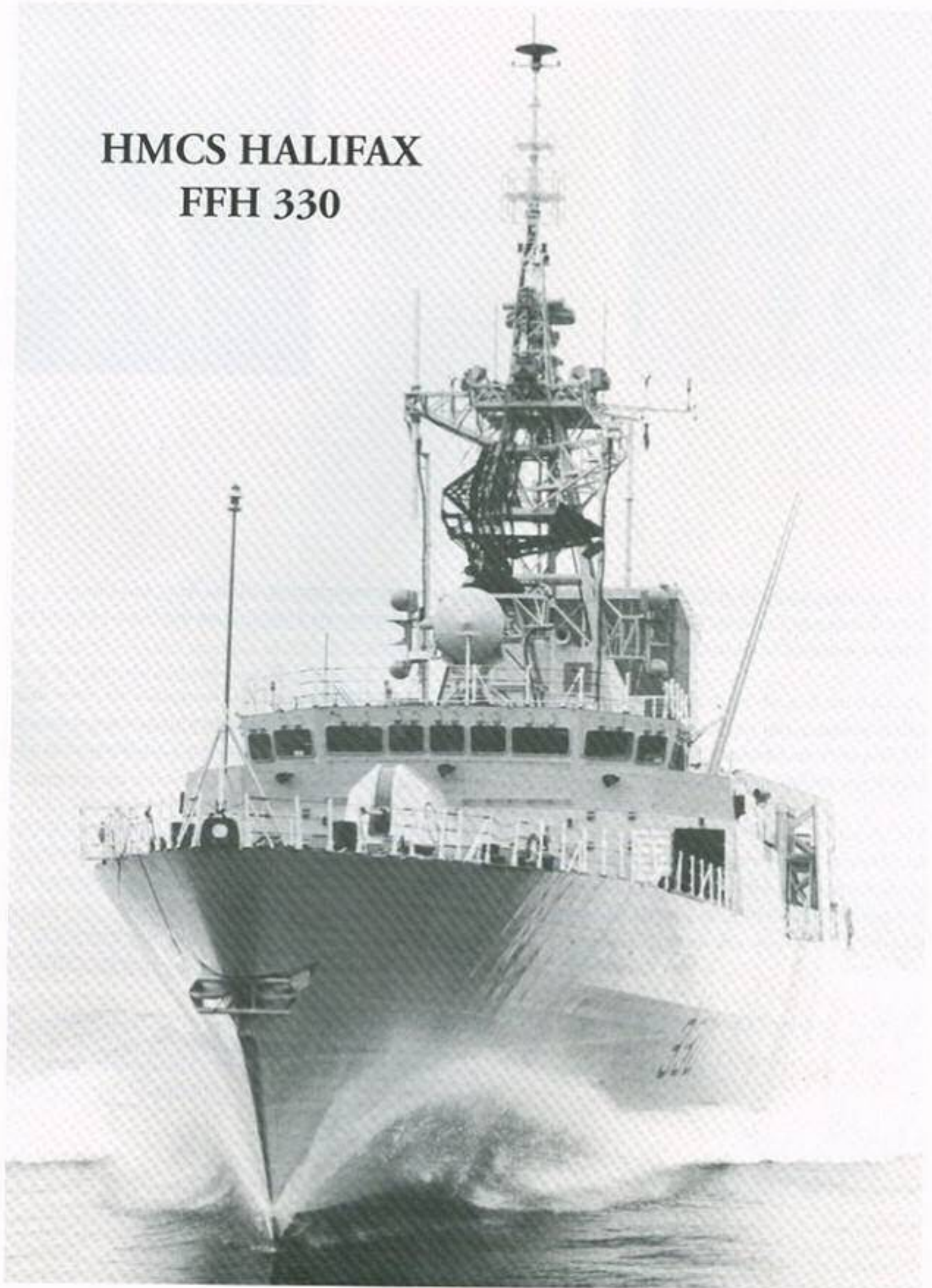


THE
Commissioning
OF
HMCS HALIFAX



AT HALIFAX, NOVA SCOTIA
29 JUNE 1992

**HMCS HALIFAX
FFH 330**





The commissioning of *HMCS Halifax* is a vital component in the revitalization of the Navy and this new frigate will make an important contribution to the security of the nation. As *Halifax* joins the Fleet, I extend to her a warm welcome from the Government and the people of Canada.

