

**SIGNIFICANCE OF THE COMMISSIONING CEREMONY
FOR HER MAJESTY'S CANADIAN SHIPS**

Since earliest times, the shipbuilding process has been accompanied by ceremony. The navy continues these customs today by celebrating a ship's keel laying, launching, naming and commissioning. Of the four ceremonies, the most significant, and most heartily celebrated, is that of commissioning.

A commission (an order) has always entrusted the recipient with an important task to be carried out in the name of the Sovereign. Records exist of Admirals receiving royal commissions for the raising of navies from at least 1351 during the reign of Edward III.

At that early time, and for centuries thereafter, the Captain's commission and that of his ship were one and the same. When the need arose for a naval vessel to undertake a task on behalf of the government, a commission outlining the duty to be performed was raised, and an able officer assigned responsibility for carrying out the mission. Upon receipt of his commission from the Admiralty, the Captain was required to obtain a vessel suitable for his assignment, ensure that it was properly outfitted and stored, select his officers and obtain a crew. The vessel he selected could have been from the navy's Reserve fleet, from the merchant marine, or from a private owner.

Before the Captain could ready the ship to meet his commission's requirements, he had to establish the legal right to proceed. This was done by signifying that the highest authority in the land, the Sovereign, had selected the ship for naval service. The Captain accomplished this by boarding the vessel and reading aloud the terms of his commission, which likewise dictated the duty that had been assigned to the ship. In order to signify that the ship was from that moment "in commission," it was dressed with an ensign, and a commissioning pennant was raised to her masthead.

We no longer charge Commanding Officers of HMC Ships with all of these preparatory duties, but we continue to distinguish between ships that are in commission, and those that are not. There is still great importance attached to the formal recognition that Her Majesty has seen fit to formally approve a vessel for service in Canada's Fleet. Thus, today's commissioning ceremony marks the formal commencement of a ship's naval career.

It has been centuries since the Captain's commission and the ship's were one and the same. Officers now receive a commission upon completion of early military training, and will receive no other during their career unless promoted to Flag rank. We no longer produce a written commission for ships. Rather, the Sovereign's pleasure that the ship assume naval duties is signified by the presence of a Minister of the Crown at the commissioning ceremony and by the Minister's delivery of a verbal charge to the Captain and crew. It is this charge, this commission, delivered by a representative of the Crown, that marks a change in the ship's status from vessel to warship.

Once this charge has been delivered, the religious observances completed, the Captain orders that his ship be commissioned. Upon this command, and in accordance with ancient custom, the ship's new status is marked by the raising of a commissioning pennant and the Naval Jack, neither of which may be worn by other than Her Majesty's Canadian Ships in commission.

Sailors have always been aware of the perilous nature of their profession, and of their vulnerability to the elements. Thus, they have traditionally marked the commencement of a new mission on board a new vessel with prayers for Divine protection: for the ship in future encounters with wind and weather; for their officers, that they might lead them wisely and well; and for themselves and shipmates, that they might face their enemies with courage, and uphold the traditions and standards of conduct set by predecessors in the Service.

These prayers form part of a moving Divine Service during which the Captain and ship's company join in asking God's blessing for their ship, using the words of an ancient Gaelic blessing. Also incorporated into the service are the venerable Naval Prayer, first published in 1662; the Naval Hymn; and comforting words from the 107th Psalm.

Along with the charge from a representative of the Crown and the Captain's order that the ship be commissioned, these prayers form a principal part of the commissioning ceremony.

Acceptance and Commissioning

No longer can most civilian vessels be easily converted for use as warships. Today's naval vessels incorporate advanced defence technologies, and are custom built and designed for military functions. They are constructed according to government specifications in private shipyards. Once the ship has been built and its compliance with specifications proven in trials, it is accepted by a representative of the government. During the past fifty years most ships of the Canadian navy have been accepted, and then commissioned. In the case of the Tribal Class destroyers, the brief ceremony of acceptance was incorporated into the commissioning ceremony.

A somewhat different chronology will be followed with the Canadian Patrol Frigates. The unheralded complexity of these ships, the extensive requirement for trials, the need for continuing work on the prototype ship, and the desirability of close cooperation during the latter stages of construction and trial between the contractor and a military crew, have lead to a departure from recent practice.

