

Gary G. A. Hopkins

1964 TRIP ON HMS *Im*

"AENEAS" S72

AROUND AFRICA

5 MONTHS.

MADEIRA, DAKAR, SIMONSTOWN, DURBAN,  
MOMBASA, PERSIAN GULF, ADEN, PORT SAID,  
MALTA, IZMIR, MARSAILLE, GIBRALTAR



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chas05.ico

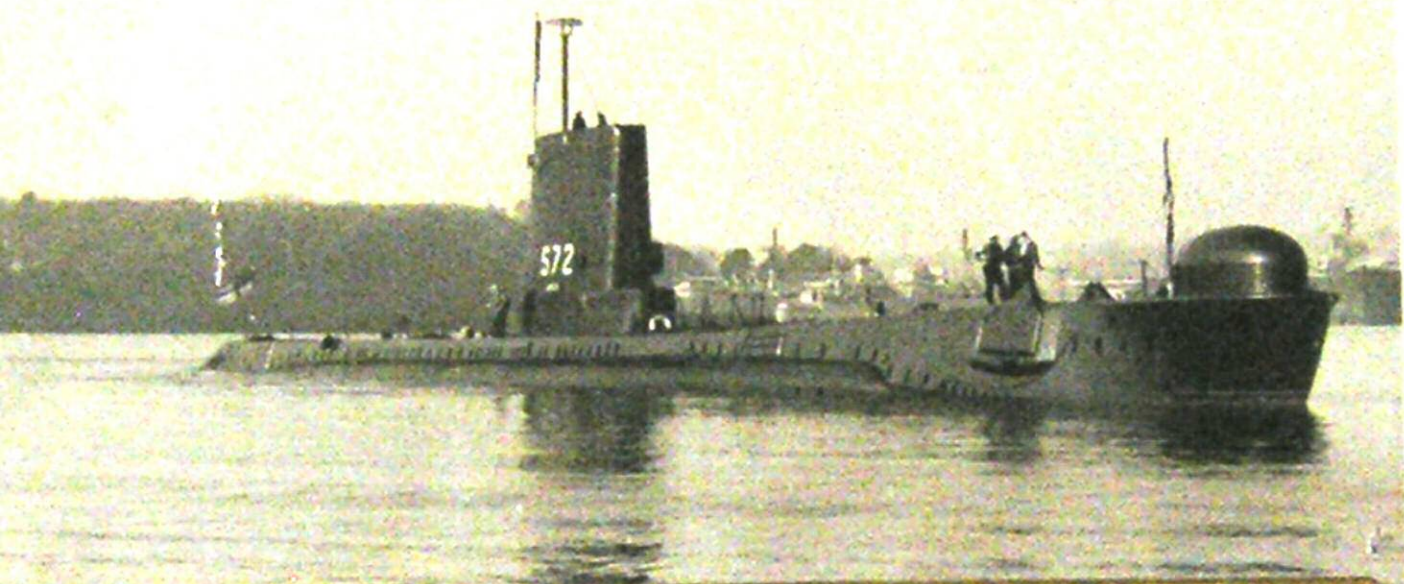
Chas ↑

Tojo - after torpedo  
room watchkeeper  
(STOKER)

GREENOCH SCOTLAND  
ON EMPRESS OF BRITON (LINER)  
1962



PLYMOUTH HARBOUR  
LEAVING 2/4/64



RN. ADMIRAL OF THE FLEET  
SIR JOHN CASPER  
(1962-1967)  
PLYMOUTH ENG.  
SEEING OFF AENEAS  
APRIL 2ND 1964

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SEEING OFF AENEAS  
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THE Commanding Officer of the Royal Navy submarine, H.M.S. Aeneas, Lieut.-Commander Brian Forbes, who is on his first visit to South Africa. He joined the Royal Navy in 1947 after four years' training as a cadet in the Thames Nautical Training College, H.M.S. Worcester. He served on the battleship Vanguard as a midshipman, and has been in submarines since 1952.

He spent 3 1/2 years in midget submarines, and commanded H.M.S. Stickleback and H.M.S. Shrimp. He also commanded the larger submarines Sea Scout, Tiptoe and Totem.



Sailors three, Leading Seaman A. G. Wooten, R.N., Able Seaman P. Gingras, Canadian Navy (attached), and Leading Seaman J. Harris, R.N., from H.M.S. Aeneas, grin in anticipation of their three-day stay in Durban. In the background is the "sail" (conning tower) of the Submarine.

## O submarino «Aeneas» da Marinha Real Britânica

chega hoje ao Funchal  
sob o comando do Capi-  
tão-Tenente B. O. Forbes

Entra hoje na baía do Funchal, pelas 8,45 horas, procedente de Devonport, o submarino britânico «Aeneas», sob o comando do capitão-tenente Brian Oscar Forbes.

O navio de guerra que escala o nosso porto em visita operacional, parte para Dakar no dia 5, 5-feira, pelas 7 horas da manhã.

### «Cocktail-party»

Hoje, pelas 19,15 horas, o comandante Forbes oferece, a bordo, um «cocktail-party» em homenagem às autoridades superiores do Distrito e a alguns membros da colónia britânica.

### Visitas a bordo

O «Aeneas» estará patente ao público amanhã, quarta-feira, das 14 às 17 horas.

### Características do «Aeneas»

O submarino «Aeneas» — cujo nome provém, como é óbvio, da célebre obra de Vergílio «A Eneida» — faz parte dum grupo de quinze submarinos, construídos no fim da Segunda Guerra Mundial.

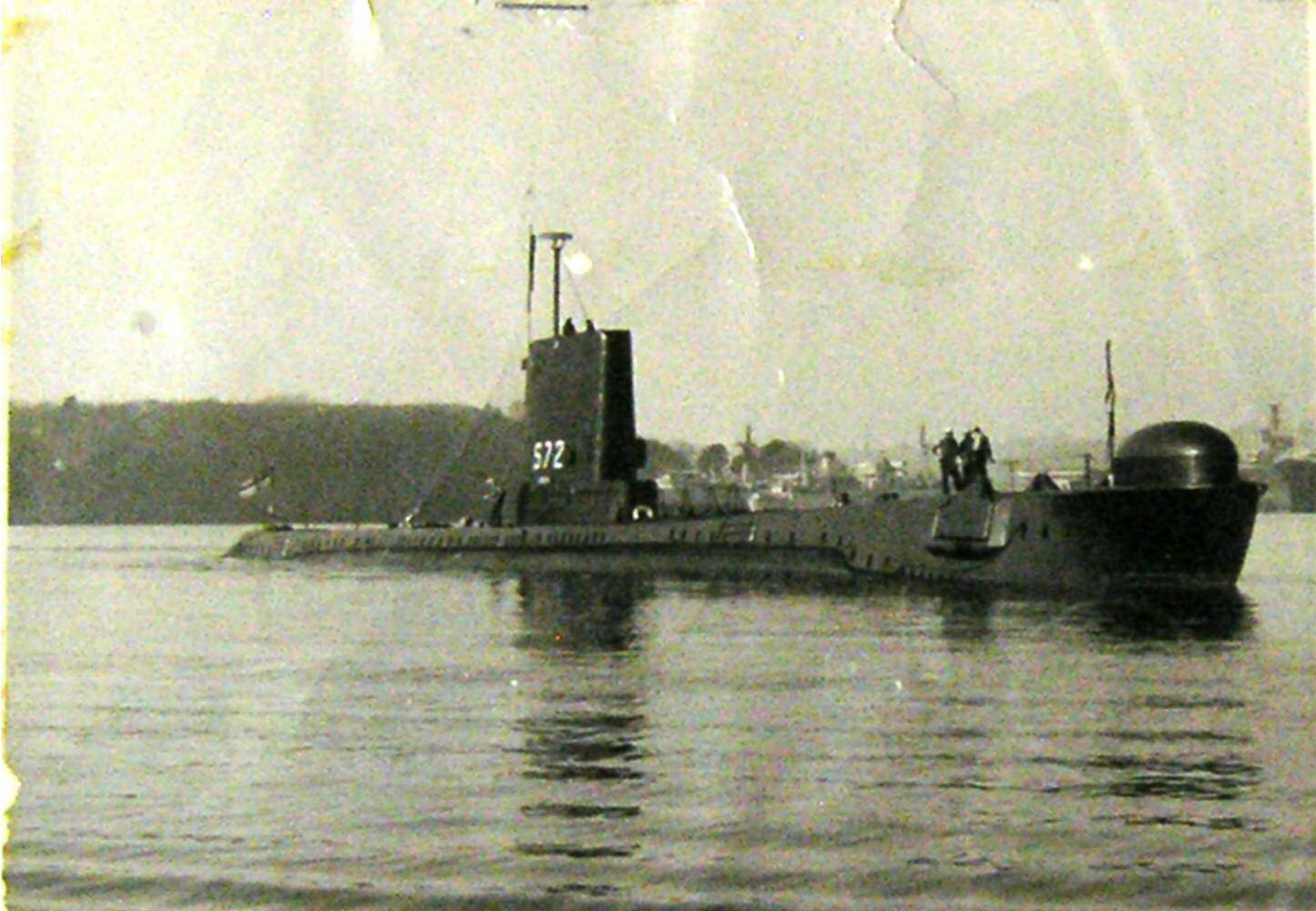
Destinados a manobrar no Extremo Oriente, estes vasos de guerra foram dotados com alta velocidade e grande resistência.

(Continua na segunda página)

*Madeira*



O submarino «Aeneas», da Marinha Real Britânica



1964

JANUARY

1964

Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
*	*	*	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	*







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TAFF HAMMER

# Aeneas On 3-Day Stay

By Our Shipping Reporter

A S Durban slept on Monday night, the 281ft-long Royal Navy Submarine H.M.S. Aeneas, lay about five miles off the coast waiting to enter port at sunrise.

Small groups of watching people stood at vantage points at the harbour as the submarine made her impressive entry. A larger group waited for the craft to berth at Maydon Wharf.

H.M.S. Aeneas, under the command of Lieut. Commander Brian Forbes, recently took part in anti-submarine manoeuvres with the South African Navy off Simonstown, where she acted as "victim." The vessel left Britain, where she is a member of the Second Submarine Squadron, on April 2. After taking part in four exercises before reaching South Africa, she spent five weeks in Simonstown.

After her three-day stay in Durban she will go to the Middle East for further manoeuvres. She will then rest up in Malta before joining the Mediterranean Fleet for further exercises.

Although basically employed in British home waters, submarines of the Second Squadron serve a wide area, which has recently been extended to include Canada, the United States, the Mediterranean and the Arctic.

