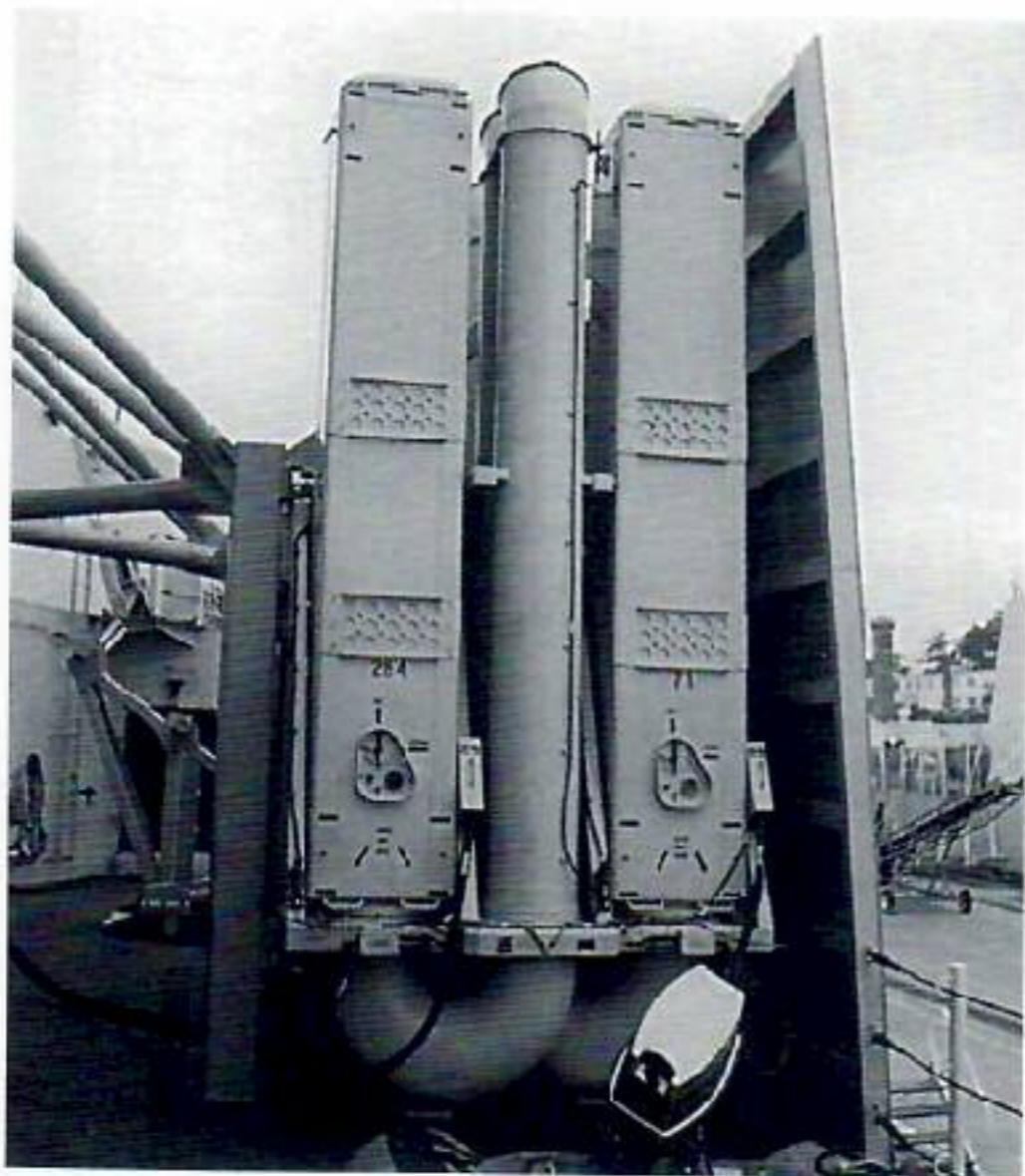




submarine warfare (ASW) sensor is the Canadian Towed Array Sonar System (CANTASS) which uses a series of hydrophones fitted in a cable towed astern of the ship to passively detect submarines at very long ranges. The ship is also fitted with a hull mounted sonar which detects submarines at medium and short ranges.

