

HMCS REGINA 334 Commissioning Book

Courtesy of

Norman Joyce

Commissioning crew member as a MS NET(C) 284

Commissioning
of
HMCS REGINA



Her Majesty's Canadian Dockyard
Esquimalt, British Columbia
30 September 1994



Description of images

Starting from the left side and reading across, the following images are depicted:

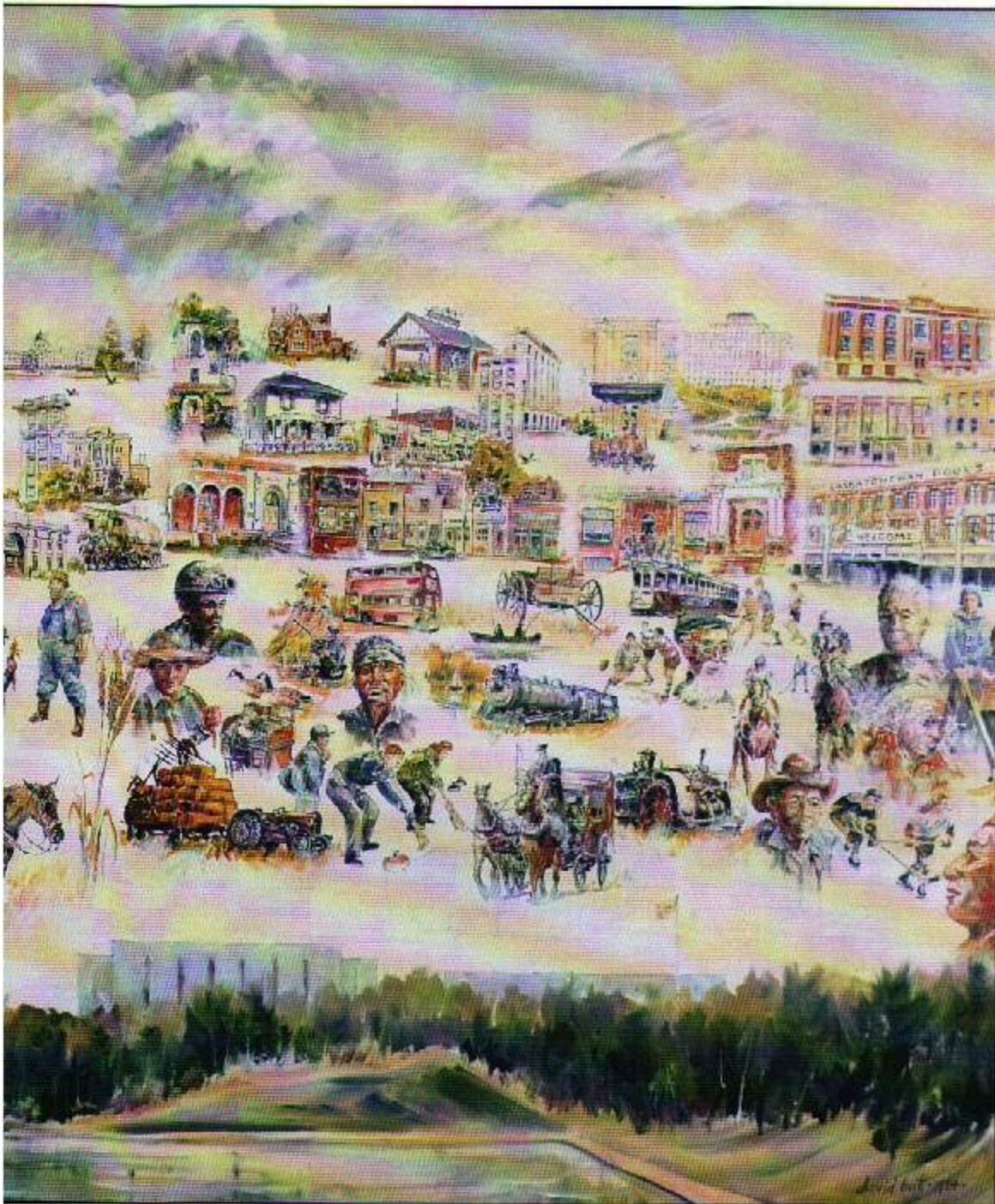
Early buildings/inhabitants; lieutenant-governor's residence, government house (Dewdney Ave.), early NWMP barracks, RCMP chapel, Baptist church, (Victoria Ave.), early NWMP recruits, various older churches (St. Paul, Knox Met., etc.) still standing in the city plus other church fragments (since demolished) and a menorah (representing early Jewish settlement), aboriginals

Farming; existing (on Saskatchewan Drive) and demolished grain elevators, laundry drying, men barn raising, women working on farm, early politicians, old women (sewing)

Early Settlement & Education; University of Regina, (College St.), Luther College, (Dewdney Ave.), early schools (demolished), girl with book, early settlers, (Russian, Chinese, French, Ukrainian, German)

Early Commercial; street scenes with stores, horse drawn supply wagons, store window fragments, politicians and early civic figures, (male & female), rancher/cowboy, farming, horses, cows

Old City Halls; various views/street scenes, bank, early farm machinery, former city flag crown in sky



Presented to
 the Ship's Company of
 HMCS REGINA
 on behalf of MIL Davie Inc.
 by Mr. David L. Christopher,
 Director -
 Quality/ Trials Operations

Painting REGINA - PAST Artist David Butt, Regina, Saskatchewan 2 March 1994

Government/Industry: legislature building, (old & present view), original Hill building, railway station, man hunting geese, oil driller, early office, tractor

Housing: Balfour and other apartments, Victoria Ave., Residence at College & Broad, early house (demolished), farming and ranching people

Hotels, Clubs, Commercial, Banking, Transportation, Sports: existing Royal Trust building, early gas station, Hill building, early street scenes, streetcar, Chinese man, early farm machinery, boat on Wascana, boys playing soccer, horse racing, Old & present Assiniboia Club, Old & new, (entry) Hotel Saskatchewan, hockey, rugby, double decker bus, stage coach, Wheel Pool building (past & present), buildings on Albert Street, Federal building, womens hockey, farmer

Across bottom of mural: view looking south towards university across Wascana Lake (south of Centre of the Arts parking)

Top; the sky represents the famous Regina Tornado and is a metaphor for the turbulent beginnings of any prairie city. The crown from the early flag represents the sun peaking through, bringing hope for the future.



The commissioning of Her Majesty's Canadian Ship REGINA is an important occasion for Canada's Pacific Fleet and demonstrates the significance with which the government of Canada views the Navy in shaping the future of the country. In addition to the contribution HMCS REGINA will make to national security, Canada will benefit significantly from her presence throughout the Pacific Rim. So as HMCS REGINA joins the Fleet, on behalf of the government and the people of Canada, I extend to her the warmest of welcomes.