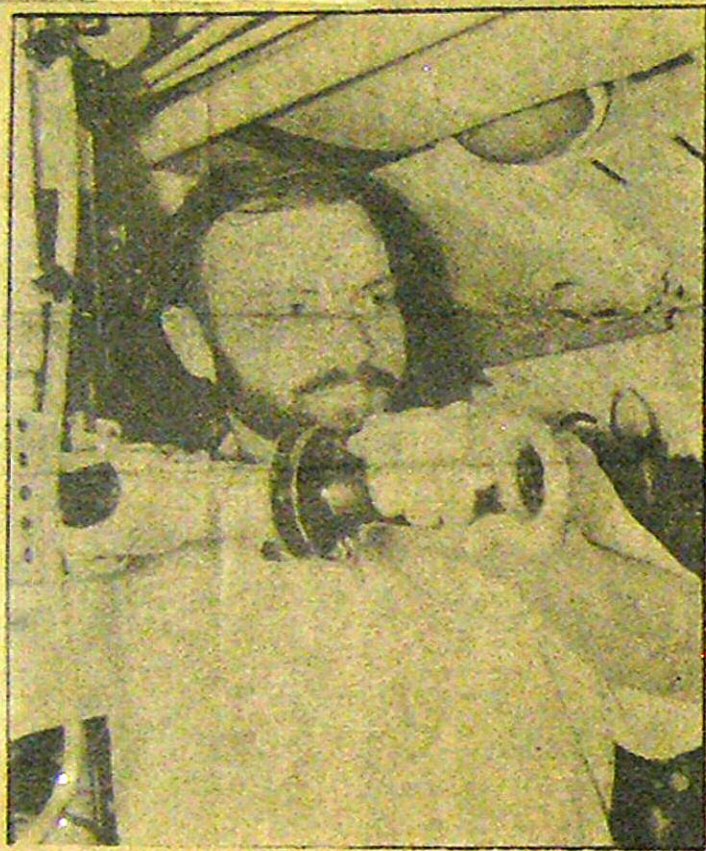
H.M.S. Aeneas will be open to the public from 2 p.m. to 5 p.m. today.

DURBAN  
SOUTH  
AFRICA  
1964



LIKE the fin of a gigantic black shark, the Royal Navy submarine, H.M.S. Aeneas, cut silently through the calm water of Durban Bay as the early morning haze hung over the city. A small crowd stood at Maydon Wharf, No. 5, where the vessel berthed at about 9.30 a.m. yesterday. Other groups stood at vantage points on the Bay to watch as the submarine glided through the harbour.

# SUBMARINE VISIT FIRST TO MOMBASA IN 20 YEARS



Lieut.-Comdr. Brian Forbes captain, of H.M. Submarine Aeneas, pictured at the periscope in the submarine's control room.

## Deep-diving goldfish

Visitors aboard the Aeneas are usually startled to see fish swimming past a ward-room porthole. The fish are real enough, but the deep-diving pair spend their days swimming in a lighted aquarium concealed behind the dummy port. The goldfish — unnamed as yet — "are unique in that they are the only ones in a Royal Navy submarine," one of the officers explained.

H.M. Submarine Aeneas, which arrived in Kilindini Harbour yesterday morning, will leave on Sunday to carry out research into underwater currents on the Equator.

The captain, Lieut. Comdr. Brian Forbes, said: "There are different currents in the ocean depending on the sea depth. We will try to measure their speed and direction by leaving a buoy on the surface, diving, and then measuring how much the submarine has twisted."

### Home waters

The work will be carried out for the National Institute of Oceanography in Britain.

Aeneas, named after the Trojan hero immortalised by Virgil, is thought to be the first submarine to visit Mombasa for 20 years.

"A submarine of the Royal Navy makes a circumnavigation of Africa every year, but they do not generally call at Mombasa," said the captain.

### Round Cape

Aeneas, which generally operates in home waters, has herself sailed from the South Atlantic, round the Cape of Good Hope and to Mombasa from South Africa.

After three days in Mombasa to give the six officers and 57 crew a rest and two days carrying out the research into currents, she will leave for anti-submarine exercises with the Middle East Fleet in the Persian Gulf area.

Aeneas will later join the Mediterranean Fleet. Lieut.-Comdr. Forbes said they had had an uneventful voyage to Mombasa, sighting only a Japanese fishing vessel in the Indian Ocean. Most of the voyage had been done on the surface, which allowed for greater speed.

### Great endurance

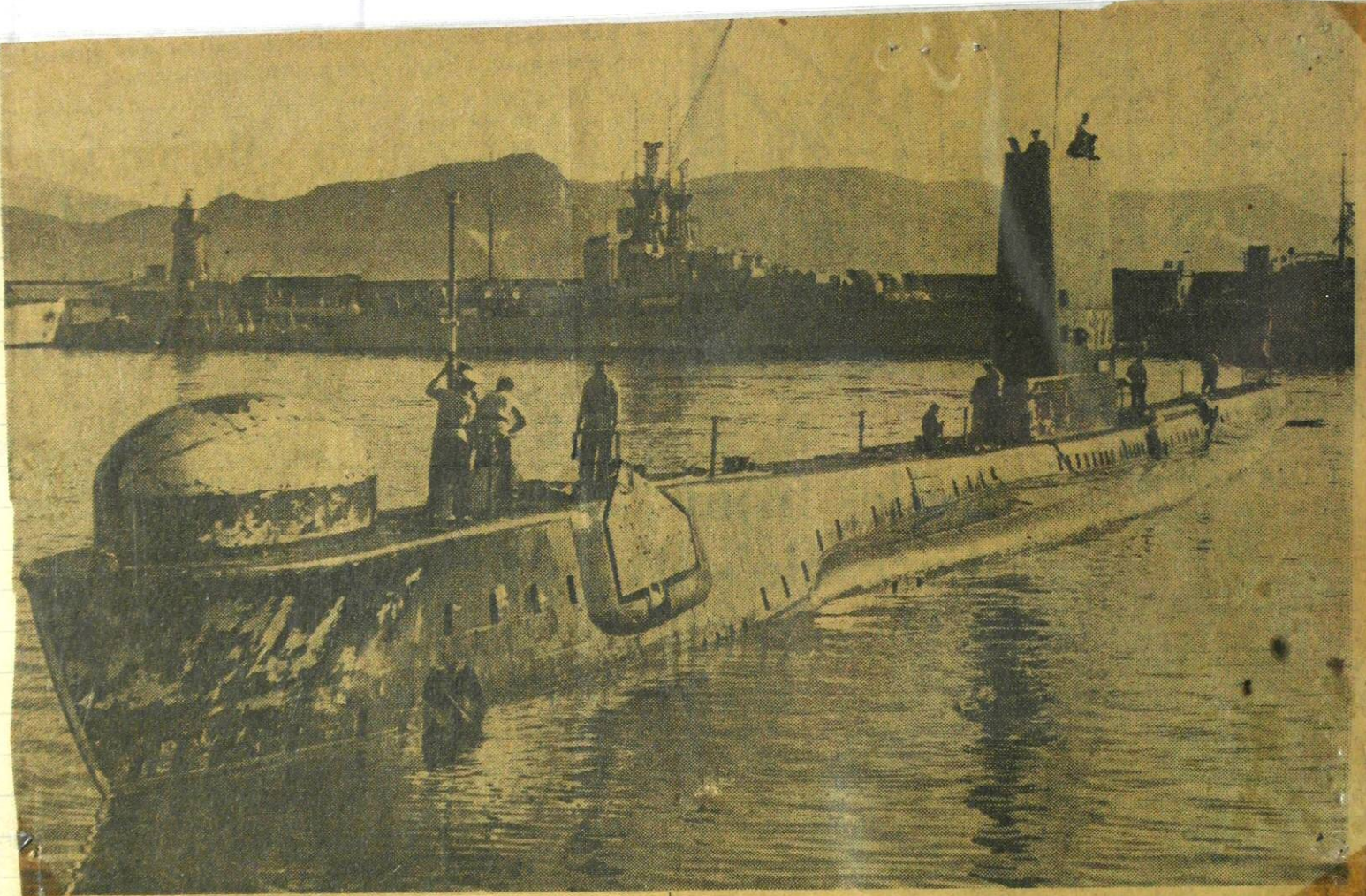
Aeneas is one of a class of 16 submarines built towards the end of the Second World War and designed to operate in the Far East Station, for which they had a high surface speed and great endurance.

She sailed for her first commission in 1946. She was fully modernised in 1960, being streamlined and fitted with the latest detection equipment.

Her armament consists of six 21-in. torpedo tubes and she can also mount a 4 in. gun.

"At present, the Aeneas is a member of the Second Submarine Squadron based on Devonport," said Lieut.-Comdr. Forbes. "Although basically employed in the United Kingdom home waters, submarines of this squadron serve over a wide area which has recently included Canada, the United States, the Mediterranean and the Arctic."

Lieut.-Comdr. Forbes joined the Royal Navy in 1940 and, after serving on the battleship HMS Vanguard, he started his submarine service in 1952. He spent more than three years in midget submarines.



## Aeneas 'sunk' before arrival

The Argus Shipping Correspondent

**WITHOUT** a word of greeting, South African warships and aircraft on Tuesday 'sank' the Royal Navy submarine, Aeneas — and then welcomed her officers and men to Cape waters.

Aeneas, only a little scarred by the sea after her 29-day passage from Britain, arrived in Simonstown to-day for the Capex air-sea operations which start on Monday.

She will represent 'enemy' forces during the exercises, under the command of her captain (Lt.-Cdr. Brian Forbes). Aeneas is a sister submarine to Alliance, which was here for the exercises in June last year.

Aeneas is from the Second Submarine Squadron based on Devonport and is on a round-Africa passage to take part in various sea manoeuvres.

She exercised with French forces off Dakar and will join British units in Middle East waters for more exercises.

### DOUBLE TOT

Crossing the Equator, Aeneas marked the occasion by firing from her signal ejectors a canister containing a double tot of rum and one of whiskey.

Lieutenant Commander Forbes, who is 34, has been in submarines since 1952, including three years in midget submarines.

Soon after the submarine docked, he left on a round of official calls that took him well into the afternoon. The 63 crew members will sleep aboard the South African minesweeper, Bloemfontein, near which Aeneas tied up in the naval dockyard. Aeneas was commissioned in 1946, and fully modernized in 1960. She has a surface speed of 16 knots and has four forward and two aft 21in. torpedo tubes.

BRITISH submarine Aeneas entered Simonstown naval dockyard to-day after a 29-day passage from Britain. She is here for the Capex air-sea exercises starting on Monday. Below: Lt.-Cdr. Brian Forbes, captain of Aeneas.