Halifax, the first of the twelve new Canadian Patrol Frigates being built in Canada, represents the finest that Canadian industry and technology have to offer. I am confident that this fine ship like her predecessor, a Second World War corvette bearing the same name, will serve faithfully and gallantly to ensure that Canada remains a free and sovereign nation.

As Canada enters the twenty-first century she must be prepared to meet the ever increasing challenges that lie ahead. *Halifax*, along with her sister ships, will greatly enhance the Government's ability to meet these challenges. To the Commanding Officer, the Officers and crew of *Halifax*, I extend best wishes for a successful commission and the rewarding satisfaction that comes from service to one's country.

The Honourable Marcel Masse
Minister of National Defence



The commissioning of *HMCS Halifax*, the lead ship of the twelve new *Halifax* Class Patrol Frigates, marks the return of a proud and distinguished name to the Fleet. This powerful warship, of Canadian design and construction, is a superb example of the advanced state of Canadian technology. It is a result of great teamwork and skill by industry and the Canadian Forces.

As a maritime nation, Canada must ensure that it has the means to protect its sovereignty, to contribute to the defence of North America and to maintain a strong naval presence within the North Atlantic Treaty Organization. With their superb command and control facilities and advanced detection and weapon systems, *Halifax* and her sister ships will give Maritime Command the necessary flexibility and capability in order to meet these commitments into the twenty-first century.

To the Ship's Company of *Halifax* falls the honour of commissioning a first of class warship. With this honour comes the responsibility to ensure that *Halifax* is ready to take her place alongside the other ships of the fleet. Through the dedication, determination and ingenuity of her crew, *Halifax* will carry on the worthy tradition of her predecessor, a corvette who earned her honours during the Second World War.

On behalf of all members of the Canadian Armed Forces I welcome *Halifax* and her Ship's Company to the Fleet, and I wish them smooth seas and fair winds.

A.J.G.D. de Chastelain
General
Chief of the Defence Staff



Maritime Command is proud to welcome *HMCS Halifax* to the Fleet. Her commissioning signals a new chapter in the history of the Canadian Navy, and demonstrates Canada's ability to produce one of the most advanced and versatile frigates in the world. Development of the technology which has built this ship, and which is incorporated in its many systems, has placed Canada in the forefront of maritime expertise. It enables us to remain current with the rapid changes which have altered the face of sea power.

I would like to thank all of those who have contributed to the design and construction of this fine ship — you have reason to be proud of your work.

The Officers and crew about to embark with *Halifax* upon a new commission can also take great pride in their ship. She carries a name which is doubly significant within Canada's naval community. This, the second *HMCS Halifax*, carries forward the legacy of a Canadian-built Flower Class corvette which saw distinguished service during the Battle of the Atlantic. She will also carry to the world the name and spirit of the "Warden of the North Atlantic", the City of Halifax. By lending her name to this vessel, *Halifax* continues a close and fruitful association with the Navy which extends back to the City's founding. We are delighted to perpetuate and add new dimension to that friendship today. I have every confidence that *Halifax's* crew will carry on the honourable traditions of both namesakes.

To the Captain and Ship's Company of the *Halifax*: Godspeed, and best wishes for a very successful commission.

J.R. Anderson
Vice-Admiral
Commander Maritime Command



THE SHIP * THE TASK * THE TEAM

CONSTRUCTION

HMCS Halifax is the lead ship of the twelve Canadian Patrol Frigates. The builder, Saint John Shipbuilding Limited, used an advanced modular approach to construct the frigates. Large steel units were constructed inside an assembly building with extensive pre-outfitting being carried out prior to being erected in the drydock. This method allowed the builders to work in a controlled environment and under excellent working conditions, which resulted in a better finished product.