HMCS REGINA is state-of-the-art in naval vessels, the proud result of Canadian ingenuity, technology and industry. As Canada enters the twenty-first century, she must be prepared to respond to the increasing demands and expectations of our global community. The addition of HMCS REGINA and her sister ships to the Navy will greatly enhance the government's ability to successfully deal with the challenges of the future.

I am confident that HMCS REGINA will not only provide Canada with a period of distinguished naval service, but will also bring pride to the city after which the ship is named. To the Commanding Officer, Officers and Ship's Company, I extend my personal best wishes for a successful commission and continued dedicated service to our great country.

La mise en service du Navire canadien de Sa Majesté REGINA est un événement important pour la flotte du Pacifique, qui démontre toute la portée de l'engagement du Canada à l'égard du rôle qu'il veut voir la Marine jouer dans l'avenir de notre pays. En plus de la contribution du NCSM REGINA à la sécurité nationale, le Canada bénéficiera grandement de sa présence tout le long des côtes du Pacifique. C'est pourquoi il me fait plaisir, au nom des Canadiens et du gouvernement du Canada, d'accueillir chaleureusement le NCSM REGINA au sein de la flotte.

Le NCSM REGINA est un bâtiment ultramoderne et le fier produit de l'ingénuité, de la technologie et de l'industrie canadienne. À l'aube du vingt-et-unième siècle, le Canada doit être prêt à répondre aux demandes et aux attentes accrues de la collectivité mondiale. L'arrivée du NCSM REGINA et des autres navires de sa classe au sein de la Marine, permettra d'augmenter les possibilités du gouvernement de relever avec succès les défis que nous pose l'avenir.

Je suis convaincu que le NCSM REGINA aura non seulement une carrière remarquable au sein de la Marine, mais fera aussi la fierté de la ville qui lui a donné son nom. Au commandant, aux officiers et à l'équipage du navire, j'offre mes meilleurs voeux de succès dans son service loyal envers notre grand pays.

Ministre de la Défense nationale
L'Honorable David M. Collenette, C.P., M.P.

The Honourable David M. Collenette, P.C., M.P.
Minister of National Defence



The commissioning of HMCS REGINA is a significant milestone in the naval history of Canada and Saskatchewan. HMCS REGINA is the second naval vessel to bear that name and the eighteenth naval vessel to have a name directly associated with Saskatchewan. All of these vessels have served Canada well, and HMCS REGINA today takes up the torch to continue this proud legacy.

The prairies have strong ties to the sea. The success and well-being of prairie farmers depends on the reliable movement of grain to customers around the world and HMCS REGINA, a world-class vessel on the leading edge of technology, will represent and protect these vital trade links abroad.

Already, a strong link has been formed among HMCS REGINA, its namesake city and the province. I look forward, with pride, to following the many accomplishments that will be achieved throughout the career of this magnificent vessel. I am sure this will serve to strengthen this bond.

La mise en service du NCSM REGINA est une étape importante de l'histoire maritime du Canada et de la Saskatchewan. Le NCSM REGINA est le deuxième du nom et le dix-huitième bâtiment des forces navales dont le nom est directement lié à la Saskatchewan. Tous ces navires ont bien servi le Canada, et aujourd'hui, le NCSM REGINA reprend le flambeau de ce fier héritage.

Les prairies ont des liens étroits avec la mer. La réussite et le bien-être des fermiers des prairies repose sur la fiabilité du transport du grain vers leurs clients du monde entier et le NCSM REGINA, un navire de classe internationale à la pointe de la technologie, représentera et protégera à l'étranger ces liens commerciaux essentiels.

Il existe déjà de fortes affinités entre le NCSM REGINA, la ville éponyme et la province. Je suis fier à l'avance de suivre les nombreux succès qui marqueront la carrière de ce magnifique navire et qui, j'en suis sûr, resserreront les liens qui nous unissent.

L'Honorable J.E.N. Wiebe
Lieutenant-gouverneur de la province de Saskatchewan

His Honour The Honourable J.E.N. Wiebe
Lieutenant Governor of the Province of Saskatchewan



The commissioning of Her Majesty's Canadian Ship REGINA is an important occasion for the Canadian Forces. The addition of the Canadian Patrol Frigate to Canada's naval fleet will ensure that our commitments can be met anywhere in the world. This superb vessel, designed and constructed in Canada, greatly enhances the navy's ability to meet the objectives set forward by the government.

Canada, as a maritime nation with the world's longest coastline, must maintain a naval presence in order to contribute to our national sovereignty and to the defence of North America. Additionally, commitments within NATO, to the United Nations and throughout the Pacific Rim demand the capabilities that only a blue water navy can meet. HMCS REGINA and her sister ships will provide the tools necessary to successfully accomplish these tasks well into the twenty-first century.

To the commissioning Ship's Company of HMCS REGINA falls the honour and responsibility of ensuring that the ship fulfils the high expectations placed upon this class of warship. It is a task of enormous proportions that will demand the utmost in dedication and determination, but undoubtedly will be remembered as one of the most rewarding times during your service in Canada's Navy.

In welcoming HMCS REGINA into Canada's military family, I offer my personal congratulations to all who have laboured to make this commissioning a reality. As HMCS REGINA embarks on what I am sure will be a distinguished period of service to Canada, I bid her fair winds and following seas.

La mise en service du Navire canadien de Sa Majesté (NCSM) Regina est un événement important pour les Forces canadiennes. L'ajout de cette frégate canadienne de patrouille à la flotte du pays nous permettra de remplir nos engagements partout dans le monde. Ce superbe bâtiment, conçu et construit au Canada, accroît sensiblement la capacité de la Marine d'atteindre les objectifs fixés par le gouvernement.

Doté du plus long littoral du monde, le Canada se doit de maintenir une présence navale afin d'être en mesure de préserver sa souveraineté et de contribuer à la défense de l'Amérique du Nord. De plus, ses responsabilités envers l'OTAN, les Nations Unies et le long de la côte du Pacifique exigent des compétences que seule une marine hauturière peut offrir. Le NCSM Regina et les autres navires de sa classe procureront au pays les outils nécessaires pour répondre à ces défis et ce, bien au-delà du tournant du siècle.

C'est sur l'équipage du NCSM Regina que reposent l'honneur et la responsabilité de voir à ce que celui-ci réponde aux grands espoirs qu'on a mis dans cette classe de bâtiments de guerre. Une tâche colossale vous attend. Elle exigera un dévouement et une détermination absolus, mais vous vous souviendrez assurément comme l'une des périodes les plus enrichissantes de votre service dans la marine canadienne.

En accueillant le NCSM Regina au sein de la marine canadienne, je félicite tous ceux qui ont contribué à la réussite de ce projet. Au moment où ce bâtiment de guerre commence une carrière qui sera sûrement prometteuse, je lui souhaite bons vents et une mer clémente.

Le Chef d'état-major de la Défense
Général A.J.G.D. de Chastelain

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



The commissioning of HMCS REGINA is a proud event for all to celebrate. From the early stages of the Canadian Patrol Frigate Program to this commissioning ceremony, HMCS REGINA represents the culmination of hard work and determined effort by many people. The contributions made by both Canadian Forces personnel and Public Service employees within the Department of National Defence were key to the successful completion of HMCS REGINA and her sister ships.