## Submarine seen off P.E. coast

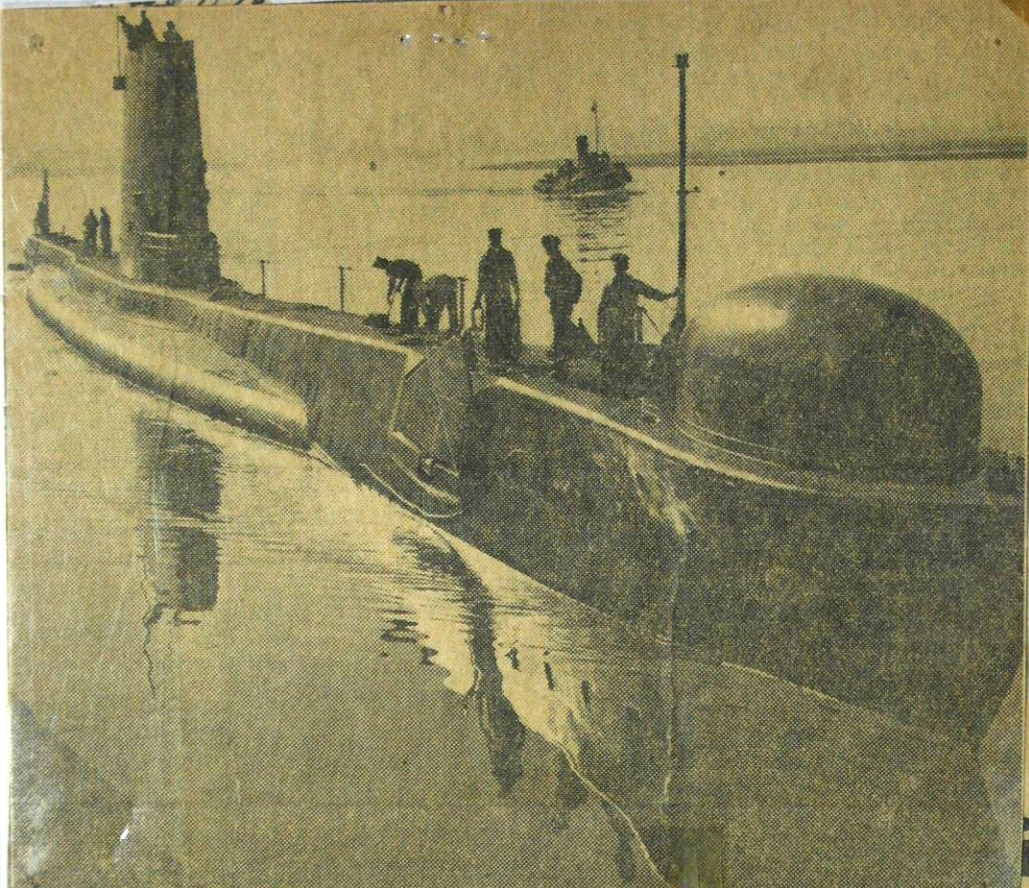
The Argus Shipping Correspondent

A submarine was sighted off the coast south of Port Elizabeth at the week-end.

This was reported to the South African Navy at Simonstown, which checked the sighting.

It was a submarine — the British submarine Aeneas, heading for the Middle East from Simonstown where she took part in the Capex air-sea exercises that ended last month.

**SUB HERE FOR 'CAPEX'**



With the early morning sun glittering on her deck and conning tower, the British submarine H.M.S. Aeneas makes an impressive entry into Durban harbour today. The submarine arrived after taking part in Operation Capex off Simon's Town.

SOUTH AFRICA'S  
NAVAL BASE  
SIMONSTOWN

WHILE IN SIMONSTOWN  
S.A. CREW BILLETED  
ON BOARD  
BLEOM FOUNTAIN  
BUILT IN MONTREAL

# Commander praises SAN's competence

Daily News Reporter

**L**IEUT.-CMDR. BRIAN FORBES, R.N., Commanding Officer of the British submarine H.M.S. Aeneas, today praised the competence of the South African Navy during Operation Capex.

A large crowd watched the arrival of the submarine in Durban today after she had acted as "victim" in anti-submarine manoeuvres with the South African Navy off Simon's Town.

"The South African Navy did very well during the operation," said Lt.-Comm. Forbes.

### THREE-DAY STAY

H.M.S. Aeneas, after leaving Britain in April, took part in four exercises before Operation Capex which is regarded as the most important manoeuvre on her goodwill tour.

After her three-day stay in Durban she will go on to the Middle East and Mediterranean where she will work with the Mediterranean Fleet.

The submarine, which is fully operational — she has been in commission for nearly two years — is one of a class of 15 submarines which were built towards the end of World War II.

They were designed to operate in the Far East and accordingly were given a high speed — 16 knots surface and eight knots submerged — and great endurance.

### MODERNISED

She is fully modernised and fitted with the latest detection equipment. Her dimensions are, length 281ft., beam 22ft., draught 18ft., standard displace-

ment 1,120 tons. She carries a crew of 63.

Her armament consists of six 21in. torpedo tubes, four forward and two aft and she can also mount a 4in. gun.

At present H.M.S. Aeneas is a member of the Second Submarine Squadron based on Devonport and administered by H.M.S. Adamant.

Although basically employed in the United Kingdom home waters, submarines of this squadron serve over a large area including Canada, United States, the Mediterranean and Arctic.

### CHANCE

Only three of the crew of H.M.S. Aeneas have visited South Africa before. They regard this cruise as "a chance of a lifetime" and after enjoying Cape Town they are looking forward to seeing Durban which they have heard a great deal about.

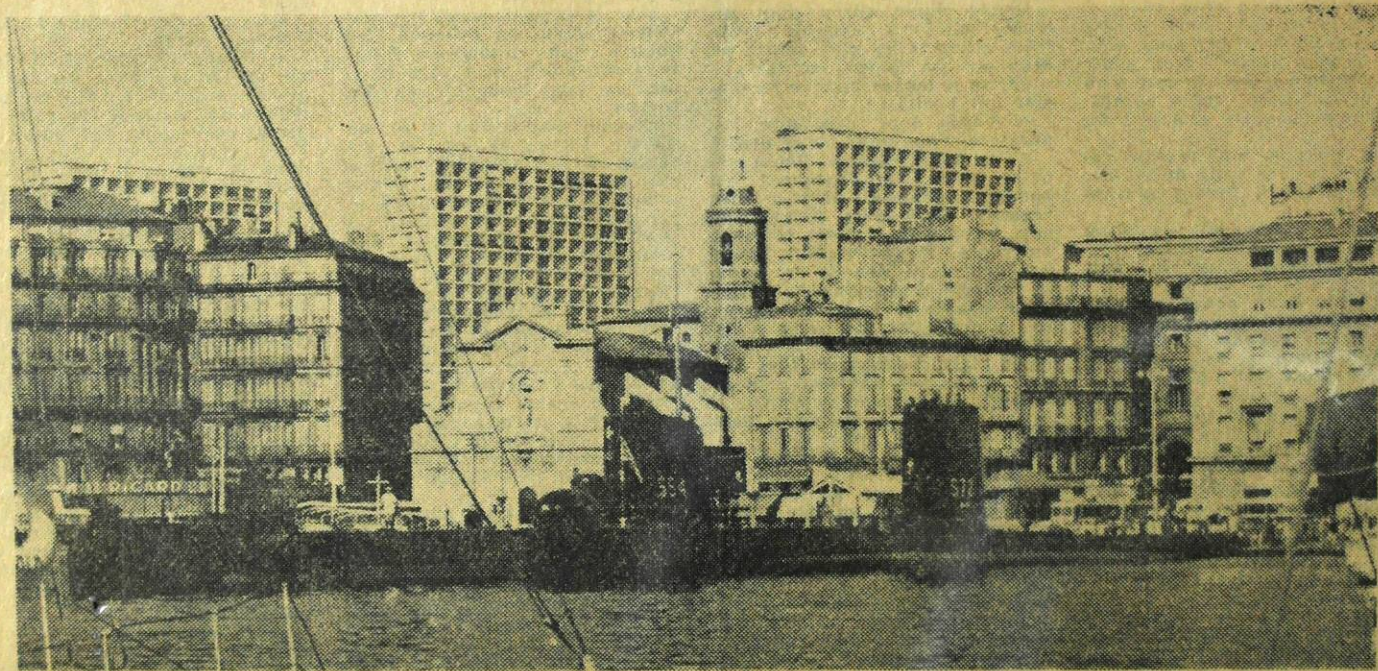
The submarine berthed at Maydon Wharf 5, will be open to the public between 2 p.m. and 5 p.m. tomorrow.

DURBAN  
SOUTH AFRICA

# FACE A LA CANEBIÈRE

## deux sous-marins britanniques :

### “AENEAS” et “TURPIN”



Ils ont des silhouettes peu rassurantes, mais ils sont là dans un but pacifique : le XXe anniversaire du débarquement des Forces Alliées en Provence, en 1944 est la raison de leur venue.

L'« Aeneas », dont le nom évoque le héros troyen de Virgile, est un bâtiment de 1.120 tonnes, appartenant à une série de 15 unités construites à la fin de la dernière guerre. Ces navires, destinés à servir en Extrême-Orient, sont rapides en surface et possèdent un grand rayon d'action. En 1960, ces submersibles ont été transformés et pourvus d'instruments modernes de détection.

L'équipage se compose de 63 hommes et l'armement comporte six tubes lance-torpilles et un canon. Basés à Devonport,

les sous-marins de cette série effectuent de fréquentes croisières jusque dans l'Arctique.

L'« Aeneas » est commandé par le capitaine de corvette B. O. Forbes, qui commanda précédemment des sous-marins de poche et aussi d'autres gros submersibles. C'est un officier très estimé, qui a toujours servi dans les sous-marins.

#### LE « TURPIN »

Lancé en 1944 et encore amélioré en 1946, le « Turpin » est un bâtiment de 1.320 tonnes, également armé de six tubes lance-torpilles. Il a servi dans le Pacifique et a séjourné à la Jamaïque. L'équipage se compose de 64 hommes dont 6 officiers.

Le commandant est le capitaine de corvette T.D.A. Thom-

pson, qui a servi sur différentes unités, le croiseur-école « Devonshire », par exemple, a participé à la guerre de Corée, etc.

Les deux navires de guerre resteront cinq jours à Marseille. Cet après-midi, le public sera autorisé à les visiter, de 14 h. 30 à 17 heures.

Ce matin, une autre unité de la R.N., la frégate anti-sous-marins « Falmouth » est attendue à Marseille. Ce navire de guerre au nom glorieux a été lancé en 1960 et comporte un équipage de 235 marins, dont 18 officiers.

Le « Falmouth » s'amarrera au Vieux-Port, si le temps le permet. Sinon, il ira dans les ports nord.

(Photo « Le Soir »)

# Five months on detached service took Aeneas all round Africa

ON April 2 the submarine H.M.S. Aeneas slipped from her parent ship, H.M.S. Adamant, based at Plymouth, and set sail for five months' detached service, to honour part of the Simonstown agreement which provides for a British submarine to exercise with the South African Navy in a series of exercises known as 'Capex.'

The detached service, covering 20,000 miles, which included exercising in the Persian Gulf, the complete circumnavigation of the African continent, and a visit to the south of France, proved to be as fascinating and adventurous as when such voyages were undertaken in the days of sail.

Course was set for Madeira, and on April 7 Aeneas berthed forward of the Greek-line ship Arkadia, sister ship of the ill-fated Lakonia.

For many Madeira is Thomas More's utopia; picturesque in its buildings, breath-taking in its scenery and there is an undisturbed peacefulness prevailing across the island, a peacefulness disturbed on the second day when the boat was open to visitors—1,250 islanders examining every aspect of the submarine.

## SKILL BEATS FIREWORKS

Like most European countries Madeira is football crazy and posters everywhere announced that Aeneas was to play the Maritime Junior Club. Armed to the teeth with fireworks the ship's football team and supporters made their way to the "battleground." Despite the efforts of the ship's adherents to unnerve the opposition with miscellaneous explosions, the islanders' skill proved too much and they ran out worthy winners by six goals to one.

After saying good-bye, and remembering the wine for which the island is famous, a sweet nectar more potent than many expected, Aeneas sailed for Dakar and, having exercised with French Maritime Aircraft on April 12, entered harbour the following day.

Dakar, the capital of the Senegal Republic was found to be rather expensive and those on board were indebted to the French Navy whose canteen was open to the submarine. The football team was a little more successful, managing to draw, two all, with the French frigate Paul Goffney, but against a combined French Navy team it was beaten by three goals to one.

Visitors numbered 500, most of whom seemed intent on taking part of the submarine home with them, but Aeneas managed to sail on the 15th in one piece, the destination being Simonstown.

