



THE ACCEPTANCE OF  
**HMCS GATINEAU**

28 MAY 1971

AT  
CANADIAN FORCES BASE ESQUIMALT  
VICTORIA, BRITISH COLUMBIA



REAR ADMIRAL R.H. LEIR, CD  
COMMANDER, MARITIME FORCES PACIFIC

It is with keen interest and anticipation that I welcome GATINEAU back to the fleet. The first of the new Improved Restigouche Class, she represents a major advance in maritime technology and brings us all into the computer and missile age.

A great amount of work has gone into her redesign and her drawings have been converted into reality by many skilled hands in our own Dockyard. All those who took part in the conversion can be proud of this great achievement.

To Commander Murphy and his ship's company, I extend my best wishes for a successful and rewarding commission.



COMMODORE R.V. HENNING, CD  
COMMANDER, TECHNICAL SERVICES PACIFIC

The conversion and refit of HMCS GATINEAU, while somewhat more extensive than our frequent ship refits, was a job for which HMC Dockyard Esquimalt has the required skills, supervisors, and facilities. The simultaneous undertaking of a major submarine refit as well as the normal planned and emergency work presented a challenge to our capability, and it is doubtful if any single period in our history has been marked by such a heavy workload. The number of skilled workers in Ship Repair increased considerably and we attained full exploitation of our potential in shop facilities, supervisory, and technical capacity. The increased tempo was felt in all support areas as well as the Ship Repair Unit Pacific.

The quality of the job will not be completely proven until HMCS GATINEAU is fully operational. Having watched the job progress, I am confident that the reputation this Yard has earned over the years will be confirmed and enhanced.



CAPTAIN(N) S.E. HOPKINS, CD  
COMMANDING OFFICER, CANADIAN FORCES  
SHIP REPAIR UNIT PACIFIC

We in the Ship Repair Unit (Pacific) are intensely proud to have carried out the first complete Improved Restigouche Class Conversion. It has been, for us, a large and rewarding task. The pride we have in our work and in this contribution to the Canadian Forces we now share with the Officers and Men of HMCS GATINEAU. In so doing we also send our prayers for the future of the ship and crew and wish them good sailing.



THE FIRST GATINEAU, EX HMS EXPRESS

HMCS GATINEAU, DDE 236, is the second ship of the same name commissioned in the Royal Canadian Navy. The first GATINEAU, H61, was the former HMS EXPRESS, and entered the RCN 3 June 1943. Until April 1944 she was involved in convoy duties and encountered German submarines on several occasions. From April to July 1944 she was employed in support of landings on the Normandy coast. In the time of VE Day she carried out patrols in the channel and took part in the re-occupation of the Channel Islands. In August 1945 GATINEAU sailed for Esquimalt where she was paid off 10 January 1946. In 1947 she was declared surplus and towed to Royston, Vancouver Island, for use as a breakwater.

To the present GATINEAU she left the battle honours:

"ATLANTIC 1943-1944"  
"NORMANDY 1944".