This modular construction technique made it possible for several structural steel manufacturers to work simultaneously on different components of the ship. The sections were then sent to the shipyard for assembly and a high rate of production was achieved.

The *Halifax* Class frigates are of an all steel construction which, being heavier than aluminum, improves their defensive capabilities and enhances survivability. The steel plates for the ship's hull were cut underwater using a computer controlled laser cutter. This resulted in a much cleaner and more accurate cut and guarded against altering the characteristics of the metal.

MAIN PROPULSION SYSTEM

Halifax is powered by a Combined Diesel or Gas (CODOG) propulsion system which is comprised of one 20 cylinder Pielstick diesel and two General Electric LM 2500 gas turbines. The CODOG system means that the ship can be powered by either the diesel or the gas turbines, but not in combination. The use of acoustic and thermal enclosures around the diesel and gas turbines enables the machinery spaces in the frigates to be much quieter and cooler to work in than in steam driven ships.

The diesel provides impressive fuel economy and endurance while the two gas turbines power the ship up to her maximum speed, in excess of 28 knots. Regardless of the power plant in use, both shafts and their controllable reversible pitch propellers are driven through a de Schelde cross-connected gearbox.

Selection and control of the engines, shafts, gearbox and propellers can be achieved from the bridge, the machinery control room or the forward and after engine rooms.

INTEGRATED MACHINERY CONTROL SYSTEM

The IMCS is a microprocessor based control system used to monitor and control machinery systems in *Halifax*. It permits the fingertip operation of the ship's machinery through distributed processing along a triple redundant data bus connected to multiple control and monitoring consoles.

Engineering personnel on watch in the Machinery Control Room (MCR), machinery spaces, or on the bridge are able to control and monitor the condition of the gas turbines, cruise diesel, diesel generators, gearbox and auxiliary equipment. To help in this task, the IMCS uses more than twenty-two hundred sensors and actuators located in the four main engineering spaces.

The IMCS brings state of the art technology to the CPFs and, as such, provides the ship with increased survivability, reliability, flexibility, redundancy and ease of maintenance.

ELECTRICAL POWER GENERATION AND DISTRIBUTION SYSTEM

The electrical generation system consists of four diesel driven generator sets which supply two switchboards. The diesel generators are fitted inside acoustic enclosures and each has a separate Local Control Panel (LCP). Two diesel units are located in the forward auxiliary machinery room and two in the after auxiliary machinery room. This separation of the vital generators helps to ensure that one or more remain operational in the event of battle damage to a section of the ship.

The four generators are capable of providing up to 3.4 megawatts of power, or enough current to supply the lighting needs of a small town.



DAMAGE CONTROL

Halifax has an extensive microprocessor based damage control system operated from an automated damage control console in the Damage Control Headquarters. Heat and smoke sensors are located throughout most spaces in the ship and provide automatic and instantaneous detection of smoke and heat. Many compartments have fitted fire suppression systems which can be activated from the MCR or from outside of the space. In addition, once ordered, the Halon system is capable of automatically activating its associated extinguishers when a fire is detected. Seven fitted hull and fire pumps provide pressure for a fire main which supplies fifty-two fire hydrants throughout the ship.

The ship can be sealed against nuclear, biological or chemical attack with provision for 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 two dedicated cleansing stations fitted in the ship. As in other Canadian ships, in the event of attack, a pre-wetting system can be activated to limit the amount of material contaminating the exterior of the ship.



COMMAND AND CONTROL SYSTEM

The ship's combat system is centered around the Command and Control System (CCS) which consists of hardware, software, and the personnel necessary to integrate the sensors, communications and weapons onboard the ship. The computers and displays form the heart of the weapons system and all weapons are accessible and can be fired or controlled from the 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 operations, with the operator retaining the control of all engagements. In the highest mode, auto-engage, the CCS will automatically detect, track, identify and engage hostile targets once pre-set criteria have been met.

