

Commissioning of
HMCS WHITEHORSE

Her Majesty's Canadian Dockyard Esquimalt
Victoria, British Columbia
17 April 1998





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- Description: Azure three bends wavy Or over all a horse forcene Argent.
- Significance: The name Whitehorse comes from the Whitehorse Rapids which are said to resemble the mane of a white horse. The bends of the field represent the river and they are gold in remembrance of the Klondike gold rush.
- Colours: White and blue.
- Motto: Fortune assists the daring.



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The commissioning of Her Majesty's Canadian Ship WHITEHORSE is an important occasion for Canada's Pacific Fleet and demonstrates the significance with which the Government of Canada views the Navy in shaping the future of the country. In addition to the contribution HMCS WHITEHORSE will make to national security, Canada will benefit significantly from her presence throughout the Pacific Rim.

HMCS WHITEHORSE is state-of-the-art in naval vessels, the proud result of Canadian ingenuity, technology and industry. As Canada enters the twenty-first century, we must be prepared to respond to the increasing demands and expectations of our community. The addition of HMCS WHITEHORSE and her sister ships will greatly enhance the Government's ability to successfully deal with the challenges of the future.

I am confident the HMCS WHITEHORSE will provide Canada with a period of distinguished naval service, and will bring pride to the city after which the ship is named. To the Commanding Officer and Ship's Company, I extend my personal best wishes for a successful commission and the rewarding satisfaction that comes from service to one's country.



The Honourable Arthur C. Eggleton, P.C., M.P.
Minister of National Defence

Le ministre de la Défense nationale
L'honorable Arthur C. Eggleton, C.P., député

La mise en service du Navire Canadien de Sa Majesté WHITEHORSE est un moment mémorable dans l'histoire de la flotte canadienne du Pacifique et elle témoigne de l'importance que le gouvernement accorde au rôle que doit jouer la marine dans l'évolution de notre pays. Outre qu'elle contribuera à la sécurité nationale, la présence du NCSM WHITEHORSE dans le Pacifique profitera grandement au Canada.

Le NCSM WHITEHORSE est un bâtiment ultra-moderne, fruit du travail, de la technologie et de l'ingéniosité des Canadiens. Au moment où le pays s'appête à amorcer le nouveau millénaire, nous nous devons d'être prêts à répondre aux exigences et aux attentes croissantes de notre collectivité. L'arrivée du NCSM WHITEHORSE et de ses navires permettra au gouvernement d'être beaucoup mieux en mesure de relever les défis à venir.

Je suis persuadé que le NCSM WHITEHORSE fera grand honneur au Canada pendant de nombreuses années et qu'il sera l'orgueil de la collectivité dont il porte le nom. Au commandant et aux membres d'équipage, je présente mes meilleurs de succès à bord du WHITEHORSE et je vous souhaite toute la sérénité que peut procurer le sens du devoir accompli au service de la patrie.

The commissioning of Her Majesty's Canadian Ship WHITEHORSE is an important occasion for the Canadian Forces. Canada must maintain a naval presence in order to contribute to our national sovereignty. The addition of the Maritime Coastal Defence Vessels to our naval fleets ensures that the Navy can meet our commitments at home while freeing up other vessels for our commitments abroad. This superb class of vessel, designed and constructed in Canada, greatly enhances the navy's ability to meet the objectives set by the government.

To the Ship's Company of HMCS WHITEHORSE falls the honour and responsibility of ensuring that the ship fulfils the high expectations placed upon this class of warship. This enormous undertaking will demand the utmost in dedication and determination, but undoubtedly will be remembered as one of the most rewarding times during your service in Canada's Navy.

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



M. Baril, General
Chief of the Defence Staff

Général Maurice Baril
Chef d'état-major de la Défense

La mise en service du Navire Canadien de Sa Majesté WHITEHORSE constitue un événement important pour les Forces canadiennes. Le Canada se doit de maintenir une forte présence navale afin de protéger sa souveraineté. L'arrivée d'un nouveau navire de défense côtière au sein de la flotte permettra à la marine de respecter ses engagements au pays et à d'autres navires d'être disponibles pour les missions à l'étranger. Ce magnifique bâtiment, qui a été conçu et construit au Canada, aidera considérablement la marine à s'acquitter du mandat que le gouvernement lui a donné.

C'est aux membres de l'équipage du NCSM WHITEHORSE que reviennent l'honneur et la responsabilité de voir à ce que le navire réponde aux attentes élevées dont fait l'objet cette classe de bâtiments. Il s'agit d'une tâche immense qui exigera le plus grand dévouement et la plus grande détermination, mais qui sera certainement pour eux l'une des plus gratifiantes de leur service dans la marine.

Tout en accueillant le NCSM WHITEHORSE au sein de la grande famille des Forces canadiennes, je tiens à féliciter tous ceux qui, par leur travail, ont rendu cette mise en service possible. Au moment où le NCSM WHITEHORSE entame sa carrière au service du Canada, je lui souhaite "bon vent et une mer clémente".

It is gratifying for me, as the Chief of the Maritime Staff, to welcome Her Majesty's Canadian Ship WHITEHORSE to the Navy.

The acquisition of the Kingston class coastal defence vessels has started a new chapter in the history of the Canadian Navy. These state-of-the-art ships provide the means to respond to national security taskings. As Canadians, we can be proud of these truly capable vessels, magnificently designed and produced by Canadian industry.