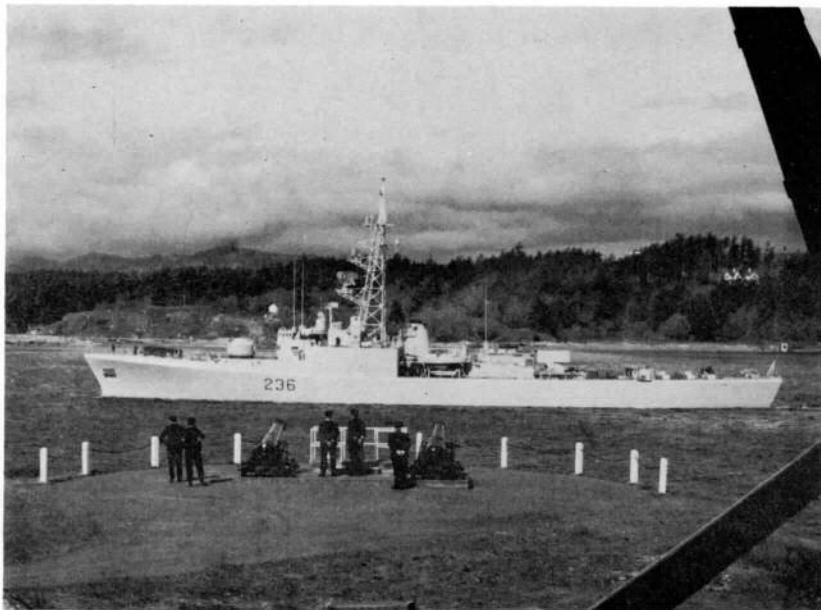


HMCS GATINEAU BEFORE CONVERSION

Originally laid down 30 April 1953 at Lauzon, Quebec, and launched 4 June 1957, HMCS GATINEAU was the third of seven RESTIGOUCHE Class destroyers. When completed in 1959 she had incorporated many advances in armament and submarine detection capabilities. Typical of Canadian destroyers, she was designed to operate in adverse weather conditions against modern submarines. To aid fighting efficiency and improve habitability in the ship, air conditioning and insulation were installed.

Between her original commissioning 17 February 1959 at Halifax, Nova Scotia, and her passage to Esquimalt, British Columbia, in 1969 to undergo conversion, HMCS GATINEAU had been a unit of the Fifth Canadian Escort (Barber Pole) Squadron.

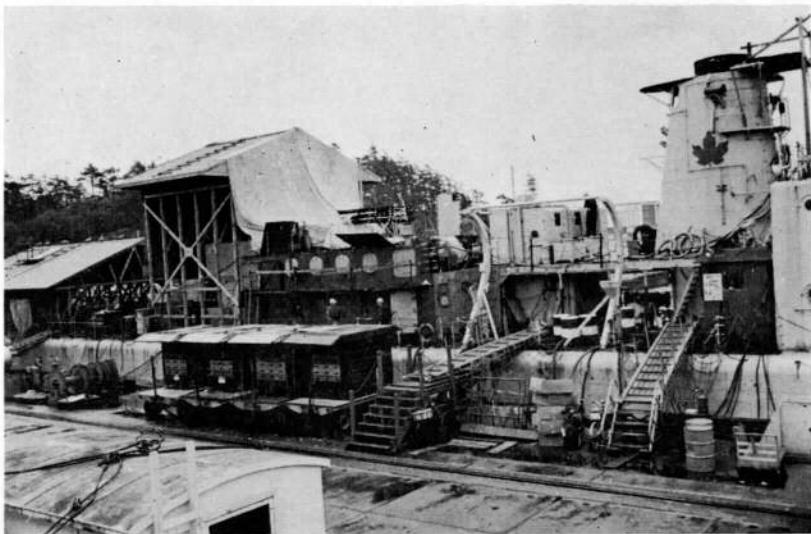
GATINEAU's badge shows the Gatineau River flowing over a sunny and forested region in the Province of Quebec. The beaver is a tribute to a fur trader in the 17th century, M. Nicola Gatineau, who developed the river as a trade route around Iroquois territory and from Three Rivers and Quebec to Huron territory. M. Gatineau vanished on a trading expedition in about 1683 and was drowned in the river that now bears his name. GATINEAU takes her name from this river which rises in Abitibi County, Quebec, and empties into the Ottawa River near Hull, Quebec. The ship's colours are gold and green and she bears the motto "IN HOC CATINO POTESTAS" which translated means "IN THIS SHIP LIES POWER".



HMCS GATINEAU - IMPROVED RESTIGOUCHE CLASS

On 29 September 1969 HMCS GATINEAU was paid off and placed under control of the Commanding Officer, Ship Repair Unit, Pacific, to undergo a major midlife programme of modernization and conversion. A massive stripping out of equipment and material commenced 14 October 1969 and the resemblance to a fighting ship soon disappeared. In May 1970 GATINEAU was docked and from this point on her outward appearance gradually took its new form. While in dock the most noticeable additions included the new lattice mast and the extension of the stern. Following undocking in August, both new and re-worked equipment and machinery was installed, gradually resulting in a warship which, for her intended employment, provides the greatest possible advantages to counteract submarines of today and of the next decade. GATINEAU was re-commissioned 14 April 1971 in order to proceed with Contractor Sea Trials, but 28 May 1971 officially marks the completion of the conversion.

GATINEAU has seventeen Officers and two hundred and fifteen Men. Her overall length has been increased from 366 to 373 feet and her displacement is 2850 tons. While the main role of GATINEAU will be Anti-Submarine Warfare, she has retained an anti-surface and anti-air capability. With acceptance, GATINEAU will take her place as a unit in the Second Canadian Destroyer Squadron and embark on an extensive technical and operational evaluation phase.