I would like to express my sincere appreciation to all persons within the department who have contributed to the Canadian Patrol Frigate Program. To the Commanding Officer, officers and ships company of HMCS REGINA, my admiration, confidence and best wishes.

Nous sommes tous fiers de célébrer la mise en service du NCSM REGINA, qui constitue l'aboutissement du travail acharné et de la détermination de ceux qui y ont contribué, depuis les débuts du Programme de la frégate de patrouille canadienne jusqu'à cette cérémonie de prise d'armes. Le personnel des Forces canadiennes et les employés de la Fonction publique du ministère de la Défense nationale ont joué un rôle clé dans la construction du NCSM REGINA et des navires de sa classe.

J'aimerais témoigner ma sincère reconnaissance envers tous les employés du Ministère qui ont contribué au Programme de la frégate de patrouille canadienne. J'offre mes meilleurs vœux au commandant, aux officiers et à l'équipage du NCSM REGINA, et je tiens à leur faire part de toute mon admiration et de ma confiance.

Le sous-ministre de la Défense nationale
Robert R. Fowler

Robert R. Fowler
Deputy Minister of National Defence



It is most gratifying for me, as Commander of Maritime Command, to welcome Her Majesty's Canadian Ship REGINA to the Fleet.

The acquisition of the Halifax class frigates starts a new chapter in the history of the Canadian Navy. These state-of-the-art vessels provide the means to respond anywhere in the world to the challenges of the future. We, as Canadians, should be proud of these magnificent ships which were designed and produced by Canadian industry and are truly one of the most capable vessels of their size in the world today.

The commissioning of HMCS REGINA also marks the return of a proud and distinguished name to our Fleet. This will be the second ship which has entered into our country's naval service to bear the name HMCS REGINA. The first, a corvette, distinguished herself during World War II from 1942 to 1944. I am sure that the sailors of this HMCS REGINA will carry on the proud traditions of her predecessor.

To the Commanding Officer, Officers and Ship's Company of HMCS REGINA - Godspeed, fair passage and best wishes for a most successful commission.

En qualité de commandant du Commandement maritime, il m'est très agréable d'accueillir le Navire canadien de Sa Majesté REGINA au sein de la flotte.

L'acquisition des frégates de la classe Halifax marque le début d'un nouveau chapitre de l'histoire de la Marine canadienne. Ces bâtiments ultramodernes nous donnent les moyens de relever les défis que nous pose l'avenir partout dans le monde. Les Canadiens doivent être fiers de ces magnifiques navires, conçus et construits par l'industrie canadienne, qui comptent véritablement parmi les meilleurs bâtiments de leur taille au monde.

La mise en service du NCSM REGINA souligne aussi le retour d'un nom qui a fait la fierté et l'honneur de notre flotte. Il s'agit du deuxième navire du nom à entrer dans le service naval de notre pays. Le premier NCSM REGINA, une corvette, s'est distingué de 1942 à 1944 au cours de la Deuxième Guerre mondiale. Je sais que les marins du NCSM REGINA poursuivront la fière tradition de leur prédécesseurs.

Au commandant, aux officiers et à l'équipage du NCSM REGINA, j'offre mes meilleurs vœux et je souhaite bon vent et bonne route à l'occasion de cette prise d'armes.

Le commandant du Commandement maritime
Vice-amiral L.E. Murray

L.E. Murray
Vice-Admiral
Commander Maritime Command



The commissioning of HMCS REGINA not only marks an important step in the revitalization of the Pacific Fleet, but re-establishes naval ties with the city of Regina, and carries on these ties with the province of Saskatchewan.

This commissioning, which is soon to be followed by the arrival of other frigates and modernized "Tribal" class destroyers, ensures that the navy will not only be able to fulfil its commitments with respect to national sovereignty, but also participate fully in international activities throughout the Pacific Rim. These additions significantly enhance Canada's profile and influence within this rapidly developing area.

The city of Regina has enjoyed extensive ties with the navy through the proud and distinguished wartime actions of the corvette HMCS REGINA. The commissioning of the frigate HMCS REGINA provides the ideal venue through which to reaffirm and enhance this relationship. In the role of ambassador, I am sure that this outstanding product of Canadian industry will well represent both the navy and the city, whose name she bears, throughout the duration of her service to the country.

To the Commanding Officer, Officers and ship's company of HMCS REGINA, I offer my personal best wishes for a successful and rewarding commission. FLOREAT REGINA.

La mise en service du NCSM REGINA marque non seulement une étape importante dans la revitalisation de la flotte du Pacifique, mais permet aussi de rétablir des liens maritimes avec la ville de Regina et de les étendre à la province de Saskatchewan.

La mise en service de ce navire, qui sera bientôt suivi d'autres frégates et des destroyers modernisés de la classe Tribal, permettra à la Marine de remplir ses engagements à l'égard de la souveraineté du Canada et de participer pleinement aux activités internationales menées tout le long des côtes du Pacifique. Ces nouveaux bâtiments amélioreront de façon significative la visibilité et l'influence du Canada dans cette région en pleine croissance.

La ville de Regina entretient depuis longtemps des liens avec la Marine, grâce aux missions remarquables menées en temps de guerre par la corvette NCSM REGINA. La mise en service de la frégate NCSM REGINA est l'occasion idéale de réaffirmer et de resserrer ces liens. Dans son rôle d'ambassadeur, je suis certain que ce produit exceptionnel de l'industrie canadienne sera le digne représentant de la Marine et de la ville qui lui a donné son nom, tant qu'il sera au service de notre pays.

Au commandant, aux officiers et à l'équipage du NCSM REGINA, je tiens à offrir personnellement mes meilleurs vœux de succès. FLOREAT REGINA.

Le commandant des Forces maritimes du Pacifique
Contre-amiral B. Johnston

B. Johnston
Rear Admiral - Commander Maritime Forces Pacific



The commissioning of HMCS REGINA marks an important occasion for the Navy and the people of Regina.

HMCS REGINA represents the future of the Navy. She is the latest achievement of the Canadian government and industry working together to create a truly world class vessel. She is a product of the computer age, with the latest technology and innovation throughout. Her capabilities and systems are far beyond anything that would have been possible even a few years ago.

HMCS REGINA also represents a proud tradition. The assembled members of the first HMCS REGINA, K-234, can look with pride on the vessel that will carry on their traditions and I am certain that they have a number of lessons to teach their successors. The spirit of the first REGINA will surely live on through the new ship and her crew.

Finally, HMCS REGINA represents her namesake city. I feel confident that her voyages will introduce people throughout the Pacific Rim to the kind of warmth and hospitality that they can always find in the city of Regina. In that vein, on behalf of the City Council of Regina, I proclaim HMCS REGINA as our official Ambassador at Large.