The commissioning of HMCS WHITEHORSE also marks the addition of a proud and distinguished name to our Fleet. The Yukon has always been strongly identified with Canada and now, for the first time, we have a ship named after the Yukon's premier city. I am confident that the links now established between HMCS WHITEHORSE and her city of name will strengthen this identification. We are proud to have the name WHITEHORSE in the Fleet.

To the Commanding Officer and Ship's Company of HMCS WHITEHORSE - Godspeed, fair passage and best wishes for a most successful commission.



G.R. Maddison, Vice Admiral
Chief of the Maritime Staff

Le vice-amiral G.R. Maddison
Chef d'état-major de la Marine

Comme Chef d'état-major de la Marine, je suis enchanté d'accueillir le Navire Canadien de Sa Majesté WHITEHORSE dans nos forces navales.

L'arrivée des navires de défense côtière de la classe Kingston marque un nouveau chapitre dans l'histoire de la marine canadienne. Ces navires ultra-modernes nous offrent les outils pour remplir nos missions de sécurité nationale et en tant que Canadiens, nous pouvons tirer fierté de ces magnifiques navires conçus et produits par l'industrie canadienne.

La mise en service du NCSM WHITEHORSE marque également l'ajout d'un nom remarquable dans notre flotte. Le Yukon est intimement et toujours été intimement associé au Canada et maintenant, pour la toute première fois, un bâtiment de la marine canadienne a été nommé en hommage de la capitale du Yukon, Whitehorse. Je suis persuadé que les liens établis entre le NCSM WHITEHORSE et la ville dont elle porte le nom ne feront que raffermir cette identification. Nous sommes fiers de perpétuer le nom de Whitehorse dans la flotte.

Au commandant et à l'équipage du NCSM WHITEHORSE, je vous souhaite bonne chance, bonne traversée et tous mes vœux de succès.

The commissioning of HMCS WHITEHORSE is a proud occasion for Maritime Forces Pacific. She will now join the Fleet to fulfil the important task of keeping watch over Canada's ocean approaches and extensive coastline.

The City of Whitehorse has a rich history and HMCS WHITEHORSE will serve her city as an ambassador and carry the spirit and history of the city through the decades ahead.

I offer my congratulations on this occasion and best wishes in meeting the challenges ahead.



La mise en service du NCSM WHITEHORSE est un moment mémorable dans les Forces maritimes du Pacifique. Notre nouveau bâtiment va maintenant se joindre à la flotte pour prendre part à l'importante mission de patrouiller les eaux limitrophes et le long littoral du Canada.

La ville de Whitehorse a une riche histoire et le NCSM WHITEHORSE se fera un devoir d'être l'ambassadeur de la ville, perpétuant l'esprit et le patrimoine de la ville pour les décennies à venir.

Je profite donc de l'occasion pour vous présenter mes vœux de succès alors que vous vous apprêtez à relever les défis qui vous attendent.



R.D. Moore
Rear Admiral
Commander
Maritime Forces Pacific

A handwritten signature in black ink, appearing to read 'R.D. Moore'. The signature is fluid and cursive.

Le contre-amiral R.D. Moore
Commandant
Forces maritimes du Pacifique

As the Commander of the Canadian Fleet Pacific, it gives me great pleasure to welcome Her Majesty's Canadian Ship WHITEHORSE to the West Coast Fleet.

The acquisition of the Maritime Coastal Defence Vessels provides the Fleet with an enhanced capability and the ability to further develop our effectiveness at sea and in coastal areas. The challenges that await HMCS WHITEHORSE and the functions she will fulfil will be many.

The commissioning of HMCS WHITEHORSE serves as a formal commitment between the Fleet and the citizens of Whitehorse and the Yukon Territory. Your ship will represent you proudly as she serves the Fleet.

As the Senior Naval Representative who presided at your ship's keel laying and launching I bid you the Commanding Officer and crew of HMCS WHITEHORSE – Welcome to the Pacific Fleet and may you serve with distinction throughout your commission.



R.D. Buck
Commodore
Commander, Canadian Fleet Pacific

R.D. Buck
Commodore
Commandant, Flotte Canadienne du Pacifique

C'est avec un immense plaisir que, en qualité de commandant de la Flotte Canadienne du Pacifique, j'accueille le Navire Canadien de Sa Majesté WHITEHORSE au sein de la flotte de la côte Ouest.

Les navires de défense côtière jouent un rôle important dans la Flotte et contribuent grandement à accroître notre capacité opérationnelle. Le NCSM WHITEHORSE se joindra à la Flotte et, comme ses prédécesseurs et ses successeurs, s'acquittera de toute une gamme de missions et de fonctions. Le bâtiment sera appelé à renforcer la souveraineté canadienne et permettra à la Flotte de soutenir des opérations dans des zones côtières autrefois inaccessibles.

La mise en service du NCSM WHITEHORSE vient également officialiser la relation établie entre l'équipage du navire et les habitants de Whitehorse aussi bien que du Yukon tout entier. Soyez assurés que votre navire et son équipage vous représenteront bien.

Au commandant et à l'équipage du NCSM WHITEHORSE, je souhaite la plus cordiale des bienvenues au sein de la Flotte Canadienne du Pacifique. Je suis convaincu que vous ferez honneur au Canada et à la population canadienne.

