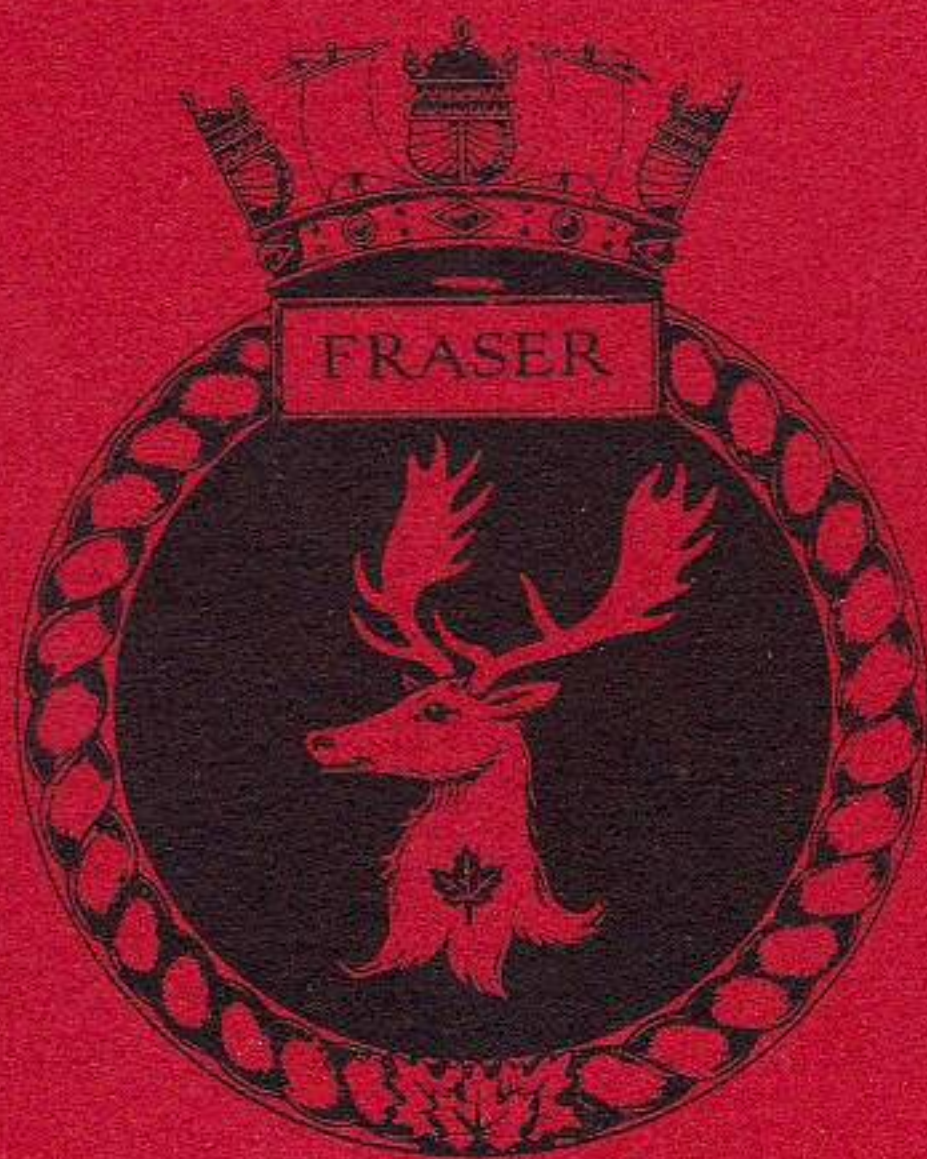


# WELCOME ABOARD

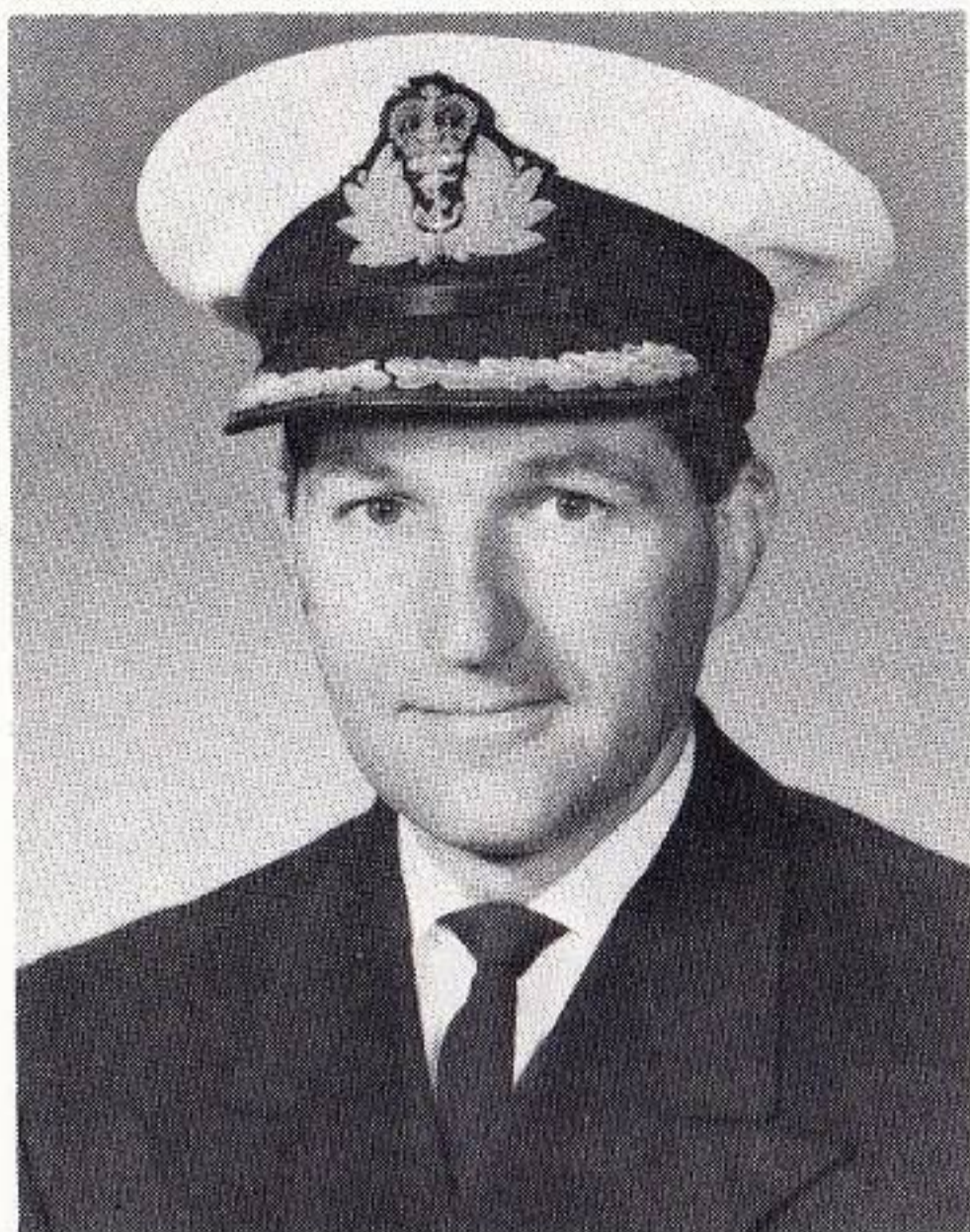


**H.M.C.S. FRASER**

DDH-233

ROGER DUHAMEL, F.R.S.C.  
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY  
OTTAWA, 1968





Commander F.W. Crickard

### WELCOME ABOARD

This ship, like all the ships of the Navy in the Canadian Armed Forces, is designed, built, manned and trained for a multitude of roles which make up the substance of Canada's defence policy as an extension of her foreign policy. As such, the ship must be effective in tasks supporting Canada's collective defence arrangements, her commitments to the United Nations and under-developed countries as well as the traditional role of enhancing her economic and cultural ties by "showing the Flag".