Fair winds and following seas to REGINA and her crew.



La mise en service du NCSM REGINA constitue un événement important pour la Marine et les citoyens de Regina.

Le NCSM REGINA représente l'avenir de la Marine. C'est la plus récente réussite de l'industrie et du gouvernement du Canada, qui ont uni leurs efforts pour créer ce bâtiment véritablement de classe internationale. Ce navire est le produit de l'ère de l'informatique, de la technologie et de la créativité. Ses caractéristiques et ses systèmes dépassent de loin ce qu'il aurait été possible de faire il y a quelques années à peine.

Le NCSM REGINA fait aussi revivre un fier héritage. Les membres de l'équipage du premier NCSM REGINA, le K-234, peuvent être fiers de ce bâtiment qui perpétuera leur tradition, et je suis certain qu'ils ont quelques leçons à donner à leur successeurs. L'esprit du premier REGINA survivra grâce à ce navire et à son équipage.

Finalement, le NCSM REGINA représente la ville qui lui a donné son nom. Je sais d'avance que ses voyages permettront aux peuples qui vivent le long des côtes du Pacifique d'avoir un aperçu de la chaleur et de l'hospitalité qu'offre la ville de Regina. C'est pourquoi, au nom du Conseil municipal de Regina, je proclame officiellement le NCSM REGINA comme notre ambassadeur extraordinaire.

Bon vent et bonne mer au REGINA et à son équipage.

Le maire de la ville de Regina
M. Douglas R. Archer

Douglas R. Archer
Mayor - City of Regina



As the proud sponsor of HMCS REGINA, let me express to the Captain and crew my heartfelt best wishes on the occasion of this historic ceremony.

The commissioning of HMCS REGINA marks the culmination of many years of dedicated work by many people in the design, construction, training and testing of your magnificent vessel. Now you and your ship have proven yourself ready to accept the solemn commission of your government and the people of Canada to perform operational duties on their behalf.

All of you who serve in HMCS REGINA as her first crew are fortunate to have been chosen to undertake these important responsibilities. You now set out on a new and exciting voyage of discovery, adventure and service. I look forward to hearing of your accomplishments.

"God bless Her Majesty's Canadian Ship REGINA and all who sail in her."

En qualité de parrain du NCSM REGINA, j'aimerais témoigner ma fierté et offrir au capitaine et à son équipage mes vœux sincères à l'occasion de cette cérémonie historique.

La prise d'armes du NCSM REGINA marque l'aboutissement de nombreuses années de travail consacrées à la conception, à la construction et à l'essai de ce magnifique navire et à l'entraînement de son équipage. Votre navire et vous avez prouvé que vous étiez prêts à accepter le mandat solennel que vous confient les Canadiens et le gouvernement du Canada et à remplir vos missions opérationnelles en leur nom.

Vous tous qui constituerez le premier équipage du NCSM REGINA avez la chance d'avoir été choisis pour assumer ces importantes responsabilités. Vous vous embarquez maintenant pour un voyage nouveau et passionnant de découverte, d'aventure et de service. J'attendrai avec impatience le récit de vos exploits.

Que Dieu bénisse le Navire canadien de Sa Majesté REGINA et tous ceux qui navigueront à son bord.

Le parrain du NCSM REGINA
Commodore (retraité) Laraine F. Orthlieb

Laraine F. Orthlieb
Commodore (retired)
Sponsor HMCS REGINA



It is an honour to be appointed as Commanding Officer of one of Her Majesty's Canadian Ships. As well, it is an honour to be associated with the introduction and commissioning of a new frigate into the fleet. Above all, it is a privilege to serve with the professionals that comprise HMCS REGINA's crew.

The first HMCS REGINA, Corvette K-234, had an illustrious career during World War II and this HMCS REGINA, FFH 334, is honoured to carry the battle honours that she earned. It is fitting that veterans who served in K-234 are present today as honoured guests. They will always be welcome in HMCS REGINA.

HMCS REGINA cheerfully acknowledges the privilege of being an ambassador for the city of Regina. We will fly Regina's flag and represent the Queen City and the province of Saskatchewan during all our travels. HMCS REGINA will proudly continue the tradition of being part of Canada's Prairie Navy. Had the portage not been so onerous, we would have been commissioned on Wascana Lake.

This commissioning ceremony marks the timely introduction of another capable frigate into Canada's Navy. The end of the Cold War has seen more Naval taskings in support of peacekeeping and coalition operations than at any other time since the Korean War. We are proud of our ship and proud of our nation's commitments to global security. HMCS REGINA accepts the challenges that will come in the years ahead.

C'est un honneur pour moi d'avoir été nommé commandant à bord d'un des Navires canadiens de Sa Majesté. C'est aussi un honneur d'être associé à la prise d'armes et à la mise en service d'une nouvelle frégate au sein de la flotte. Mais par dessus tout, c'est un privilège pour moi de servir auprès des marins professionnels qui composent l'équipage du NCSM REGINA.

Le premier NCSM REGINA, la corvette K-234, a connu une illustre carrière au cours de la Deuxième Guerre mondiale, et notre NCSM REGINA, le FFH 334, est honoré de porter ses distinctions au combat. Il est juste que les anciens combattants qui ont servi à bord du K-234 soient nos distingués invités aujourd'hui. Ils seront toujours les bienvenus à bord du NCSM REGINA.

Le NCSM REGINA accepte avec joie le privilège de servir d'ambassadeur de la ville de Regina. Nous porterons le drapeau de Regina et nous représenterons la ville-reine et la province de Saskatchewan au cours de tous nos voyages. Le NCSM REGINA perpétuera fièrement la tradition qui en fait un membre de la marine des Prairies du Canada. Si les coûts du portage n'avaient pas été aussi élevés, la mise en service aurait eu lieu sur le lac Wascana.

La cérémonie de la prise d'armes marque l'arrivée opportune d'une autre frégate puissante au sein de la Marine canadienne. Depuis la fin de la guerre froide, jamais la Marine n'a été plus sollicitée pour participer à des opérations de maintien de la paix et de coalition qu'elle ne l'avait été depuis la guerre de Corée. Nous sommes fiers de notre navire et des engagements de notre pays à l'égard de la sécurité mondiale. Le NCSM REGINA accepte les défis que lui poseront les années à venir.

Le commandant du NCSM Regina
Capitaine de frégate M.H. Jellinek

M.H. Jellinek
Commander - Commanding Officer, HMCS REGINA

The Ship's Badge



Description

Purple, a crown jewelled Or

Significance

The stylized crown is the unofficial emblem of the city of Regina.
The city uses royal purple and gold as its colours.

Motto

FLOREAT REGINA
(Let Regina flourish)

Ship's Colours

Purple and gold

Battle Honours

Atlantic 1942-1944
Mediterranean, 1943
English Channel 1944
Normandy 1944



Ship's Lineage

Brief History of HMCS REGINA

The "Revised Flower" Class corvette. HMCS REGINA, was laid down in the yards of Marine Industries Ltd., Sorel, Quebec, on 22 March 1941, and launched on 14 October. So that she would not be held over the winter by ice, she was sailed to Halifax before she was finished and was commissioned in that port on 22 January 1942. The ship was named in honour of Regina, Saskatchewan.