Paddlewheelers and the Yukon River

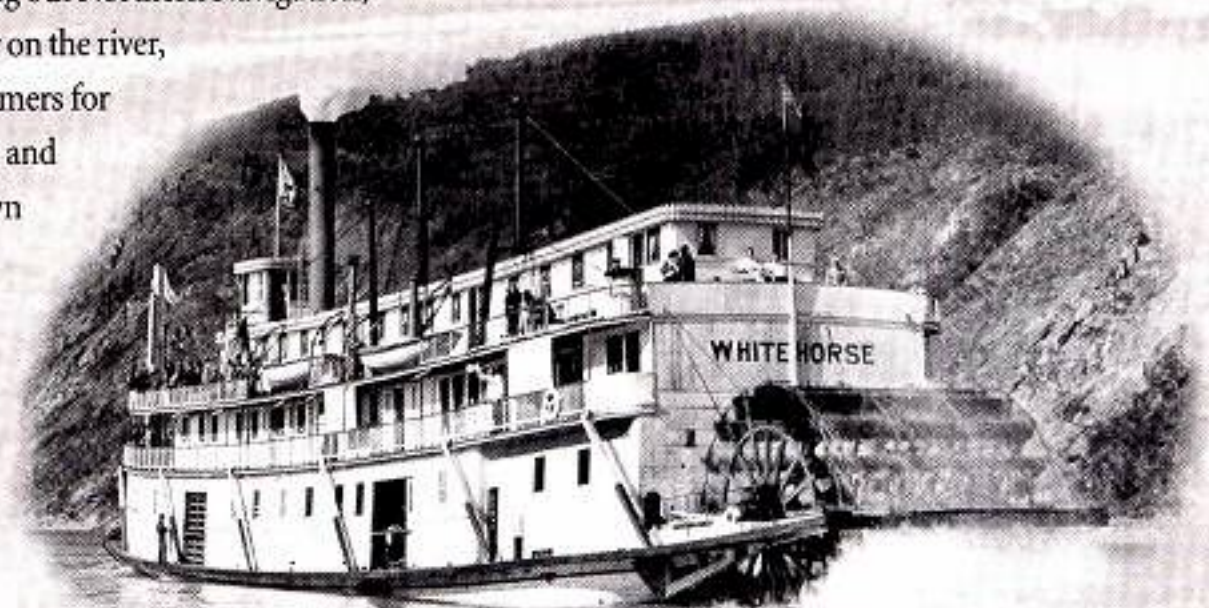
The Yukon River served as the major transportation corridor for the territory until displaced by roads in the 1950's. Before the Gold Rush years, First Nations people and nonnative fur traders and miners used canoes or rafts. After the Hudson's Bay company stopped using the difficult Liard and Porcupine river routes to the Yukon interior, Alaskan riverboats based in St. Michael - near the mouth of the Yukon River where it empties into the Bering Sea - became the main trade route. The Alaska Commercial Company began regular river service in 1869 with the sternwheeler Yukon. More boats were added when the interest in gold began to build in the 1870's. Boats traveled upstream as far as Fort Selkirk, in order to trade with and sell supplies to the many outposts along the river. But the trip from St. Michael was a long and expensive one for those who wanted to get rich quick; when the Chilkat Indians were forced to give up their control of the Chilkoot Pass in 1880, the much shorter route over the coast mountains to the Upper Yukon River became the choice of miners bound for the Yukon. Steam-powered vessels made their first appearance on the Upper Yukon in the spring of 1898, having been hauled over the Chilkoot Pass in pieces by entrepreneurs caught up in the Klondike Gold Rush. The White Horse Rapids required two routes on the Upper Yukon: one from Bennett (at the end of the Chilkoot Trail) to just above the rapids, the other just downstream of the rapids to Dawson City, some 420 river miles away. Sternwheelers were built at Bennett for the new route, and several vessels were transferred from the Lower Yukon for service further upriver. (Until the White Pass and Yukon Route railway was completed in 1900, with its terminus in Whitehorse, Bennett served as the head of navigation on the Upper Yukon.)

Sternwheelers were an ideal vessel for the Yukon River's shallow, narrow waters. The stern mount made for a narrow vessel, and protected the paddlewheel itself from snags and sweepers. The flat bottomed hull allowed for little draft, even with heavy cargoes. The paddlewheel helped grounded vessels off sandbars by reversing and washing sand away from the hull; a vessel could also approach shallow waters stern-first and dredge a channel for itself. The sternwheeler could land practically anywhere since docks were not necessary.

Just after the railway reached Whitehorse in 1900, WP&YR set up a marine division called British Yukon Navigation. BYN built a shipyard in Whitehorse and a repair yard in Dawson City. Among the first vessels built was the Whitehorse, the "old grey mare" which served for 53 years - the longest continuous service of any vessel on the Yukon River.

The Gold Rush frenzy had disappeared by 1901, and so had many of the river's transportation companies. On the Upper Yukon, the WP&YR and its subsidiary, the British Yukon Navigation company controlled the railway-river link; on the Lower Yukon, the larger boats of the Northern Navigation Company (formerly the Alaska commercial company) dominated. A price war broke out in 1912 which led eventually to BYN buying out Northern Navigation, then reducing service on the Lower Yukon to negligible levels. BYN was the major player on the river, but not the only one. Companies such as Side Streams Navigation used light-draft steamers for hauls on smaller rivers leading into the Yukon, including the Stewart, Fortymile, White and Teslin. While riverboats supported the mining industry, they in turn spawned their own industries - not the least of which was logging as dozens of cords of wood were needed for each trip.

As the primary means of transportation and communication in the Yukon for the first part of this century, the paddlewheeler was an integral part of the life of Yukon people. When the last of the boats were pulled from the river in 1955, a way of life ended. River communities like Fort Selkirk were abandoned in favour of communities near the road.