Today's commissioning ceremony should not be confused with the contractual landmarks of provisional and final acceptance, which in recent practice have also been marked by simple ceremonies. When the Tribal Class ships were built twenty years ago, their acceptance and transfer of ownership from builder to government was incorporated into their commissioning ceremonies. But the celebration of contractual landmarks does not form an established part of the traditional ceremonial attached to a warship's commissioning. The three essential elements of this important ceremony remain the charge from a representative of the Sovereign, prayers of blessing for the ship and her crew, and the Captain's order that the ship be commissioned.

402

"CITY OF WINNIPEG" SQUADRON

With more than sixty years of service to its country, 402 "City of Winnipeg" Squadron is one of the oldest Canadian squadrons in existence. The Squadron's main purpose is reflected in its motto: "We stand on Guard".

The Squadron was formed in Winnipeg in 1932 as one of the three non-permanent (Reserve) RCAF squadrons. At the outbreak of the war, in 1939, No. 112 Squadron (as 402 was then known), along with No. 2 and 110 Squadrons were chosen for active service and shipped overseas to England. Equipped with Hurricanes and, later, Spitfires, the re-named 402 (Fighter) Squadron completed many bomber escort, fighter sweep, shipping reconnaissance and ground attack missions for which it received eight battle honours. The Squadron

made significant contributions to the Allied effort including air cover over the beaches of Dieppe and Normandy.

In the post war years, the Squadron has carried out light transport and search and rescue duties, participated in tactical training exercises, provided flying doctor services, taken part in air shows with the "Skyhawks" parachutists and brought the annual "Operation Santa Claus" to northern Manitoban communities. These activities have been conducted with a variety of aircraft including Harvards, Mustangs, Vampire and T-33 Jets, Expeditors, Otters and the venerable DC-3 Dakota.

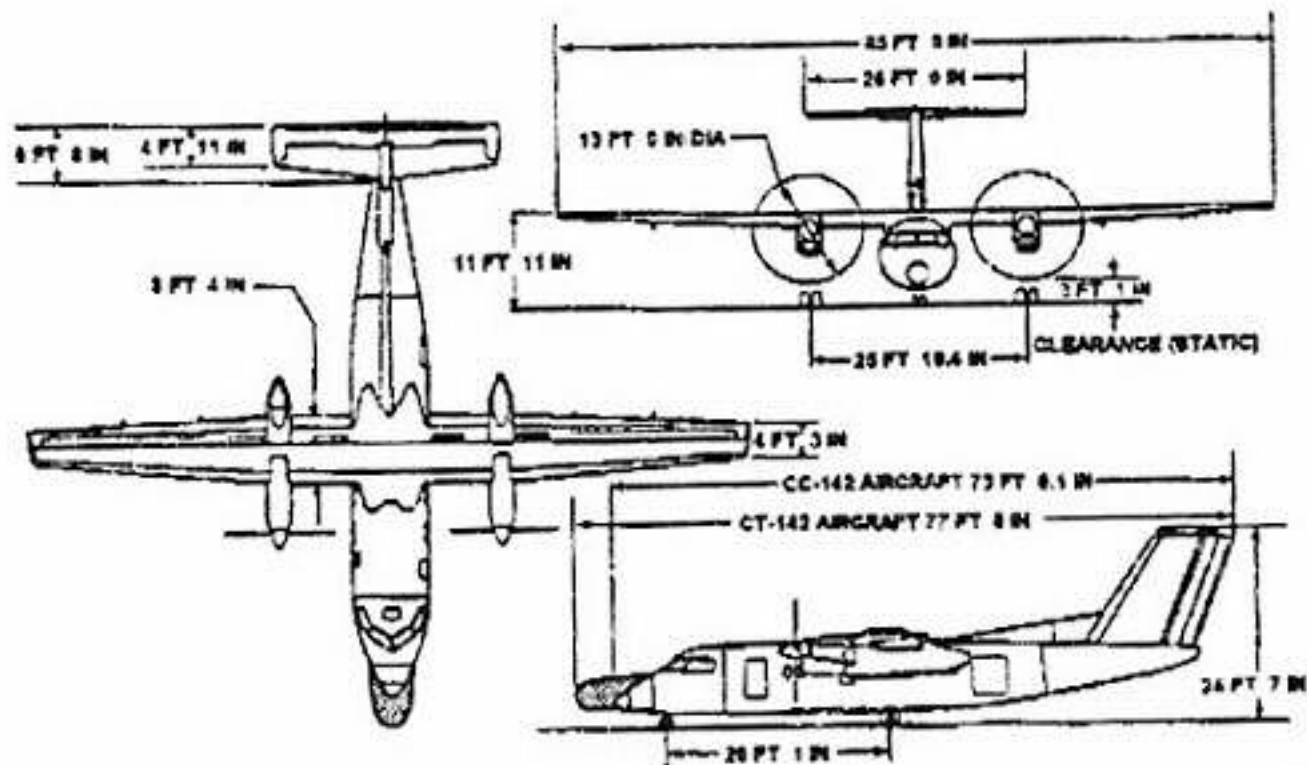
In 1990, in keeping with the recommendations of the defence white paper, 402 squadron was designated a "Total Force" squadron which is made up of a mixture of both Regular and Reserve force personnel. Each plays a role in the maintenance, operation and training aspects of the recently acquired Dash 8 aircraft.

