

WELCOME ABOARD



Her Majesty's Canadian Ship

TERRA NOVA



As Commanding Officer I would like to welcome you aboard on behalf of TERRA NOVA's officers and men. We are pleased that you have taken the time to see us and trust that your visit will be interesting and enjoyable.

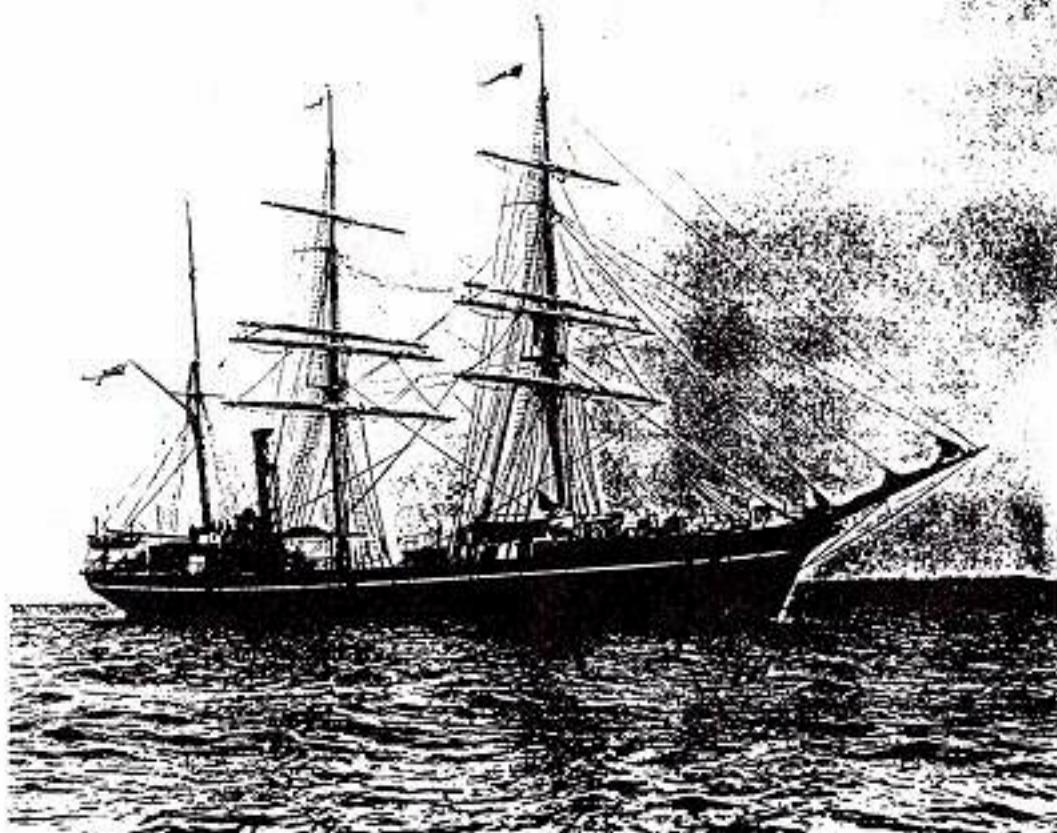
I hope that by the end of your tour you will have gained an appreciation of the complexity of this warship and also an insight into the responsibilities of officers and men who sail TERRA NOVA.

The work carried out onboard during the ship's conversion to the Improved Restigouche Class has ensured that our systems encompass the most up-to-date technical innovations. However, modern equipment alone does not make a ship. The ultimate responsibility for our effectiveness and efficiency still lies with the ship's company. In almost all cases, fulfilling that traditional role places very heavy demands on their skills and experience.

Throughout your visit please do not hesitate to ask any questions you might have concerning TERRA NOVA. Any of the ship's company will be happy to answer your queries, if possible, or direct you to someone who can.

I hope you enjoy your visit.

COMMANDING OFFICER
HMCS TERRA NOVA



Today the prime threat at sea remains the submarine and Canadian warships have been designed to meet this threat. The government decision to send a Task Group to the Persian Gulf in 1990 brought about the need to change that role. Since Iraq had no submarines but had numerous aircraft and anti-ship missiles, many changes were required to the ship's weapons systems. The ASROC launcher and the mortars were removed and replaced by highly sophisticated weapons. The ASROC launcher was replaced by two quadruple HARPOON surface-to-surface missile launchers, while above the former mortar-well a 20mm Vulcan Phalanx Close-In Weapon System mount was installed. Additionally two single 40mm Bofor anti-aircraft guns were installed amidships. The HARPOON is a fire-and-forget missile which flies at very low altitude to a range exceeding 70nm. This highly sophisticated missile has been used successfully by many other nations.