HMCS GATINEAU DURING CONVERSION

GATINEAU is one of four ships of the RESTIGOUCHE Class to undergo conversion and is the first to be completed for operational employment, although HMCS TERRA NOVA initially completed the prototype conversion. The conversion programme involves most recent advances in electronics for the design and construction of sonar, fire control, and weapon delivery systems. This, together with electronic warfare and communication improvements, necessitated major hull changes. Major components of Canadian design in the conversion include hull-mounted and variable depth sonar, variable depth sonar handling gear, and machinery noise reducing mountings. The sonar fire control system uses a modern digital computer which was built in Holland to Canadian specifications. All new electronic equipment installed includes its own integrated test equipment which in many cases is self-checking. This provides minimum time for repair or maintenance and conducts exhaustive checks of circuits. In most cases repair, when needed, will be by module or circuit board replacement rather than by replacement of components. New welding in the hull and superstructure has been subjected to X-ray and ultrasonic testing to ensure against hidden defects. A Ship Repair Unit Quality Assurance programme has produced documentary evidence of quality workmanship throughout the conversion.



LIEUTENANT-COMMANDER W.F. KROGEL  
PROJECT OFFICER (ENGINEERING)



LIEUTENANT-COMMANDER N.F. HELLYER  
PROJECT OFFICER (PRODUCTION)



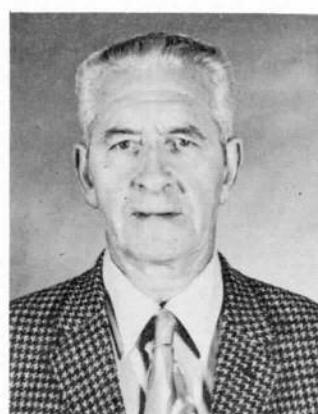
LIEUTENANT J.R. PIRQUET  
REFIT CO-ORDINATOR



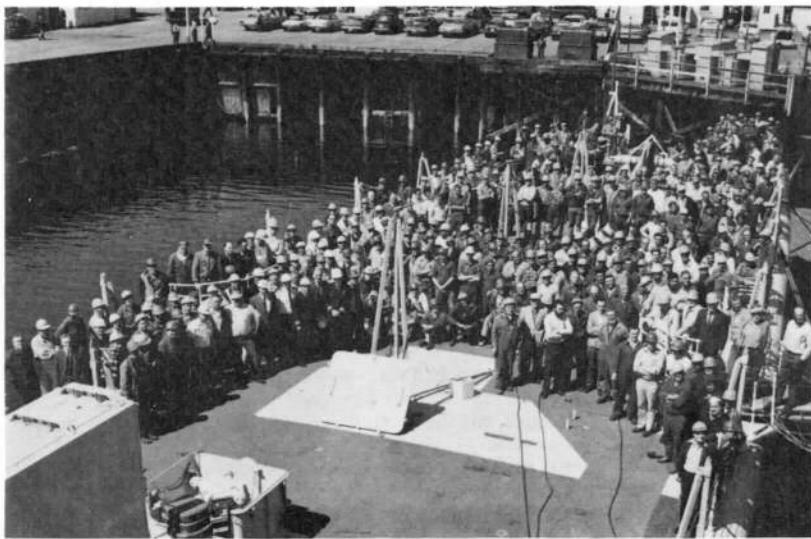
MR. E. STEPHENSON  
SHIP SUPERINTENDENT



MR. N.E. WEBB  
ELECTRICAL CO-ORDINATOR



MR. H.J. LANE  
HULL CO-ORDINATOR



SHIP REPAIR UNIT, PACIFIC



WORK IN PROGRESS

M. JUNKERS  
ELECTRICIAN

P. HERALD  
ELECTRICIAN

B. GREEN  
ELECTRICIAN

ACCEPTANCE PROGRAMME

1445: Guests seated.

1455: GATINEAU Ship's Company reported to Commanding Officer by Executive Officer.

1500: Rear Admiral LEIR arrives and inspects Guard of Honour.

1505: Rear Admiral PADDON, Deputy Chief of Engineering, Chief of Technical Services Branch, Ottawa, presents GATINEAU to Rear Admiral LEIR.

1510: Rear Admiral LEIR accepts GATINEAU.

1515: Commodore HENNING addresses guests.

