



WELCOME ABOARD!
H.M.C.S. WINNIPEG
FFH-338



"Unum cum virtute multorum"

"One With the Strength of Many"



The Ship's Heraldry...

The ship's badge combines a traditional naval Tudor crown surmounting a border of cordage patterned for a capital ship of the line. Within this border is found the distinctive heraldic field described as "Azure, a Bison passant, Or" which is derived from the former Civic Devices of the City of Winnipeg. This badge was carried by the first HMCS WINNIPEG as well, and was first passed as a sealed pattern in 1948.

The ship's motto is "Unum cum virtute multorum," which translates to "One with the strength of many." This is the motto of the City of Winnipeg, and with the kind permission of Her Worship the Mayor, also became the ship's motto in November, 1989.



The Namesake City...

The City of Winnipeg is the capital of Manitoba, the gateway to Western Canada lying at the juncture of the Assiniboine and Red Rivers. The city took great interest in the naming of the first HMCS WINNIPEG in 1943. The same has been true of the second WINNIPEG, even from before she began to take shape in the ways of the shipyard. The ship's sponsor is Her Worship, Mayor Susan Thompson, who officially christened the ship at the naming ceremony in June, 1994. The relationship has remained close since with many members of the city's civic, business, veterans, and native organizations teaming to sponsor the ship. (Of interesting note are the street name signs in the larger passageways which correspond to major thoroughfares in Winnipeg!)

Each of the frigates of the "City Class" has been privileged to cement good relations with their namesake cities early in the life of the ships. The resulting goodwill forms a large part of the recorded history of this proud line of ships.

The Proud Ship...

WINNIPEG is the ninth of a planned twelve ships in a new class of Canadian frigate, encompassing the capabilities and flexibility to cover Canada's broad spectrum maritime interests and world-wide commitments well into the next century. Boasting a complex Command-and-Control-System (CCS) interfaced to an impressive array of sensors and weapons, and a computer driven Integrated-Machinery-Control-System (IMCS), the "City Class" of frigates are considered to be one of the most advanced general purpose frigates in the world.

The entire ship is protected from hazards through an integrated damage control and fire suppression system linked to numerous heat and smoke detectors throughout the ship. Keeping pace with technological progress, the habitability is a vast improvement over previous classes. Quarters are larger, more private; the galley large and capable; and each rank level provided with separate, comfortable dining and relaxation areas.

However, though an impressive ship to be sure, WINNIPEG's true strength will always stem from the dedication and professionalism of the officers and crew who sail her and stand ready at all times.

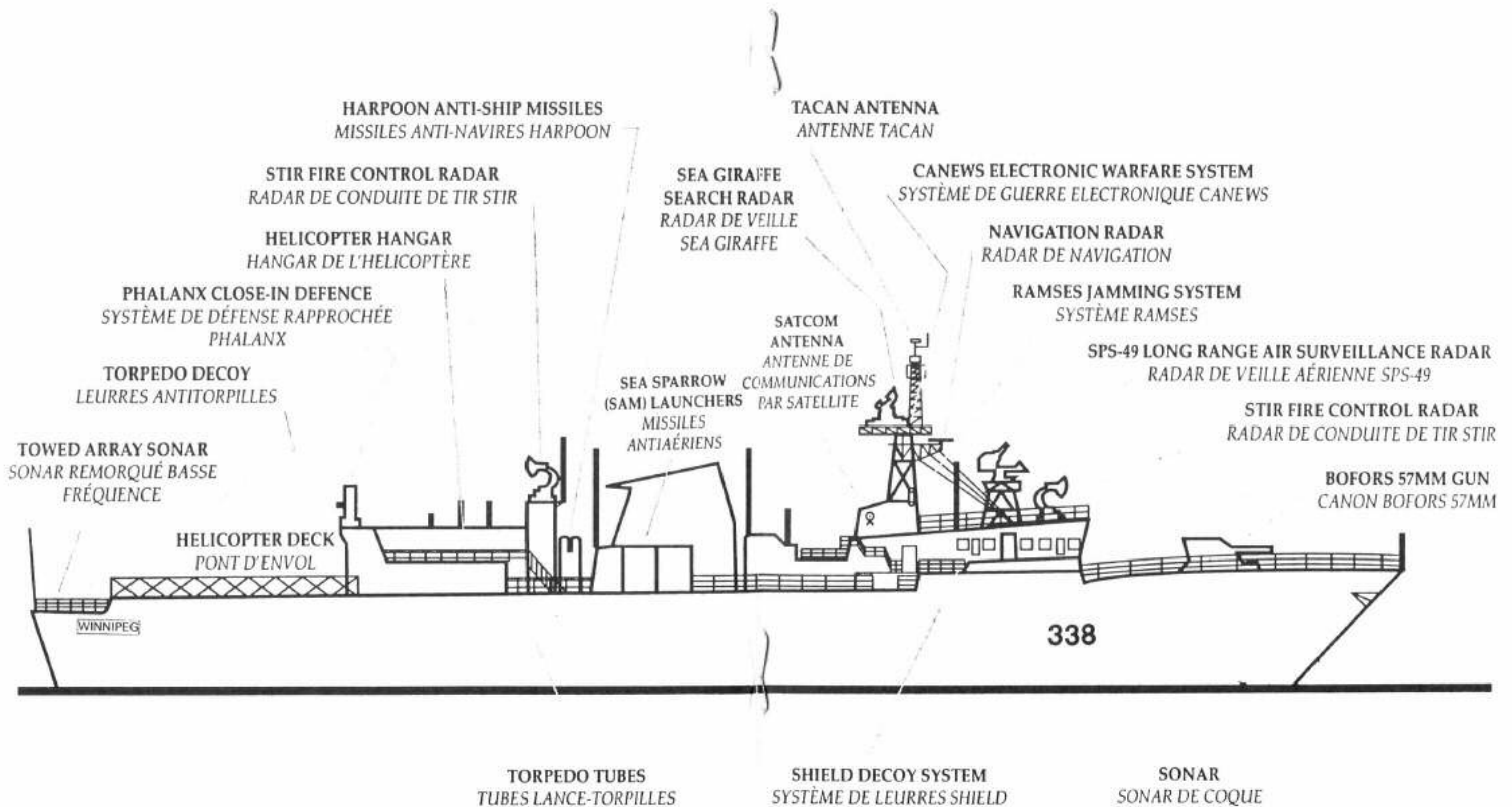
Ready, Aye, Ready.



