H.M. DOCKYARD CHATHAM —

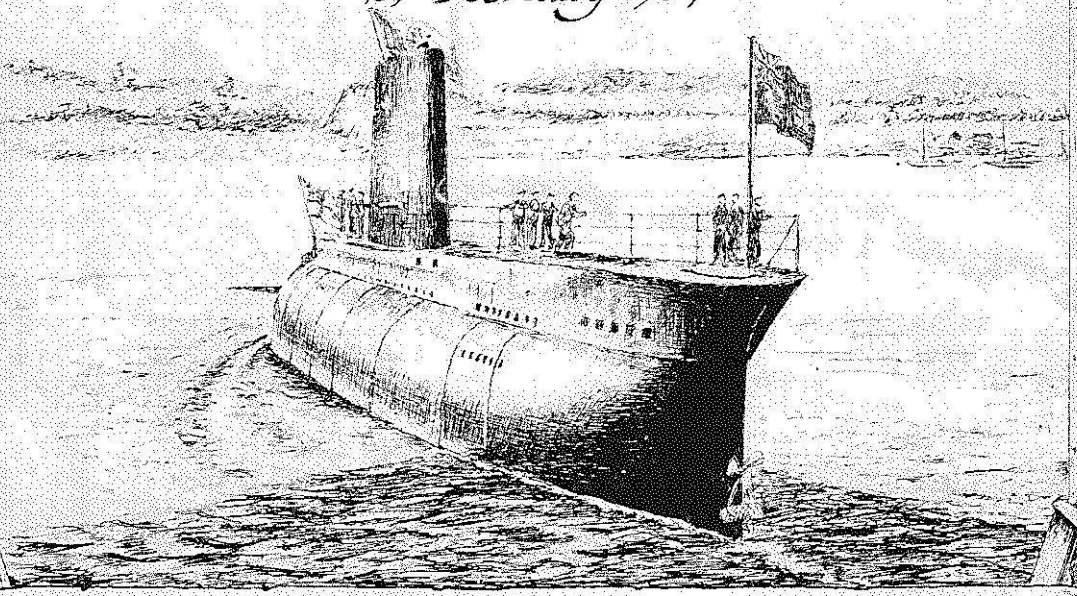
Launch of

H.M.C.S. OJIBWA

by

Lady Miers

29th February 1964



Admiral Superintendent — Rear Admiral I.L.O. Hogg, D.S.C.
General Manager — F.S. Sutherby, Esq., C.B.E., R.C.N.C., M.R.I.N.A.

Launching Ceremony

Her Majesty's Canadian Submarine OJIBWA will be launched today by Lady Miers the wife of Rear Admiral Sir Anthony C. C. Miers, V.C., K.B.E., C.B., D.S.O.* Rear Admiral Sir Anthony Miers has been associated with submarines for many years and won his V.C. when in command of H.M. Submarine TORBAY. He retired in 1959 at the conclusion of his appointment as Flag Officer, Middle East.

Programme of Events

Broadcast 1 *p.m.*

Commencing at 1 p.m. particulars of the launch will be broadcast, at intervals, over the public address equipment.

Arrival of Lady Miers 1.45 *p.m.*

Lady Miers will inspect the Guard; and the Mayors of Chatham, Rochester and Gillingham, and the Senior Dockyard Officers will be introduced to her.

Ceremony of the Launch 1.50 *p.m.*

After the buglers have sounded the opening fanfare the Dockyard Chaplain will conduct the Service, particulars of which are contained in the centre of this Programme. Lady Miers will then name the ship by breaking a bottle of Canadian wine on her stem. A short pause will follow to enable the mechanics of the launch to be finalised and on the report "Ready for Launch", the trigger rope will be cut by Lady Miers, for whom three cheers will be called, and who, in turn, will call for three cheers for the men who built the ship.

The National Anthem followed by "O Canada" will mark the conclusion of the ceremony.

The March Past 2.15 *p.m.*

Units of H.M.S. PEMBROKE, Ships in port, the Royal Marines, the Submarine Old Comrades Association, H.M.S. WORCESTER, T.S. ARETHUSA and the Royal Marine Cadets led by the Royal Marine Band will march past the dais at the rear of the launching platform where Lady Miers will take the salute.

Spectators wishing to see the parade are advised to line the roadway at the conclusion of the launching ceremony.