OTTAWA's primary ASW weapon, the Mk46 Mod5 torpedo, can be launched from the ship or its helicopter to home in acoustically in either passive or active modes on unsuspecting prey. Finally, should the need arise, OTTAWA can activate her Acoustic Torpedo Decoy System (NIXIE) to decoy enemy acoustic homing torpedoes.

If, on the other hand, OTTAWA finds its threats in the air, her Anti-Air Warfare (AAW) systems will provide the best in proven local air defence capability. OTTAWA's radar suite permits her to survey the air around her to beyond 200 miles and the surrounding ocean to over 30 miles. Moreover, threats can also be passively detected by the Canadian Electronic Warfare System or by the Communi-



cations Intercept Fit. Once detected any incoming threat must then penetrate a layered defence.

The primary weapon against airborne threats is the semi-active vertically launched sea sparrow guided missile which has a range of eight miles. It homes in on the target illuminated by one of the two STIR fire control radars once they have received a target-handover from one of the search radars. Should the target survive the Sea Sparrow engagement the 57mm gun, also directed by one of the STIRs, provides an effective second line of defence with a firing rate of 220 rounds per minute.



Finally in the unlikely event that the threat penetrates the 57mm gun envelope, then the Vulcan Phalanx CIWS automatically activates, selects the target and shoots to kill with a rate of fire of 3000 rounds per minute.



In conjunction with its hardkill defences, OTTAWA may employ softkill defences such as its chaff/IR SHIELD II system and/or RAMSES to decoy or jam a missile threat. Contributing to OTTAWA's softkill effectiveness are a number of design features. The CPF has a low radar cross section which minimizes the chance of being detected by enemy radars and missile seeker heads. CPF's also boast a very low infra red signature which makes heat-seeking missiles less effective.

Rounding out OTTAWA's general purpose capability is its surface-to-surface warfare capability provided by the Harpoon missile system. This sea-skimming anti ship missile, whose range exceeds sixty miles, permits OTTAWA to minimize the enemy surface threat in order to enhance her survivability.



Communication System

Of course the utility of a warship is not measured in sensors and armaments alone. The efficiency and usefulness of a warship at sea is measured by its ability to share and disseminate information with ships and other agencies worldwide. In this regard OTTAWA is well fitted with a communications suite that provides rapid and reliable information links both internally and externally. All communications within the ship and external voice communications are controlled through a Shipboard Integrated COMMunications System or SHINCOM.

Radio channels for voice and message traffic can be used simultaneously on selected radio frequencies. Both voice and message traffic can be sent in secure or plain formats.



Numerous microprocessor controlled telephone terminals throughout the ship provide easy access to these communication options, as well as providing instantaneous conference networks, interoffice and public address communications.

The CPF's combat suite makes OTTAWA a truly multipurpose warship capable of fulfilling any of Canada's naval commitments. Meanwhile, it is her operators and maintainers who ensure that the fighting readiness of the ship is maintained, effectively turning potential into reality.

The CH124 SEA KING Shipborne Multipurpose Helicopter

OTTAWA carries one CH124 Sea King helicopter. The Sea

King is a key component of the ship's combat system, extending its surveillance capability well beyond the horizon and providing the means to attack submarines with airdropped torpedoes at considerable distances from the ship. The Canadian Sea King is a multipurpose helicopter which can operate either from ashore or from the deck of most HMC Ships. The majority of the helicopters in the Canadian inventory are of the CH124A variant, which features active dipping sonar. Six helicopters, however, have been reconfigured into passive acoustic variants and redesignated CH124B or HELTAS (Helicopter Towed Array Support). The Sea King's primary role is ASW, but they are also used for ASuW and SAR. Each helicopter is supported by a Helicopter Air Detachment (HELAIRDET) of approximately 23 people, which includes both aircrew and maintainers. Whenever OTTAWA sails, the Sea King and her crew are embarked as part of the overall ship's company.