1520: Captain HOPKINS presents Ship's Book to Commander MURPHY.

1525: Commander MURPHY accepts command of GATINEAU, and orders his Commissioning Pennant hoisted.

"O CANADA"

1530: Ship's Company marches off.

"THE MAPLE LEAF"

1535: Guard and Band march past.

"HEART OF OAK"

1545: Receiving line forms for the reception to be held on the quarterdeck. During the reception, tours of the ship will be given by GATINEAU and TERRA NOVA Officers.



COMMANDER T.S. MURPHY, CD  
COMMANDING OFFICER, HMCS GATINEAU

Commander Murphy, a native of Ladner, British Columbia, joined the Royal Canadian Navy in 1952 from the University of British Columbia. He was initially trained as an Electrical Officer but was cross-trained in the Weapons sub-specialization and served as Weapons Officer in HMCS MARGAREE. He was promoted to Lieutenant-Commander in 1962 and, after leaving MARGAREE, was employed as a Weapons Technical Officer in the Pacific Command. In 1965 he was appointed Executive Officer, HMCS SASKATCHEWAN. On promotion to Commander in 1966, he attended the United States Armed Forces Staff College, Norfolk, Virginia, followed by staff duties in the Fleet School, Halifax, and in Maritime Command Headquarters. In August 1970 Commander Murphy returned to Victoria and was the British Columbia Centennial Co-ordinator for the Commander, Maritime Forces Pacific. Commander Murphy and his wife have three children and make their home in Victoria.



LIEUTENANT-COMMANDER G.H. CRAVEN  
EXECUTIVE OFFICER



CHIEF PETTY OFFICER S.W. McCLEAVE  
COXSWAIN

OFFICERS

Commander T.S. Murphy	Commanding Officer
Lieutenant-Commander G.H. Craven	Executive Officer
Lieutenant-Commander J.B. McKenzie	Weapons Officer
Lieutenant-Commander K.W. Bowering	Combat Systems Engineer
Lieutenant W.D. Shead	Combat Control Officer
Lieutenant J.E. Wright	Logistics Officer
Lieutenant J.R. Pirquet	Engineer Officer
Lieutenant G.J. Archbold	Deck Officer
Lieutenant J.C. Gabel	Communications Officer
Lieutenant B.H. Baxter	A/Engineer Officer
Sub-Lieutenant R.W. Lynch	A/Weapons Officer
Sub-Lieutenant G.H. Kolisnek	Navigation Officer
Sub-Lieutenant J.A. Bell	Under Training
Sub-Lieutenant J.F. Tardie	Under Training
Sub-Lieutenant R.W. Stacey	Under Training
Cadet D.C. Morse	Under Training
Cadet B.R. Sparkes	Under Training

MEN

Chief Petty Officer S.W. McCleave Coxswain

DECK DEPARTMENT

Boatswains

Chief Petty Officer W.J. Treichel	Able Seaman J.M. Audet
Petty Officer S.E. Alford	Able Seaman J. Boudreau
Petty Officer E.A. Brinn	Able Seaman Gaignard
Petty Officer J.H. Alleyne	Able Seaman J.P. Hervieux
Petty Officer P.P. Young	Able Seaman J.J. LeBlanc
Leading Seaman B.L. Booth	Able Seaman M. MacDonald
Leading Seaman J.C. Hazelwood	Able Seaman R.G. MacKay
Leading Seaman P. Malette	Able Seaman F.A. Moracci
Leading Seaman G.J. Tait	Ordinary Seaman J.H. Allen

WEAPONS DEPARTMENT

Sonarmen

Chief Petty Officer J.H. Montgomery	Leading Seaman J.E. Pungente
Petty Officer Demmery	Able Seaman I.A. Reid
Petty Officer R.J. Joslin	Able Seaman F.M. Reynolds
Petty Officer G.E. McKay	Able Seaman K.P. Sawicz
Petty Officer G.J. Michaud	Ordinary Seaman P.J. Cadden
Leading Seaman K. Brandel	Ordinary Seaman D.W. Grose
Leading Seaman J.W. Corbeil	Ordinary Seaman D.R. Mansfield
Leading Seaman B. Hoyem	Ordinary Seaman J.R. Ogloff
Leading Seaman L. Marrington	Ordinary Seaman D.C. Silvester