The commissioning of a new ship is an important and emotional event, but the commissioning of HMCS WHITEHORSE is more than that. It is tangible and public evidence of the rebirth and revitalization of Canada's Naval Reserve.

Canada's 4,000 strong Naval Reserve is tasked to provide trained crews for the twelve MCDVs as well as personnel for Harbour Defence duties, Naval Control of Shipping activities and Diving Inspection teams. While these latter three tasks may not enjoy quite the same high profile as the manning of the MCDVs, they are receiving, and in many instances have already received, the modern equipment they need to fulfill these particular tasks.

It is appropriate that the MCDVs are named after Canadian communities of varying sizes. It is from these communities that the young men and women come to serve in our Maritime Forces. If all Canadians had the opportunity as I have had to meet the men and women from across Canada who comprise Canada's Naval Reserve, I know they would share my tremendous pride in these individuals whom I have the privilege to command.

I extend my appreciation to all those who have made today possible and to the crew of HMCS WHITEHORSE, both present and future, I extend the age-old Navy wish of, "Fair Winds and Following Seas".



R.A. Zuliani
Commodore
Commander, Naval Reserve

R.A. Zuliani
Commodore
Commandant de la Réserve navale

La mise en service d'un nouveau navire est toujours un événement important et émouvant, mais la mise en service du NCSM WHITEHORSE est plus que cela. C'est aussi un signe public et concret de la renaissance et de la revitalisation de la Réserve navale du Canada.

Chargée de fournir des équipages entraînés pour les douze NDC, la Réserve navale du Canada, forte de 4000 membres, affecte également des militaires entraînés aux tâches de défense côtière, aux activités de contrôle naval de la navigation maritime et aux équipes d'inspection sous-marine. Ces trois domaines d'activité ne reçoivent peut-être pas la même publicité que la dotation en personnel des NDC, mais dans bien des cas, nous avons déjà reçu l'équipement moderne indispensable à l'accomplissement de ces tâches particulières et les arrivages de matériel se poursuivent.

Il est tout à fait approprié que les noms des NDC s'inspirent des communautés canadiennes puisque c'est de ces communautés que viennent les jeunes hommes et jeunes femmes qui servent dans nos Forces maritimes. Si tous les Canadiens avaient, comme moi, la chance de rencontrer les hommes et les femmes venant de tous les coins du pays qui forment la Réserve navale du Canada, ils partageraient l'immense fierté que j'éprouve à l'égard de ces personnes que j'ai le privilège de commander.

Je tiens à remercier tous ceux qui ont contribué à faire de nous ce que nous sommes aujourd'hui. Aux membres de l'équipage du NCSM WHITEHORSE, tant présents qu'à venir, je souhaite "des vents favorables et une mer calme".

SNC- Lavalin Group Inc.



Anthony Rustin
Chairman
Fenco McLaren Inc.



Jacques Lamarre
President and CEO
SNC-Lavalin Group Inc.

The commissioning of HMCS WHITEHORSE, the third ship of the KINGSTON class on the Pacific Coast, marks yet another milestone in the history of the Maritime Coastal Defence Vessel Project (MCDV).

We at SNC-Lavalin are proud that the MCDV Project has achieved success because of our ability to provide, through our subsidiary Fenco MacLaren Inc., the resources and extensive experience in project management needed to execute such a large and complex project in the marine sector. Fenco MacLaren, as the prime contractor, has total system responsibility and, by leading a strong team of companies from across Canada, is meeting the design, construction and contractual requirements of the project with a high level of competence and professionalism.

Fenco MacLaren is managing this ambitious project by focusing on the requirements and meeting the delivery schedule and cost constraints. These management characteristics have been crucial to the success of the MCDV Project to date and the objective is to continue the trend with each follow-up ship.

The Commissioning of HMCS WHITEHORSE, is another step for the Canadian Naval Reserve in establishing an effective Canadian coastal defence capability. The MCDVs will be used primarily by the Naval Reserve to train and conduct coastal patrol, surveillance and mine countermeasure missions.

It is an honour, on behalf of SNC-Lavalin, Fenco MacLaren Inc., and team members, Halifax Shipyard Ltd., MacDonald, Dettwiler and Associates Ltd, Thomson-CSF Systems Canada and Eduplus Management Group Inc., to have the privilege of marking this milestone in the history of the Naval reserve and the Maritime Coastal Defence Vessel Project. We wish the Captain of HMCS WHITEHORSE, and the officers and crew who will sail in this ship, success as they take up the challenges of upholding the honour of the city for which the vessel is named.





Commissioning is the coming of age ceremony for a ship and her crew. Congratulations, you have made it. After long hours and days of work, a sail halfway around the world, repetitive practising of skills which make you and the ship one, the big day has come. As your Sponsor, I have followed your progress and am proud of you.

You and the ship are now ready to accept the commission of your government and the people of Canada to patrol our coastal waters, providing valued marine survey information in peace time, protection to our coastal shipping in times of conflicts.

Those who serve as the first crew of HMCS WHITEHORSE are very special. Like the ship, you have had to make many adjustments. You have had the honour of a very rare experience. There is only one FIRST, you now have logged the idiosyncrasies of WHITEHORSE, how she handles in a variety of situations. What type of sea she likes and when she will pitch, making life difficult for all. As you know, each ship has her own personality and you are the first to map the personality for WHITEHORSE. Those who follow you will use that information and add to it, but you have set the course.

As WHITEHORSE's sponsor, I will always keep a close relationship with her crew, but, while I do not know you all as individuals, you are my first crew and will always be very special.