## EQUATORIAL TRIALS

For the first two days out the submarine continued to exercise with French aircraft, but on the 18th dived to carry out trials at the Equator for the National Institute of Oceanography. In the Atlantic Ocean the surface current at the Equator runs from East to West. However, at a certain depth there is an opposing current that runs from West to East and the dive was to ascertain the strength and depth of this little-known phenomenon.

The Equator was crossed that evening and, as is customary, homage was paid to King Neptune.

Battling against S.E. Trade Winds, which freshened as the ship went south, Aeneas found herself in a Force 8 gale on April 26. On the morning of the 28th, in a somewhat

arranged for S.A.S. Bloemfontein, an ex-Algerine class minesweeper, to be at the submarine's disposal as an accommodation ship.

It was not long before most of the ship's company were revelling in the joys of a hot shower and later tentatively exploring the mysteries of Cape Town. The Navigator's Den, the Catecombs, Darrels and many others are passwords to the avid explorer of Cape Town, and no time was lost before submariners were reported to have infiltrated the most likely—and unlikely—Dens of Iniquity. It seems that the national drink of South Africa is brandy and Aeneas, wishing to support the custom of "When in Rome do as the Romans do," did its utmost to cause an acute shortage.

The South Africans proved more than hospitable and invited many of the ship's company to visit them in their homes.

However, there was work to be done and on May 4 Exercise 'Capex' was continued. The exercise lasted three weeks and involved sailing early on Mondays and returning to Simonstown during the late afternoon on Fridays. Saturday mornings were devoted to "Wash-ups."

'Capex' was completed on May 22 and the submarine entered Simonstown mainly to effect a ten-day Maintenance Period, but for some, to pick up the threads of a social life they had created for themselves in the previous visits.

The Prince Alfred which, by mutual consent, was adopted as the ship's "Local," was often frequented by members of the football and rugby teams training religiously for the forthcoming contests. However it was of no avail. The football team met with mixed fortunes, winning one of the three games they played, whereas the rugby team, though losing both its games was considered unfortunate to lose nine points to five to Fishoek, after surprising the South Africans with some forceful play.

marine rendezvoused with South African Air Force Shackletons. S.A.S. President Kruger, S.A.S. President Steyn, H.M.S. Jaguar and H.M.S. Lynx. The first phase of 'Capex' had begun.

On April 30 H.M.S. Aeneas made the first of four visits to Simonstown, the South African Navy

## DURBAN VISITED

On June 6 H.M.S. Aeneas sailed from Simonstown for Durban and if the hospitality in Simonstown could be equalled, let alone surpassed, then the people of Durban did their best to do so. No sooner was the gangway down than banyans and dances were being arranged for the ship's company.

The Durban branch of the Royal Naval Association invited those on board to their club and the visitors were soon enjoying an old fashioned Smoking Concert, in which both past and present were represented and gave of their best.

The rugby and football teams failed on the field of play but proved more than successful in drowning their sorrows at the bar. The banyan at the Seamen's Mission was a more sober affair, with most of the submariners out to impress the young ladies present at the gathering.

All too soon it was time to leave. The "Lady in White," Mrs. Pearl Gibson stood quietly on the jetty, dressed, as always in white, and as the boat slipped its moorings she began to sing, and continued until Aeneas was out of sight. This wonderful lady has been singing warships in and out of Durban harbour for more than 20 years.

After diving to continue the Equatorial trials H.M.S. Aeneas arrived at Mombasa on June 18 and, after a three-day visit, in which the rugby team scored its first success and the ship's company spent most of its time "ogling" a strip-tease show at the Casablanca, the submarine sailed for the Gulf of Oman to exercise with H.M. Ships Mohawk and Loch Fada.

## PRESSURE COOKED

The Gulf, as always, was uncomfortably hot, and though morning eggs were not cooked on the casing, those on board were able to appreciate what it must be like inside a pressure cooker. Four days were spent giving Mohawk and Loch Fada submarine exercises.

On completing these exercises the submarine visited Aden, the two-day visit being the ship's company to

revel among the shops and to stock up with numerous "rabbits."

For the first time the ship's day team found itself in action against an Army team, but a certain amount of gamesmanship by the Army in plying the naval team with beer toppled it to a disastrous defeat.

On July 9 the submarine sailed for Malta, passing through the Suez Canal on the 14th and reaching its destination on the 17th.

During a 14-day Maintenance Period the ship's company was able to get four days' leave at R.N. Air Station, Halfar. The visitors noticed that "Plonk" is a little more expensive these days, but nevertheless the incessant ringing of bells, and exploding of fireworks continued to bring joy to their hearts—and sleepless nights.

From August 4 to 9 H.M.S. Aeneas exercised off Malta with H.M. Submarine Turpin, and then sailed for Marseilles.

It is as well that the French police are co-operative or the gangway staff might well have been crushed to death in the melee that ensued when it was announced that the boat was open to visitors. However, order was restored and somehow the visitors got on and off without injuries. It is believed that Aeneas killed the idea that the English are cold.

The football team excelled itself—winning two matches, and losing, though combined with H.M. Ships Falmouth and Turpin—against a French Army team, in a skilled and hard fought game.

On August 17 Aeneas sailed for two days of exercises with the French frigates based on Toulon, and the 30th Escort Squadron: she and Turpin provided the submarine opposition.

On the evening of August 18, with a "Bon Voyage" signal from Falmouth, the submarine set course for Gibraltar, arriving on the 20th and sailing again on the 22nd for Plymouth which was reached on the 26th.

# SUB. RETURNS FROM 5-MONTH VOYAGE

THE British submarine Aeneas (1,220 tons) returned to Devonport today after a five-month voyage and was greeted with a "welcome home" signal from the captain of the Second Submarine Squadron, which read: "Well done. We have followed the course of your highly successful voyage with pride and interest."

One of the major aims of the 20,000-mile voyage during which the Aeneas was at sea for three and a half months, was to provide training for anti-submarine forces in the South Atlantic under the Simonstown agreement.

On the first leg of the return voyage exercises were conducted with units of the Middle East Fleet in the Gulf of Oman.

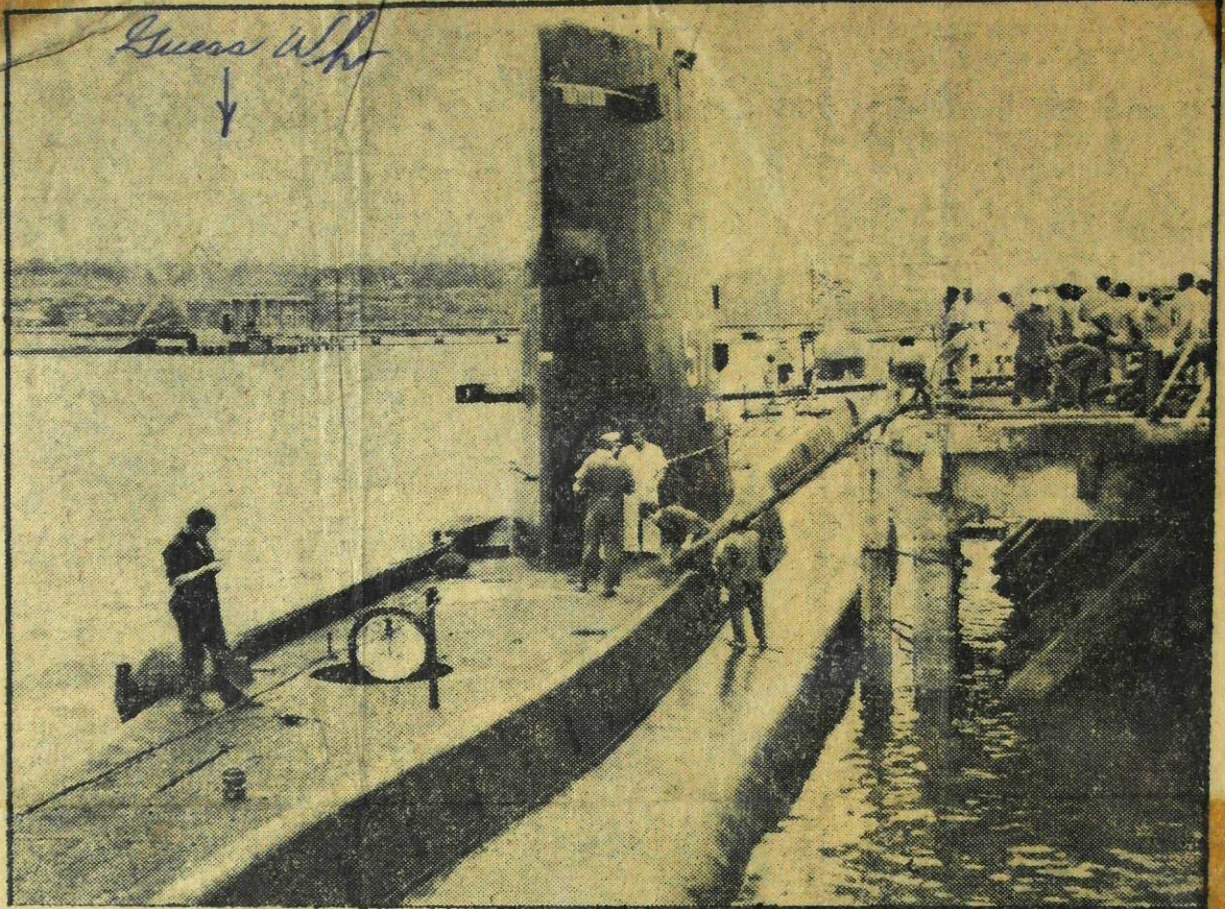
During the second leg exercises were carried out with units of the Mediterranean Fleet in the Central and Western Mediterranean.

The Aeneas (commanding officer, Lieut.-Com. Brian Forbes, Alverstoke, Hants), visited nine ports—Dakar, Funchal, Simonstown, Durban, Mombasa, Aden, Malta, Marseilles and Gibraltar, circumnavigating Africa, and twice crossing the Equator, when trials were carried out for the National Institute of Ocean-

Families greeted the ship's crew when they arrived at Plymouth early today. Among Westcountrymen on board were E.R.A. 1st Class "Sam" Joli (Falmouth), A.B. Leslie Miles (Bodmin), L.E.M. "Jacky" Frost (Manaton, near Newton Abbot), E.M. "Darby" Allen (Tintagel), L.E.M. Mike Drew (Exmouth), and C.P.O. Coxswain D. Moutell (St. Budeaux, Plymouth).

