

FLEET ORDER



FO 103.00

SHIP NAMING POLICY

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1 INTRODUCTION

1.1 Purpose

The purpose of this Order is to state the Canadian Coast Guard (CCG) policy for the naming of CCG vessels and to provide general guidelines for the selection and approval of names.

This policy presents a consistent and logical approach to naming CCG vessels and classes of vessels. The objective is to select names that promote Canadian sovereignty, culture, geography and history. It is also intended to raise the profile of vessels and the work they do by honouring and celebrating people and places of regional and national significance.

1.2 Policy

It is the policy of the Canadian Coast Guard that vessels of the CCG Fleet shall be named according to the criteria listed in this Order (Annex A).

All named vessels shall be referred to as Canadian Coast Guard Ships (CCGS).

1.3 Application

This policy applies to all CCG Vessels and Air Cushioned Vehicles (ACV).

Where names of existing CCG Ships do not comply with this Order, non-complying names will not need to be changed.

Vessels under long-term charter to the CCG may be renamed in accordance with this Order where deemed appropriate and practicable.

1.4 Definition

Unless specifically defined, terms in this order have the same meaning as defined in the Fleet Safety Manual, Glossary - Definitions.

2 ROLES AND RESPONSIBILITIES

2.1 Minister, Department of Fisheries and Oceans

The Minister, Department of Fisheries and Oceans, is responsible for:

- approving name selections for all vessels.

2.2 Deputy Minister, Department of Fisheries and Oceans

The Deputy Minister, Department of Fisheries and Oceans, is responsible for:

- recommending name selections to the Minister, Department Fisheries and Oceans, for all vessels.

2.3 Commissioner, Canadian Coast Guard

The Commissioner, Canadian Coast Guard, is responsible for:

- recommending name selections to the Deputy Minister for Department Fisheries and Oceans.

2.4 Director General, Operations

The Director General, Operations, is responsible for:

- developing, implementing and maintaining this Order.

2.5 Director, Operational Support

The Director, Operational Support, is responsible for:

- managing this Order and monitoring to ensure compliance.

3 GUIDELINES

3.1 Suitability

The suitability of a particular choice of name has three dimensions, namely:

- Promoting Canadian culture, history, geography and sovereignty by honouring people and places of importance to Canadians;
- Relevance and acceptability of the name to clients, stakeholders and the general public;
- The extent to which the name promotes a positive image of the CCG and the Department of Fisheries and Oceans.

3.2 Brevity and Clarity

Proposed vessel names should be brief and easily understood by radiotelephone and other means of communication.

- Complicated or confusing spelling and pronunciation should be avoided;
- Professional titles (Doctor), honorific (Right Honourable) and family abbreviations (Jr., III) and incomplete names should generally be avoided, however they should be used in cases where they would complement name recognition for the subject.

These criteria should be applied in the early screening steps before a name gains too much consensus.

3.3 Commemoration

In keeping with existing government protocol concerning the naming of federal buildings and facilities, names of persons still living shall be excluded. A proposed name will only be considered for persons posthumously.

4 PROCEDURES

The entire process for the proposal of names and approval should normally take three months to complete.

4.1 Development of a Pool of Names

The Director General, Operations will develop and maintain a pre-selected pool of vessel names that conform to that class of vessels as described in Annex A.

Verification of suitability, brevity, clarity and commemoration standards will be done prior to entering a name in the pool of each class of vessels.

In developing the pool, the Director General, Operations will use a consultative process as outlined in sections 4.1.1 and 4.1.2 below.

The consultations will be focused primarily on local and regional representatives in the area where the Vessel in question will be based.

4.1.1 For vessels greater than 25 metres in length

The pool of names shall be developed and maintained at Headquarters.

In developing the pool, the Director General, Operations will consult with appropriate regional, industry, community, aboriginal, law enforcement and other government department/agency representatives to refine the pool of proposed names.

The Director General, Operations shall forward a request to all Assistant Commissioners to review the pre-selected pool of vessel names that conform to that class of vessel.

4.1.2 For vessels of 25 metres or less in length

A request will be sent to the relevant Regional Director, Fleet seeking a pool of proposed names (at least 3) to be provided in order of preference along with a short biography and rationale for each.