God bless this ship and all who ever sail in her.



Ione J. Christensen CM
Sponsor,
HMCS WHITEHORSE

La marraine
du NCSM WHITEHORSE
Ione J. Christensen CM

Pour un navire et son équipage, la mise en service est un peu comme un rite de passage à l'âge adulte.

Félicitations, vous avez réussi. Après de longues heures et de longues journées de travail, un demi-tour du monde, la répétition inlassable des manoeuvres qui font que l'équipage et le navire forment un tout, le grand jour est arrivé. En tant que marraine, j'ai suivi vos progrès pas à pas et je suis fière de vous.

Vous et votre navire êtes maintenant prêts à accepter le mandat que vous confie votre Gouvernement et l'ensemble du peuple canadien et qui consiste à patrouiller dans nos eaux côtières, à fournir des renseignements hydrographiques de grande valeur en temps de paix et à protéger le cabotage en période de conflits.

Les membres du premier équipage du NCSM WHITEHORSE sont des personnes très spéciales. Comme le navire, vous avez dû vous soumettre à bien des adaptations. Vous avez eu l'honneur de vivre une expérience extrêmement rare. Il n'y a qu'une seule PREMIÈRE fois. Vous connaissez maintenant les particularités du WHITEHORSE, vous avez noté la façon dont le navire se comporte dans différentes situations, le genre de mer qu'il préfère et ce qui le fait tanguer et vous rend la vie difficile à tous. Comme vous le savez maintenant, chaque navire possède une personnalité qui lui est propre. C'est vous qui avez, les premiers, tracé le portrait du WHITEHORSE. Ceux qui vous succéderont se serviront de ces renseignements et les compléteront, mais c'est vous qui leur aurez montré la voie.

En tant que marraine du WHITEHORSE, un lien étroit m'unira toujours à l'équipage du navire et, bien que je ne connaisse pas chacun d'entre vous personnellement, vous n'en demeurez pas moins mon premier équipage. Vous serez toujours uniques à mes yeux.

Que Dieu bénisse le navire et tous ceux qui navigueront à son bord.

It is an honour for me to be appointed as the first Commanding Officer of Her Majesty's Canadian Ship WHITEHORSE. This is particularly so as this is the first ship in the Canadian Navy to be named after the city of Whitehorse. The support and interest that we have received from the community has been impressive and is a source of pride for the entire crew.

A century ago the inhabitants of what was to become the city of Whitehorse first established themselves in the area. In creating their own unique community they had to overcome many hardships and have as a result made their own outstanding contribution to Canada. Seventy five years ago Admiral Walter Hose first had the vision of establishing a Naval Reserve in Canada so that they too could make their own contribution to this country. As the bearers of these two great traditions the crew of HMCS WHITEHORSE and I would like to take this opportunity to thank you for your support of our commissioning today. We have a great deal of pride in our ship, in her capabilities and in the community which she represents.

The efforts of many people have come together to make this day possible and we are honoured by your support. On behalf of the ship's company I wish to thank you all for helping to make HMCS WHITEHORSE a reality.



D.L. Carroll
Lieutenant Commander
Commanding Officer

Capitaine de corvette
Commandant
D.L. Carroll

Je suis honoré d'avoir été choisi comme premier commandant du Navire Canadien de Sa Majesté WHITEHORSE, d'autant plus qu'il s'agit également du tout premier bâtiment de la marine canadienne à avoir été baptisé en hommage à la ville de Whitehorse. L'appui et l'intérêt remarquables dont la collectivité nous a gratifié sont source de fierté pour tout l'équipage.

Il y a cent ans, les pionniers qui se sont établis dans ce qui allait devenir la ville de Whitehorse ont travaillé âprement et surmonté de nombreux obstacles pour créer cette ville tout à fait unique, faisant ainsi leur propre contribution à la vitalité du Canada. Et il y a quelque soixante-quinze ans, l'amiral Walter Hose eut l'idée d'établir une réserve navale au Canada afin que la marine puisse elle aussi faire sa part pour notre pays. Comme porte-étendard de ces deux grandes traditions, les membres d'équipage du NCSM WHITEHORSE et moi-même désirons vous remercier pour l'appui que vous nous accordez aujourd'hui à l'occasion de la cérémonie de mise en service. Nous tirons grande fierté de notre navire, de son potentiel et de la collectivité qu'elle représente.

De nombreuses personnes ont collaboré à la réussite de la cérémonie d'aujourd'hui et nous honorés de leur appui. Au nom de l'équipage, je vous remercie tous d'avoir permis de faire du NCSM WHITEHORSE une réalité.