The Vulcan Phalanx is a self-defence six-barrel Gatling gun that has a rate of fire of 3000 rounds per minute. These rounds are made of a special alloy which enables them to destroy incoming missiles or aircraft.

The 40mm Bofor was designed as an anti-aircraft gun. Because of its rudimentary operating mechanism, lack of fire control radar and automatic loading, it was installed to assist in surface warfare. This gun proved highly reliable and well suited against small, fast-moving surface contacts.

Other equipment was also fitted to assist in the ship's defence and to aid in the execution of duties in the Gulf. These include the DLF-2 (RUBBER DUCK) decoy to supplement the existing SRBOC decoy launchers, four 50 Cal machine guns as well as numerous communication and electronic equipment. A rigid inflatable boat was also installed with a new launch/recovery crane to facilitate transfer of personnel during boardings.

The ship retained two previously fitted weapons: the main gun and torpedo tubes. The 3" 70 mount is an automated gun with a rate of fire of 180 rounds per minute and can be used both in anti-air and anti-surface roles. The two triple barrel torpedo tubes can launch an anti-submarine torpedo which can home in on its target. The Variable Depth Sonar (VDS), designed and developed by Canadian industry, has also been retained enabling the ship to detect and attack submarines.

HMCS TERRA NOVA was commissioned on June 6, 1959. The ship's complement is 27 officers and 190 men. She has an overall length of 373 feet, a beam of 42 feet, a mean draught of 13.5 feet with a displacement of 2900 tons. This ship's twin screws are driven by geared steam turbines, and has a speed of more than 25 knots. Twin rudders provide a high degree of manoeuverability.

Nearly every function of the ship is dependent on electrical power. She has five generators capable of producing 1,400 kilowatts (enough to supply a city of 10,000). There are three radio rooms with improved equipment for transmitting and receiving. One other room has been modernized with updated intercept and direction finding gear. The ship has radar systems for gunnery fire control, navigation, surface warning and air early warning. TERRA NOVA uses 12 separate telephone systems. A Canadian designed remote control system makes it possible to broadcast and receive from 28 different positions in the ship. There is an extensive damage control organization onboard, with its centre linked by a special switchboard to strategic points in the ship.

In order to combat the submarine in any circumstances, this warship was designed to operate under the most adverse conditions. She is insulated and air-conditioned for both fighting efficiency and the comfort of her men. To reduce air contamination and flooding hazards, the hull has been build without port holes. Her rounded lines will counter ice formation and facilitate the washing down of radioactive contamination. The ship can be completely sealed against nuclear, biological, or chemical attack, with a provision for air recirculation within the ship through air-conditioning plants.

The crew sleep in bunks with foam mattresses, pillows and have their own reading lamps. Aluminum clothing lockers and additional drawer space assist in the storage of personal belongings. There is provision for cafeteria-style messing from a centrally located electrically equipped galley.

The crew's dinning area, which can double as a cinema in the evening, has tables, a recreation space, cushioned settees and beer facilities.

THE SHIP'S BADGE

BLAZON:

Gules, a bend wavy Argent charted with two like cottises, Azure, debruised with a cross of the second charged with a penguin erect proper.