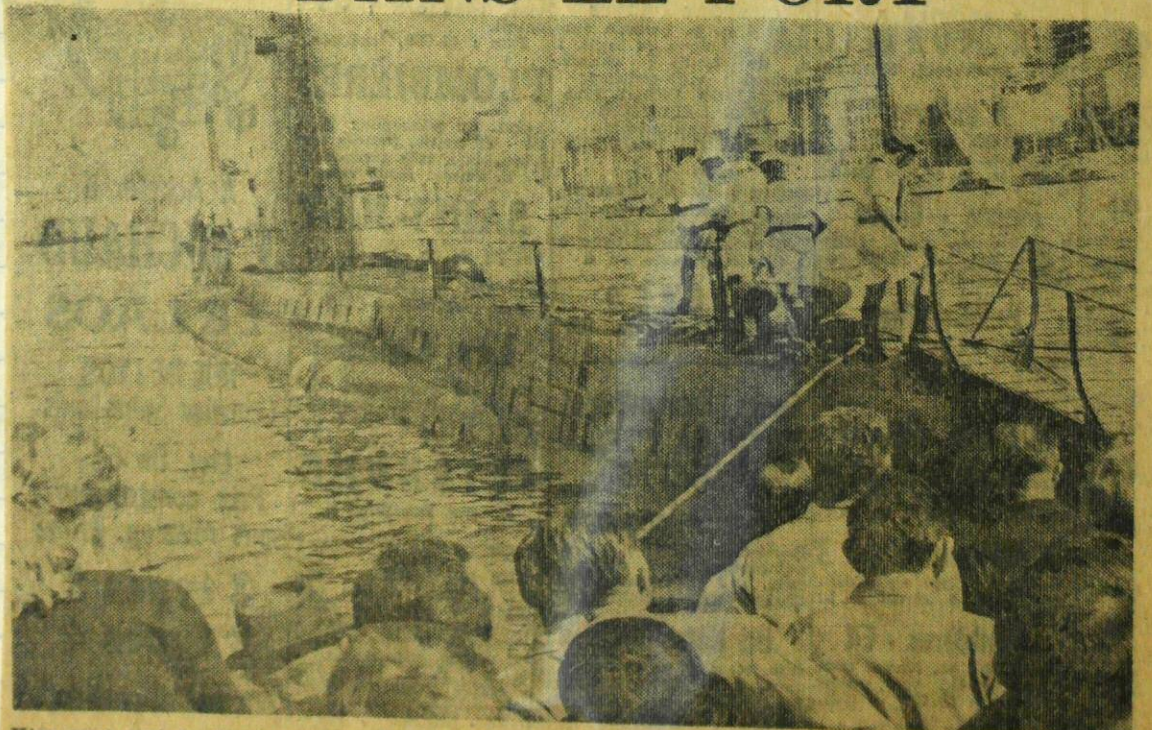
Long week-end leave now follows for the ship's company, and afterwards four weeks of summer leave. Maintenance work is to be done on the submarine by the crew, and she is to go into dry dock for scraping. In the first week of October she will begin operating in local waters.

MOMBASA  
KENYA



A PIPE FROM THE OIL JETTY IN KILINDINI HARBOUR IS CONNECTED WITH THE BRITISH SUBMARINE AENEAS SOON AFTER HER ARRIVAL YESTERDAY. ON THE SUBMARINE'S BOW IS ONE OF HER SONAR SETS.

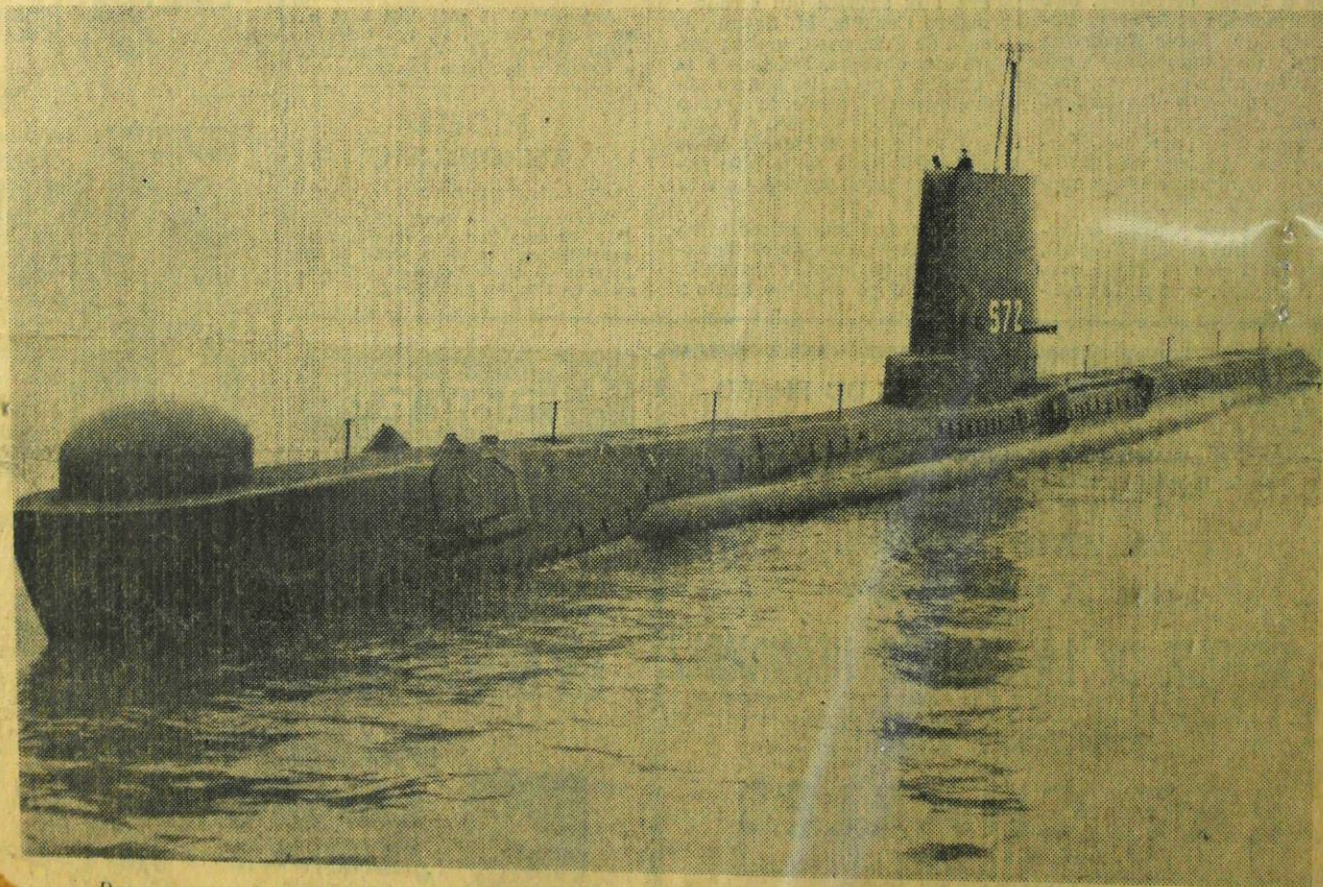
## NAVIRES BRITANNIQUES DANS LE PORT



Hier sont arrivés dans nos eaux des navires britanniques : la frégate « H.M.S. Falmouth », les sous-marins « H.M.S. Aeneas », « H.M.S. Turpin » qui sont tous deux dans le Vieux-Port, public est autorisé aujourd'hui à visiter ces bâtiments, de 14 à 17 heures.



# Deux sous-marins britanniques attendus au Vieux-Port où il sera possible de les visiter demain après-midi



Deux sous-marins de la Marine Royale britannique, l'« Aeneas » et le « Turpin », sont attendus aujourd'hui à Marseille. Ils s'amarreront vers 9 heures au Vieux-Port où le public sera admis à les visiter demain jeudi, de 14 h. 30 à 17 heures. Voici l'« Aeneas » photographié en surface par temps calme.

MARSEILLE

FRANCE



## OH, MISS NUGENT!

WHAT would Mr. Swindley say if he could see Miss Nugent now? For the wallflower of ITV's Coronation Street is obviously a big hit with the Navy. Miss Nugent—actress Eileen Derbyshire — is the pin-up of Aeneas, one of four submarines on a courtesy visit to Manchester. So there was a special welcome when she went aboard yesterday. Said Miss Nugent: "A great thrill and compliment." Said the Captain, Lieutenant Commander Brian Forbes: "We always watch Coronation Street when we are in

## Shipmate ahoy!

WHAT will Ena Sharples say about this?

Yes, it is 'Coronation Street's' shy spinster, Miss Nugent, among the boys.

And she's enjoying her trip aboard H.M. Submarine Aeneas, which is visiting Manchester this weekend along with three other submarines.

Miss Nugent (alias Eileen Derbyshire) is the crew's pin-up girl.

MANCHESTER 1964  
ENGLAND

# AENEAS CONNING TOWER

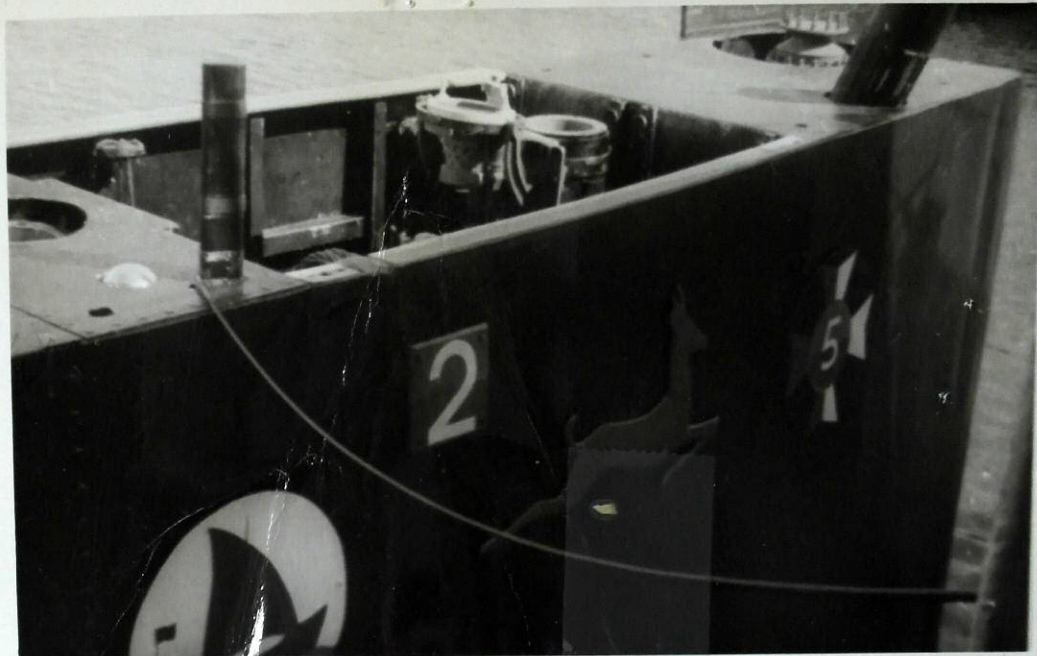
1: MALTESE CROSS (MED)

2: 2ND SODRN (ENG.)

3: ANTELOPE (S. A.)