Weapons Underwater

Chief Petty Officer D.J. Foster	Leading Seaman W.D. Schwan
Petty Officer D. Coughlin	Leading Seaman A.D. Skaalrud
Petty Officer J. Lehman	Leading Seaman H.A. Wright
Leading Seaman M.J. Campbell	Able Seaman J.P. Arsenau
Leading Seaman G.F. Clutesi	Able Seaman P. Buckley
Leading Seaman J. Huumonen	Able Seaman J.J. Horbas
Leading Seaman R.H. King	Able Seaman P.R. Thayer
Leading Seaman W.G. Sample	

Firecontrolmen

Chief Petty Officer S. Edmondson	Able Seaman S. Frac
Petty Officer M.H. Wilson	Able Seaman B.T. McNiven
Leading Seaman R.P. Dennis	Able Seaman K.W. Simon
Leading Seaman J.B. Dixon	Ordinary Seaman J. Boule
Leading Seaman J. Graham	Ordinary Seaman J. Lupien
Leading Seaman A. Kirkland	Ordinary Seaman J.R. Martel
Leading Seaman J.E. MacEachern	

Weapons Surface

Petty Officer E. Badminton	Leading Seaman I. Meyer
Petty Officer J. Henery	Leading Seaman D.A. Sharp
Petty Officer C.S. Oaks	Able Seaman D.S. Cunningham
Leading Seaman D. Amstutz	Able Seaman R.B. MacAdam
Leading Seaman R. Armstrong	

SUPPLY DEPARTMENT

Storesmen

Petty Officer A. Riggs	Leading Seaman G. Parsons
Petty Officer R. Cubbon	Leading Seaman J. Walmsley
Petty Officer D. Earley	Able Seaman C.E. Harmer
Leading Seaman R. Collins	Able Seaman B. Timmons
Leading Seaman K. Nitsui	Able Seaman R.S. Carter

Commissary and Food Services

Chief Petty Officer S.P. Kornelson	Corporal R.T. Todd
Petty Officer G.A. Wright	Able Seaman J.C. Guimond
Petty Officer G. Reekie	Able Seaman R.J. LaMarche
Leading Seaman D. Curzuk	Able Seaman R. Schinners
Leading Seaman W. Fraser	Able Seaman D.E. Shipalsky
Leading Seaman R. Marshman	Able Seaman J.R. Thibodeau
Leading Seaman F.D. McGraw	Private J.R. Gosselin
Leading Seaman G. Orwick	Private R.V. Maturin
Leading Seaman L. Snedden	Private N.Y. McGill
Corporal T.G. Renner	

Finance, Administration, and Medical

Petty Officer R. Beaudry	Able Seaman J.E. Delisle
Petty Officer T.W. Seal	Able Seaman D.G. Pistun
Petty Officer G.W. Blank	

OPERATIONS DEPARTMENT

Radarmen

Chief Petty Officer E.J. Davidge	Able Seaman V.R. Charbot
Petty Officer W.D. Hill	Able Seaman M.S. Clark
Petty Officer K.J. Hughes	Able Seaman T.A. Crews
Leading Seaman R.W. Anderson	Able Seaman D.C. Dineen
Leading Seaman R.J. Campbell	Able Seaman J.G. Dufour
Leading Seaman G.J. Carr	Able Seaman A.H. Dunn
Leading Seaman D.E. Dwinnett	Able Seaman R.D. Harmer
Leading Seaman A.T. Pearson	Able Seaman F.H. Laursen
Leading Seaman K.L. Vertigan	Able Seaman D.R. Richards
Leading Seaman D.R. Westlake	Able Seaman T.A. Westlak
Leading Seaman D.C. Wright	Able Seaman R.W. Wilson

Radiomen

Petty Officer L. Eastick	Able Seaman J.M. Fletcher
Petty Officer A. Henry	Able Seaman D. Gallant
Petty Officer J. Ross	Able Seaman J.B. Hurley
Petty Officer B. Stewart	Able Seaman L. Perkin
Leading Seaman W. Banks	Able Seaman B.J. Righetti
Leading Seaman S. Bogart	Able Seaman K. Thompson
Leading Seaman J. Frame	Able Seaman D.C. Unger
Leading Seaman P. Wools	Able Seaman G. Wright
Able Seaman R. Ayotte	