Static Display 2.20 *p.m.*

Visitors are cordially invited to inspect the Static Display housed in the building adjacent to the submarine slipway, where many aspects of the work of the Royal Navy, the Royal Canadian Navy and Royal Dockyards may be seen.

Refreshments will be on sale.

Conclusion of Event. 4 *p.m.*

Visitors are requested to leave the Yard before 4 p.m.

For security reasons it is regretted that visitors cannot be permitted to see the part of the Dockyard beyond the immediate area of the submarine slip.

SUBMARINES FOR THE ROYAL CANADIAN NAVY

"The Canadian Government wishes to obtain an OBERON class submarine from the current Royal Navy construction programme and to build two others at the same yard. As a result a submarine now under construction in Her Majesty's Dockyard Chatham is being made available in order to meet the Canadian wish to have an OBERON submarine in service at an early date. ONYX, the boat in question, will be launched in February, 1964, and is due for completion in September, 1965. By Canadian request the two follow-on submarines will also be built at Chatham."

As a result of the above, which is an extract from a statement made on 13th January, 1964 by the First Lord of the Admiralty, The Right Honourable the Earl Jellicoe, D.S.O., M.C., SS.21 which was to have been named H.M.S. ONYX now becomes H.M.C.S. OJIBWA the first of the three OBERON class submarines to be built at Chatham for the Canadian Government.

History of Submarines in the Royal Canadian Navy

The story of how the Royal Canadian Navy came to acquire its first submarines, nearly 50 years ago, is one of the most colourful in the history of the R.C.N.

On the outbreak of the First World War, the government of the Province of British Columbia became greatly concerned over the lack of naval protection on Canada's West Coast. Acting on its own initiative, the British Columbia Government purchased from a Seattle, Washington shipyard two submarines that had been built for the Chilean Navy but for which only part payment had been received.

Under cover of darkness on August 4th, 1914, the two submarines were sailed secretly out of Seattle by crews from the shipyard. At sea they were met by two naval officers, acting for the British Columbia Government, who, after inspecting the boats and declaring them acceptable, handed over a cheque for $1,150,000. White Ensigns were then hoisted and the submarines proceeded to the naval base at Esquimalt, B.C. On August 7th, the Federal Government, presented with a fait accompli, confirmed the acquisition of the submarines. The two submarines, named CC-1 and CC-2, remained in service on the Pacific coast until 1917, when they were transferred to Halifax, N.S. In 1920 they were sold for scrap.

In 1919 Canada received as a gift from Britain two H-class submarines that had been built in the United States for the Royal Navy. They lasted only until 1922, when they were paid off as part of a naval retrenchment programme. The R.C.N. did not operate any submarines from then until after the Second World War. However, about twenty Canadians served in British submarines during the War, some of them in the 8th Submarine flotilla, commanded by the then Commander, A. C. C. Miers, R.N. Submarines of the R.N. were based at Canadian ports for the training of Canadian ships in anti-submarine warfare.

When Germany capitulated, two submarines, the U-889 and U-190, surrendered to Canadian warships in the Western Atlantic and were commissioned in the R.C.N. The U-889 was eventually turned over to the United States Navy, while the U-190 was kept in operation by the R.C.N. for testing and evaluation. She was sunk by R.C.N. ships and aircraft, off Halifax, on Trafalgar Day, 1947.

In May, 1961, H.M.C.S. GRILSE, the former U.S.S. BURRFISH, was commissioned into the R.C.N. at New London, Conn. She subsequently proceeded to the Pacific Coast, where she has been employed in the training of sea and air units in anti-submarine warfare.

In the Atlantic, the Royal Navy's Sixth Submarine Division, based at Halifax, has for some years provided training facilities for Canadian anti-submarine forces.