Designated by the Canadian Forces as the CC/CT-142, this modern aircraft with its advance avionics, is flown in support of the Canadian Forces Air Navigation School, and to provide light cargo and personnel airlift support.

In constant demand at public, charity and military appearances, the Squadrons Pipes and Drums band has received international acclaim. Formed in 1954, the band has played throughout North America, Europe and England. In their fourth appearance, the band was honoured by being designated the 1994 featured band at the Scottish Highland Festival in Albuquerque New Mexico.

Whether it be through the professionalism displayed when conducting flight operations, or by showing the flag at public relations appearances, squadron members take pride in demonstrating the concept of Total Force in action.

FACT SHEET



CT/CC -142 DASH 8 (DHC 8)

The CT/CC -142 Dash 8 aircraft is a twin engine, turbo prop, medium range, transport aircraft designed and manufactured by the de Havilland Aircraft of Canada Limited, at Downsview Ontario. The transport version (CC-142) is used to transport personnel and light cargo in support of a variety of operations. The CT-142 navigation trainer version (more affectionately known as "Gonzo") is used in support of the Air Navigation School to train air navigators.

CHARACTERISTICS

Length:	22.25 meters
Wing Span:	25.60 meters
Maximum permissible take-of weight:	15,740 kg
Maximum speed:	288 Knots (~310 mph)
Engine:	Two Pratt and Whitney Canada PW120A turbo prop engines producing 2000 shaft horsepower.
Ceiling:	25,000 feet
Payload / Configuration:	
Navigation Training:	Four students plus two navigation instructors and two crew members.
Freight / passenger:	33 passengers / 7,842 lbs

REAR-ADMIRAL BRUCE JOHNSTON, CMM, CD
COMMANDER MARITIME FORCES PACIFIC



Rear-Admiral Johnston attended the University of British Columbia under the Regular Officer Training Plan after enrollment in the Royal Canadian Navy (RCN) 15 September 1959. After sub-lieutenant's courses in 1964, and an initial sea appointment to HMCS MACKENZIE for three years, he specialized as an operations officer and was subsequently appointed Operations Officer of HMCS TERRA NOVA in Halifax. Subsequent shore appointments, including service with the Royal Navy from 1972 to 1974, brought further specialized employment in electronic warfare and communications. In 1974, he attended the Royal Naval Staff College at Greenwich, England.

In early 1975, he served on the staff of the Maritime Warfare School in Halifax and was subsequently appointed later that year as Executive Officer, HMCS MARGAREE. He was promoted to Commander in 1976 and appointed as the Senior Staff Officer of Communications to the Commander of Maritime Command. In 1978, he took command of HMCS KOOTENAY on the west coast. An appointment as the Commander of Sea Training Pacific followed in 1980. In 1982, he was promoted to Naval Captain and assumed the position of Director Curriculum Development and Director Maritime Studies at the Canadian Forces (CF) Command and Staff College in Toronto.

In 1984, he was appointed Commanding Officer of HMCS PROTECTEUR. In June 1986, he was appointed Commandant of the CF Fleet School in Halifax.