Signalmen

Petty Officer R. Orrick	Able Seaman J.P. Brulotte
Petty Officer G.G. Crawford	Able Seaman J.W. LeClerc
Leading Seaman J.S. Day	Able Seaman G.R. Provencal
Leading Seaman K.E. Domay	Able Seaman B.A. Scott
Leading Seaman D. Hoffman	Able Seaman D.S. Tyre
Leading Seaman R.D. Minns	

ENGINEERING DEPARTMENT

Marine

Chief Petty Officer G.B. Fisher	Leading Seaman W. Devers
Chief Petty Officer A.E. Rodger	Leading Seaman H.T. Dutchak
Chief Petty Officer P.J. Souka	Leading Seaman W. Edwards
Chief Petty Officer L.C. Wood	Leading Seaman A.J. Graydon
Petty Officer A.E. Anderson	Leading Seaman J.A. Henderson
Petty Officer T. Chalmers	Leading Seaman J. Huizinga
Petty Officer H.A. Holliston	Leading Seaman V.E. Little Proud
Petty Officer W.H. McNair	Leading Seaman A.J. Loane
Petty Officer T. Nichol	Leading Seaman H. Malet-Veale
Petty Officer J.G. Robson	Leading Seaman J. Martin
Petty Officer W.J. Wilmot	Leading Seaman C.H. McBride
Petty Officer E.A. Beaulieu	Leading Seaman D.L. Owre
Petty Officer R.T. Regan	Leading Seaman W.M. Repay
Petty Officer A. Stennes	Leading Seaman K.H. Stauber
Petty Officer A.W. Thompson	Leading Seaman W. Tyler
Petty Officer R.G. Vincent	Able Seaman J.W. Anderson
Leading Seaman J.L. Banabe	Able Seaman T.M. Christensen
Leading Seaman D. Beswetherick	Able Seaman D.G. Leuck
Leading Seaman A.J. Chedd	Ordinary Seaman D.M. Edgar
Leading Seaman R.J. Couldwell	Ordinary Seaman B.O. Fladde
Leading Seaman R. Dallin	

Electrical

Chief Petty Officer V. Yablonski	Leading Seaman L. Orr
Petty Officer R.G. Preece	Able Seaman C.E. Cornelssen
Petty Officer R.H. Peletier	Able Seaman B.L. Grant
Petty Officer T.J. Trotter	Able Seaman W.L. Lawson
Leading Seaman R.C. English	

Hull

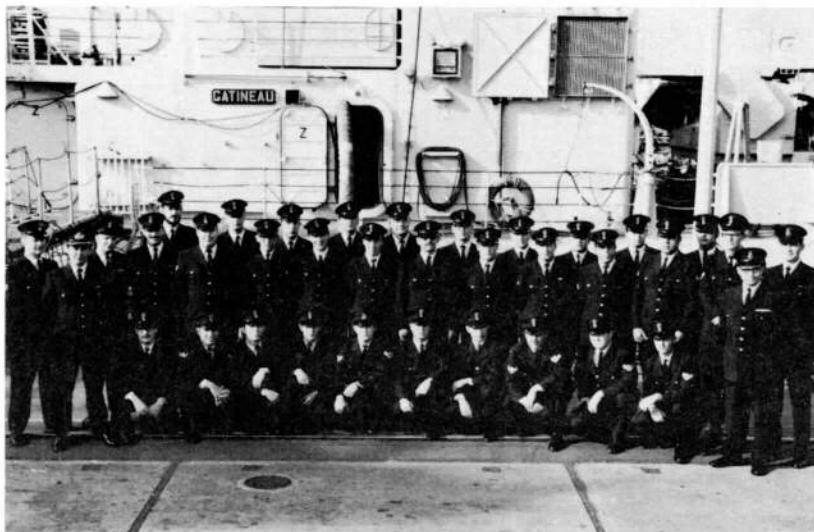
Petty Officer M.J. Willard	Able Seaman J.J. Bilkievicz
Leading Seaman E. Flack	Able Seaman M.B. Instance
Leading Seaman T.W. Senger	Able Seaman D.M. Kosolofske
Leading Seaman L.E. Thomas	



#### WEAPONS DEPARTMENT

The Sonar outfit has been improved by the addition of variable depth sonar which enables detection of submarines at greater ranges. ASROC (Anti-Submarine Rocket) is a rocket with a homing torpedo payload. Computer aimed, the rocket carries the torpedo through the air to land in the vicinity of the submarine. The ASW Mortar is a three barrel omni-directional mounting capable of accurately firing high explosive projectiles.