The Marine Systems Fit

OTTAWA's marine systems fit is impressive. It too incorporates state-of-the-art technology in the production, monitoring and control of everything from electrical power to waste management.

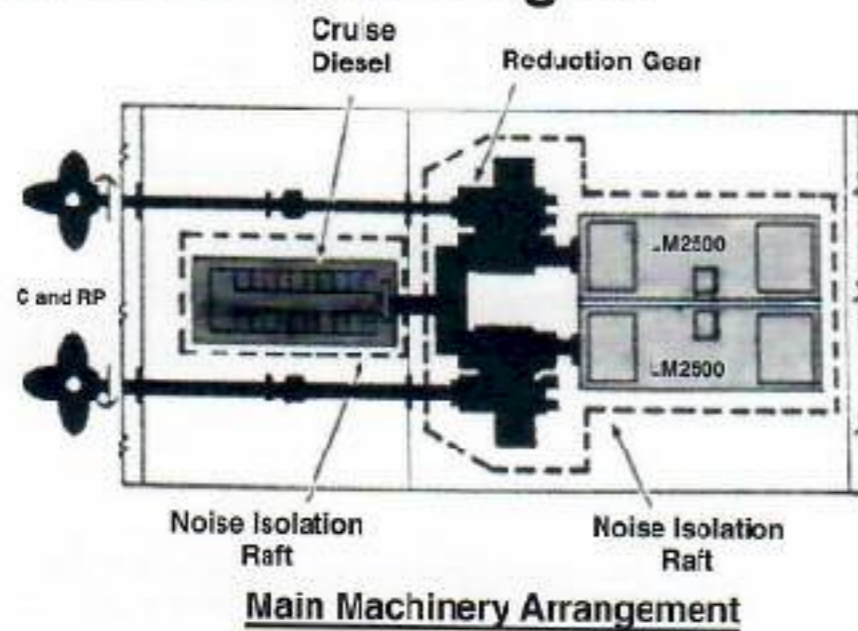
Main Propulsion Systems

OTTAWA is propelled by a Combined Diesel Or Gas Turbine (CODOG) System employing one 20 cylinder Pielstick Propulsion Diesel Engine (PDE) and two General Electric LM 2500 Gas Turbines (GTs). The term CODOG refers to the fact that the propulsion configuration is selectable such that the ship can Steam on either the diesel or the turbines but not both in combination. The diesel provides impressive fuel economy and endurance while the gas turbines permit the ship to reach speeds of over 30 knots. Regardless of the power plant in use, both shafts and their two controllable pitch propellers are driven through their respective gearbox and deSchelde cross-connected gearbox.

All marine system equipment has been fitted with due regard to the ship's anti-submarine capability. The use of thermal and acoustic enclosures around the diesel and turbines, for example, enables the machinery spaces in OTTAWA to be much cooler and quieter than previous



Canadian Patrol Frigate



ships. Moreover, all machinery is either raft mounted or isolated to reduce noise and vibration transmitted to the hull, thereby reducing the acoustic signature of the ship, making it less susceptible to detection by enemy submarines.

Integrated Machinery Control System (IMCS)



OTTAWA's marine systems are highly automated. The engine spaces are unmanned. Instead, selection and control of the engines, shafts, gearboxes and propellers, for example, can be achieved from the Bridge, the Machinery Control Room (MCR) or the Forward or After Engine Rooms. The ship's Integrated Machinery Control System (IMCS) makes this all possible by providing centralized monitoring, as well as push button control, of the propulsion system and its ancillary and auxiliary equipment. The IMCS is a microprocessor based control system used to monitor and control machinery systems in OTTAWA. By using multi-function keyboards and visual displays the machinery control functions are reduced to three consoles which enable a single operator to remotely monitor and control all machinery functions. To help in this task, IMCS uses more than twenty-two hundred sensors and actuators located throughout the ship. IMCS brings state-of-the-art technology to the CPFs and provides the ship with increased flexibility, redundancy and ease of maintenance.