4: SAILBOAT  
(PERSIAN GULF)

RETURN TO  
PLYMOUTH  
England



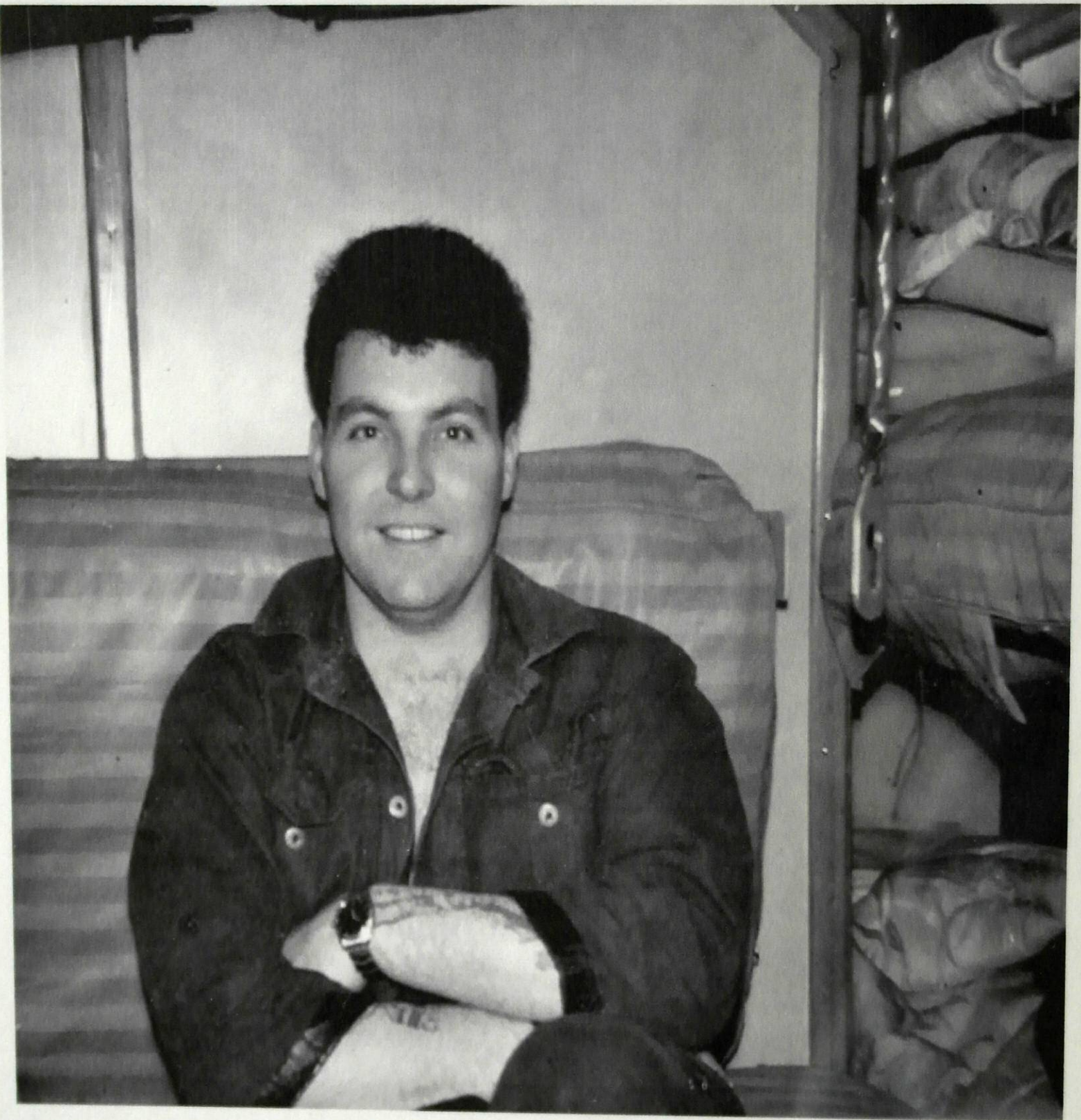
Up periscope! Paul and Grahame, the sons of C.P.O. D. Moutell, of St. Budeaux, taking a peep when the submarine H.M.S. Aeneas arrived at Devonport Dockyard today from South African and Middle Eastern waters. (See Page Three.)



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Tot Time

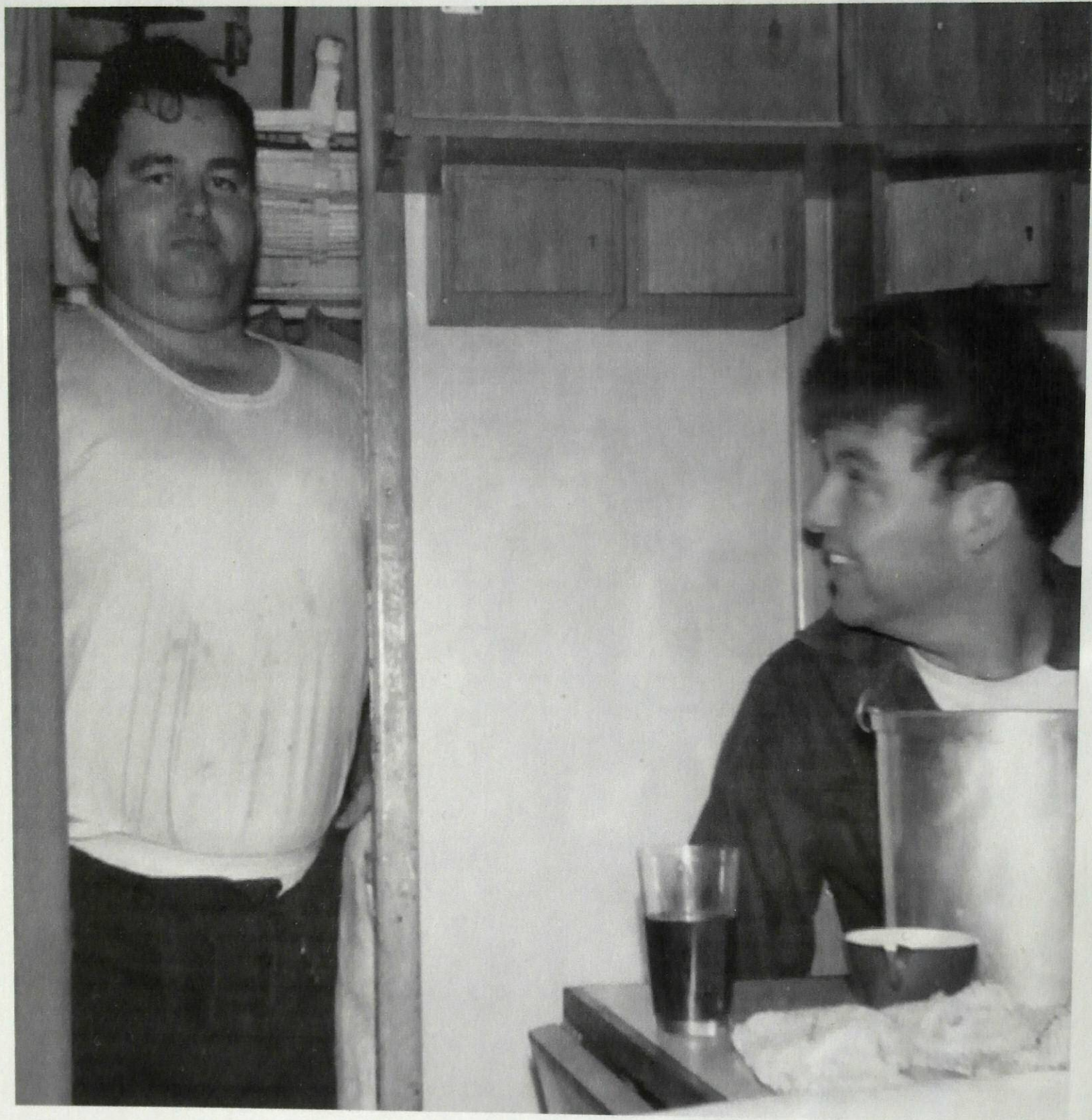
↑  
Taff Hammer



chas01\_edited-2.jpg

Charles Weatherington  
stoker on HMS Amens 1964





chas03\_edited-1.jpg

US Jackie Frost  
2nd WW submariner  
Senior stoker of mess

MISCELLANEOUS  
SUBMARINES





First Canadian Submarine purchased by British  
Columbia from Chile.

CC I

Property of  
PO  
H. J. [Signature]

I am not a believer in the foolish system  
of literal military obedience, but in  
that higher discipline wherein a  
subordinate obeys not the order given him  
by a superior, but rather the order  
which the superior would have given if  
he had known what he was talking  
about.

MISCELLANEOUS  
SUBMARINES  
OBERONS

# Vice-Admiral James C. Wood, CD

Vice-Admiral Wood was born August 29, 1934 in Charlottetown, P.E.I., and joined the Royal Canadian Navy as an Ordinary Seaman in 1951.

In 1954, he was selected for officer training and entered Royal Roads Military College, Victoria, B.C. After graduation from there in 1956, he received further training with the RCN and at the Royal Naval College, Greenwich, England. This was followed by duty aboard the destroyer HMCS Athabaskan until 1959 when he was selected for submarine training at the United States Submarine School, New London, Connecticut.

From 1961 to 1963 he served in the submarine HMCS Grilse, based at Esquimalt, B.C. He was a member of the military staff at Royal Roads from March, 1963 to August, 1965 and then returned to Grilse as Operations Officer and later Executive Officer. In October, 1966 he was assigned to Halifax as Executive Officer of the submarine HMCS Ojibwa. He assumed command of Ojibwa in August, 1967.

Vice-Admiral Wood attended Canadian Forces Staff College, Toronto, in September, 1969 and was promoted Commander in January, 1970. Upon graduation in July, 1970 he was assigned to the Directorate of Equipment Requirements at Canadian Forces Headquarters, Ottawa. In August, 1972 he was assigned to Halifax and assumed command of the First Canadian Submarine Squadron.

Promoted Captain(N) in July, 1974, he was named Deputy Chief of Staff Sea at Maritime Command Headquarters, Halifax. He subsequently commanded the Halifax-based supply ship HMCS Protecteur from April, 1976 to July, 1977 and then re-joined MARCOM HQ, this time as Deputy Chief of Staff Plans.

Vice-Admiral Wood attended the Royal College of Defense Studies at



*Base Photo*

London, England, in 1978 and in July of 1979 he was appointed Senior Maritime Liaison Officer at the Canadian Liaison Staff in London, and the Canadian Forces Attaché to The Netherlands.

Promoted Commodore on July 14, 1980 he assumed the position of Director General, Maritime Doctrine and Operations at National Defence Headquarters in Ottawa on July 28.

He was promoted to Rear-Admiral February 29, 1982 and named Chief Maritime Doctrine and Operations at National Defense Headquarters.

He was promoted to Vice-Admiral July 15, 1983 and became Commander, Maritime Command July 29, 1983.

# Panic after sub's false alarm

*Errant beacon sparks international response*

By MURRAY BREWSTER

*The Canadian Press*

What a way to start a new job.

Lt.-Cmdr. Stephen Virgin was on his maiden voyage as skipper of HMCS Okanagan when an errant emergency beacon from the submarine triggered an international alarm.

For a terrifying half-hour this week, the navy believed Okanagan and its crew of 65 had gone down about 30 kilometres outside the mouth of Halifax Harbour.

Authorities dispatched a destroyer, scrambled rescue teams and placed other military units — in both Canada and the United States — on immediate alert after picking up the distress signal.

Thankfully, this was no Grey Lady down.

The beacon came from one of Okanagan's two emergency buoys and was accidentally tripped when the buoy surfaced. The buoys are designed to break free from the sub if it sank.

"These things are secured by two spring-loaded pins and the enclosure for this is designed to open quite readily, for obvious reasons," navy spokesman Dan Bedell said yesterday.

"Sea conditions on that day were quite bad and an underwater current may have just hit this thing in a certain way, causing it to release."