He was promoted to the rank of Commodore in July 1987 and assumed the position Director General Maritime Doctrine and Operations at National Defence Headquarters (NDHQ) in Ottawa. In 1989, he was appointed Director General Military Plans and Operations at NDHQ. In 1991, on promotion to his present rank, he was appointed Deputy Chief of Staff Operations Supreme Allied Command Atlantic HQ in Norfolk, Virginia. He was appointed Commander Maritime Forces Pacific on 1 September 1994.

Rear-Admiral Johnston and his wife, Lynne, are both natives of New Westminster, BC. Mrs. Johnston also attended University of British Columbia and has had a varied teaching career specializing in early childhood education. Rear-Admiral Johnston and his wife have two sons, Christopher and Keith.



HMCS WINNIPEG

THE COMMISSIONING CEREMONY PROGRAMME

Invited Guests Arrive

Arrival of Official Party

Inspection of the Guard of Honour

Address by the Guest of Honour
The Honourable David M. Collenette, P.C., M.P.
Minister of National Defence

Address by the Commander Maritime Command
Vice Admiral L.E. Murray

Address by the Mayor of Winnipeg
Her Worship Susan Thompson

Commissioning Service

Commanding Officer Orders HMCS WINNIPEG Commissioned

Address by the Commanding Officer
Commander M.E.R. Brossard

Ship's Company "Mans Ship"

Commanding Officer Piped On Board

Ship's Company "Bring the Ship to Life"

Designated Members of the Official Party Proceed On Board

COMMISSIONING SERVICE

Conducted by
Captain J. Jolliffe, and Captain P.G. Day
Chaplains, Maritime Forces Pacific

THE EXHORTATION (Chaplain)

Seeing that in the course of our duty, we are set in the midst of many and great dangers, and that we cannot be faithful to the high trust placed in us without the help of Almighty God, let us with our prayers and praises seek God's blessing upon this ship and all who serve aboard her, that she may sail safely under God's good providence and protection.

HYMN (Melita)

O Father, King of Earth and Sea,
We dedicate this ship to Thee;
With faith we send her on her way,
In faith to Thee, we humbly pray;
O hear us when we cry to Thee,
For those in peril on the sea.

And when at length her course is run,
Her work for home and country done,
Of all the souls that in her sailed,
Let no one life in Thee have failed;
But hear from heaven, our sailor's cry,
and grant eternal life on high.

Psalm 107 Verses 23-31, 43 (to be read responsively)

C - Those who go down to the sea in ships, who do business on great waters;
R - They see the works of the Lord, and His wonders in the deep.
C - For He commands, and raises the stormy wind, which lifts up the waves of the sea.
R - They mount up to the Heavens, they go down again to the depths; their soul melts because of trouble.
C - They reel to and fro, and stagger like a drunken man, and are at their wit's end.
R - Then they cry out to the Lord in their trouble, and He brings them out of their distresses.
C - He calms the storm, so that its waves are still.
R - Then they are glad because they are quiet; so He guides them to their desired haven.
C - O that people would give thanks to the Lord for His goodness, and for His wonderful works to the children of people!
R - Whoever is wise will observe these things, and they will understand the loving-kindness of the Lord.
C - Glory be to the Father, and to the Son, and to the Holy Spirit.
R - As it was in the beginning, is now, and ever shall be, world without end. AMEN.

THE PRAYER OF BLESSING

Chap RC Almighty and Eternal God, the strength and support of those who put their confidence in You, be pleased, we beseech You, to bless Her Majesty's Canadian Ship WINNIPEG which is being commissioned today; guard and protect her from all dangers and from all adversity; protect her against the visible and invisible snares of the enemy that she may defend the paths of justice and overcome, with Your help, the powers of the enemy.

Chap P Pour into this ship, the officer who commands her, and all her officers and crew the richness of Your blessing, guidance, and protection. May they ever be inspired by Your Holy Law. May they grasp with their minds, cherish in their hearts and carry out in their actions the teachings that lead to the safe haven of eternal life; through Jesus Christ our Lord. AMEN.