Shipbuilding at Chatham Dockyard

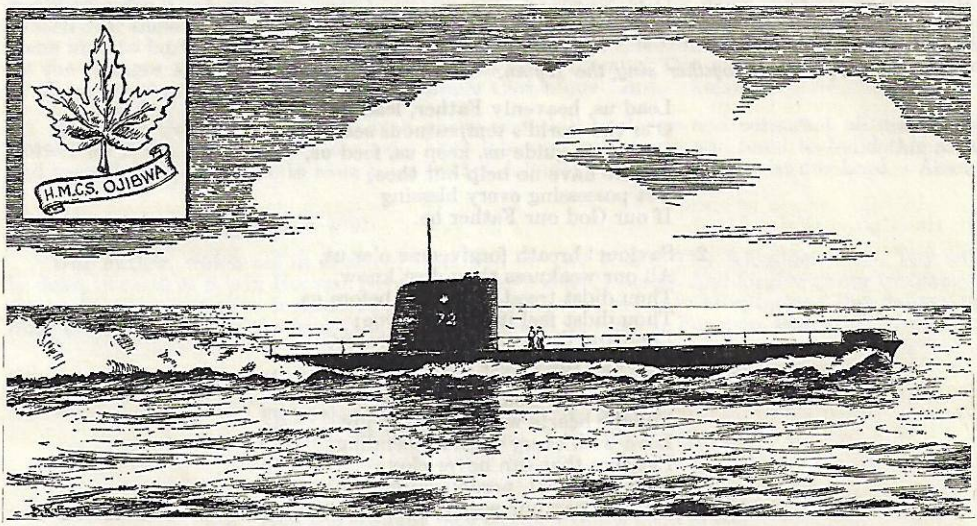
The tradition of shipbuilding at Chatham Dockyard has evolved over hundreds of years, and that of submarine building stems from 1908 when H.M.S. C.17 was laid down. Highly trained men of all grades: constructors, designers, electrical and mechanical engineers, armament experts, shipwrights, shipfitters, welders, joiners and riggers, to mention but a few of the many who form the team needed to produce a submarine are to be found at Chatham. They have inherited the skill of shipbuilding from their forebears and added to it with each technological advance. There is a vast field of "know how" in submarine building which is found only in a few yards.

No. 7 Slip in which H.M.S. OJIBWA and her predecessors took shape was built in the nineteenth century by men of great vision, for in addition to being one of the few covered slipways in the country its foundations and dimensions are such that provision exists for the construction of really big ships. Being a covered slip, building programmes are not hampered by either inclement weather or the hours of darkness. If necessary work can progress 24 hours per day, 365 days per year. A model of this slip, made by the Navy Works Department can be seen at the Static Display.

H.M.C.S. OJIBWA

H.M.C.S. OJIBWA is the fourth submarine of the OBERON class to be built at Chatham. Many of the visitors present at today's ceremony will recall the launch of the prototype in 1959 and of H.M.S. ONSLAUGHT and H.M.S. OCELOT in 1960 and 1962 respectively. Since 1959 a number of OBERON class submarines have been built in private yards throughout the country and lately orders for the Royal Australian Navy have been placed with Scotts of Clydeside.

The OJIBWA, being the latest of the OBERON class, will be the finest conventional submarine in the world. Her sturdily built hull which will withstand pressure at great depths



is shaped to enable her powerful electric motors to propel her at high speed in silence. Her large Diesel engines, designed and built at Chatham, will recharge her batteries in preparation for her underwater activities which will be materially assisted by her improved detection equipment.

Space in a submarine is a rare commodity and endless thought has been expended on H.M.C.S. OJIBWA in an endeavour to utilise every cubic inch to the best advantage, her 295 feet of length will be packed with the most complex equipment which must all be accessible. A tremendous effort has been made to produce acceptable living conditions for the men and great care has been expended on essentials such as air-conditioning, sanitation and the disposal of waste; and a well stocked library, a cinema and tape recorder have been provided for off duty hours. Completely self contained, H.M.C.S. OJIBWA will carry sufficient fuel and food to patrol for several weeks at a stretch.

Craftsmen of every trade have employed their skill in building the OJIBWA. All kinds of metal have gone into her hull and fittings, and fibreglass and plastics have been used extensively. There will be carefully finished wooden furniture, and miles of piping and electric cables will be installed.

Chatham Dockyard has a long record of constructing well-built ships for the Royal Navy, and is proud of the opportunity to build submarines for the Royal Canadian Navy.

H.M.C.S. OJIBWA (pronounced O-JIB-WAH) is named after a group of American Indians now widely dispersed in both Canada and the U.S.A. They were first reported in 1640 when they occupied the region near St. Mary's River in the upper peninsular of Michigan but they moved as the fur trade expanded.

This group now represents one of the largest remnants of the aboriginal population, and Reservations are maintained in Minnesota, Wisconsin, Ontario, Manitoba and Saskatchewan.

Longfellow's 'Song of Hiawatha' is based on Henry H. Schoolcraft's study of Ojibwa mythology.