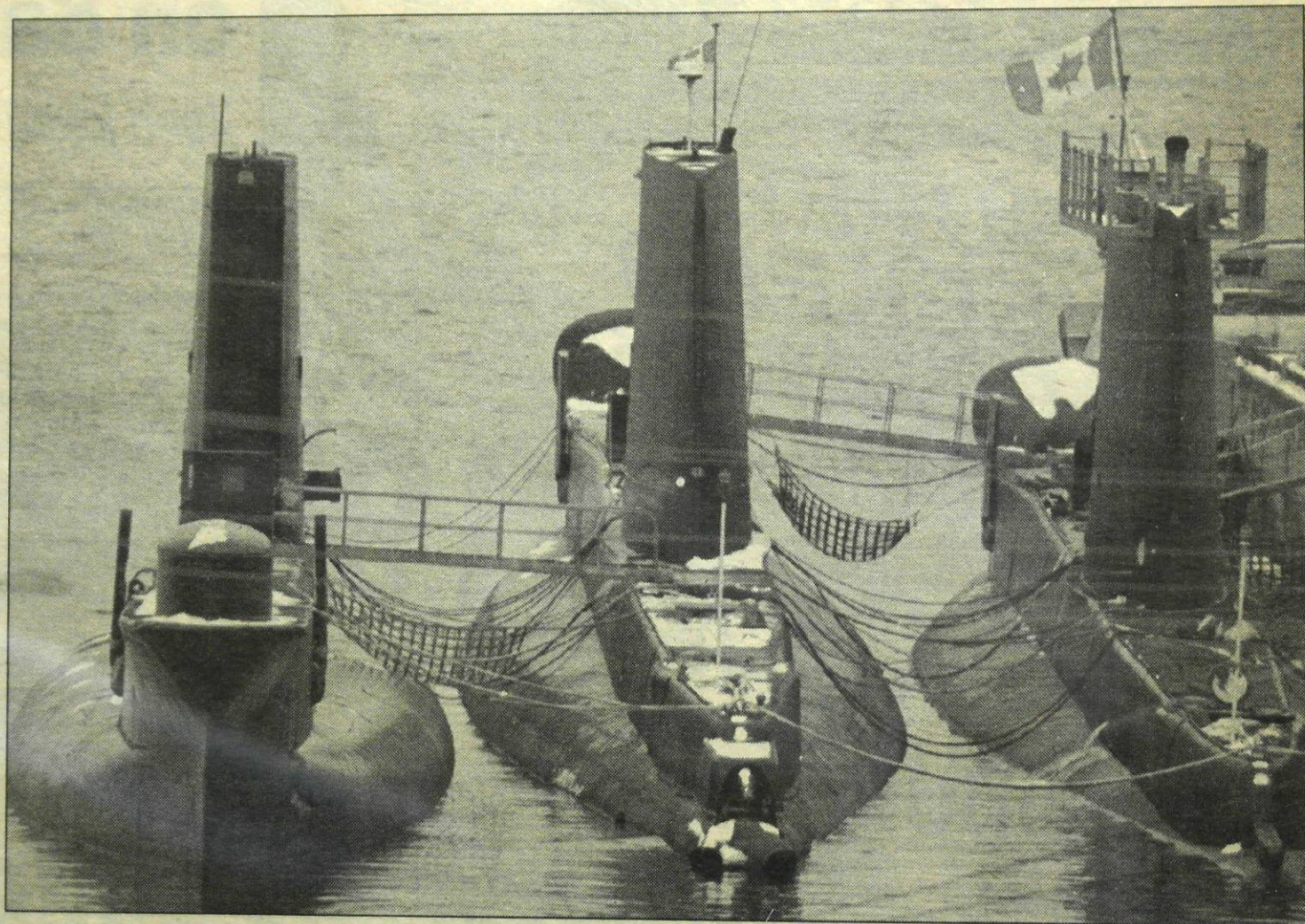
Okanagan's beacon was triggered late Monday afternoon during military exercises.

The submariners were blissfully ignorant of all the excitement.

Not so on the surface. The beacon was picked up by the Halifax search and rescue co-ordination centre and a navy helicopter in the area.

Rescue officials immediately began trying to contact Okanagan by radio. But submerged subs can only be reached by radio to a certain depth — and Okanagan was too deep.

As the minutes ticked by, anxiety grew in the rescue centre. "There were some pretty white faces," said Bedell.



The destroyer HMCS Nipigon was deployed and rescue units called to their posts. The crew of the diving support ship HMCS Cormorant was recalled, navy divers readied. An Aurora search plane was placed on standby as night approached.

The Canadian Forces sent out an international advisory of the emergency to countries with submarine capabilities.

It served to alert American officials and a special U.S. navy submarine rescue vessel based in San Diego, Calif., was asked to be ready to

help. The team is on standby round the clock, ready to load its equipment on a plane at a moment's notice and fly to trouble spots.

Virgin and his crew found out about the ruckus only after the sub surfaced for a routine check-in.

The age of the boat may have had something to do with what happened, and officials are investigating, said Bedell.

Canada's three Oberon-class submarines are older than most of the sailors aboard them — the boats were all commissioned in the mid-1960s.

**The fleet of Oberon-class submarines docked at Halifax jetty yesterday: Navy briefly believed Okanagan went down outside Halifax Harbour.**

# 'Work hard, play hard'

*Navy horseplay won't go overboard*

By TOM McDOUGALL  
The Canadian Press

The court martial and dismissal of a submarine commander who shoved a cigar tube up the rectum of a passed-out officer might make sailors think twice about their party behavior.

But it's neither likely nor desirable that it will stop sailors from performing milder party shenanigans, says a retired chief petty officer.

Graham McBride, a director of the Atlantic Chiefs and Petty Officers Association, said the cigar-tube incident was unique and he doesn't expect it to affect more innocuous party behavior such as the Neptune's court ceremony.

The Neptune's court is an initiation rite performed when a ship crosses the equator or the Arctic Circle. Sailors who have never crossed "the line" are hauled from their beds, paraded around the ship, and ordered by a sailor dressed as Neptune to eat breakfasts of green eggs, blue beans and mystery juice.

"Oh God, I hope not," McBride said when asked if the court martial of former Lt.-Cmdr. Dean Marsaw would put a chill on such ceremonies.

"Crossing the line is just a marvelous old seagoing tradition. It's a good fun day for everybody concerned."

The Neptune ceremonies have already survived a spate of bad publicity this year after home videotapes aired on national television showed initiates from HMCS Yukon being smeared with oatmeal, tabasco sauce and sardines. The video was released just after another video showed a much rougher initiation ceremony for new soldiers in the disgraced 1st Airborne Regiment.

## Skylarking

Navy spokesman Dan Bedell said there are no plans to stop the Neptune ceremony.

Celebrants at the party on Marsaw's submarine, HMCS Ojibwa, pulled the drunken officer's pants down and painted messages on his face and buttocks with a felt-tip marker.

McBride said the cigar-tube incident was unique but sailors have long performed shenanigans at parties, just as university students do.

"Taking a man's pants down and painting his arse with shoe polish used to happen on the mess decks of ships, just skylarking around. Things like farting contests, you know, trying to light



Navy ships in Halifax yesterday.

them up."

McBride, who served on surface ships in a 30-year naval career, said submariners are a breed apart.

"They play hard and they work awfully hard."

## Abuse, swearing

Marsaw's party behavior was only one aspect of his court martial. He was also found guilty of abusing and intimidating his crew by swearing at them, insulting them and kicking one of his officers.

McBride said he was never treated badly during his career, but "our job is to defend democracy, not practise it."

Had Marsaw been in the American navy, he would have been what's called a mustang — one of the few sailors skilled enough to work their way up from enlisted ranks to become top officers.

"These guys are macho-type operators and very, very good," McBride said. "If you want to sail with a tough guy you want to sail with a mustang because he's had the experience. He doesn't take any guff off anybody."

Marsaw was prosecuted under stiff guidelines that provide zero tolerance for harassment by officers.

It's a far cry from 1949, when large numbers of sailors on several Canadian ships were charged with mutiny to protest treatment by strict, British-trained officers. A subsequent inquiry laid the blame on the senior officers.

**METRO**

## Work hard, play hard

The court martial of a navy submarine commander may make sailors think twice about their party horseplay, but it likely won't stop traditional but harmless shenanigans. **Page 3**

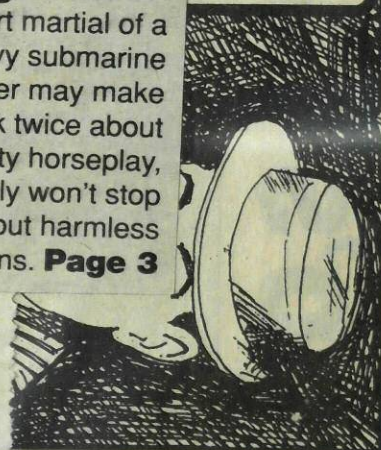
By SUSANNE HILLER

planned to take Mohammad's hus-

## Accused 'normal' on day of killing

Teen joked with kids, friend testifies

Capitol



METRO / THE PROVINCE

THE DAILY NEWS, FRIDAY, MARCH 8, 1996

# Sub captain's court martial stalls as judge steps aside

By CATHY NICOLL  
*The Daily News*

A general court martial hearing for a former submarine commander was torpedoed yesterday when the judge jumped ship.

Judge Advocate Guy Brais ruled he could not carry on with the case against Lt.-Cmdr. Dean Carey Marsaw because he had read a synopsis of the prosecution's case. A new judge may be appointed soon.

Marsaw, 38, of Dartmouth, is charged with two counts of assault and five counts of physical and verbal abuse against crew members onboard HMCS Ojibwa between 1991 and 1993.

Brais read the synopsis outlining the prosecution's case against Marsaw on Dec. 6 — at the request of defence lawyer Lt.-Col. Denis Couture — to determine whether parts of it were prejudicial to Marsaw.

Couture argued yesterday Brais should disqualify himself from the case for doing so. In December, prosecutors objected to Brais reading the synopsis, but neither the lawyers nor Brais were aware of a two-month-old de-

cision from the Court Martial Appeal Court prohibiting the judge from looking at such a synopsis.

A synopsis reveals the entire case against an accused and contains names of witnesses the prosecution intends to call.

Brais ruled yesterday that a synopsis is comparable to a preliminary inquiry held in civilian court to determine whether enough evidence exists to send a matter to trial.

He said a synopsis can be the only evidence entered against an accused at a court martial and, therefore, is much more than a police statement of facts — as relied upon



**MARSAW**

by prosecutors in civilian court cases. Brais said a synopsis is not the same as a judge ruling on admissibility of parts of prosecution evidence such as photographs or a single witness statement.



# Boat 'filled with fear'

## Sub captain faces court martial

By KIM MOAR  
The Daily News with CP

A former submarine captain shoved a cigar tube up the anus of a passed-out officer during a party in the boat's wardroom, a navy officer testified yesterday.

Lieut. Douglas James Hart told a Halifax court martial that he and 12 to 15 naval officers were at a party while HMCS Ojibwa was tied up in Halifax on Dec. 19, 1991.

When one of the officers passed out, others marked his face and chest with a marker pen and pulled his pants down to his knees, Hart said. Lt.-Cmdr. Dean Marsaw then took a cigar tube from a table and inserted it up the unconscious officer's anus.

Marsaw, 38, of Dartmouth is facing seven charges under the National Defence Act — two of assault and five of physical and verbal abuse of crew members — between December 1991 and October 1993.

In his opening statement yesterday, prosecution lawyer Maj. Kirby Abbott said Marsaw repeatedly "insulted, belittled, humiliated and degraded" his crew. Over the next three weeks 44 witnesses will testify about the abuse many suffered under Marsaw's command, Abbott said.