THE NAVAL PRAYER

O Eternal Lord God, who alone spreadest out the heavens, and rules the raging of the sea; who has compassed the waters with bounds until day and night come to an end; be pleased to receive into Thy Almighty and most gracious protection the persons of us Thy servants, and the Fleet in which we serve. Preserve us from the dangers of the sea, and from the violence of the enemy; that we may be a safeguard unto our most gracious sovereign Lady Queen Elizabeth, and her Dominions, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Commonwealth may in peace and quietness serve Thee our God; and that we may return in safety to enjoy the blessings of the land, with the fruits of our labours, and with a thankful remembrance of Thy mercies to praise and glorify Thy holy Name. AMEN.

PRAYER FOR SAILORS

O God who dwells above the waters and stills the raging of the sea, receive the supplications of your servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep. In all their duties enable them to serve You. Watch over them in their going forth and their coming in, that no harm befall them, nor mischief come nigh to hurt their souls. And so through the waves of this troublesome world and through all the changes and the chances of this mortal life, bring them by your mercy to the sure haven of your everlasting kingdom; through Jesus Christ, Our Lord. AMEN.

THE LORD'S PRAYER

Our father, who art in heaven, hallowed be thy name, thy kingdom come, thy will be done, on earth as it is in heaven. Give us this day our daily bread; and forgive us our trespasses, as we forgive those who trespass against us; and lead us not into temptation, but deliver us from evil. For thine is the kingdom, and the power, and the glory, forever and ever. Amen.

THE BENEDICTION (Chaplains)

Chap P - The Lord bless you and keep you;

Chap RC - The Lord grant you strength to live through troubled times;

Chap P - The Lord fill you with grace equal to every need and His peace which surpasses all understanding;

Chap RC - The Lord grant you the wisdom and the will to do justice, to love mercy and to walk humbly with Him; and

Chap P - The Lord surround you with His love, and lead you in the paths of everlasting Life. AMEN.

BIOGRAPHY

COMMANDER M.E.R. BROSSARD, CD

Commander Michel (Mike) Brossard was born in Freiburg, Germany, 26 September 1948. He moved with his family to Canada in 1951, residing in the Hamilton and Montreal areas. He attended high school and McGill University in Montreal, graduating in 1969. Following two years of civilian employment, he was commissioned into the Armed Forces in 1971 under the Direct Entry Plan.

Commander Brossard began his naval training in Esquimalt in 1972, and was awarded his Bridge Watchkeeping Certificate in HMCS COLUMBIA. He subsequently served in HMC Ships ATHABASKAN, VENTURE (NOTC), IROQUOIS, and ALGONQUIN. He qualified as a Communications and Electronic Warfare Officer, Shipboard Air Control Officer, and Combat Control Officer. He served in the Combat Systems Division of Fleet School Halifax before completing the Canadian Forces Command and Staff College course in 1985.

Commander Brossard was then appointed Executive Officer of HMCS SKEENA, followed by a tour as Executive Officer of the Sea Training Staff (Pacific). He was subsequently posted to Maritime Forces Pacific Headquarters as Senior Staff Officer, Operational Readiness. He was promoted to his present rank in 1992, and was posted to National Defence Headquarters, where he served in the ADM (Policy and Communications) Group, Directorate of Continental Policy. Commander Brossard was appointed to command of HMCS WINNIPEG in June, 1994.