COMMUNICATIONS SYSTEM

All communications within the ship and external voice communications are controlled through a Shipboard Integrated Communications System (SHINCOM). It enables many simultaneous radio channels for voice and message traffic to be used on selected frequencies. Both voice and message traffic can be sent in secure or plain formats. Messages sent or received by the ship are processed by computers.

ARMAMENT

Halifax is fitted with some of the most up-to-date weapon and sensor systems available. Major combat systems include:

One Sea King anti-submarine helicopter with MK 46 homing torpedoes;

57 MM automatic dual purpose gun;

Eight Harpoon anti-ship missiles;

Guided Missile Vertical Launch System with 16 NATO Sea Sparrow missiles;

Two MK 32 Mod 9 double torpedo launchers with MK 46 torpedoes;

One Vulcan Phalanx Close In Weapon System (CIWS);

Reprogrammable Advanced Multi-mode Shipboard Electronic Counter Measure System (RAMSES);

Canadian Electronic Warfare System (CANEWS);

Four six barrelled Chaff/IR Decoy Launchers;

One Acoustic Torpedo Decoy System (NIXIE);

Two Separate Track and Illumination Fire Control Radars (STIR);

Six 50 Calibre Heavy Machine Guns;

One AN/SPS-505 Hull Mounted Sonar; and

One Canadian Towed Array Sonar System (CANTASS).

With its own helicopter, torpedoes, and sophisticated detection, tracking and analyzing systems, *Halifax* is extremely capable of hunting and destroying enemy submarines. In addition, it has a powerful anti-surface and anti-air warfare capability in order to hunt and destroy enemy surface vessels, protect shipping and to conduct coastal surveillance. To protect itself from incoming missiles or torpedoes, in addition to its "hard kill" weapons, the ship is equipped with decoys and electronic gear capable of jamming or decoying these threats. It is truly a multi-purpose warship.





HABITABILITY

Due to a high degree of automation, *Halifax* is manned by fewer personnel than previous ships of its size. As a result, there is an increased level of habitability provided for the entire crew. Living areas are more comfortable and there are more mess decks which allows for a smaller number of sailors in each mess. The largest mess deck in *Halifax* accommodates twenty-one sailors as compared to fifty-four in the current Improved St. Laurent Class of ships which the CPF's were built to replace.

A large, modern and very well equipped galley provides for the culinary needs of all onboard. Separate dining and recreational facilities allow for cafeteria style messing from the galley and a sophisticated close circuit TV and entertainment system serves to entertain the crew during deployments.



THE HERITAGE

The first ship to be named *Halifax* was a Royal Canadian Navy corvette commissioned in Montreal on November 26, 1941. Following her commissioning and workup period she was assigned to the Western Atlantic Escort Force (WLEF) on her arrival in Halifax on December 18, 1941.

In July of 1942, *HMCS Halifax* was transferred to the Halifax Force (Aruba Tanker Convoys). On August 14 she arrived at Aruba with HA.3, her third tanker convoy, and was assigned to escort TAW.15, a Trinidad-Aruba-Key West convoy. This convoy developed into the only major battle of the war in those waters.

Arriving in New York on September 14, she was placed under U.S. control for New York-Guantanamo convoys until March, 1943, when she rejoined the WLEF. Between May 2 and October 15 she underwent an extensive refit in Liverpool, N.S., followed by workups in Pictou, N.S. On New Year's Day, 1944, she arrived in St. John's, Nfld. to join Escort Group C-1, and remained with this group until commencing a two week refit in August at Lunenburg, N.S. This refit was followed by a three week repair period in Halifax and, late in December, workups in Bermuda.

In January 1945, she briefly joined Halifax Force, transferring in February to Escort Group C-9 for the rest of the war. *Halifax* was paid off July 12 at Sorel, Quebec, and later sold for conversion to a salvage vessel.

For her service during the Second World War, *Halifax* was awarded the Battle of Atlantic 1942-1945 battle honour.