To achieve this, heavy demands are made on the ship's company. Today's sailor must not only be a seaman but also a technician, a firefighter, a rifleman, a first-aid assistant, a personnel councillor, manager, policeman and know how to operate his equipment all the way from electronic computers to paint brushes. He must also be a diplomat since his country is judged by him when he steps ashore in foreign ports. At sea, a twelve to eighteen hour working day is normal for most of these men.

They are all volunteers and I have never known them to let their ship down when the going gets tough. I hope you enjoy your visit to FRASER and as you walk around will see why Canada has reason to be proud of her Navy.

A handwritten signature in blue ink, appearing to read "F.W. Crickard". The signature is fluid and cursive.

COMMANDING OFFICER  
HMCS FRASER





### THE SHIP'S NAME AND BADGE

The British Columbia River, after which HMCS Fraser is named, was discovered by Alexander MacKenzie in 1793 and was subsequently explored to its mouth in 1803 by Simon Fraser in whose honour the river was named.

Simon Fraser was born in 1776 near Bennington, Vermont. His father, a descendant of the titled family of Lovat, died as a result of service on the Loyalist side in the American Revolution. His mother consequently fled with her family to St. Andrew's near Cornwall in Upper Canada, (now Ontario).

Young Simon joined the Northwest Company in 1792 at the age of sixteen. He became a partner in 1802 and in 1805 was assigned the duty of establishing posts as far west as the Pacific Coast.

He reached the headwaters of the river that now bears his name in 1806 but regarded it as the Columbia or one of its tributaries. However, in the spring of 1808, Fraser, with John Stuart, Jules Maurice Quesnel and a party of twenty-one men, including two Indians, embarked on this unknown river with the determination to follow it to its mouth. This they did and after emerging from the canyons, reached the mouth of the river on July 2, 1808.

The ship's badge has been derived from the crest of Fraser, Lord Lovat, an ancestor of Simon Fraser the explorer, after whom the river was named.



The blazon of the badge is set out in heraldic terms as: azure, a buck's head erased or, attired argent, charged on the shoulder with a maple leaf gules.

The golden buck's head with silver antlers is the crest in the armorial achievement of Fraser, Lord Lovat, and as Simon Fraser, a descendant, did not bear arms, it was considered appropriate in designing the ship's crest to use Lord Lovat's crest.

To achieve the dual purpose of conforming with correct practice and of denoting association with Canada while retaining the basic design of the original crest; a red maple leaf was placed on the buck's shoulder. The ship's colours are blue and gold.

## BRIEF HISTORY

HMCS Fraser is a St. Laurent class helicopter-destroyer, the second ship of that name in the Canadian Armed Forces. The first, a former British destroyer, was commissioned in the Royal Canadian Navy in 1937.

Four days before the outbreak of the Second World War the Fraser and the destroyer HMCS St. Laurent sailed for Halifax from Vancouver, arriving September 14, 1939 after a fourteen day dash.

For the next few months the Fraser, based at Halifax, was engaged in convoy escort duty in the western Atlantic. Later she joined Britain's Jamaica force in the Caribbean and in May 1940, in view of the threatened invasion, proceeded to Britain. In the next month off the coast of France, the Fraser picked up diplomatic personnel escaping from the German invasion, including the British ambassador and the Canadian Minister to France, Lieutenant-Colonel Georges P. Vanier, (the late Governor-General of Canada).