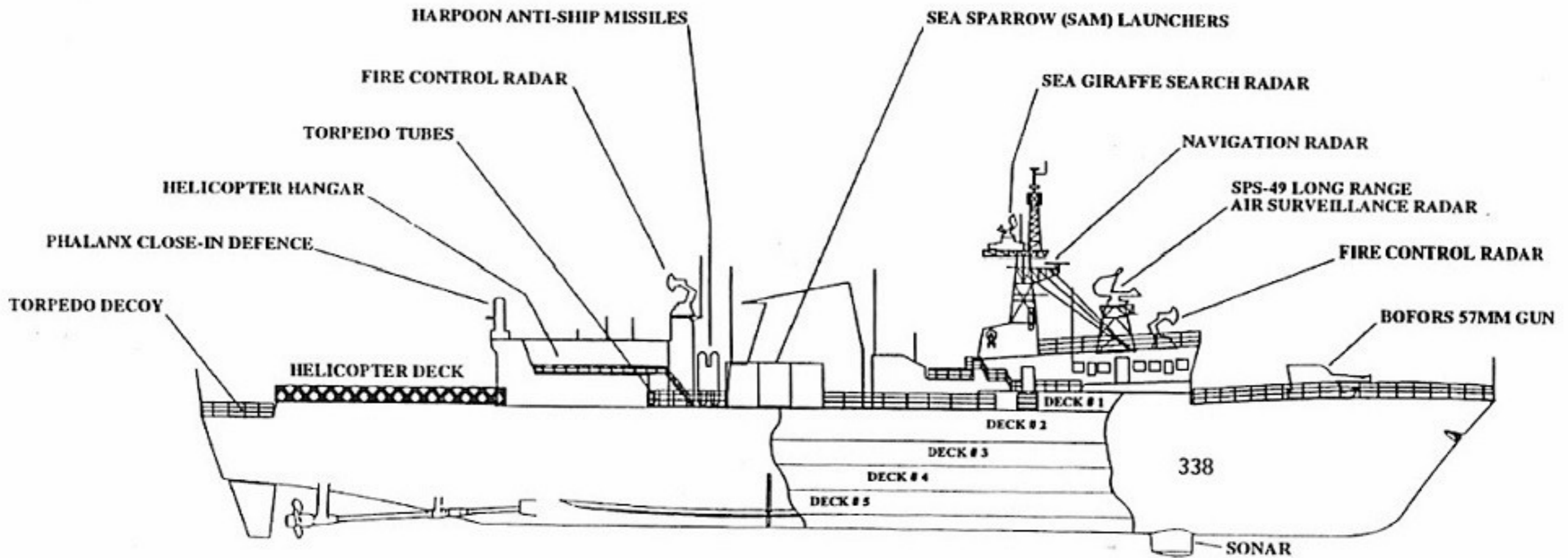
Commander Brossard is married to Veronica Anthony of Vancouver, British Columbia, and resides in Victoria, B.C.



CANADIAN PATROL FRIGATE



HMCS WINNIPEG



CANADIAN PATROL FRIGATE PROJECT
PROJET DE LA FRÉGATE CANADIENNE DE PATROUILLE

SHIP STATUS

HALIFAX CPF-01	HALIFAX was provisionally accepted from the contactor on June 28, 1991 and fully accepted on December 23, 1992. She was commissioned in Halifax on June 29, 1992, and turned over on December 20, 1993 for operations with the fleet in Halifax, NS.
VANCOUVER CPF-02	VANCOUVER was accepted by the Navy on September 11, 1992. She was commissioned in Vancouver on August 23, 1993 and began West Coast fleet operations April 15, 1994 from Esquimalt, BC.
TORONTO CPF-04	TORONTO was accepted by the Navy on December 23, 1992. She was commissioned in Toronto on July 29, 1993 and began fleet operations April 8, 1994. She is based in Halifax, NS.
MONTRÉAL CPF-07	MONTRÉAL was accepted by the Navy on July 27, 1993. She was commissioned in Montréal on July 21, 1994. She began fleet operations in October 1994. She is based in Halifax, NS.
VILLE de QUÉBEC CPF-03	VILLE DE QUÉBEC was accepted by the Navy September 23, 1993. She was commissioned in Québec City in July 1994 and began fleet operations in October 1994. She is based in Halifax, NS.
FREDERICTON CPF-08	FREDERICTON was accepted by the Navy in February 1994. She was commissioned in Saint John, NB on September 10, 1994 and is based in Halifax, NS.
REGINA CPF-05	REGINA was accepted by the Navy in March 1994. She was commissioned in Esquimalt on September 30, 1994. She is based in Esquimalt, BC.
CALGARY CPF-06	Launched on August 28, 1992. CALGARY was accepted August 30, 1994 and arrived in her home port of Esquimalt, BC in December 1994. She will be commissioned at home in May 1995.
WINNIPEG CPF-09	WINNIPEG is undergoing trials. Her keel was laid on March 20, 1993 and she was named on June 25, 1994. She will be commissioned in Esquimalt in June 1995.
CHARLOTTETOWN CPF-10	CHARLOTTETOWN is under construction. Her keel was laid on December 18, 1993 and officially named on October 01, 1994. This ship will be based in Halifax, NS.
ST. JOHN'S CPF-11	Fabrication (steel cutting) is underway. Her keel was laid on August 24, 1994. Her float up is expected in May 1995. This ship will be based in Halifax, NS.
OTTAWA CPF-12	Fabrication of the ship began in May 1993. This ship will be based in Esquimalt, BC. Keel laying is scheduled for April 1995.