Electrical Power Generation and Distribution



Like other modern warship, OTTAWA finds her electrical power generation and distribution system critical to her survival. OTTAWA's electricity is generated by four diesel generators which supply two electrical switchboards. Two diesel generators, each fitted in individual acoustic enclosures, are fitted in both the Forward and After Auxiliary Machinery Rooms. Separation of these vital generators ensures that one or more will remain operational despite battle damage occurring to a section of the ship. The four diesel generators combine to provide up to 3.4 Megawatts of power, enough to meet the needs of a small town.

Damage Control Systems

Damage control is also automated through the introduction of the Damage Control System (DCS) which is operated from a dedicated console in the MCR. As another of the ship's microprocessor based applications, the DCS monitors and controls over 900 sensors to provide state of the art protection for OTTAWA. In the event of a fire, for example, a shipwide network of smoke



and heat detectors will alert watchkeepers immediately. Automatic or remote manual operation of fitted fire suppression systems will extinguish fires in critical spaces. Local manual operation is also possible. Meanwhile, ventilation, which is also automatically controlled and monitored, automatically shuts down fans and reconfigures to limit the spread of smoke.

Meanwhile, the firemain is automatically controlled with seven fire pumps that supply the fitted hydrants and sprinkler systems. In addition to fire detection and suppression, flooding is also detectable through a shipwide network of bilge alarms. A final feature of the DCS is the automatic monitoring and remote controlled transfer of all fuel, fresh water and ballast which is available from a single console.

The ship can be sealed against nuclear, biological, and chemical attack with the provision of recirculation and purification of air within the ship through filtration units. Personnel who have been exposed to contaminants can be decontaminated in either one of the dedicated cleansing stations fitted in the ship. As in other Canadian ships, a pre-wetting system can be activated to limit the amount of material contaminating the exterior of the ship.