WHITEHORSE



HMCS Whitehorse Commissioning Crew

Commanding Officer Lieutenant Commander D.L. Carroll

Executive Officer Lieutenant Commander E.M.J. Richardson

Coxswain Petty Officer 1st Class G.M. Dupuis

SHIP'S OFFICERS

Lieutenant(Navy) P.D. Horner

Lieutenant(Navy) J.A. Lacoursiere

Lieutenant(Navy) D.C. Stark

DECK DEPARTMENT

Petty Officer 2nd Class L.J. Gesy

Master Seaman N.M. Anderson

Master Seaman S.J. Zahorak

Leading Seaman T. Flett

Leading Seaman S.A. Haddock

Able Seaman P.L. Letendre

Able Seaman J.M. Quinton

Able Seaman K.P. Sparkes

ENGINEERING DEPARTMENT

Chief Petty Officer Second Class S.A. Bisal

Petty Officer 2nd Class T.P. MacInnis

Petty Officer 2nd Class M. Paquin

Master Seaman D.R. Anderson

Master Seaman G.G. Letwin

Master Seaman C.P. Timmons

Leading Seaman A.O.P. Charest

Leading Seaman D. Goulet

Leading Seaman D.W. Jones

Leading Seaman M. Moreau

Leading Seaman P.B. Patafic

Leading Seaman D.C. Peat

LOGISTICS DEPARTMENT

Master Seaman M.W. Cryer

Master Seaman M.M. Gascon

Master Seaman J.J. Vinette

COMMUNICATIONS DEPARTMENT

Master Seaman M.J. Babcock

Leading Seaman R. Matheson

Leading Seaman C.A. Pederson

Leading Seaman E.S. Van Drongelen

Able Seaman A.J. Christal

Able Seaman D. Nadeau

COMBAT INFORMATION DEPARTMENT

Master Seaman P.A. Smith

Leading Seaman B. Collin-Vallee

Leading Seaman S.A. Ouellette

Able Seaman A. Beaulieu

EMBARKED FOR THE COASTAL TRANSFER TRIP – HALIFAX TO ESQUIMALT

Sub Lieutenant J. Couillard

Master Seaman E.F. Huber

Leading Seaman D. Martin

Leading Seaman F. Schnipper

Leading Seaman M.L. Toth

Leading Seaman C.I. White

Able Seaman R. Amadeo

Able Seaman R.R. Morrison

Able Seaman J.T. Staudinger

Mister K. Zelinski

The Maritime Coastal Defence Vessel

HMCS WHITEHORSE, sixth of the Kingston Class Maritime Coastal Defence Vessels (MCDV), is designed to provide Canada's Naval Reserve with new more capable vessels to fulfill its expanding role within Maritime Command. The ship incorporates a sophisticated engineering system with a versatile ability to conduct wide ranging types of operations and a superior standard habitability.

The ship is powered by four diesel alternators each providing 600V, 715 kW power to two electric

motors driving Z-drive 360 degree azimuth thrusters. This system allows for economical fuel efficiency while allowing the ship an exceptional standard of maneuverability at low and high speeds.

For damage



control, WHITEHORSE is fitted with an Integrated Fire and Damage Control Monitoring System. Heat, smoke, water level and temperature sensors are fitted throughout the ship and connected to the system in the Machinery Control Room (MCR) and to a repeater on the bridge. The system provides an automatic instantaneous detection capability for an

accurate assessment of location and type of

emergency as

well as

automatically

shutting fire

doors and

stopping

ventilation to

control the

progression of

smoke

throughout the

ship.

Combined with

the fitted fire

suppression

systems, this

allows for the





rapid assessment and containment of any emergency giving the ship's company time to react and combat the problem.

Built to commercial standards, the ship is extremely livable. WHITEHORSE provides facilities for a mixed gender crew of up to thirty seven individuals quartered in cabins of no more than three people.

A large modern well equipped galley and large messing facilities provide for the culinary needs of all onboard. Refrigerated storerooms provide adequate storage to allow the ship to spend a maximum of eighteen days at sea before replenishment becomes necessary.

The MCDV is the hallmark of versatility. Equipped with Electronic Chart and Precision Integrated Navigation System, including the differential global positioning system(DGPS) for precise



positioning, WHITEHORSE has the ability to operate in four configurations, utilizing three payload packages. The four configurations are Mine countermeasures, Bottom Object Inspection, Route survey and Coastal surveillance. All MCDV's will be able to operate in the coastal surveillance configuration at any given time.

The remaining three configurations involve embarking one of the three payload packages to perform a specific mission. Each payload, fitted in

a standard twenty foot cargo container, can be loaded in under twenty- four hours and is designed to give Canada a previously lost capability to engage in mine countermeasure operations.



Each MCDV will be fitted with the ability to embark all of these payloads while they will not necessarily be equipped with a particular payload at any given time.