THE SHIP'S BADGE

BLAZON:

A Kingfisher proper holding a trident in bend, points upward Or.

SIGNIFICANCE:

In honour of the City of Halifax, the ship's badge incorporates the principle feature of the city's flag — a Kingfisher. The Kingfisher is holding the trident of Neptune who was considered in Greek mythology to be Lord of all the seas. Indirectly, this conveys the Navy's service on the seven seas and willingness to serve beyond the equator.

MOTTO: Sior Gaisgeil (Ever Brave).

SHIP'S COLOURS: Blue and white.

BATTLE HONOURS: ATLANTIC 1942-1945.



SHIP'S COMPANY

Executive Officer
Officers

Lieutenant-Commander Kevin D. Laing, OMM, CD

LCdr Windy K.J.
LCdr Bergeron J.J.R.R.
LCdr Grychowski B.H.
LCdr Hendry P.A.
LT(N) Norman M.A.G.
LT(N) White M.E.
LT(N) Bannon G.T.
LT(N) Ellis J.G.
LT(N) Kuippel F.M.
LT(N) Smallman W.A.
LT(N) Temple W.A.
LT(N) Conrad J.G.
LT(N) Carter S.W.
LT(N) Lewis-Manning R.J.
LT(N) Corbeil F.J.
SLt MacDonald D.K.
SLt Speiser M.J.
SLt Dufour K.A.
SLt Mountford P.
ALSlt Kerr T.A.

Marine Engineering Officer
Combat Officer
Combat Systems Engineering Officer
Weapons Officer
Deck Officer
Supply Officer
Communication Officer
Above Water Warfare Officer
Navigating Officer
Under Water Warfare Officer
Deputy MSE Officer
Deputy CSE Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer

Coxswain

CP01 BN G.R. Kearns

PO1ADMCK J.B. Macdonald
PO1MEDA A.B. Sturgeon

ADMINISTRATION DEPARTMENT

LSADMCK J. C. Briand
PTEADMCK M. A. Norman

PTEADMCK D.W. Kennedy

Combat Department Coordinator

COMBAT DEPARTMENT

CPO2 NAVSIG T.D. Spring

Sensor Division (NESOP)

PO1 B. Holm-Laursen
PO2 T.R. Prowse
PO2 T.E. Dorrington
MS T.J. Rasmussen

MS S.R. Gracey
MS D.J. Kelloway
MS B.E. Helpert
LS P. Marshall

LS D.M. Kelly
LS A.D. Hirtle
LS M.D. Culligan

AB M.D. Sullivan
OS M.G. Flamand
OS M.D. Ottogalli

Combat Information Division (NCIOP)

PO1 P.J. Dodd
PO2 K.W. Matheson
PO2 I.E. Sheppard
MS K.A. Brake

MS E.C. Macfadgen
MS H.A. Thompson
LS D.C. Dyke

LS P.R. Hodgson
LS R.D. Bishop
LS C.T. Moores

AB S.A. Jacques
AB D.R. Guthrie
AB B.J. Sheppard

Acoustic Division (NACOP)

PO1 K.D. Burke
PO2 W.S. Forrester
PO2 A.W. Tavares
PO2 E. H. Nippard

MS P.J. Barnes
LS C.J. Campbell
LS S.L. Langille

LS R.A. Melanson
LS D.F. Mephee
LS C.E. Lusden

AB K.J. Thorpe
OS G.M. Rouse
OS T.A. Newman

Communication Division

Radio Section (NRADOP)

PO1 L.J. Gilbert
PO2 J.G. Cormier
MS D.J. Pask

LS W.C. Stoerig
LS J.R. Lindstrom
LS D.J. Brennan

AB R.D. White
AB S.H. Applin

AB T.A. Moore
OS S.J. Rowell

Visual Section (NAVSIG)

PO1 E.G. Sauer
PO2 R.G. Darling

MS A.J. Gasse
LS K.W. Muir

AB S.A. Lusignan
AB C.A. Dixon

AB R.C. Lushman
OS T.P. Billard

Navigation Division (MET TECH)