CEREMONY OF BL

Brethren, seeing that in the course of our duty we are set in the midst of many and great dangers, and that we cannot be faithful to the high trust placed in us without the help of Almighty God, let us unite our prayers in seeking His blessing upon this ship and all that shall serve in her, that she may sail under God's good providence and protection, and that there may never be lacking men well qualified to offer in her their work and skill for His greater glory and for the wellbeing of our realm and empire.

Then the people shall together sing the Hymn: "Lead us, Heavenly Father."

Lead us, heavenly Father, lead us
O'er the world's tempestuous sea;
Guard us, guide us, keep us, feed us,
For we have no help but thee;
Yet possessing every blessing
If our God our Father be.

2 Saviour! breath forgiveness o'er us,
All our weakness thou dost know,
Thou didst tread this earth before us,
Thou didst feel its keenest woe;
Lone and dreary, faint and weary,
Through the desert thou didst go.

3 Spirit of our God, descending
Fill our hearts with heavenly joy,
Love with every passion blending,
Pleasure that can never cloy:
Thus provided, pardoned, guided,
Nothing can our peace destroy!

Then shall be read Psalm 107, *verses* 23–31 *and* 43.

23. They that go down to the sea in ships: and occupy their business in great waters;

24. These men see the works of the Lord: and His wonders in the deep.

25. For at His word the stormy wind ariseth: which lifteth up the waves thereof.

26. They are carried up to the heaven, and down again to the deep: their soul melteth away because of the trouble.

27. They reel to and fro, and stagger like a drunken man: and are at their wits' end.

28. So when they cry unto the Lord in their trouble: He delivereth them out of their distress.

29. For He maketh the storm to cease; so that the waves thereof are still.

30. Then they are glad, because they are at rest: and so He bringeth them unto the haven where they would be.

31. O that men would therefore praise the Lord for His goodness: and declare the wonders that He doeth for the children of men!

43. Whoso is wise will ponder these things: and they shall understand the loving-kindness of the Lord.

BLESSING THE SHIP

Let us pray:

O Thou that sittest above the water floods, and stillest the raging of the sea, accept, we beseech Thee, the supplications of Thy servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep. In all their ways enable them, truly and godly to serve Thee, and by their Christian lives to set forth Thy glory throughout the earth. Watch over them in their going forth and in their coming in, that no evil befall them, nor mischief come nigh to hurt their souls. And so through the waves of this troublesome world, and through all the changes and chances of this mortal life, bring them of Thy mercy to the sure Haven of Thine everlasting Kingdom, through Jesus Christ our Lord. Amen.

Almighty God, who has given men vision and skill to devise and construct all manner of works: we praise Thee for the men who have laboured with brain and hand to build this ship, and beseech Thee evermore to bless them in their labour: through Jesus Christ our Lord. Amen.

The Minister and People shall say:

Our Father, which art in Heaven, Hallowed be Thy Name. Thy Kingdom come. Thy will be done, in earth as it is in Heaven. Give us this day our daily bread. And forgive us our trespasses, As we forgive them that trespass against us. And lead us not into temptation; But deliver us from evil: For thine is the kingdom, The power, and the glory, For ever and ever. Amen.

Then the people shall together sing The Hymn: "Fight the Good Fight."

Fight the good fight with all thy might,
Christ is thy strength, and Christ thy right;
Lay hold on life, and it shall be
Thy joy and crown eternally.

2 Run the straight race through God's good grace,
Lift up thine eyes, and seek His face;
Life with its way before us lies,
Christ is the path, and Christ the prize.

3 Cast care aside, upon thy Guide
Lean, and His mercy will provide;
Lean, and the trusting soul shall prove
Christ is its life, and Christ its love.

4 Faint not nor fear, His arms are near,
He changeth not, and thou art dear;
Only believe, and thou shalt see
That Christ is all in all to thee.

Let us pray:

O Lord God Almighty, who blesseth those who put their trust in Thee, let Thy blessing be upon this ship and upon all who serve and sail in her. May good success and Thy protection be with them always, in the name of the Father, Son and Holy Ghost. Amen.