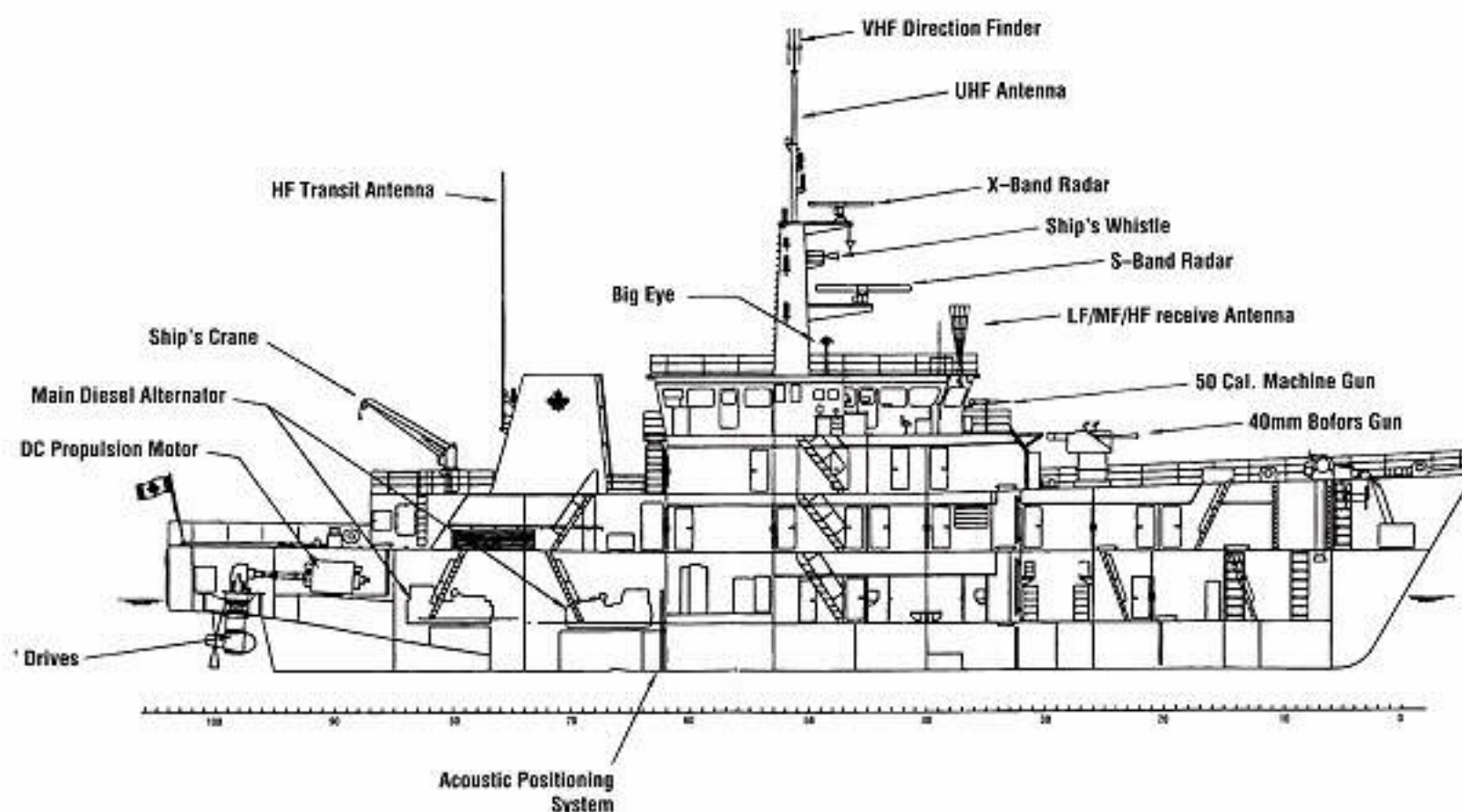
FEATURES OF HMCS WHITEHORSE AND THE MARITIME COASTAL DEFENCE VESSELS

HMCS WHITEHORSE – Built in Halifax by Halifax Shipyards Ltd

Keel Laid 26 July 1996;

Named 24 February 1996;

Commissioned 17 April 1998



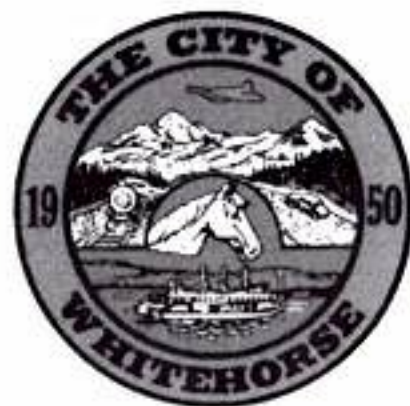
Length, over all	55.31 m	Speed	15 knots (coastal surveillance)
Length, bp	49.00 m		10 knots (mechanical minesweeping)
Breadth, moulded (focsle)	11.30 m	Range	5000 nautical miles (20%fuel reserve)
Depth to main deck (centre)	5.00m	Propulsion	2 x 1150kW DC propulsion motors
Depth to lower deck	2.00 m	Propellers	2 Z-drive, 5 bladed fixed pitch propellers
Draught	3.05 m	Complement	35 officers and ratings
Displacement	934 t	Armament	1 x 40 mm rapid fire gun 2 x 50 calibre HMGs

The City of Whitehorse is extremely honoured to have one of Canada's new Maritime Coastal Defence Vessels, HMCS WHITEHORSE, carry our name. We know that she will do so with pride and distinction.

As the capital city of the Yukon Territory, Whitehorse was developed only through a strong, determined effort by men and women of great valour, able to continue their long journey under extreme circumstances. This proud tradition and "Yukon Spirit" is what HMCS WHITEHORSE will carry with her as she patrols our coastal waters in the service of all Canadians.

Whitehorse was developed due to its strategic location on the Yukon River as a transportation hub. Those hearty souls who participated in the gold rush of 1898 floated by in rafts counting on the current of the mighty Yukon River to carry them downstream to the gold fields. Later the economy of the Yukon was sustained by great River Boats, like the S.S. WHITEHORSE. For our citizens, the commissioning of HMCS WHITEHORSE recognizes our maritime past and begins a new era as HMCS WHITEHORSE proudly patrols the coastal waters of Canada.

We, as do all of the citizens of Whitehorse, know that our Ship's Company will be great ambassadors for Whitehorse and Canada. We wish HMCS WHITEHORSE and her crew great success in their endeavours and may she return to port safely from all of her voyages for many years to come.



Kathy Watson
Mayor, City of Whitehorse

Le Maire de Whitehorse
Kathy Watson

C'est un honneur pour la ville de Whitehorse de voir l'un des nouveaux navires de défense côtière du Canada, le NCSM WHITEHORSE, arborer son nom. Nous sommes persuadés que le navire portera son nom avec fierté et distinction.