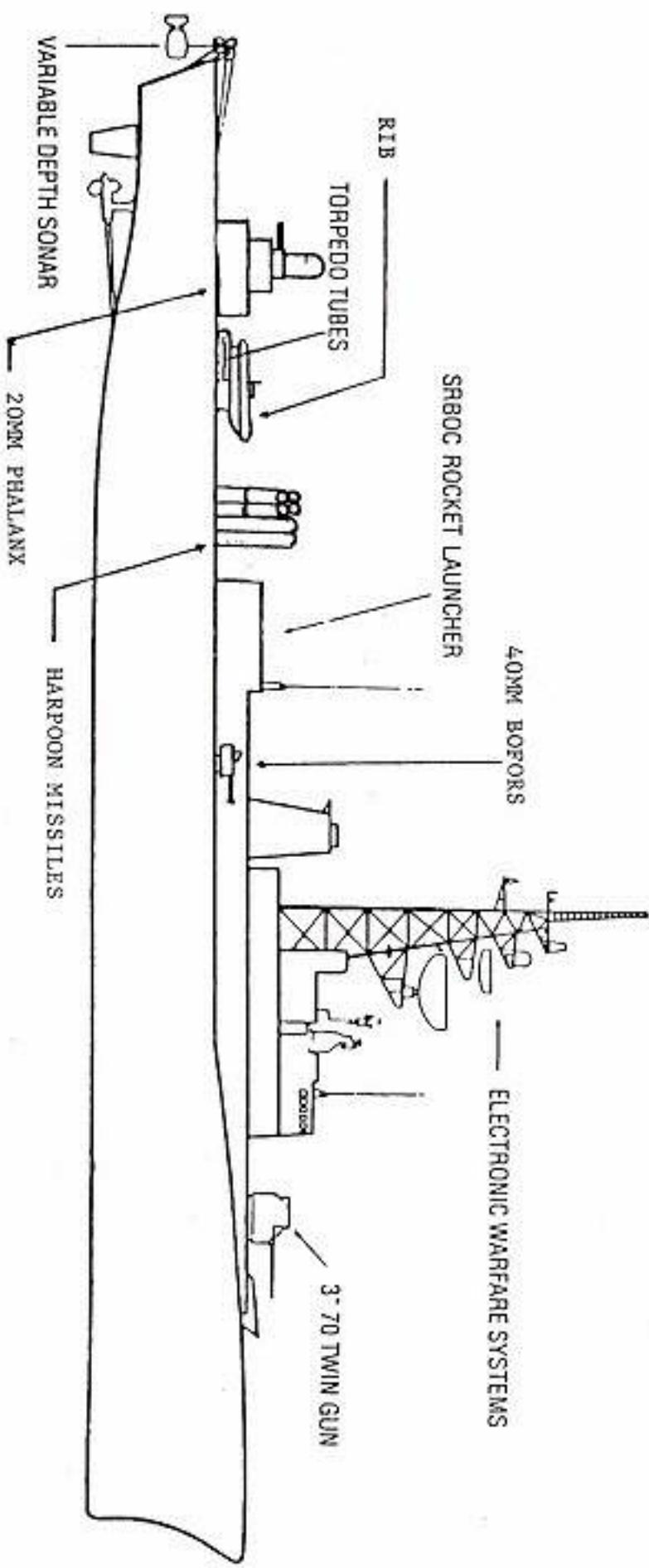
SHIP'S COLOURS:

White and Dark Red.

SHIP'S MOTTO:

Do Not Falter.

WEAPONS SYSTEM OF HMCS TERRA NOVA



TERRA NOVA - THE NAME

Her Majesty's Canadian Ship TERRA NOVA is named for a river in Newfoundland, and is the first ship of the Royal Canadian Navy to bear this name.

The TERRA NOVA river is about 70 miles long. Rising near Mt. Sylvester, it empties into the ocean in Bonavista Bay. It is a rough river with several high waterfalls. It is well-known as an outstanding sporting area for salmon, trout, caribou, moose, bear, ducks and geese. Near the mouth of the river is a beautiful new national park.

In its turn, the river TERRA NOVA derived its name, as did the lake and town, from the original name for Newfoundland. On all older maps, from the time of John Cabot, the island was depicted as Terra Nova.

A famous TERRA NOVA registered at St. John's, Newfoundland as late as the early 1930's was built in Dundee, Scotland, in 1884. One of the largest and strongest of the old Scottish whalers, she was a wooden, coal-burning steamer with auxiliary sail, barque-rigged and she was admirably suited to withstand the rigours of polar weather.

It was when she was chartered by the Admiralty, to take part in the Second DISCOVERY Relief Expedition 1903-1904, that she came into prominence.

On that expedition her assignment was simple enough. She was to sail in company with the MORNING, to the Antarctic to order the very renowned polar explorer, Captain Robert Falcon Scott, CVO, DSC, RN, to abandon the DISCOVERY in the ice and return home. Soon after she arrived in Antarctica, however, the DISCOVERY broke herself free, and the three ships sailed for England.

During TERRA NOVA's second voyage December 1911 to April, 1912, supplies were brought in and scientific studies were carried out under an aura of sadness. Captain Scott and his four companions of the polar party had perished in March, 1911, from the effects of malnutrition and exposure. The ship picked up the remaining members of the shore parties and sailed for home. She arrived at Cardiff in June, 1913, three years after her departure.