In Halifax the urgency for getting REGINA into fighting trim was given emphasis on the very day of her commissioning by the torpedoing in the Canadian zone of four ships.

Although she was assigned to the Halifax Force in February, it was not until April that she could become fully operational. Then, sailing as a local escort,

she accompanied convoys to the Western Ocean Meeting Point (WESTOMP), turning them over there to Mid-Ocean Escort Groups to be conducted to the United Kingdom. During June and July she steamed between Halifax and Boston, and after September, when the western terminus of convoys from the United Kingdom was changed from Halifax to New York, she went on to that city. She rarely encountered the enemy, but in July the US cargo vessel, ALEXANDER MACOMB, was torpedoed, and she picked up twenty-five of the survivors, another ship rescuing the remaining twenty-eight.

The situation changed at the end of the year when she was one of the seventeen corvettes selected to support Operation "Torch", the Allied invasion of North Africa. She arrived in Britain in November 1942 and, after being fitted with new equipment suitable for conditions in the Mediterranean and having defects made good, she sailed with convoys plying between the UK and Algiers, Casablanca and other African ports. Later, she joined the Gibraltar Escort Force, when, on consideration for release by that force of nine sloops, it was given nine Canadian corvettes.

Eight of these transferred corvettes accompanied the Gibraltar-bound convoy KMS-8 in January 1943. In heavy weather, HM Trawler CORNCRAKE vanished and was not seen again. On 6 February enemy aircraft and submarines attacked the convoy. An aerial torpedo struck the HMCS LOUISBURG and sank her with heavy loss of life. Next morning two merchantmen went down.

On the night of the 8th, while escorting two stragglers from the convoy to Bône, Algeria, REGINA attacked a contact

and blew the Italian submarine, AVORIO, to the surface. An attempt was made to tow the enemy vessel to Bône, but it was too badly damaged and it finally sank.

REGINA was returned to Canada in



April 1943 with Convoy ON-174. After a short refit, she sailed with local groups again, running out of Halifax to St. John's and New York.

Then, in June, she began a long refit. This went on to February 1944, and was carried out at Sydney, Pictou, Halifax and Shelburne. On its completion, she was chosen again for a special operation. Thus she became one of the nineteen Canadian corvettes taking part in Operation "Neptune", the naval phase of Operation "Overlord", the Invasion of Normandy. To prepare her, she was transferred on 23 February from the Western Escort Force to the Mid-Ocean Escort Force for duty with Escort Group C-1. On 2 March she joined Convoy SC-154. The passage across opened with gale-force winds, but they abated on the 4th. They rose again, however, when the corvette attempted to fuel from a tanker. The seas, rising in response, caused the ships to lurch together. REGINA's single screw picked up one of the lines connecting her with the tanker and she stopped dead in the ocean.

The destroyer HMCS ST LAURENT, the frigate HMCS VALLEYFIELD, and later tugs, came to the corvette's rescue and between them, in high seas, towed her to Horta in the Azores, where she was repaired. VALLEYFIELD, who had remained with her, accompanied her to Londonderry, the two steaming into that port on 20 April.

On D-Day, 6 June 1944, REGINA, accompanied by HMC Ships WOODSTOCK and SUMMERSIDE, set out on their first invasion assignment, the escorting of a following-up convoy, EBM-2, from Milford Haven, Wales, to the Normandy beach-head. Most of her duties thereafter were the routine escorting of convoys or individual ships, but occasionally she was assigned to anti-submarine patrols. In August she escorted HMCS MATANE from Plymouth to Oban after the frigate had been damaged on 20 July by a glider bomb.

On the morning of 8 August REGINA set out as a sole escort for Convoy EBC-66, bound for the Normandy beach-head. About eight miles off Trevoze Head, Cornwall, there was a heavy explosion and the American merchantman, EZRA WESTON, reported



she had struck a mine. REGINA concluded that she was likely to sink and ordered a tank landing craft, LCT-644, to remove the crew. During the rescue, the corvette stopped engines and lay off about 300 yards to superintend the rescue. Suddenly, there was a violent explosion and REGINA, who had been drifting slightly with the tide, disappeared amid a tall pinnacle of water and spray. Within thirty seconds there was nothing left to indicate that she had been there, except for her survivors floating about amid the debris.

LCT-644 sped toward the spot and began to pick up the survivors. One officer and twenty-seven men went down with the corvette and two seamen died of injuries before the landing craft could reach Padstow, Cornwall. Although those aboard both the corvette and the freighter believed that their ship had been mined, Admiralty experts, while making assessments later, leaned toward the view that they had been torpedoed.

*Directorate of History
National Defence Headquarters
Ottawa, 7 May 1974*



Grave sites, Poundstock, England

HMCS Regina grave sites for three of those tragically lost in the incident of 8th August 1944 are cared for by Mr. Ivor Jenkins and his wife Jackie, Bideford, North Devon, England.



The Ship's Company

LCdr A.W. Round
CPO1 D.W. Mollison

Executive Officer
Coxswain

Administration Department

PO1 K.N. Hanlan
WO B.M. Hauck

Cpl M.G. Bride

Cpl J.A. Crowley

Combat Department

LCdr H.C. Edmundson
Lt(N) E.D. Mierau
CPO2 D.H. Weston
Lt(N) S.A. Brousseau
Lt(N) E.G. McCallum
Lt(N) D.L. Slipp
Lt(N) J.H.P. StDenis
Lt(N) M.R. Kennedy
Lt(N) D.N. Symington
SLt P.W. Jackson
SLt A.G. Redford
SLt M.J. Smith
SLt T.L. Tethong

Combat Officer
Weapons Officer
Combat Chief
Communications officer
Above Water Director
Under Water Director
Navigating Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer
Bridge Watchkeeping Officer