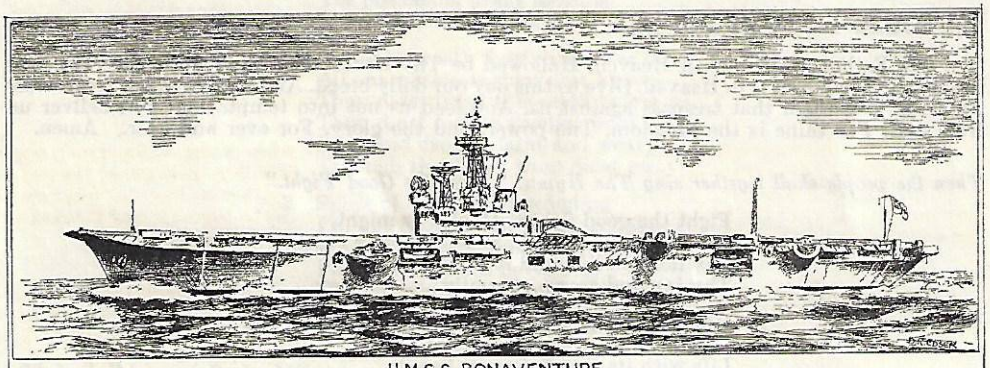
The Lord bless us and keep us; the Lord lift up the light of His countenance upon us, and give us peace, now and for evermore. Amen.

The Royal Canadian Navy Today

The Royal Canadian Navy was created by an Act of Parliament on the 4th May, 1910, but its history as a substantial fighting force dates only from the Second World War when from a tiny beginning of six destroyers and four mine-sweepers the fleet expanded to nearly four hundred armed ships, and the manpower increased from seventeen hundred to ninety five thousand. This formidable force was engaged mainly on anti-submarine warfare in the North Atlantic.

The end of the war was followed by a period of re-adjustment to peace-time requirements which resulted in a considerable reduction in size of the fleet and the decision to continue to concentrate on anti-submarine operations in the North Atlantic. Thus when N.A.T.O.'s Allied Command Atlantic was established in 1952 Canada was in a position to offer an effective contribution to what was then, and what is still considered to be the greatest naval need—an anti-submarine force.

The R.C.N.'s current combat strength of some fifty ships, of which more than half are assigned for service with the Supreme Allied Commander Atlantic in the event of an emergency, are based at Halifax, N.S. and Esquimalt, B.C.



H.M.C.S. BONAVENTURE

Spearheading the R.C.N.'s anti-submarine elements are the 20,000-ton Belfast-built A.S.W. carrier, H.M.C.S. BONAVENTURE, carrying fixed-wing aircraft and helicopters, and 18 Canadian-built destroyer escorts of the ST. LAURENT, RESTIGOUCHE and MACKENZIE classes. Older destroyer escorts, frigates and other units make up the balance of the fleet. Two more destroyer escorts, now nearing completion in Canadian yards, will commission this year, and a programme to fit destroyers with improved submarine detection equipment and facilities for the operation of anti-submarine helicopters is well under way.

The largest ship in the R.C.N. is the 22,000-ton fleet replenishment vessel, H.M.C.S. PROVIDER, which was commissioned in September, 1963. PROVIDER'S role is to serve as a sea-going source of fuel, ammunition and supplies for combat units, thereby extending appreciably their endurance and range of operations.

The addition to the Fleet of modern submarines of the OBERON class will make it possible to provide more and better at-sea training for Canadian anti-submarine forces, and at the same time enable the Royal Canadian Navy to extend and improve its anti-submarine capability.

Submarines and Chatham Dockyard

Fifty-six years ago Chatham Dockyard's first submarine, C.17, slid down the launching way. Since 1908, fifty-four submarines have been built in Chatham on the slip now occupied by H.M.C.S. OJIBWA, the latest link in a long and proud chain. Many of these ships had distinguished and exciting records in both World Wars. The early C-class were tiny boats, designed for coastal defence, and powered by petrol engines with all their associated dangers. The D-class of 1911 were the first really practical sea-going submarines in the Royal Navy, and had Diesel engines. It was with these ships that Chatham started its tradition of building the engines as well as the submarines.

The First World War brought adventure to many of Chatham's submarines. E.1 was the first through the Kattegat in October 1914 and operated successfully from Russian Baltic bases until she had to be scuttled to avoid capture after the Revolution. E.8 was the first submarine to go to war, and later joined E.1 in the Baltic. E.2, E.7 and E.12 were among the remarkable band which made daring forays through the Dardanelles to operate in the Sea of Marmara.