Environmental Waste Management

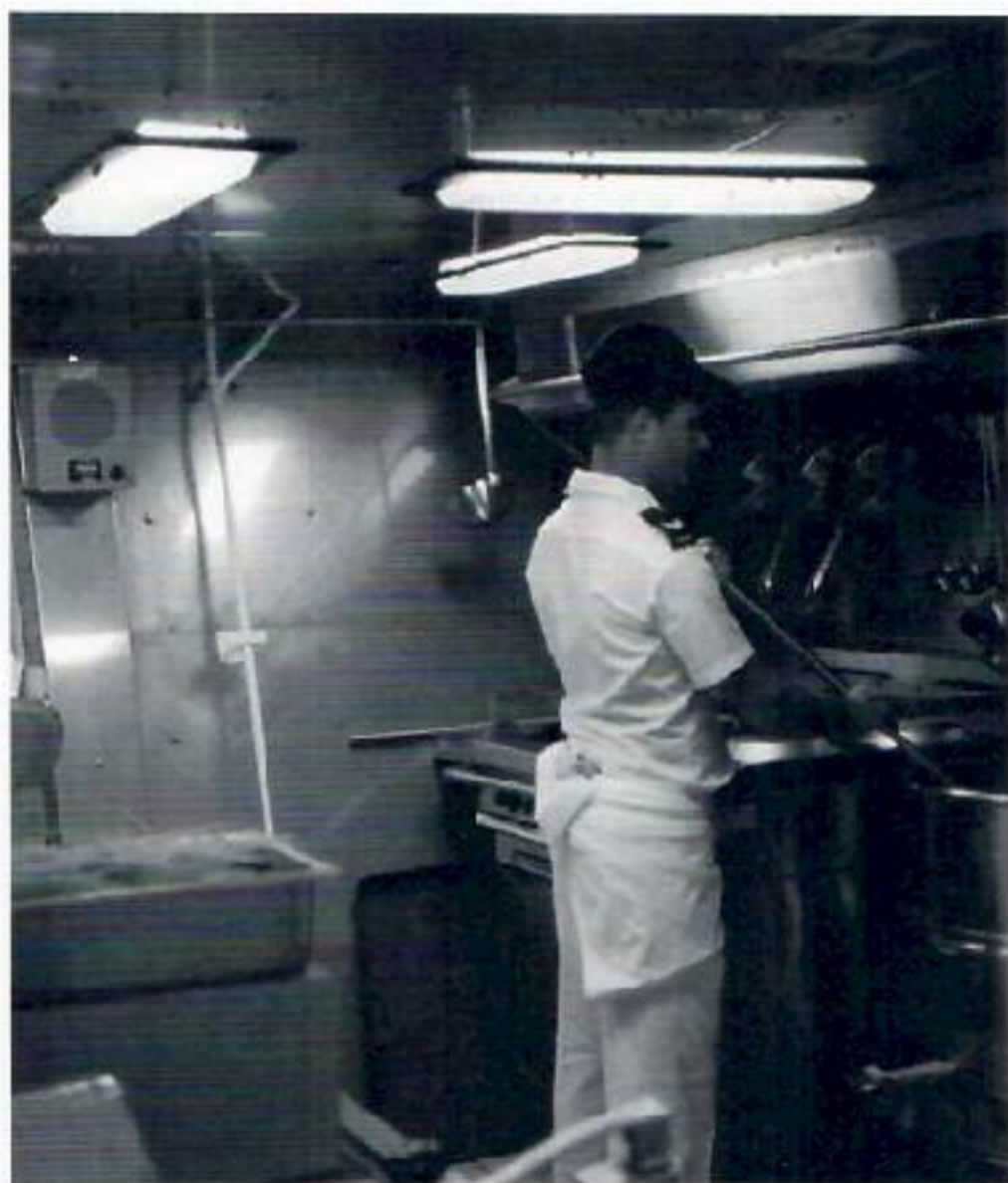
To meet the important demands of environmental protection, treatment systems capable of effectively dealing with OTTAWA's waste products have been incorporated into the design. Sewage and dirty water systems collect and hold all sewage and waste water. The sewage is fully treated by a treatment plant which breaks down and oxidizes the effluent prior to discharge overboard. Solid garbage is compacted and stored on board in designated storage spaces. Oily water from the machinery space bilges is collected and treated, with recovered oil retained on board and clean water discharged overboard. OTTAWA's environmental systems meet all current and projected environmental regulations allowing the ship to operate anywhere in the world in an environmentally responsible manner.



Habitability

Finally, a brief word about habitability. Due to the high degree of automation incorporated into her design, OTTAWA is manned by fewer personnel than previous ships of her size. As a result there is more space and privacy provided for the entire crew. Living areas are more comfortable and there are more messdecks which allow for a smaller number of sailors in each mess. The largest messdeck in OTTAWA accommodates twenty-one sailors, as compared to fifty-four in the current improved St. Laurent class of ships which the CPFs were built to replace.

A large, modern and very well equipped galley provides for the culinary needs of all on board. Storerooms and refrigerators provide adequate storage space for lots of food. Separate dining and recreational facilities allow for cafeteria style messing from the galley. A sophisticated closed circuit TV and entertainment system serves to entertain the off watch crew during deployments.





Commissioning Crew HMCS Ottawa
28 September 1996

The Ship's Company

COMMAND

Cdr	Gilles Goulet	Commanding Officer
LCdr	Rod Hughes	Executive Officer
CPO1	Lew Walsh	Coxswain

DEPARTMENT HEADS

LCdr	Steve Carruthers	Combat Systems Engineering Officer
LT(N)	Trent Bradford	Marine Systems Engineering Officer
LT(N)	Frank Moger	Combat Officer
LT(N)	Roger Stark	Supply Officer
LT(N)	Curtis Coates	Deputy Combat Officer
LT(N)	Dave Charlton	Deck Officer