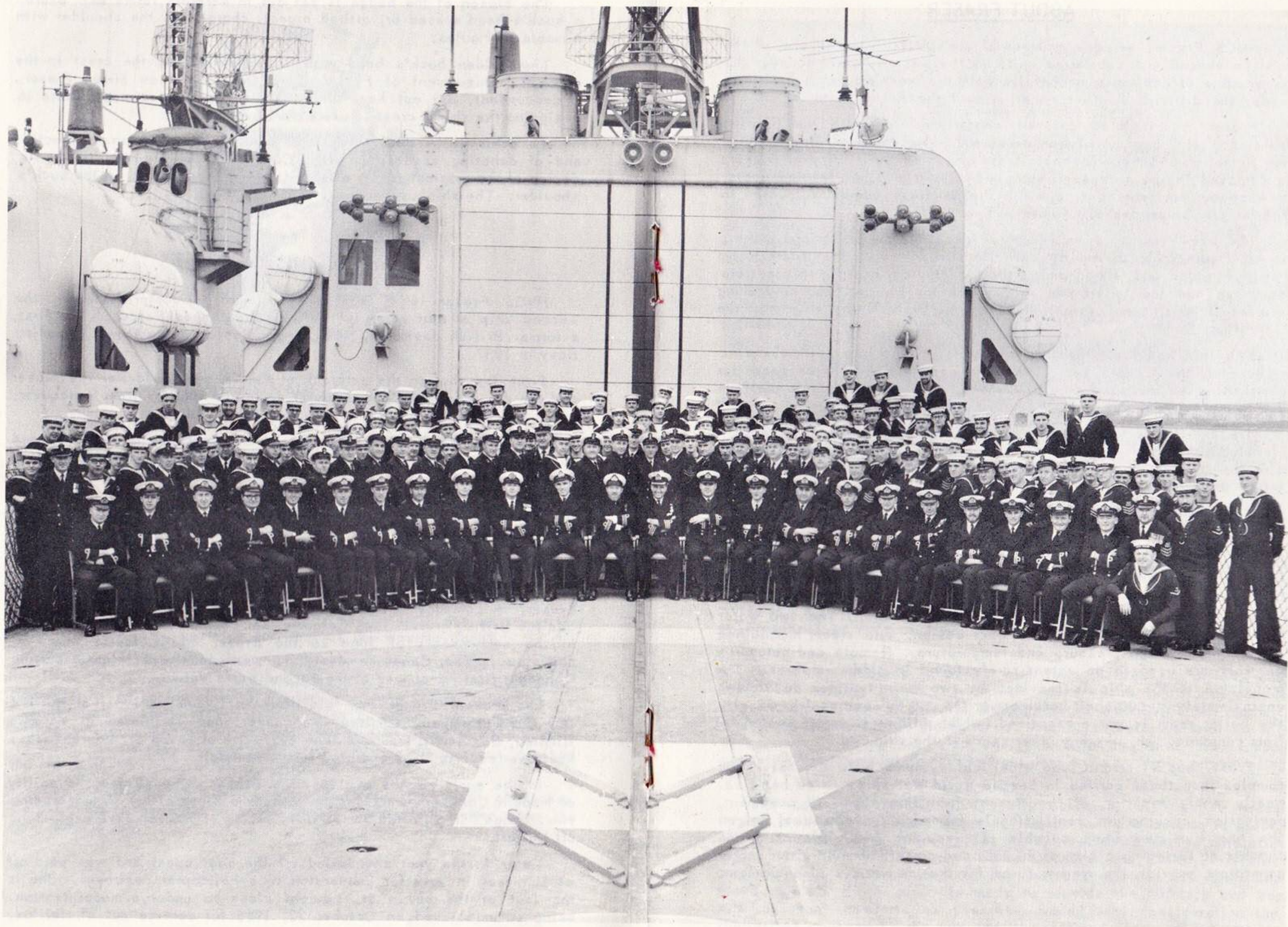
After transferring the diplomatic personnel to a larger ship, the Fraser, in company with the Canadian destroyer HMCS Restigouche and the British cruiser HMS Calcutta, set course for Britain. However, in the early hours of June 26 the Fraser and Calcutta were in collision. The Canadian destroyer went to the bottom, becoming Canada's first naval loss of the Second World War.

The present Fraser was laid down in December 1951, at Burrard Dry Dock Company Limited, Vancouver, and completed at Yarrows Limited, Esquimalt, B.C., in June 1957, one of seven St. Laurent class destroyer escorts. She operated from Esquimalt.

In the early months of 1965, the Fraser demonstrated the ability of modern Canadian warships to withstand blast effect by undergoing two "bangs" in a United States Navy series of 500 ton TNT explosions off Hawaii.

Later in the year she sailed for the east coast and was paid off at Montreal in July for conversion to a helicopter destroyer. She is the last of the seven St. Laurent class to undergo modernization, being commissioned on October 22, 1966 for service out of Halifax.