4.2 Selection of Names

The procedure to be followed for the selection of names for CCG vessels shall be as follows:

4.2.1 For vessels greater than 25 metres in length

The Director General, Operations shall forward a request to the Assistant Commissioner(s) and other implicated partners to review the pre-selected pool of vessel names that conform to that class of vessel.

The Director General, Operations in consultation with the Assistant Commissioner(s) and other implicated partners shall agree on the proposed names.

4.2.2 For vessels of 25 metres or less in length

The pool of proposed names from the Region(s) is reviewed and vetted by Headquarters to verify that they conform to the naming criteria outlined in Annex A.

4.3 Approval

The Director, Operational Support shall obtain clearance from the Chief, Ship Registration, and Transport Canada, ensuring that the proposed name and alternates are available. If not available, then other names are to be chosen.

The Director General, Operations submits proposed names to the Commissioner, CCG to recommend to the Deputy Minister for ministerial selection and approval.

4.4 Certification and Registration

The Director, Operational Support reserves the proposed name with Transport Canada, Ship Registration.

Depending on the responsibility for project management either the Director General, Major Crown Projects or the Director General, Integrated Technical Services obtains the necessary surveyor's and builder's certificates and arranges for the placing of names.

The Director, Operational Support completes the relevant registration activities and obtains necessary documents (see CGFO 105.00).

5 RELEVANT AND COMPLEMENTARY FLEET ORDERS

CFGO 102.00 Registrations/Licensing of Small Craft - CCG Fleet

CGFO 105.00 Ship Registration and Name Changes

CGFO 106.00 Naming and Dedication to Service Ceremony

6 ENQUIRIES

Enquiries regarding this Order should be directed to Director, Operational Personnel, either by email at InfoPol@dfo-mpo.gc.ca or by telephone at 613-991-0262.

E. Wade Spurrell
Director General, Operations

ANNEX A DEFINITION OF VESSEL CLASSES AND NAMING CRITERIA

| Classes | ABBR. (French) | Definition | Naming Criteria |
|-------------------|--------------------|---|---------------------------------|
| Polar Icebreaker | Polar (Polaire) | <ul style="list-style-type: none"> • A very large multitasked icebreaker (approx. 140 metres in length), capable of sustained operations in the Arctic Archipelago over three seasons per year. • Has accommodations with 60 CCG berths, 40 supernumerary berths, and a surge capacity for 25 others. • Has a large cargo carrying capacity; a helicopter hangar that will accommodate two CCG helicopters; and multiple utility craft. • Has the capacity to over-winter in the Arctic. • Has the capacity to deliver a large suite of Government of Canada programs. | Former Canadian Prime Ministers |
| Heavy Icebreaker | HI (BL) | <ul style="list-style-type: none"> • A very large multitasked icebreaker (approx. 130 metres in length), capable of sustained operations in the Arctic Archipelago over two seasons per year and for escort operations in the Gulf of St. Lawrence and East Coast of Newfoundland. • Has accommodations with 45 CCG berths and 40 supernumerary berths. • Has a large cargo carrying capacity; a helicopter hangar that will accommodate a CCG helicopter; and multiple utility craft. | Former Canadian Prime Ministers |
| Medium Icebreaker | MI (BM) | <ul style="list-style-type: none"> • A large icebreaker (approx. 100 metres in length) capable of sustained icebreaking and escort operations in the Arctic archipelago over two seasons per year, the Great Lakes, River and Gulf of St. Lawrence and Atlantic Coast in winter. • Has accommodations with 32 CCG berths and 25 supernumerary berths (has lifesaving equipment capacity for 62). • Has a cargo carrying capacity; a helicopter hangar that will accommodate a CCG helicopter; and multiple utility craft. • Has capability to deliver many Government of Canada programs such as many CCG programs and scientific missions. | Former Canadian Prime Ministers |