WO G.P. MacEachern CPL D.S. Chaisson

DECK DEPARTMENT*Chief Boatswain Mate**PO1 BN W.K. Nordin*

PO2 C.B. McLeod
 PO2 D.H. Holmes
 MS K.G. Walsh
 MS D.J. Fish

LS J.L. Mullins
 LS D.J. Gagnon
 LS R.D. Matheson
 LS J.R. Primeau

LS S.M. White
 LS L.R. Waye
 LS W.F. Hayes
 LS T.A. MacDonald

AB G.B. Smith
 AB J.M.P. Gagne
 OS S.E. Perl
 OS A.L. Renard

MARINE SYSTEMS ENGINEERING DEPARTMENT*Chief Engine Room Artificer**CPO2 C.J. Andrew***Propulsion Division (MAR ENG)**

CPO2 G.T. Tancock
 PO1 N.G. Byce
 PO1 K.J. Deck
 PO1 T.R. Bigelow
 PO1 J.G. Dion
 PO2 G.A. Leblanc
 PO2 R.J. Urquart

PO2 L.C. Denham
 PO2 T.L. Dubowski
 MS D.S. Insley
 MS J.R. Devareennes
 MS K.L. Ablett
 MS D.G. Rowe
 MS B.E. Lohnes

MS D.J. Bond
 MS J.D. Caron
 LS G.S. Smith
 LS D.P.C. Neven
 LS D.R. Robinson
 LS J.R. Dupont
 LS M.C. Carley

LS C.M. Varner
 LS T.H. Kowalchuk
 OS C.R. Burns
 OS J.F. Calvert
 OS J.B. Green
 OS D.A. Kraus

Hull Division (H TECH)

PO1 K.N. Pretty
 PO2 J.J. LeClerc

MS D.G. Horton
 MS M.A. Walker

LS A.F. MacLennan
 LS R.b. LaFleche

OS M.P. Bowdridge
 OS S.E. Wannamaker

Electrical Division (E TECH)

PO1 E.R. Smith
 PO2 K.R. Petley
 PO2 P.E. Monahan

MS G.A. Spellman
 MS J.L. Harvey
 LS P.J. Galarneau

LS G.C. Allen
 AB D.G. Swain
 AB C.D. Jacklyn

AB D.P. Brost
 AB J.L. Vallee
 OS A.J. Bateman

Fire Services Division (FF)

WO K.B. Ochitwa
 MCPL T.T. Allison

CPL J.W. Moore
 CPL D.T. Skeard

CPL J.A. Jacques
 CPL A.D. Meitz

COMBAT SYSTEMS ENGINEERING DEPARTMENT*Combat Systems Department Coordinator**CPO2 NET(S) T.W. West***Electronic Maintenance Division (NET)**

PO1 P.K. Evans
 PO2 P.R. Stonier
 PO2 K.V. Swallow
 PO2 C.W. Smith

PO2 R.P. Picard
 PO2 R.D. Crauford
 MS D.S. Cameron
 MS J.A. Pirie

MS P.W. Turnbull
 MS J.S. Roy
 MS D.A. Stocco
 MS J.M. LeBouthillier

MS R.M. Robinson
 MS J.Z. Garbowski
 LS G.H. Dumas
 LS W.H. Hutchings

Weapons Maintenance Division (NWT)

PO1 M.W. Samms
 PO2 R.F. Dewaepeanere
 PO2 B.D. Ubsdell

MS D.M. Frigault
 MS J.S.L. Demontigny
 MS J.L.M. Lucas

LS A.G. Kelly
 LS A.A. Wood

LS K.A. Woods
 LS D.G. Pollard

LOGISTICS DEPARTMENT*Logistics Department Coordinator**CPO2 SUPTECH R. Power***Food Services Division (CK)**

PO1 F.D. Gillis
 PO2 M.S. Piper

MS E.R. Meredith
 MS G.L. Hammond

CPL G.A. Small
 LS J.C. White

LS H.J. Blais
 PTE M.E. Massey

Supply Division (ST)