## ABOUT FRASER

HMCS Fraser, being a member of the DDH class, is one of the most advanced anti-submarine units in the western world today. She is capable of dealing successfully with the most modern submarines, under the difficult weather conditions of the North Atlantic.

Fraser is insulated and air conditioned for both the fighting efficiency and comfort of her personnel. Her rounded lines reduce ice formation and minimize the effects of nuclear fall-out. Her anchors are housed in the recesses, equipped with manually operated doors, to keep out ice-forming spray with the windless, normally located in the foc'sle, below decks in Fraser.

The wheel house is located three decks below the bridge making it less vulnerable during attack. Near and in the Operations Room complex radar and sonar and direction finding equipment penetrate darkness and fog to provide information for fighting and navigating the ship. During an action, the Captain "fights" the ship from the Operations Room.

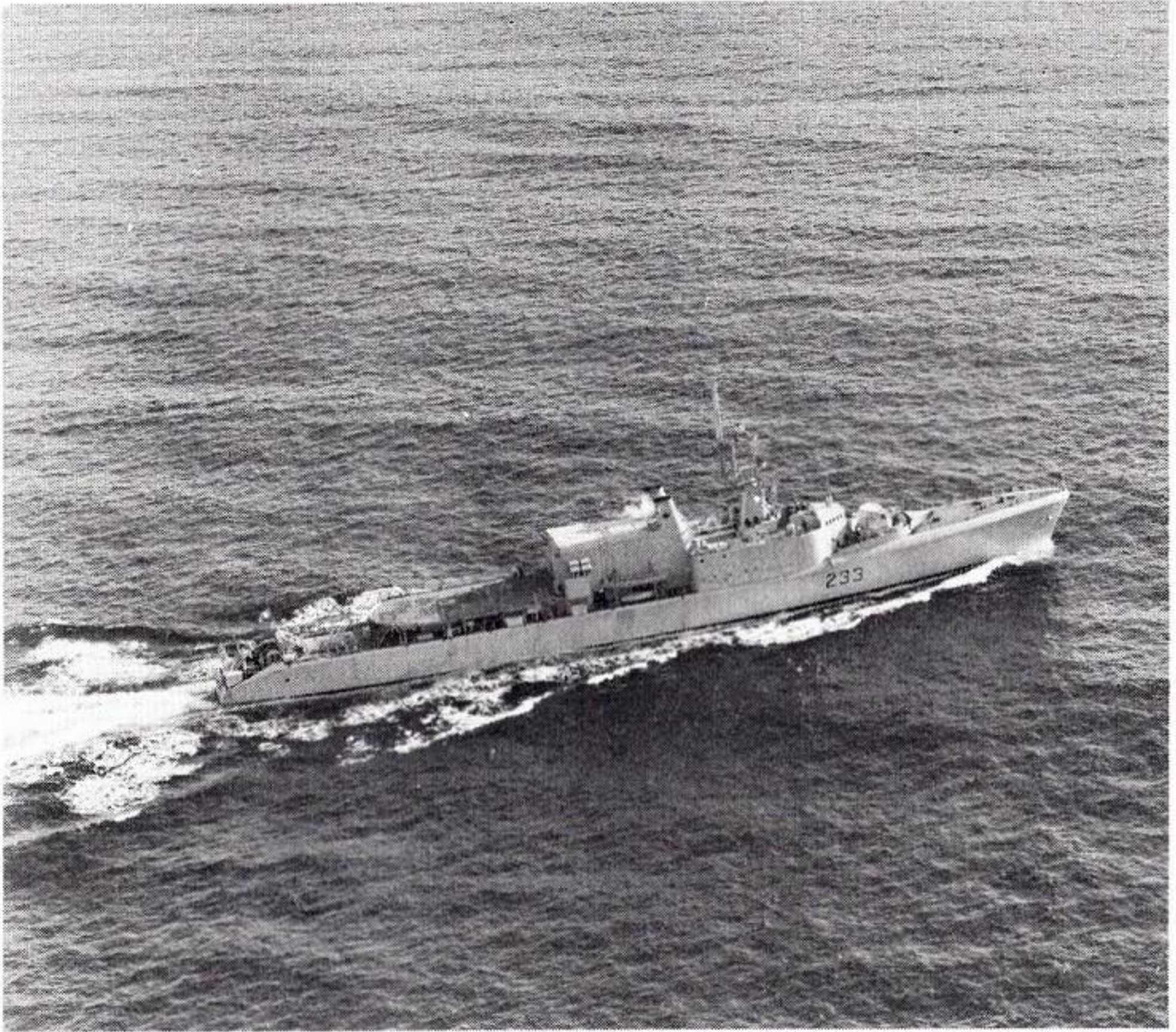
The ship has the capability of flying off the new anti-submarine helicopter, the CHSS-2 Sea King, possesses variable depth sonar for penetrating the thermal layers of the sea, and is a more stable platform due to automatic stabilizers.