| Classes | ABBR. (French) | Definition | Naming Criteria |
|--------------------------------------|-------------------|--|---|
| High Endurance Multi-Tasked Vessel | HEMTV (NPGA) | <ul style="list-style-type: none"> • A large, highly adaptable multitasked vessel (approx. 85 metres in length) with an icebreaking capability to work in the south and western Arctic; and, for escort operations in the Great Lakes, River and Gulf of St. Lawrence and Atlantic coast in winter. Has a shallower draught than the Medium Icebreaker and less capable overall. • Has accommodation with 28 CCG berths and 20 supernumerary berths (has lifesaving equipment capacity for 58). • Has a crane, a large cargo hold and deck capacity; has a helicopter hangar that will accommodate a CCG helicopter; can launch and recover Rigid-hull inflatable boats and two utility craft. • Has capability to deliver many Government of Canada programs. | Former Canadian Governors General |
| Medium Endurance Multi-Tasked Vessel | MEMTV (NPAM) | <ul style="list-style-type: none"> • A large, multitasked, shallow draught vessel (approx. 65 metres in length) with a top speed of 14 knots; can stay at sea up to 28 days. • Has accommodation with 22 CCG berths and 10 supernumerary berths (has lifesaving equipment capacity for 52). • Has a crane, a large cargo hold and deck area; can launch and recover Rigid-hull Inflatable Boats and utility craft. • Primarily used for aids to navigation, Search and Rescue, icebreaking, science and environmental response; has some icebreaking capability. • Designed to have a helicopter deck but not generally equipped with one. | Former Canadian mariners or members of the CCG who have made a significant contribution |

| Classes | ABBR. (French) | Definition | Naming Criteria |
|---------------------------------------|-------------------|---|--|
| Offshore Oceanographic Science Vessel | OOSV (NHRO) | <ul style="list-style-type: none"> • A large, multitasked offshore noise-reduced vessel (approx. 90 metres in length), capable of extended missions of four to six weeks with a 10,000 NM range; no icebreaking capabilities but able to operate in ice infested waters. • Has accommodations with 27 CCG berths and 25 to 30 supernumerary berths (has lifesaving equipment capacity for 57). • Equipped with wet labs and has bottom sampling and water column sampling capability; can accommodate a helicopter with minimal hangar capabilities; can launch and recover utility craft. • Primarily used for ecosystem and fishery science; oceanographic missions and geological; and hydrographic surveys. | Former Canadian Scientists or Explorers who have made a significant contribution |
| Offshore Fishery Science Vessel | OFSV (NHRH) | <ul style="list-style-type: none"> • A large multitasked offshore noise-reduced vessel (approx. 55 to 65 metres in length), capable of extended missions of four to six weeks with an 8,500 NM range; no icebreaking capabilities, but can deliver programs in ice-infested waters. • Has accommodations with 27 CCG berths and 15 supernumerary berths (has lifesaving equipment capacity for 45). • Equipped with wet labs and able to do trawl surveys and some water column sampling; no helicopter capabilities. • Primarily used for ecosystem and fishery science research. | Former Canadian Scientists or Explorers who have made a significant contribution |
| Offshore Patrol Vessel | OPV (PH) | <ul style="list-style-type: none"> • A large offshore vessel (approx. 75 metres in length) that can operate beyond 120 NM including outside the Exclusive Economic Zone; has a top speed greater than 20-25 knots and can stay at sea for up to six weeks; can operate year-round in Canadian waters (except the Arctic archipelago); minimal ice capability to transit light ice-infested waters. • Has accommodations with 22 CCG berths and 18 supernumerary berths and a surge capacity of 12 others (has lifesaving equipment capacity for 52). • Carries two Rigid-hull Inflatable Boats (up to 11 metres length); can accommodate a helicopter with minimal hangar capabilities. • Designed to support law enforcement, and has a program operations room. Primarily used for fisheries enforcement and search and rescue. | Former Companions of the Order of Canada |