WARDROOM OFFICERS

LT(N)	H.M. Thom	Navigating Officer
LT(N)	A.G. Ritchie	Communications Officer
LT(N)	T.C. McAusland	Underwater Warfare Officer
LT(N)	G.M. Friedrich	Above Water Warfare Officer
LT(N)	M.C. Gagne	Above Water Warfare Officer
LT(N)	L.M. Doucet	A/Marine Systems Engineering Officer
LT(N)	M.E. Potter	A/Combat Systems Engineering Officer
LT(N)	N. Garcia	Bridge Watchkeeper
SLt	E.A. Konig	Bridge Watchkeeper
SLt	C.M. Ensing	Bridge Watchkeeper

ADMINISTRATION DEPARTMENT

PO1	P.W.A. Norton	Physician's Assistant
WO	C.G. Podalchuk	Chief Clerk
CPL	D.E. Beaton	Administration Clerk
LS	C.M. Penny	Medical Assistant
LS	J.O.L.P. Robillard	Administration Clerk

MARINE SYSTEMS ENGINEERING DEPARTMENT

CPO2	Doug McLeod	Chief Engineering Artificer
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Propulsion Section

PO1	W.G. Allen	PO1	D.M. Kennedy	PO2	G.P. Humeny
PO2	J.N. Smith	PO2	J.A. Pearson	PO2	S.E. Olsen
PO2	S.R. Harney	PO2	T. Kelly	MS	S.J. Heenan
MS	A.W. Specht	MS	L.J. Stazkiel	LS	S.J. Coady
LS	J.A. Degroot	LS	D.G. Kohut	LS	E.M. Tremblay
LS	E.J.W. Paquette	LS	C.A. Swaikoski	LS	T.H. Kowalchuk
LS	J.C. Cartwright	LS	C.F. Henderson	LS	J.N.S. Menard
LS	T.R. Stanczyk	LS	K.E. Turner	LS	J. Wilkins
LS	R.J. Wright	LS	M.V. Horobin	OS	M.J. Wright
OS	C.J. Cunningham				



Electrical Section

PO1	E.J.R.T. Smith	PO2	G.M. Eyre	LS	A.C. Stewart
PO2	J.E. Scambler	LS	G.R. Robinson	LS	M.J. King
MS	B.A. Clark	LS	K.S. Buchanan	OS	C.D.G. Gillen
MS	P.J. Mishak	LS	J.W. Ryan	OS	D.J. Curran

Hull Section

PO1	F.B. Bouvet	LS	J.J. MacLellan
PO1	D.A. Bell	LS	H.H.F. Stadnyk
PO2	R.K. Winters	LS	A.P. Rubinger
MS	S.A. Boulton	AB	M.L. Cormier

Fire Services Section

SGT	W.D. Mclean	CPL	D.W. Donaldson
M/CPL	R. Dumont	CPL	J.D. Young
CPL	G.J. Decker	CPL	D.M. Zdrill

COMBAT SYSTEMS ENGINEERING DEPARTMENT

CPO2	Ray Fiset	Combat Systems Engineering Chief
------	-----------	----------------------------------

**Electronic Maintenance Section**

PO1	T.J. Golden	MS	J.P. Lobo	LS	M.J. Fortier
PO2	J.J. Kenney	MS	R.G. Vanderzalm	LS	D.M. Monchka
PO2	M. McGarry	MS	D.K. Hunt	LS	P.R. Flynn
PO2	L.J. Barkhouse	MS	P.B. Weavers	LS	G.R. Canning
PO2	K.R. Jackson	MS	J.J. Barrette	LS	T.F. Cameron
MS	A.M. Davidson	LS	K.D. Riggs	LS	P. Ouellette
MS	J.E. Demoe	LS	B.M. O'Gorman	LS	D. Savard
MS	J.L. Chretien	LS	P.S. Keyes	LS	J.P. Haas
				LS	K.Y. Hayes

Weapons Maintenance Section

PO1	G.B. Marshall	MS	G.M. Donaldson	LS	R.T.S. Lonsdale
PO2	M.J. Moonie	MS	L.P. Harvey	LS	K.L. Litwin
PO2	J.G. Parent	LS	S.M. O'Neil	LS	A.S. Squires
				LS	J.D. Leblanc

COMBAT DEPARTMENT

CPO2	Brad Main	Combat Chief
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Communications Section