Combat Information Division

PO1 C.P. Horner
MS C.G. Miller
LS R.K. Neufeld
OS R.A.H. Fisher
OS I.S. Smith

PO2 M.O. Ball
LS C.W. Krokosh
MS B.A. Stauffer
OS D.E. Leighton

PO2 J.E. Wessel
LS R.D. Matevia
AB D.E. Jacques
OS W.T. Preston

Communication Division

Visual Section

PO1 G.A. Zomar
AB J.R.J. Charbonneau
OS K.S. Lee

PO2 R.B. Champigny
LS D.E. Long
OS G.C. Weel

MS B.D. Richter
LS M.C. O'Brien

Radio Section

PO1 D.B. Jolin
LS M.L. Dowler
AB T.C. Mandley

PO2 D.T. McCrea
LS K.J. Smith
OS K.M. Newton

MS C.E. Jakubowski
AB R.J. Hawman
OS J.A. Riviere

Sensor Division

PO1 D.W. Hart
MS R.J. Furber
LS G.D. Solyon
AB A.J. Jones
OS D.B. Voisine

PO2 L.G. Dixon
MS W.S.T. Nichols
LS P.W. Thompson
OS J.S. Lance

PO2 J.P. Percival
LS J.L. Smit
AB T.A. Graham
OS R.V. Milton

Acoustic Division

PO1 B.J. Main
MS C.R. Hunt
LS P.M. Gromley
AB P.W. Dumas
AB J.L.S. StCyr

PO2 M.J. Hill
MS S.W. Jarvis
AB E.A. Bennett
AB R.S. Elson

PO2 K.L. Pittman
LS G.B. Byard
AB J.J.N.S. Dion
AB L.E. Hintz

Meteorology Division

WO J.P. Worrall

Cpl B.J.S. Dennis

Combat Systems Engineering Department

Lt(N) S.A. Midwood
CPO2 J.F.N. Laliberte
Lt(N) L.E. Newhook
Lt(N) C. Dustin
SLt D.K. Fenton
SLt M.E. Fenton

Combat Systems Engineer
CSE Chief
Assistant Combat Systems Engineer
Phase VI Combat Systems Engineer
Phase VI Combat Systems Engineer
Phase VI Combat Systems Engineer

Electronic Maintenance Division

PO1 K.E. Ross
PO2 K.J. Clarkson
MS D.A. Barber
MS A.D. Goulding
LS J.D. Bauer

PO2 A.R. Calder
PO2 W.P. Skrobotz
MS J.J. Kenney
MS N.S. Joyce
LS P.G. Gosling

PO2 R.A. Chesley
PO2 I.D.S. Stubbs
MS J.S. Nowakowski
MS D.S. Stone
LS R.G. Vanderzalm

Weapons Maintenance Division

PO1 B.W. Johnson
MS G.M. McNeil
LS M.A. Elvidge

PO2 B.D. Percival
MS J.G. Parent
LS K.J. Paquette

PO2 P.S. Strasdine
LS G.M. Donaldson
OS J.R. Demers

Deck Department

Lt(N) D.C. Munro
PO1 D.J. Grant
PO2 B.E. Hanlon
MS T.W. Moore
LS S.M. Hatcher
AB G.P. Harvey
AB S.E. Winker

Deck Officer
Chief Boatswain Mate
PO2 R.B. Roper
LS R.J. Duchesne
LS M.P. Hennebury
AB D.R. MacDonnell
OS D.W. Card

MS J.S. Jackman
LS J.E.H. Hauser
AB S.W. Colburn
AB P.R. Tabelon
OS J.W. Holland

Marine Systems Engineering Department

LCdr K.A. Heemskerck
CPO2 K.T. Palle
Lt(N) R.D. McColl
SLt A.M. Rowe

Engineering Officer
Chief Engine Room Artificer
Assistant Engineering Officer
Marine Systems Engineer

Propulsion Division

PO1 D.B. Gordanier
PO1 D.R. Tallyn
MS A.J. Noble
MS K.A. Yerama
LS D.J. Brown
LS R.A. Hammond
LS D.I. Lester
AB S.F. Ager
OS P.W.M. Parker

PO1 C.R.J. Helmecki
PO2 R.C. Brooks
MS H.W. Pollard
LS E.E. Belich
LS S.E.D. Burrows
LS G.W. Harper
LS W.A. Seed
OS A.M. Kearnan

PO1 L.H. Major
PO2 R.D. Mintenko
MS D.G. Tooth
LS W.G. Bonin
LS R.J. Degroot
LS G.F. Hobbs
LS J.D. Stuckless
AB P.D. Marsh

Electrical Division

PO1 M.T. Fuller
MS A.N. Binette
LS K.L. Kowalski
LS A.B. Sison
OS S.G. Careen

PO2 J.R.G. Durocher
MS R.R. Milley
LS P.W. Liscum
LS B.D.J. Soder
OS J.J. Duggan

PO2 R.D. Newcombe
LS R.K. Evans
LS L.E. Niezbrzycki
AB J.A. Wragge

Hull Division

PO1 R.M. Mierau
LS F.T. Healy
LS E.W. Weekes

PO2 J.R.R. Harrison
LS D.J. McNicol
OS P.D. Smith

MS S.T. Salter
LS R.S. Rossicy

Fire Fighters

Sgt J.R.M. Isabel
Cpl M.J. Doucette

MCpl M.W. Cashman
Cpl D.B. Robins

Cpl E.M. Blaney
Cpl D.R. Scowen

Supply Department

Lt(N) J.H. MacKay
CPO2 S.J. Lawrence

Supply Officer
Supply Chief

Stores Division

PO1 J.C. Harris
Cpl A.G. Bowen
LS K.B. Jeromchuk

PO2 R.D. Yetman
Cpl S.C. Coombes
Cpl W.J. Letourneau

MS A.J. Pryor
Cpl M.G. Hawes
AB M.A.P. Butler

Food Services Division

PO1 P.M. Castle
MCpl M.J. Lambert
Cpl J.C.D. Robinson

Sgt A.R. Tulloch
Cpl P.G. Grace
Pte S.M. Kendall

MS D.A. Ferguson
Cpl J.W. Beresford

Steward/Exchange Division

PO1 J.S. Connolly
Cpl P.L. Herbert
Cpl J.C.S. Tessler

Sgt J.A.P. Mongeon
Cpl R.J. Moore
Cpl G.A. Wilson

MS R.G. Gatrell
Cpl J.A. Stead
OS H.F. Rohrback

Finance Division

Sgt R.J. Dupras

Cp L.P.D. Connel

Honourary Members

Members of the ship's company who were posted prior to the commissioning:

LCdr J.A. Bell
PO1 M.J. Bromley
PO2 J.E.R. Pepin
LS W.D. Cahoon
LS J.G.R. Roy
OS J.D.D. Robin

Lt(N) J.L.G. Deschenes
PO1 L.M. Thomlison
MS S.P. MacDonald
LS D.J. Miller
LS I. Turkington

MWOP.N. Parker
PO2 R.D. Dumont
MS P.V. O'Keefe
LS R.D. Richardson
AB L. McIntosh

Custodians HMCS REGINA War Graves

Mr. Ivor Jenkins and his wife Jackie of Bidetford, North Devon, England

The Shipbuilder

MIL Davie, member of The MIL Group, has been contributing to the development and the improvement of the Canadian Navy's capacities for more than 75 years. MIL Davie is particularly proud of HMCS Regina, the second of the three frigates built by its shipyard as part of the Canadian Patrol Frigate Project.

Strategically located on the majestic St. Lawrence River in Lévis on the south shore of Quebec City, MIL Davie is capable of serving shipowners around the world. Its maritime history is impressive with more than 700 ships delivered since 1829. MIL Davie has established itself with a solid reputation in the shipbuilding industry.