| Classes | ABBR. (French) | Definition | Naming Criteria |
|-------------------------|-------------------|--|---|
| Mid-Shore Patrol Vessel | MSPV (PSH) | <ul style="list-style-type: none"> • A medium sized vessel (approx. 40 metres in length) that can operate up to 120 NM offshore with a top speed of 25 knots; can stay at sea up to 14 days. No requirement for operations in ice-infested waters. • Has accommodations with nine CCG berths and up to six supernumerary berths. • Carries one or two Rigid-hull Inflatable Boats; no helicopter capabilities. • Primarily used for maritime security and fisheries enforcement. | Former recipients of the Victoria Cross, Star of Military Valour, Medal of Military Valour, Meritorious Service Medal, Cross of Valour, Star of Courage, Medal of Bravery, Order of Merit of the Police Forces, RCMP Role of Honour or DFO or CCG members who died in the line of duty. |
| Air Cushion Vehicle | ACV (VCA) | <ul style="list-style-type: none"> • A medium sized, fast (up to 45 knots), multi-tasked vessel which rides on a cushion of air (hovercraft), capable of working in very shallow areas and littoral zones. • Has a crew of four to seven on day work. • Has no helicopter capability. • Primarily used for search and rescue, aids to navigation, environmental response, and icebreaking; | Aboriginal words |
| Special Navais Vessel | - | <ul style="list-style-type: none"> • A shallow draught, flat bottom vessel (approx. 50 metres in length); self-supporting for up to 28 days and can sustain repeated groundings due to shifting river channels; not suitable for open-sea work; no icebreaking capabilities. • Has accommodation with 12 CCG berths and four supernumerary berths. • Can accommodate a helicopter with minimal hangar capabilities. • Primarily used for navigational aids on the Mackenzie River. | Aboriginal words |
| SAR Lifeboat | L/B (B/S) | <ul style="list-style-type: none"> • Small (approx. 15 to 17 metres in length) shore-based self-righting lifeboat ;capable of search and rescue operations up to 100 NM from shore with a top speed of approx. 25 knots; minimal ice capability to transit light ice-infested waters. • Has a crew of four or five on day work. Capacity for four supernumeraries (has lifesaving equipment capacity for 20); • No helicopter capability. | Geographical features - uniform by class: Canadian Capes for high speed lifeboats Canadian Bays for high-endurance lifeboats |

| Classes | ABBR. (French) | Definition | Naming Criteria |
|------------------------------------|---------------------------|---|--|
| Mid-Shore Science Vessel | MSSV (NSHR) | <ul style="list-style-type: none"> • Medium sized vessel (approx. 40 metres in length) capable of sustained operations away from port for up to 14 days; has endurance for 21 days and top speed of 12-14 knots and cruising range of 4000 NM; has minimal ice capability to transit light ice-infested waters. • Has accommodation with 15 CCG berths and 8 supernumerary berths. • No helicopter capability and limited capacity to carry survey launches. • Primarily used for limited: ecosystem fishery science; oceanographic missions and geological / hydrographic surveys. | Former Dominion Hydrographers of Canada or former explorers of Canada |
| Channel Survey and Sounding Vessel | CSSV (NHSC) | <ul style="list-style-type: none"> • Small vessel (approx. 20 to 25 metres in length) with sounding speed of 10 knots; has no ice capability. • Has limited accommodations for a crew of four plus two supernumerary. • Carries a small utility craft; no helicopter capability. • Primarily used to conduct depth survey operations. | Former Dominion Hydrographers of Canada or former explorers of Canada |
| Near-Shore Fishery Research Vessel | NSFRV (NSHRH) | <ul style="list-style-type: none"> • Small (approx. 20 metres to 25 metres in length) fishery research vessel with a three to four metres draught, a speed of 12 knots and a moderate range; has minimal ice capability to transit light ice-infested waters. • Has accommodations with five CCG berths and four supernumerary berths; • Has some lab capacity; no helicopter capability. • Used to conduct trawl surveys. | Former Canadians who have made a contribution to: Marine and Fishery Research Fisheries Management |
| Specialty Vessel | - | <ul style="list-style-type: none"> • Small (under 150 GRT), shallow draught vessel of various designs; has no ice capability. • Generally, has no accommodation with a crew complements that is specific to a variety of tasks. • No helicopter capability. • Used for marine and fishery research, conservation and protection patrols, science and aids to navigation. | Former Canadians who have made a contribution to: Marine and Fishery Research Fisheries Management Maritime Safety or Security Marine Transportation |
| Small Craft | SC (PE) | Any vessel less than 15 tons gross tonnage – about 12 metres in length or less. | Not named |