PO1	M.J. Chippa	MS	S.M. Curran	LS	L.W. McCord
PO1	B.R. Neuman	LS	T.A. Barnsdale	LS	R.R. Patten
PO2	A. Dixon	LS	M.I. Cedras	LS	T.L. Teasdale
PO2	D.R. Morehouse	LS	D.L. Drapeau	AB	S.L. Zimmer
MS	C.G. Minvielle	LS	S. Edgi		

Combat Information Section

PO1	R.M. Martin	LS	T.R. Baldwin	LS	I.S. Gilks
PO2	J.A. Beckwith	LS	S. Brissette	OS	J.L. Hunter
PO2	M.R. Rose	LS	S.T. Dwyer	OS	J.A. Jimmo
MS	J.G.G. Audet	LS	R.A. Ferguson	OS	C.A. Quinn
				OS	R. Thibeault

Sensor Section (Acoustic)

PO2	M.D. McCallum	AB	R.M. Hume
PO2	J.L.M. Cook	AB	J.I.J. St Jean
MS	S.E. Griffiths	AB	M.L. Laurendeau
MS	D.A. Mason	AB	K.R. Witherell
LS	G.E. Cayabyab	OS	N.S. Brown
LS	K.F. Dupuis	OS	S.W. Michael

Sensor Section (Electronic)

PO2	R.M. Chapman	LS	S.G.M. Renauld
PO2	K.B. Scott	AB	R.J. Nelson
MS	S.J. Smyth	AB	J.E.C. Hudon
MS	J.F.J.C. Jaquemot	AB	K. Masse
LS	P.W. Bond	OS	M.L. Barret
LS	J.A. Marti-Aguilar	AB	K.F. Chaisson

Meteorological Section

WO	G.D. Bolt	CPL	G.J. McLean
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DECK DEPARTMENT

PO1	Larry Dinn	Chief Bos'n's Mate	
PO2	S.J.A. Dore	LS	W.G. Sawchuk
PO2	L.A. Kidder	LS	J.J. Vincent
MS	D.W. Bechard	LS	T.R.A. Todd
LS	A.J. Carnegie	LS	S.A. Hearn
MS	G.E. Gibbons	LS	M.A. Aulhouse
LS	S. Lebreux	OS	G.F. Paynter
LS	T.H.J. McNeill	OS	M.T.A. Belanger

SUPPLY DEPARTMENT

CPO2	Peter Hofmann	Chief Storesman	
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Logistics Section

PO1	L.J. Frizzell	CPL	T.C. Healey
PO2	K.E. Enge	MS	J.S.N. MacPhail
LS	M.A.P. Butler	LS	S.F. Newton
CPL	W.C. Bell	CPL	S.D. Turner

Food Services Section

WO	M.D. Greer	CPL	A.M. Bonney
SGT	C.L. Koch	LS	G.W. Kopp
MCPL	K.F. Petsche	CPL	S.M. Benjamin
MCPL	R.M. McAllister	CPL	M.J. Wilkinson

Stewards

PO1	D.C. Smith	CPL	M.D.M. Levesque
PO2	I.C. Kaiser	CPL	M.R. Forsyth
MS	P.D. Moreland	CPL	P.M. McQuarrie
LS	M.D.M. Degrandpre	CPL	M.W. Murphy

Financial Section

SGT	M.R. Gauthier	CPL	V.J. Craddock
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HMCS OTTAWA has been the recipient of tremendous generosity. For this, the Commanding Officer, and Ship's Company would like to express their appreciation to all who have made this Commissioning possible.

We would be remiss if we did not acknowledge the enormous enterprise of those who not only provided us with a ship of which we can all be extremely proud, but also those who have given us a day that will truly remain in our memories forever. To one and all, a resounding "Thank You".

Ready, Aye, Ready!