The commissioning of HMCS Regina is yet another milestone of an epic during which MIL Davie invested time and effort to bring the project to a satisfactory conclusion and deliver a high quality product. The construction of this frigate, as well as the construction of HMCS Ville de Quebec and HMCS Calgary, represented a great challenge to all participants because of the complexity of the project, a new contractual structure, a state-of-the-art design and changes to this design during construction. MIL Davie met the challenge with the commitment and experience of its personnel.

As a means of representing the city for which the ship is named, MIL Davie gave the name of some streets of Regina to passageways and two huge paintings depicting cultural, economic and historic features of the city were offered to the ship. The crew will thus always be close to Regina even when the ship is in the remotest deployments around the globe.

We are very proud of the bond established over the years with the Canadian Navy and HMCS Regina will remain an important part of the shipyard's long history. MIL Davie will follow the ship's missions with great interest and considerable pride. We wish the ship and her crew success as they take up new challenges at the dawn of the 21st century.



M. Guy C. Véronneau
Président et chef de la direction /
President and CEO



M. Jean-Yves Rhéaume
Vice-président Opérations /
Vice President Operations CEO



M. Richard Bertrand
Vice-président
Programmes militaires et
ingénierie /
Vice President
Military Programs
and Engineering
Vice President Operations
CEO



M. Robert Miller
Directeur Administration de
programme FCP /
Director CPF Program
Management CEO



M. David Christopher
Directeur Opérations
D'assurance de la qualité /
Director Quality Assurance
Operations CEO

Le Constructeur Naval

MIL Davie, membre du Groupe MIL, contribue au développement et à l'amélioration des capacités de la marine canadienne depuis plus de 75 ans. MIL Davie est fière du NCSM Régina, le deuxième des trois frégates construites par son chantier dans le cadre du Projet de la frégate canadienne de patrouille.

Grâce à sa position clé sur le majestueux fleuve Saint-Laurent à Lévis sur le rive sud de Québec, MIL Davie est en mesure de répondre aux besoins des armateurs du monde entier. Son histoire maritime est d'ailleurs impressionnante avec plus de 700 navires livrés depuis 1829. MIL Davie a su se tailler une place choix au sein de l'industrie maritime. La réputation de son chantier est solidement établie.

La mise en service du NCSM Régina marque l'étape ultime d'une épopée au cours de laquelle MIL Davie aura consacré beaucoup de temps et d'efforts afin de mener le projet à bon port et de livrer un produit de très grande qualité. La construction de cette frégate, tout comme celle des NCSM Ville de Québec et NCSM Calgary, a représenté un défi de taille pour tous les participants compte tenu de la complexité du projet, d'une structure contractuelle nouvelle, de la conception de pointe du navire et des modifications apportées pendant la construction. L'engagement et la compétence du personnel de MIL Davie lui ont permis de relever ce grand défi.

Afin que le navire soit des plus représentatifs de la ville dont il porte le nom, MIL Davie a donné aux corridors du navire le nom de certaines rues de la ville de Régina. Deux immenses tableaux représentant les caractéristiques culturelles, économiques et historiques de Régina ont également été offerts au navire. Ainsi, l'équipage se sentira toujours près de Régina même quand le navire se trouvera dans les coins les plus éloignés du globe.

Nous sommes très fiers des liens qui se sont tissés au fil des ans avec la marine canadienne et le NCSM Régina est dorénavant gravé dans la longue histoire du chantier. MIL Davie suivra les missions du navire avec grande intérêt et une immense fierté. Nous souhaitons au navire et à son équipage beaucoup de succès face aux nouveaux défis qui se présentent à l'aube du XXI^e siècle.

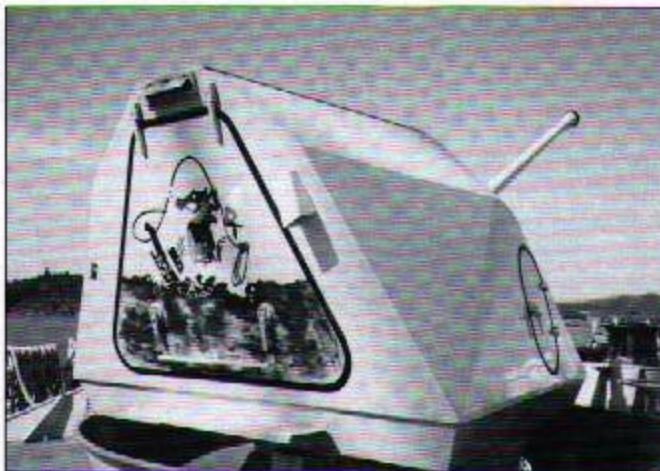
HMCS REGINA

General Specifications

Displacement	4750 tons
Length	134.1 m
Beam	16.4 m
Draught	7.1 m
Speed	29+ knots
Range	4000 nm @ 20 knots
Complement	225 officers and sailors

Command and Control System

REGINA'S combat system incorporates state-of-the-art technology in communications, sensors and weapons operated by highly trained professionals. The sensor and weapon systems are controlled by a state of the art computer directed Command and Control System (CCS). The CCS integrates the various detection systems with sophisticated multi-purpose computers to detect, identify, track and engage hostile surface, sub-surface and air threats. The ship's combat system is centred around the CCS which consists of hardware, software and the personnel necessary to integrate the sensors, communications and weapon systems on board the ship. The computers and displays form the heart of the weapons systems and all weapons are accessible and with exception 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 operation with the operator retaining control of all engagements. In the highest automated mode, auto-engage, the CCS will automatically detect, track, identify, and engage hostile targets once preset criteria have been met.



Armament

Major combat systems include:

- one 57 mm BOFOR automatic dual purpose gun
- a Guided Missile Vertical Launch System (GMVLS) with 16 NATO Sea Sparrow missiles
- two quadruple Harpoon anti-ship missile launchers
- two Mk 32 Mod 9 double launchers with Mk 46 torpedoes
- one Vulcan Phalanx Close-In Weapon System (CIWS)
- a Reprogrammable Advanced Multimode Shipboard Electronic counter measures System (RAMSES)
- a Canadian Electronic Warfare System (CANEWS)
- four SHIELD II 6 barrellled chaff/infra red (IR) decoy launchers
- two Acoustic Torpedo Dečoy Systems (NIXIE)
- two Separate Track and Illumination fire control Radars (STIR)
- six .50 calibre Heavy Machine Guns
- one AN/SPS 505 Hull Mounted Sonar
- one Canadian Towed Array Sonar Systems (CANTASS)
- one Sea King multipurpose helicopter

Together with the sensors and weapon systems Regina has the flexibility and capability to react to any threatening scenario. As an anti-submarine warfare frigate which will be fitted with the state-of-the-art Canadian Towed Array Sonar System, much design effort has been spent in making the ship quiet. Underwater acoustic sensors such as the Towed Array Sonar System (CANTASS) and the AN/SQS-505 hullmounted sonar provide Regina with the ability to

detect today's most deadly submarines. The combination of stealth technology incorporated in the ship's design and passive listening devices allows Regina the uncanny ability to silently detect, identify and track unsuspecting submarines. The primary anti-submarine warfare (ASW) weapon is the MK-46 MOD 5 torpedo. It can be launched either from the ship or from the ship's ASW helicopter and will home in acoustically.