The anti-submarine mortar is the principal armament and is capable of firing three high explosive projectiles with great accuracy in any direction. The mortar is controlled by sensitive sonar sets which locate and track the submarine, firing at the correct moment. The ship and her helicopter are also equipped with homing torpedoes which can alter course to pursue an enemy target taking evasive action below the surface of the sea. Fraser is fitted with a twin 3"50 calibre radar controlled gun which has an extremely high rate of fire and, although primarily an anti-aircraft weapon, it may be used effectively in surface action.

All propulsion machinery was built in Canada. The two water tube boilers are of extremely compact design, with steam maintained at a constant high pressure and temperature. Remote and automatic controls are used to an extent rarely found in older warships. The propulsion of the ship is provided by two main turbines developing approximately 30,000 shaft horse power (15,000 on each shaft). Finally, the boiler room is not pressurized, which allows it to be sealed off from contamination, like any other space in the ship.

Fraser has electronic and electrical systems more extensive and complex than those carried in Second World War ships twice her size. Nearly every function of the vessel including those of armament, navigation, cooking and ventilation is dependent on electrical power. She has five generators capable of producing 1400 kilowatts, and capable of servicing a city of 20,000, and some 330 motors and motor generators provide the motive force for a wide variety of equipment.





Her internal communications include twelve separate telephone systems including lines for docking ship, damage control, radar maintenance and fueling at sea. She also has twelve sound broadcast systems. A Canadian designed remote control system makes it possible to broadcast or receive from any one of thirty positions throughout the ship.

Fraser's men sleep in bunks with foam mattresses, pillows and individual reading lamps. Aluminum lockers and additional drawer space are provided for personal belongings as are mirrors and electric shaving outlets. Each living space has a recreational area for off-duty hours. Fraser is also equipped with an up-to-date sickbay capable of accommodating four bed-patients and containing an operating theatre.

The galley is mainly electrically operated, with a few steam heated pressure cookers. Other equipment includes automatic potato peelers, dishwashers and disposal units. Meals are served cafeteria-style, with individual service in the Officers' and Chief Petty Officers' messes. Entertainment at sea includes movies, barbeques and taped music. Every effort is made to provide the Officers and Men with as many comforts as possible, taking into consideration the limitations imposed by the sea and the confined space of a destroyer.



## VITAL STATISTICS

Complement	-	205 Officers and Men
Displacement	-	3031 tons
Length	-	366 feet
Beam	-	42 feet
Speed	-	in excess of 25 knots
Machinery	-	double reduction gearing English Electric steam turbines developing approximately 30,000 shp (15,000 on each shaft) built by Dominion Engineering Canada Ltd.
Armament	-	twin 3''50 rapid fire guns A/S mortars A/S homing torpedoes
Helicopter	-	CHSS-2 (Sea King)

## CHSS-2 "SEA KING"

### Anti-submarine Helicopter

Four models of the CHSS-2 Sea King were built by the Sikorsky Aircraft Helicopter Division in Stratford, Connecticut, and others were assembled for the Canadian Armed Forces by United Aircraft of Canada Limited, Longueuil, Quebec.

The Sea King, in addition to vital all-weather, day and night features, possesses an automatic tail-folding device, winch-down equipment, hull-shaped fuselage, high speed and an automatic hovering capability. It is equipped with the most modern detection, navigation and weapons systems which enable the Sea King to search, locate and destroy any modern submarine.