PAUL POPVICH

Label
Full of
2-20-9 by
Russia

One Ottawa
Buddy to another
Barbara
O'Gorman

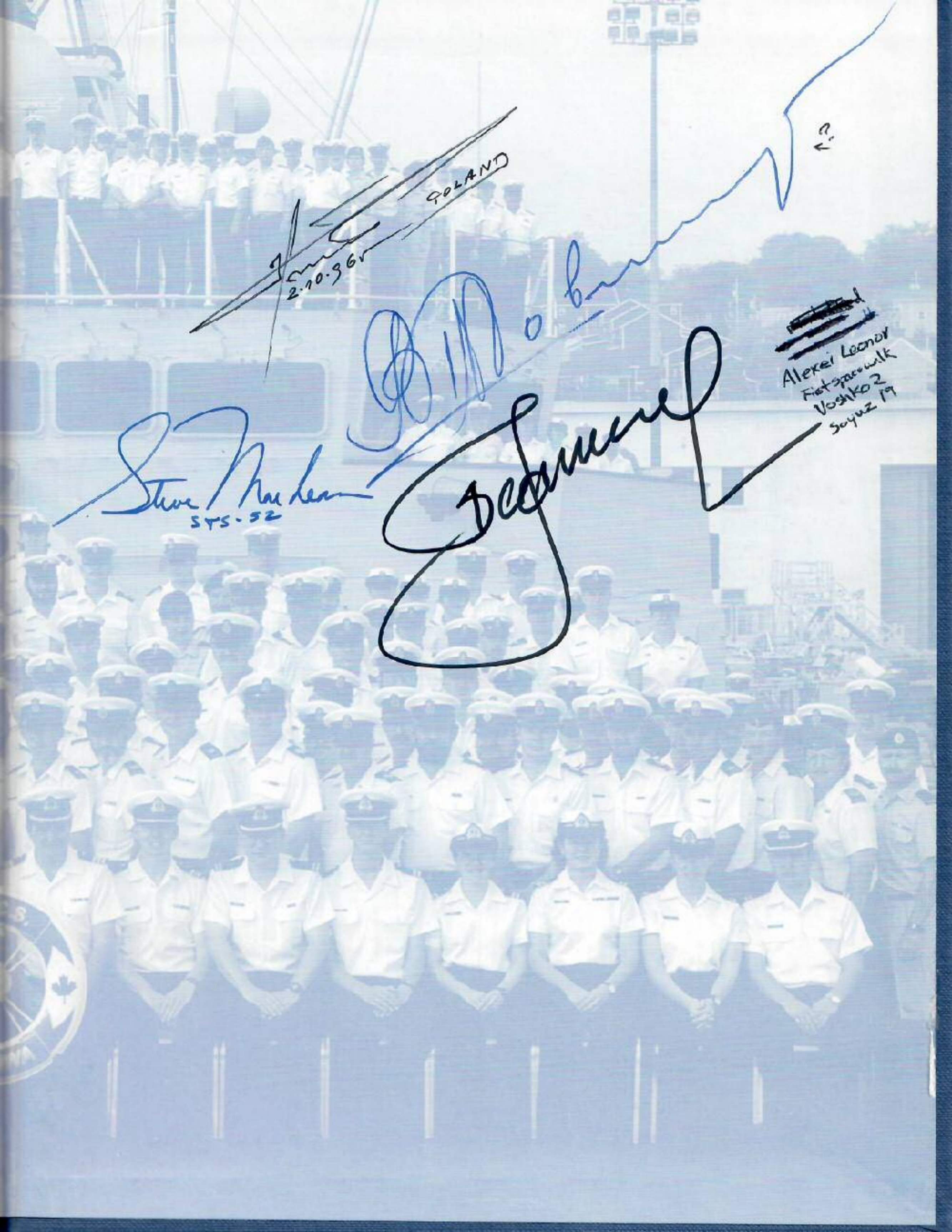
J. M. Peterson
ST 5-6

John
D. Green
Jagur-40

John McBrade

USA
McBrade





POLAND

2-70-36

12

[Handwritten signature]

Steve Nathan
STS-52

[Large handwritten signature]

~~XXXXXXXXXX~~
Alexei Leonov
Fist sparowik
Voshko 2
Soyuz 19