Capitale du territoire du Yukon, la ville de Whitehorse a été érigée grâce à la volonté et à la détermination d'hommes et de femmes de grande valeur que des conditions extrêmement difficiles n'ont pas réussi à rebuter. Cette fière tradition ainsi que l'«esprit du Yukon» accompagneront le NCSM WHITEHORSE dans ses missions de patrouille des eaux côtières au service de tous les Canadiens.

Le site de la ville de Whitehorse, plaque tournante du transport, a été choisi en raison de son emplacement stratégique sur les rives du fleuve Yukon. Les solides gaillards qui ont pris part à la ruée vers l'or de 1898 comptaient sur le courant du puissant fleuve Yukon pour porter leurs radeaux jusqu'aux champs aurifères. Plus tard, les grands bateaux à aubes, comme le S.S. WHITEHORSE, ont contribué à la richesse économique du Yukon. Pour nos citoyens, la mise en service du NCSM WHITEHORSE est à la fois un rappel de notre passé maritime et le début d'une ère nouvelle qui verra le NCSM WHITEHORSE patrouiller fièrement dans les eaux côtières du Canada.

Comme tous les citoyens de Whitehorse, nous sommes persuadés que les membres d'équipage de notre navire seront des ambassadeurs hors pair à la fois pour Whitehorse et pour le Canada. Au NCSM WHITEHORSE ainsi qu'aux membres de son équipage, nous souhaitons beaucoup de succès dans leurs entreprises. Puissent-ils tous rentrer à bon port après chacun de leurs voyages et ce, durant de longues années.

Whitehorse



The heart of the City of Whitehorse is the Yukon River, which flows through town on its 2,000-mile trip to the Bering Sea. It was the treacherous White Horse Rapids - one of the great perils of the Klondike Gold Rush trail - which led to the establishment of a community a short distance downstream.

In 1897, wooden tramways were built which let gold seekers and their goods bypass the rapids. (The name White Horse came from the appearance of the rapids, which resembled the manes of white charging horses. The rapids were drowned in 1958 with construction of a hydro-electric dam.) A tent town sprang up to provide food and lodging to the tens of thousands of stampedeers, eventually growing into the small community of Whitehorse.

Completion of the White Pass and Yukon Route narrow gauge railway in 1900 ensured Whitehorse's long-term survival. The town now served as the transfer point for goods shipped by rail from the Pacific Coast and bound by riverboat to the capital city of Dawson. Whitehorse grew into a small service centre over the first half of this century, serving miners and homesteaders throughout the territory.

In 1920, the first plane landed. Air travel grew and helped considerably with the construction and designation of an airfield as part the North West Staging Route. In 1942, thousands of American Army personnel arrived to build the Alaska Highway. The boom lasted only a few years, but it transformed Whitehorse into the territory's transportation and communications centre.

Whitehorse was incorporated as a City in 1950, and was named the territory's capital in 1953. Surrounded by mountains and clear mountain lakes, the Wilderness City is now a thoroughly contemporary community of some 24,000 people.

Mining, tourism, mineral exploration, construction and government services are the economic mainstays of today's Whitehorse. As the administrative centre for the territory, Whitehorse is buffered against the booms and busts of the mining industry. Small town values, a safe environment, affordable housing and easy access to the great outdoors make Whitehorse one the best cities in Canada in which to live and work.

Whitehorse is a lively place to live for people who like sports, arts, shopping, and education. An elegant arts centre, two golf courses, Yukon College, a world-class cross-country skiing system, several baseball complexes, sports fields galore and more than a dozen schools - including a French-language only school - all contribute to a high quality of life. Whether it's a caribiner or a cappuccino, one can find practically anything in local shops and businesses.



HMCS WHITEHORSE is not the first vessel to bear the name. The sternwheeler Whitehorse gave 53 years of service on the Yukon River, longer than any other boat in the northern fleet. First built in 1901 in Whitehorse, the "old grey mare" was rebuilt in 1930. Dry-docked in 1955, when the riverboats were pulled from service, the Whitehorse burned to the ground in 1974.

HMCS WHITEHORSE will be a proud standard bearer of the City of Whitehorse.



HMCS WHITEHORSE has been the beneficiary of tremendous generosity. For this, the Commanding Officer, Officers, and Ships Company of HMCS WHITEHORSE would like to express their appreciation to the following:

City of Whitehorse
Government of the Yukon
Hougen Group
Northwestel
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HMCS WHITEHORSE would like to acknowledge the tremendous efforts of the City of Whitehorse "HMCS WHITEHORSE Commissioning Committee" for their excellent work in support of HMCS WHITEHORSE's Commissioning. The members of that committee include:

Co-Chairs

Mayor Kathy Watson
Ms. Ione Christensen

Members

Councilor Bernie Phillips
Major Ron Jarrett
The Honorable David Sloan, Minister of Health, YTG
Bill Newell, City Manager, City of Whitehorse
Mark Johnston, announcer, CKRW Radio
Joyce Hayden, retired M.L.A., community volunteer
Jack Kingscote, retired community volunteer

Inspector Reg Reinhardt, RCMP
Jean Poirier, President, Northwestel
Doug Thomas, owns a group of hotels in Whitehorse
Rolf Hougen, President of the Hougen Group
Sheila Dodd, Tourism Coordinator, City of Whitehorse
Norma Farkvam, local lawyer
Marilyn Margeson, Anniversaries Coordinator, City of Whitehorse

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Colour photos – pages 22/23 - Ione Christensen

HMCS WHITEHORSE- Page 3 – Charles F. Stark

Various Photos Pages 12/13 – Ship's Company HMCS WHITEHORSE