Too late for the war, but quite remarkable for their time, were the four R-class built. in 1918. All four were built simultaneously on No. 7 Slip, and were launched within two months of each other. They were the first submarines specifically designed as anti-submarine vessels, and their revolutionary high underwater speed of seventeen knots was obtained by adopting a streamlined hull shape which has only returned with modern nuclear submarines.

X.1 was another experimental submarine; displacing 3,600 tons when submerged, she was the largest submarine in the world at the time. Armed with four 5·2 inch guns, she was intended to be a powerful commerce raider, and was also a test-bed for numerous technical innovations. Many of the lessons learnt from her were put to good use in the large O- and P-classes, the minelayers GRAMPUS and SEAL, and the highly successful little S-class boats.

In the Second World War, twenty-three submarines from Chatham were operational; losses were heavy, but many crews had cause to thank the Dockyard workmen for their good workmanship. Two of the twenty-three took part in particularly distinguished exploits. H.M.S. TORBAY, commanded by Commander A. C. C. Miers, now Rear Admiral Sir Anthony C. C. Miers, V.C., K.B.E., C.B., D.S.O.*, who is with us today, penetrated the enclosed waters of Corfu harbour in search of Rommel's transports. For this bold attempt, he was awarded the Victoria Cross. H.M.S. TRENCHANT, under the command of Commander A. R. Hezlet, now Vice Admiral A. R. Hezlet, C.B., D.S.O.*, D.S.C.*, was the most successful British submarine in the Far East. In her most famous encounter, the TRENCHANT sank the Japanese cruiser ASHIGARA after a long and nerve-racking wait in the shallow Banka Strait, off Sumatra.

After the war, new developments soon made existing submarines out of date, and it was decided to modernise a number of T-class submarines to give them a higher performance. This modernisation, among other complex work, involved cutting the ships in half, putting an extra section into the middle, and welding them together again. This was a delicate operation, and Chatham was the Dockyard chosen to carry it out.

Following the T-class conversion programme the OBERON class was introduced and once again Chatham was selected to lead the way.

Static Display

The Static Display adjacent to the launching slip shows many examples of Naval and Dockyard activities.

Since the 16th century, H.M. Dockyard, Chatham has built and repaired ships for the Royal Navy. Throughout its long tradition it has maintained its place in the vanguard of technical progress in the shipbuilding industry.

The Dockyard exhibits give some idea of the large number of trades and crafts practised in a modern yard. These range from the latest X-ray equipment, which has been used to examine every piece of welding in the OJIBWA, down to the more traditional skills of, for instance, the joiners who have lost nothing of the art of fine woodwork despite the introduction of plastics and other man-made materials.

A modern warship contains a vast amount of electrical equipment, and in this respect, the display can only hope to show the visitor a very small sample of what goes into a ship.

In the field of mechanical engineering, the tasks are extremely varied. The items displayed show parts of a submarine Diesel engine. These machines are not only built but designed at Chatham. There are also other examples of mechanical and hydraulic equipment used in submarines, all of which require great skill to design and manufacture.

The work of the shipwrights is very evident, for they construct the ship, and a fine example of their work is the submarine to be launched at Chatham today.

Of particular interest are the contributions made by the Dockyard apprentices. There are about 1,100 apprentices under training in the Yard and their exhibits show the high standards reached in their various trades.

One section of the display has been devoted to the Ministry of Public Building and Works. Although the work of this Ministry, under the Superintendent of Navy Works, would at first appear to have little to do with ships and the sea, it must be remembered that a dockyard of this size and the associated outlying shore establishments call for a vast amount of maintenance, and all manner of technical skills and trades in the civil engineering field are employed in meeting demands.

Some idea of the extent of the work of the Naval Store Department is given in this Department's display. In order to supply the Fleet and the Dockyards, it is necessary to hold an enormous variety of items in stock and to arrange for their delivery, as required, to many parts of the world.

The naval exhibits include a model of H.M.S. DREADNOUGHT, the Royal Navy's first nuclear propelled submarine, and a sectioned model of a modern torpedo. Visitors will also have the opportunity of obtaining a view through a periscope.

The long history of Chatham Dockyard in building ships for the Royal Navy is illustrated in a small way by the models of H.M.S. VICTORY, an 'O' class submarine and silhouettes depicting the submarines built at Chatham.

Some aspects of the activities of the Royal Canadian Navy can be seen on the R.C.N. stand where ship models and photographs are displayed.

In conclusion there is an exhibition of photographs of life in the Submarine Service.