The main above water armament is a twin 3 inch 70 gun which is primarily an anti-aircraft weapon. This gun is radar controlled and has a high rate of fire. New surface equipment includes the Rocket Flare Launcher. Designed for target illumination, it is also capable of being used as a close range weapon.



OPERATIONS DEPARTMENT

The conversion of GATINEAU to an IRE configuration has precipitated an even closer co-operation between the Weapons and Operations Departments in fighting the ship. The new layout of compartments brings personnel into closer contact with each other during action. Display of tactical information is improved so that the ship is capable of more immediate reaction in a multi-threat environment.

New antenna systems, couplings, and general re-arrangement of the ship's communications complex have improved the internal and external communications. This is particularly true of the ship's ability to exchange tactical information with other modern vessels of our allies.

GATINEAU's new Electronic Warfare equipment has increased her ability for passive surveillance and active reaction. The ship's striking new mast and superstructure aft of the bridge accommodates much of the changes in her EW capacity.



DECK DEPARTMENT

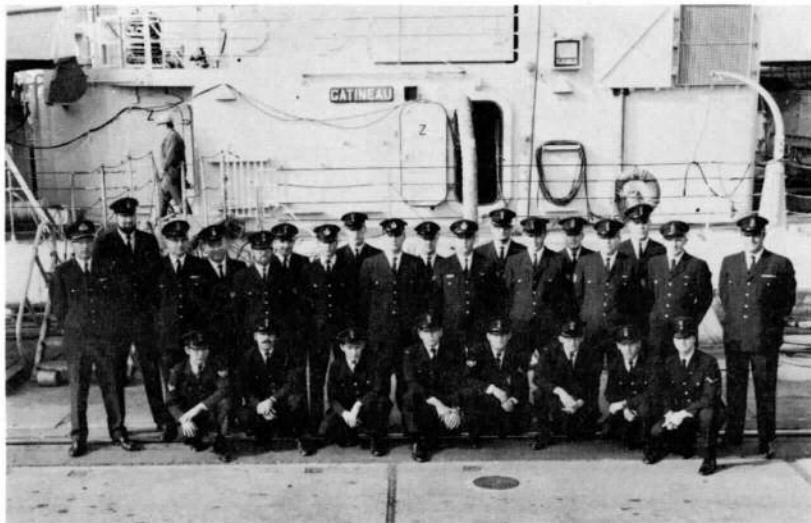
GATINEAU has been equipped with thirteen standard twenty-man life-rafts for survival in all weather conditions. The addition of a retractable Kingpost during conversion has greatly enhanced capabilities of replenishment at sea to include heavy stores, equipment, and armament. A "probe" fuel connection system provides an easier and safer means of fuelling at sea than did older methods.



#### ENGINEERING DEPARTMENT

When GATINEAU is accepted into the fleet, the men of the Engineering Department will find themselves running main machinery which has had two major changes. In order to cut hull vibration to a minimum, almost all of the ship's auxiliary machinery has been flexibly mounted. The capacity of the feed water supply system has been greatly improved by the replacing of one reciprocating feed pump with a "Pacific" turbo driven auxiliary feed pump.

The ship's changed profile reflects in part the large amount of work done on the hull. During the docking phase the stern was cut off the ship and a new one fitted to accommodate the VDS and its hydraulic equipment. The new lattice aluminum mast has become the ship's most distinctive feature and has supports extending through the Captain's cabin and Officer's Wardroom and further into the hull.



SUPPLY DEPARTMENT

GATINEAU carries approximately 20,000 line items of general stores and a three month supply of dry provisions and meat, plus a two week supply of fresh vegetables, milk, and bread. There are eighteen storerooms, eleven for the storage of general stores, three for refrigeration, two dry stores, and two clothing stores. All general stores are on an automatic replenishment system which is computer controlled. All stock is replenished to the allowance every two months.

The galley in GATINEAU is now one of the most up-to-date in the fleet. Extensive use of stainless steel on deckheads and other areas has helped to eliminate most "hard to clean" areas.

Habitability programming during the conversion has resulted in an entirely new Chief and Petty Officers lounge and crews cafeteria. Interior panelling, new tables and chairs, and the addition of settees have given these areas a more relaxing atmosphere both for dining and off duty leisure.