PO1 A.J. Samuel
 PO2 W.J. Redmond

MS M.S. Andrews
 LS J.V. Marin

LS D.W. Clark
 CPL J.A. Gervais

CPL J.Y. Ruel
 CPL B.C. Pyke

Steward/Exchange Division (STWD)

PO2 B.I. Main
 SGT C.E. Nott

CPL J.A. Morin
 CPL W.J. Kane

CPL C.A. Taylor
 PTE K.E. Rost

MS T.W. Oneil
 LS S.S. Mourtzanos

Finance Division (FIN CLK)

PO2 B.A. Cadwell

LS T.K. Gregory

PROJECT HISTORY

The Canadian Patrol Frigate Project was part of a long-range plan to replace the steam-driven destroyers which were built between 1955 and 1964 for the Royal Canadian Navy. In 1983 the Federal Government approved the expenditure of funds to design and construct six new frigates. In 1987 the White Paper was published and outlined a total modernization plan which included the procurement of an additional six frigates. Approval for procurement of the second batch of six ships came in December 1987.

The Federal Government intended from the start that Canadian industry participate in the production of these frigates to the greatest extent. To this end, the prime contractor, Saint John Ship Building Ltd., is a Canadian owned company and the ships were designed and built in Canadian shipyards. The CPF Project represents the largest and most technically complex procurement ever undertaken in Canada by the Federal Government. The Government is using this major purchase to pursue its objective of creating near and long term industrial benefits for Canada.

HMCS Halifax, the first of the twelve frigates to be built, was named in 1988 at a ceremony in Saint John, New Brunswick by the official sponsor, Mrs. Mila Mulroney. After undergoing three separate sets of contractor sea trials, stretching over a period from August 1990 to April 1991, *Halifax* was provisionally accepted by the Navy on June 28th, 1991. After acceptance there ensued another hectic period of trials and port visits to cities on the Eastern seaboard.

Many of the original crew members who were with the ship through the initial contractor trials, provisional acceptance, Navy trials and visits were posted prior to the June 1992 commissioning. Their names are listed below in recognition of their contribution to the ship.

Cdr Gauvin J.J.	PO2 Hillier L.	CPL Fortin J.D.
LCdr Saville D.A.	PO2 Johnston G.D.	CPL Dwyer R.A.
LT(N) Dillon J.A.	PO2 Fewer T.P.	CPL Lambert M.J.
CPO2 Estabrooks G.B.	PO2 Bozac K.	CPL Kenney W.I.
CPO2 Siegel R.F.	PO2 Janssen J.E.	CPL Holmes P.D.
WO Morris C.B.	MS Couture M.	LS Hatcher R.R.
PO1 Paquette S.Y.	MS Barney G.C.	LS Corbeil J.R.
PO1 Gillis M.R.	MS Hall R.A.	LS Belisle C.W.
PO1 Senneville J.J.	MS Young A.J.	LS Cannon R.J.
PO1 Emerson C.	MS Roundhuis J.P.	AB Croucher C.M.
PO2 Murphy L.W.	MS Codner R.L.	AB Duggan D.E.
PO2 Carmichael G.N.	MS Zelward A.J.	AB Sparks R.P.
PO2 Gaetan A.R.	MS MacRae G.A.	AB Trefry W.P.
PO2 Justason D.W.	MS Doyle W.T.	AB Dohl R.J.

THE PROJECT MANAGEMENT OFFICE

An interdepartmental project team comprising the Departments of National Defence, Supply and Services and Industry, Science and Technology Canada was established in 1977 to jointly manage, under the leadership of the Project Manager, the day to day activities of the Ship Replacement Program.

The Minister of National Defence is represented on the team by CPF Project Manager, Cmdre Dennis Reilley, who is responsible for the overall management of the project. The Minister of Supply and Services is represented by the Director of Procurement, Mr. A. Dumas, responsible for the provision of support to the Project Manager in terms of specialized services in the contracting area. The Minister of Industry, Science and Technology Canada, ISTC, is represented by Mr. L. Crowley who manages various requirements in the area of Industrial benefits.