Regina's Anti-Air Warfare(AAW) systems provide the best in proven local air defense capability that is available today. Targets can be detected by one or more sensors, including the Electronic Warfare System (CANEWS). The primary weapon against airborne threats is the semi-active Sea Sparrow guided missile. It homes in on the target illuminated by one of two STIRS. Electronic counter measures such as RAMSES and SHIELD II provide the soft kill capability by decoying enemy missiles. The 57mm is also an effective second line of defense against air targets with a firing rate of 220 rounds per minute. If a target penetrates REGINA'S missile and 57mm defense, the Vulcan Phalanx CIWS will automatically select and kill the target.

The CPF is designed with a low radar cross section to minimize the chance of being detected by the enemy's radar and with low infrared signature features which reduce the likelihood of heat-seeking missiles being attracted to the ship's funnel gases. In addition, it has a powerful anti-surface warfare capability in order to hunt and destroy enemy surface vessels, protect shipping and to conduct coastal surveillance. Regina is a true multi-purpose warship proficient to fulfil any of Canada's naval commitments.

Communication System

The communications suite fitted in Regina provides rapid and reliable information links both internally and externally. Interior communications are performed by the Shipboard Integrated Communications System (SHINCOM), a computer-controlled network which provides vital and non-vital connections throughout the ship, as well as accessing encrypted and non-encrypted exterior radio circuits. Multiple computer processors are also used to run the exterior communications systems, used to transmit and receive data and voice information in the HF, VHF, and UHF frequency bands. SHINCOM enables many simultaneous radio channels for voice and message traffic, including secure encrypted information.



Habitability

Due to the high degree of automation, Regina is manned by fewer personnel than previous ships of her size. As a result there is more space and privacy provided for the entire crew. Living areas are more comfortable and there are more messdecks which allow for a smaller number of sailors in each mess. The largest messdeck in Regina 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 on board. Storerooms and refrigerators provide adequate storage space for lots of food. Separate dining and recreational facilities allow for cafeteria style messing from the galley. A sophisticated closed circuit TV and entertainment System serves to entertain the off watch crew during deployments.

Main Propulsion System

Regina is powered by a Combined Diesel or Gas Turbine (CODOG) System which is comprised of one 20 cylinder Pielstick and two General Electric LM 2500 Gas Turbines. The CODOG System means that the ship can be powered by either the diesel or the turbines but not in combination. The use of thermal and acoustic enclosures around the diesel and turbines enables the machinery spaces in Regina to be much cooler and quieter than previous ships. All machinery is either raft

mounted or isolated to reduce noise and vibration transmitted to the hull, thereby reducing the acoustic signature of the ship making it less susceptible to detection by enemy submarines.

The diesel provides impressive fuel economy and endurance while the gas turbines power the ship up to her maximum speed, in excess of 29 knots. Regardless of the power plant in use, both shafts and their two Escher Wyss controllable pitch propellers are driven through their respective gearbox and a de Schelde cross-connected gearbox. Selection and control of the engine, shafts, gearbox and propellers can be achieved from the bridge, machinery control room (MCR) or the forward or after engine room.

Integrated Machinery Control System (IMCS)

The ship is highly automated. This is made possible by the software created for each of the combat and machinery systems. The ship's Integrated Machinery Control System provides centralized monitoring, as well as push button control of the propulsion system and its ancillary and auxiliary machinery. The IMCS is a microprocessor based control system used to monitor and control machinery systems in Regina. It allows fingertip operation of the ship's machinery through distributed processing along a triple redundant data bus connected to multiple control and monitoring consoles. By using multi-function keyboards and visual displays the machinery control functions are reduced to three consoles which enables a single operator to monitor and control all machinery functions.

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, propulsion diesel, diesel generators, gearbox, and auxiliary equipment. To help in this task, the IMCS uses more than twenty-two hundred sensors and actuators located throughout the ship. The IMCS brings state-of-the-art technology to the CPFs, and provides the ship with increased flexibility, redundancy, and ease of maintenance. By the simple push of a button, the propulsion diesel starts, the propulsion diesel clutch engages and the gas turbines stop. All of that is done without any changes in the ship's speed or power.



Electrical Power Generation and Distribution System

The electrical generation system consists of four diesel driven generators sets which supply two switchboards. The diesel generators are fitted inside acoustic enclosures and each has a separate Local Control Panel (LCP) that can be used in lieu of the IMCS. Two diesel units are located in the forward auxiliary machinery room and two in the after auxiliary machinery room. This separation of 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 Motoren-Werke Mannheim diesel generators are capable of providing up to 3.4 megawatts of power, or enough to supply the lighting needs of a small town.

Damage Control

Regina has an extensive microprocessor based damage control system operated from an automated damage control console in the Damage Control Headquarters, collocated in the MCR. Heat and smoke detectors are provided in most spaces throughout the ship and provide automatic and instantaneous detection. Many compartments have fitted fire suppression systems that can be activated automatically from the MCR or from outside the space. In addition Halon systems fitted in many of the electronic equipment rooms can be automatically activated on detection of a fire.

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

Environmental Waste Management

To meet the important demands of environmental protection, treatment systems capable of effectively dealing with Regina's diverse waste products have been incorporated into the design. Sewage and dirty water systems collect and hold all sewage and waste water. The sewage is fully treated by a treatment plant which breaks down and oxidizes the effluent prior to discharge overboard. Solid garbage is compacted and stored on board in designated storage spaces. Oily water from machinery space bilges is collected and treated, with recovered oil retained on board and clean water discharged overboard. Regina's environmental systems meet all current and projected environmental regulations allowing the ship to operate in any region in an environmentally responsible manner.



Description of images

Starting from left side and reading across, the following images are depicted: (sculpture pieces are scattered throughout)

Modern Churches, Agribition, Market Scenes; Hindu Temple, Parliament, Community Church, Sunset United Church, Agridome, race track, trade centre, (at airport), cenotaph, market scenes (Aboriginal selling moccasins, people selling vegetables/honey, man playing guitar, woman baking)

Business/ Commercial; Hill towers, Cornwall Centre entry, Crown Life, Federal building, Investors building (Albert & College), statue, modern farm machinery

Industry and Transportation; Co-op upgrader, airport, bus, Victoria Avenue, transport truck, office people

Banking, Business and Downtown; Scotia Square, Credit Union, walkways, CIBC tower, goose sculpture, office scenes, aboriginal woman teaching, bank interior

Culture and Entertainment; MacKenzie Art Gallery, (exterior and interior), Centre of the Arts building, Musicians, ballet, ferris wheel, guitar group

City Hall; modern city hall, (Victoria Avenue), new flag, city of Regina Crest and the famous, ever-present Regina geese