THE GOVERNOR GENERAL
LE GOUVERNEUR GÉNÉRAL

RIDEAU HALL
OTTAWA

As Governor General and Commander-in-Chief, I am honoured to extend my warmest greetings to the dignitaries and military personnel who are gathered for the commissioning ceremony of "Her Majesty's Canadian Ship Winnipeg".

Canada's naval forces are an integral aspect of our country's military community. In times of war and peace, dedicated naval personnel help to preserve fundamental Canadian values and their accomplishments are part of the tradition of military excellence of which Canadians are so proud. Certainly, the "HMCS Winnipeg" and the other ships that are part of the Canadian Patrol Frigate Program will ensure that the Canadian Navy is able to effectively and professionally build on past achievements, as well as perform its essential role in the years to come.

In an era of evolving military roles and political priorities, the Canadian Frigate Patrol Program is vital to Canada's ability to fulfill its maritime responsibilities at home and abroad. Moreover, as Canada enjoys the world's longest coastline, the "HMCS Winnipeg" and her sister ships will significantly contribute to protecting and defending this unique natural resource. I have no doubt that "HMCS Winnipeg" and its crew will confidently meet the challenges of the 21st century and add yet another proud chapter to Canada's military and naval history.

Roméo LeBlanc

CANADIAN PATROL FRIGATE PROJECT
PROJET DE LA FRÉGATE CANADIENNE DE PATROUILLE

SHIP FACTS

- *The 210 kilometers of electrical cable in the ship could stretch from Winnipeg to Shilo.*
- *A Patrol Frigate's four 850kw generators could produce enough energy to power 1300 average homes.*
- *The ship's two gas turbine engines are almost identical to those used in a DC-10 aircraft.*
- *More than a million fasteners are used in the construction of a Patrol Frigate.*
- *There is over 100 kilometers of pipe in the ship.*
- *A Patrol Frigate can accelerate to approximately 30 knots in 53 seconds.*
- *Construction requires over 206 kilometers of welding.*
- *At top speed, the ship can stop in a distance less than one and a half its own length.*

HMCS WINNIPEG COMMISSIONING
schedule of events

Thursday, June 22

4.30 pm	Winnipeg Media arrive Pat Bay AMU
O/C	Media and baggage to hotel
5 pm	Brief visiting media on activities

Friday, June 23

11.30 am	Buses depart Grand Pacific and Harbourview Hotels
1 pm	Buses depart Grand Pacific and Harbourview Hotels
1.15 pm	Media begins to arrive in HMC Dockyard
1.55 pm	Guests of Honour Arrive
1.59 pm	Flypast 402 "City of Winnipeg Squadron"
2.00 pm	Commissioning Ceremony
O/C	Media availability on flight deck HMCS WINNIPEG with Minister of National Defence, Commander Maritime Command, Commanding Officer HMCS WINNIPEG, and Mayor of Winnipeg.
O/C	Cake cutting event at gift display tent
O/C	Reception on "A" Jetty
3.45 pm	First bus departs "A" Jetty for hotels
4 pm	Gift presentation ceremony
7 pm	Province of Manitoba/City of Winnipeg reception
9 pm	Reception completed
10 pm	Last bus departs "A" Jetty for hotels

Saturday, June 24 1995

8.45 am	Winnipeg Media to depart Hotel for Dockyard
9.00 am	Buses depart hotels for HMC Dockyard
9.00 am	On board HMCS WINNIPEG
9.30 am	Morning familiarization sail
11.30 am	Return from familiarization sail
1 pm	On board HMCS WINNIPEG
1.30 pm	Afternoon familiarization sail
3.30 pm	Return from familiarization sail
3.50 pm	Buses depart "A" Jetty for hotel

Sunday, June 25, 1995

8.30 am	Buses depart hotels for Pat Bay AMU
10 am	Winnipeg media depart for Winnipeg