The DND Project Team of 179 military and 85 civilians is split into three main functional groups under the leadership of the three Deputy Project Managers: D/PM Ship, Capt(N) J. Dean, (engineering design); D/PM Logistics, Capt(N) C.M. Nicholson, (integrated logistics support); and D/PM Construction, Capt(N) B. Blattman, (ship construction, onsite).

The DSS project team of 71 civilians make up three functional groups under the leadership of Deputy Directors: Saint John, Mr. B. Fletcher; Logistics, Mr. G. Mundle; Administration and Planning Control, Mr. J. MacDonald. The ISTC project team consists of four civilians managed by Mr. L. Crowley.

FRONT: Left to Right; Mr. A. Dumas, Cmdre Dennis Reilley, Mr. L. Crowley.
BACK: Left to Right; Capt(N) B. Blattman, Capt(N) J. Dean, Capt(N) C. Nicholson.



THE BUILDERS

It is not surprising that the world's most modern warship of its class should be 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 storied days of wooden ships and iron men. Those days are now part of history and Saint John Shipbuilding Limited is proud to have added to and enhanced the city's prestige as a world class shipbuilder.

The commissioning of *HMCS Halifax* is yet another plateau of achievement and a signal that Saint John Shipbuilding is ready to carry Saint John's shipbuilding tradition into the 21st Century.

To complete its contract for twelve Canadian Patrol Frigates, Saint John Shipbuilding assembled human and technological resources on a gigantic scale. The expansion and modernization of the shipyard made it one of the world's most advanced engineering and construction facilities. A related challenge was to establish a team of equipment manufacturers and subcontractors who would produce a frigate of the highest quality. This team has met the quality and performance standards. It has controlled costs and delivered a fine ship under the pressures of a demanding schedule.

Saint John Shipbuilding Limited is particularly proud of its relationship with the Canadian Navy. Throughout the frigate program, there has been excellent co-operation between the shipyard and the Navy. Saint John Shipbuilding's commitment to the success of the Canadian Patrol Frigate project has created a shipbuilding centre of excellence for Canada. The commissioning of *HMCS Halifax*, the lead ship of a twelve frigate program, is truly a milestone for Canada's Navy and for shipbuilding in this country.

The port of Saint John has long had a warm spot in its heart for men of the sea — for Canadian seamen and those from other countries, for sailors, for the men and women of the Canadian Navy and for the Navy itself. We at Saint John Shipbuilding also feel a great sense of appreciation and admiration for those who go down to the sea in ships, for those who serve the Canadian Navy and Canada in peace and war. Therefore, it gives us great pleasure to extend best wishes to *HMCS Halifax* and all those who sail in her. We will follow her career with great interest and intense pride.



Mr. J. K. Irving
Chairman and CEO



Mr. Bill Hagggett
President



Mr. John Shepherd
Senior Vice President and General Manager



Mr. Matt Reid
Vice President Production



Mr. Rod Malcom
Director Construction Afloat

THE COMMISSIONING CEREMONY PROGRAMME

Invited Guests arrive
Arrival of the Guest of Honour, Sponsor and Official Party
Inspection of the Guard of Honour
Address by the Guest of Honour
Address by the Sponsor
Address by the Chief of the Defence Staff
Address by the Mayor of Halifax
Address by the Commander Maritime Command
Commissioning Service
Commanding Officer Orders *HMCS Halifax* Commissioned
Address by the Commanding Officer
Ship's Company "Mans Ship"
Commanding Officer Piped Aboard
Ship's Company "Bring the Ship to Life"
Fly Past by Maritime Air Group
Guest of Honour, Sponsor and Official Party proceed onboard
for Gift Exchange and Reception
Reception Onboard for Ship's Company and Official Party

Guest of Honour
The Honourable Mary Collins, PC., M.P.

Sponsor
Mrs. Mila P. Mulroney