Characteristics...

Displacement: 4750 tonnes
Dimensions: 134.1 m long/16.4 m beam/4.9 m draught (hull) 7.5 m (dome)
Propulsion: (main) 2 GE LM 2500 gas turbines @ 25,000 shp each
(cruise) 1 Pielstick 20 cyl diesel @ 7,600 shp
Speed/Range: 29+ knots / 4,500 nm @ 15kts
Crew: 225 all ranks
Weapons: 8 MD RGM-84D Harpoon SSM's; 16 RIM-7M Sea-Sparrow SAM's; 24 Mk 46 Mod 5 ASW Torpedoes; 1 Bofors Mk 2 57mm gun; 1 Phalanx Mk 15 CIWS; 6 .50 cal machine guns
Sensors: (see overleaf for layout)

CANADIAN PATROL FRIGATE FRÉGATE CANADIENNE DE PATROUILLE



WEAPONS, SENSORS AND DECOYS ARMEMENT, SENSEURS ET LEURRES

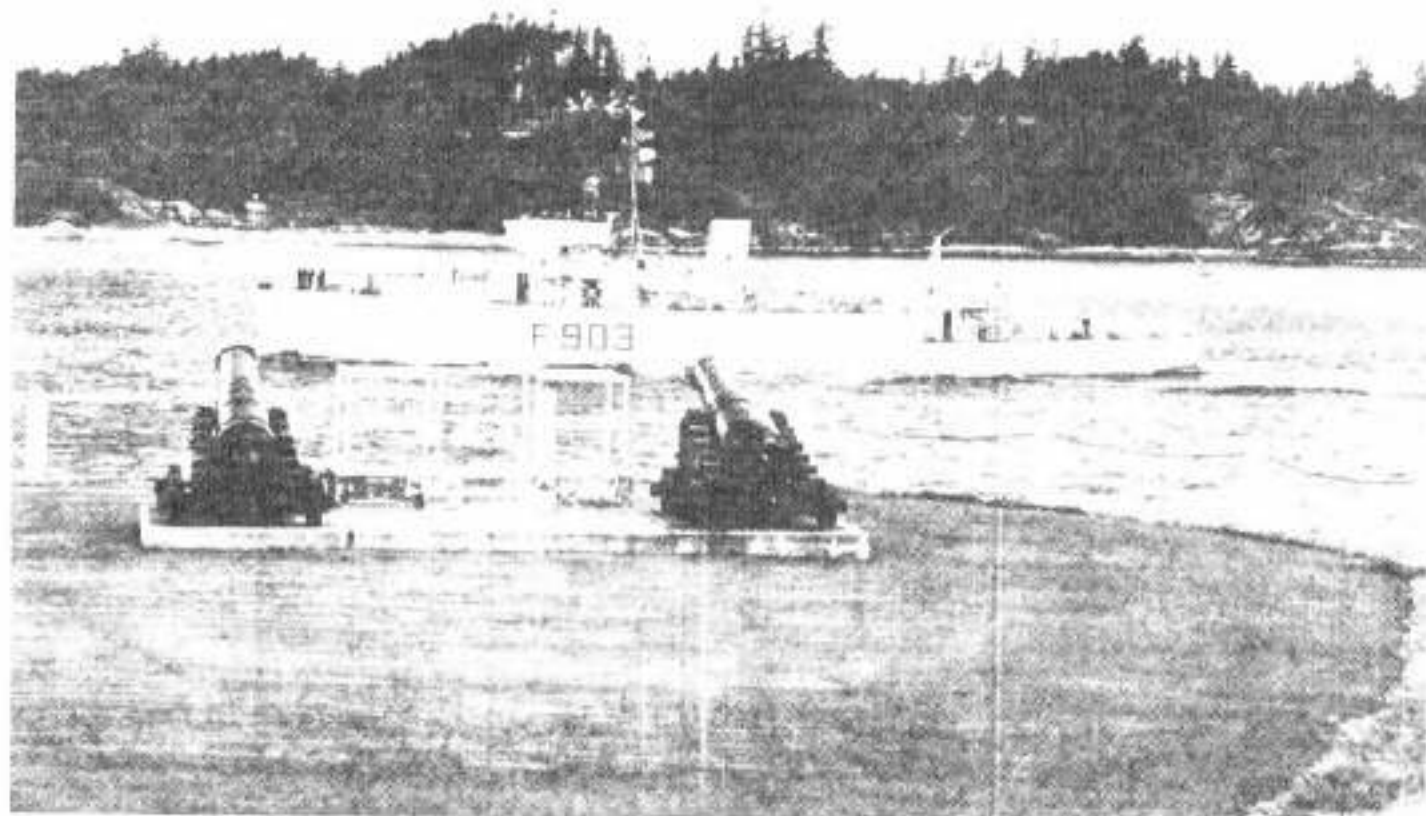
Then... The first WINNIPEG was an Algerine Class Coastal Escort built under the naval construction programme of 1942-43. She was laid down on 31 January, 1942 in the yards of the Port Arthur Shipbuilding Company and launched on 19 September that same year. Following commissioning into naval service on 29 July, 1943, WINNIPEG sailed for Halifax, NS and then worked-up in Pictou. She then took up escort duties in the North Atlantic with the Western Escort Force. She served there, providing escort for the many valuable merchantmen transporting supplies to Europe, until the disbanding of that force in June of 1945 at war's end.

WINNIPEG was briefly placed in reserve at Sydney, NS before sailing for Esquimalt, BC, in October of that year. Arriving on 21 December, she was de-commissioned and paid off into reserve. In 1956 she was brought to the east coast again and, being surplus to Navy requirements, was handed over to the Belgian Navy on 07 August, 1959 with the new name "A.L. Dufour." She served in the forces of that country until being broken up for scrap in 1966.

Though she served briefly, the first WINNIPEG left a record of valuable action which was carried out in a difficult time; one in which the value of Canada's smaller escorts was inestimable.

She passes on to her successor the Battle Honours:

"Atlantic 1943-45"



HMCS WINNIPEG, DUNZE HEAD

V992.152.1



Now... The second warship to carry the name WINNIPEG was built under the Canadian Patrol Frigate Project of 1983, which was expanded in 1987 to a total of 12 new Canadian designed and built ships. They will replace the same number of aging steam powered destroyers now serving in the Navy.

WINNIPEG's keel was laid on 20 March, 1993 in the yards of the Saint John Shipbuilding Company in New Brunswick. During construction, over 33,000 square metres of steel plate and 79.5 kilometres of T-bars and stiffeners were shaped to form 9 "mega-modules" that were then assembled in drydock. She was floated up (the modern equivalent of launching), and then had the remainder of the ship's systems fitted out alongside. WINNIPEG was christened in a traditional ceremony in Saint John on 25 June, 1994.

WINNIPEG first sailed on 05 September, 1994 for sea trials, and after transiting to Halifax, was accepted from the contractor by the Navy on 11 October, 1994. She was then manned by a Navy crew and will continue with trials to validate contract standards until official commissioning into naval service in June of 1995. During this period, she will transfer to the West Coast fleet and be permanently based in Esquimalt, BC.





Did You Know That:

- WINNIPEG's two gas turbine engines are almost identical to those used in a DC-10 passenger airliner, producing 50,000 shp. They can accelerate the ship from stopped to approximately 33 mph in just 53 seconds; and then stop her from full speed in a distance less than one and a half times her length!
- WINNIPEG's four 850kW diesel generators can produce enough energy to power a small town of almost 1300 average homes!
- WINNIPEG's construction required more than a million fasteners and over 206 kilometres of welding!
- WINNIPEG has over 100 kilometres of piping and 210 kilometres of electrical cable running throughout her hull - enough to stretch from Vancouver to Seattle!