"The atmosphere was tense and filled with fear; voices became whispers," Abbott said.

He's also accused of calling subordinates idiots, stupid, lazy, and "worthless jerks," along with a host of profanities and of verbally

“ The atmosphere was tense and filled with fear; voices became whispers.”

— Kirby Abbott

abusing the sub's lone francophone officer with anti-French comments.

Conditions aboard the Ojibwa were spartan and offered little to no privacy for the crew of 70. As the only submarine in its squadron fit to sail, the Ojibwa spent a great deal of time at sea in 1992 and 1993, Abbott said.

To avoid being "picked on," many would stay out of common eating and sleeping areas where Marsaw could often be found. Others failed to report operational problems for fear of being ridiculed, he said.

Defence lawyer Lt.-Col. Denis Couture said the charges draw an "unkind" picture of Marsaw, but the "evidence ... is generally unreliable."

During his opening address yesterday, Couture said many witnesses were intoxicated at the time and have a poor memory of what happened.

Others are biased against the "perfectionist" captain, he said.

If convicted, Marsaw faces prison and dismissal.



Lt.-Cmdr. Dean Marsaw: accused of shoving cigar tube up officer's anus during party.

METRO

# Accused wants reporter to reveal source

By **DONNA-MARIE SONNICHSEN**  
Staff Reporter

A former submarine captain being court martialled for allegedly assaulting and abusing crew members wants the newspaper reporter who broke the story to reveal his source.

Lt.-Cmdr. Dean Marsaw wants reporter Malcolm Dunlop to reveal who is behind information in a newspaper article in December 1993.

That article, which appeared in The Chronicle-Herald and The Mail-Star, started a military investigation which led to Lt.-Cmdr. Marsaw being charged with two counts of assault and five counts of physical and verbal abuse of crew members during his command of HMCS Ojibwa between 1990 and 1993.

Lt.-Cmdr. Marsaw also wants more information about some of



■ Marsaw



■ Dunlop

the charges against him before his court martial resumes later this month.

But the prosecution has asked the judge advocate hearing the case to stop defence in its tracks and not allow these latest motions to proceed.

During preliminary proceedings Tuesday Maj. Kirby Abbott said Mr. Dunlop is not a witness for the prosecution, and has nothing to do with the case against the accused.

He's also worried the application may further delay the court martial if Mr. Dunlop refuses to reveal his source and he is charged with contempt of court.

But Lt.-Col. Denis Couture said repeated attempts by defence to learn the source's identity have failed and the information is "very relevant" to the defence case.

Lt.-Col. Andre Menard will rule this morning whether the motions can proceed.

Although the court martial began in December 1994, it bogged down in procedural and legal motions with no actual evidence being heard to date. It reconvened in February 1995, but after more legal motions, the presiding judge advocate removed himself from the case and it was once again adjourned.

It is scheduled to resume Sept. 26 with 43 prosecution witnesses being flown in from military opera-

tions and vessels around the world.

Maj. Abbot argued these latest motions "open a Pandora's box" which will play even further havoc with military sailing schedules and operations.

He argued Tuesday that legally it's too late in the game for Lt.-Col. Couture to raise motions the prosecution contends should have been presented in December before Lt.-Cmdr. Marsaw pleaded not guilty, or when the court martial resumed last February.

He said allowing them to be heard now will undermine the need for an efficient, effective and economical court system and speedy administration of justice.

But Lt.-Col. Couture argued that the information is needed for his client to make full answer and defence to the charges, and Lt.-Cmdr. Marsaw's fundamental rights take precedence over inconvenience and sailing schedules.

He argued defence wasn't prepared to raise these motions in December 1994 after having recently taken the case, and that it was inappropriate to raise them in February before it was resolved whether the presiding judge would remain on the case.

Lt.-Cmdr. Marsaw, a 16-year veteran of the navy, is charged with assaulting two junior officers — kicking one of them and inserting a cigar tube between the buttocks of another — and is also accused of ill-treating crew by yelling, swearing, intimidating and making anti-francophone comments.

If found guilty, Lt.-Cmdr. Marsaw could face up to five years in prison. Other penalties include two years in prison or dismissal in disgrace.

■ Story available on the Internet at [www.herald.ns.ca](http://www.herald.ns.ca) in NewsCentre, metro news section

# Sources to stay private in ex-sub captain case

By **MARLA CRANSTON**  
*The Daily News*

A Halifax reporter doesn't have to divulge his sources for a newspaper article that prompted assault charges against a former submarine captain.

Lt.-Cmdr. Dean Carey Marsaw faces a court martial starting Sept. 26 on seven charges of abusing crew members on HMCS Ojibwa between 1990 and 1993.

His lawyer asked a military judge this week to force Halifax Herald Ltd. reporter Malcolm Dunlop to reveal his sources for a Dec. 16, 1993 article, plus hand over any notes, documents and recorded interviews he used.

Judge Advocate Lt.-Col. Allain Menard refused the defence request yesterday at a military court on Young Street in Halifax.

The prosecution already disclosed its entire case to defence lawyer Lt.-

Col. Denis Couture, including videotaped interviews of all its witnesses, Menard said.

In third-party disclosure matters, Menard said, courts follow the general principle that information shouldn't be withheld if it affects an accused person's right to make full answer in defence of the charges.

Couture argued Dunlop's information was crucial to Marsaw's defence. But he wasn't able to articulate its likely relevance to the trial issues, Menard said.

Couture didn't know what information Dunlop had or how he'd use it in court beyond trying to attack the credibility of witnesses, Menard said.

"It is sought simply in the hope it might disclose prior inconsistent statements," he said.

Couture knows military police interviewed Dunlop's sources during their investigation "but I don't know who they are. I have suspicions."

He doesn't expect the issue to arise again during the court martial but said if Marsaw is found guilty, "this ruling could form part of an appeal."

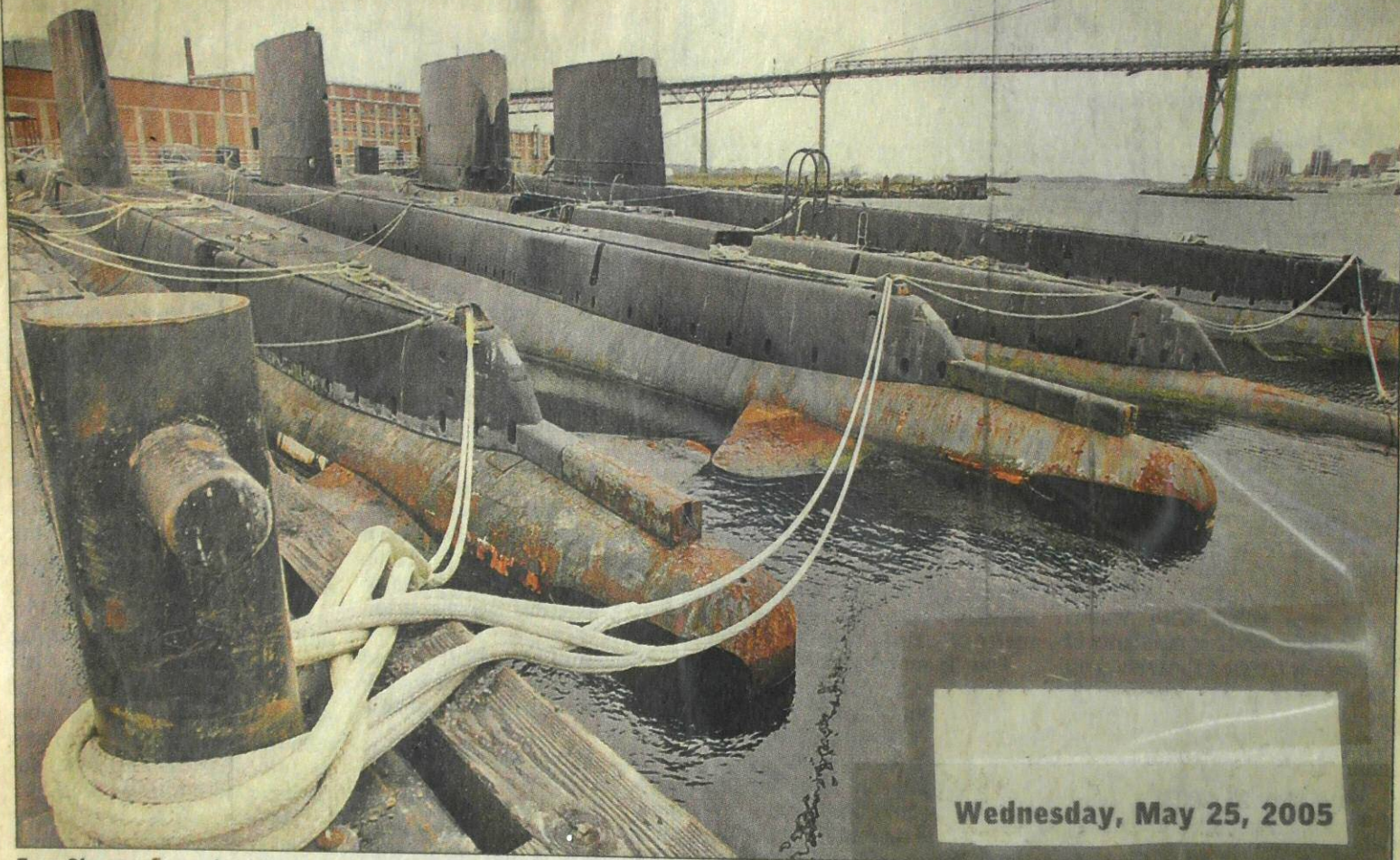
Dunlop wouldn't have given up his source or notes without a fight, Herald lawyer Nancy Rubin told reporters.

"Our position all along was that the Herald honors its commitments of confidentiality and we were prepared to go to court to challenge it," she said.

But before Marsaw was charged, Dunlop voluntarily gave the military a precis of his notes and a draft of his story before it was published, complete with wishes of "good luck" and "happy hunting."

Herald managing editor Jane Purves called *The Daily News* yesterday to clarify Dunlop gave the information to then public affairs officer Lt.-Cmdr. Jeff Agnew, not the military police as was reported yesterday.

NOTE: ONONDAGA GOING TO RIMOUSKI QUEBEC 2006



Wednesday, May 25, 2005

Four Oberon-class submarines are docked on the Dartmouth waterfront. The mothballed subs will be sold this summer as surplus.

(ERIC WYNNE / Staff)

# Hankering to go down under?

## Navy's four old subs to go on sale for a song

By JOHN GILLIS  
Staff Reporter

Got a few thousand bucks to spare?

For the price of a luxury car or a fraction of the cost of a house or condominium, you could buy a submarine to park in your driveway or hang your hat in.

But if you want to take it out

for a spin, well, you might need to invest a bit more.

The Canadian navy's four mothballed Oberon-class subs, tied up just north of the Angus L. Macdonald Bridge on the Dartmouth side of Halifax Harbour, should be up for bids by summer or fall.

"We are anxious to get rid of them," Defence Department disposal co-ordinator Pat Mac-

Donald said from Ottawa on Tuesday. "We have been for some time."

HMCS Onondaga was the last of the subs to be taken out of service in 2000. That boat and its sisters Ojibwa and Okanagan were all acquired between 1965 and '68. Olympus, which was only used for training in the harbour, was purchased later as a used vessel.

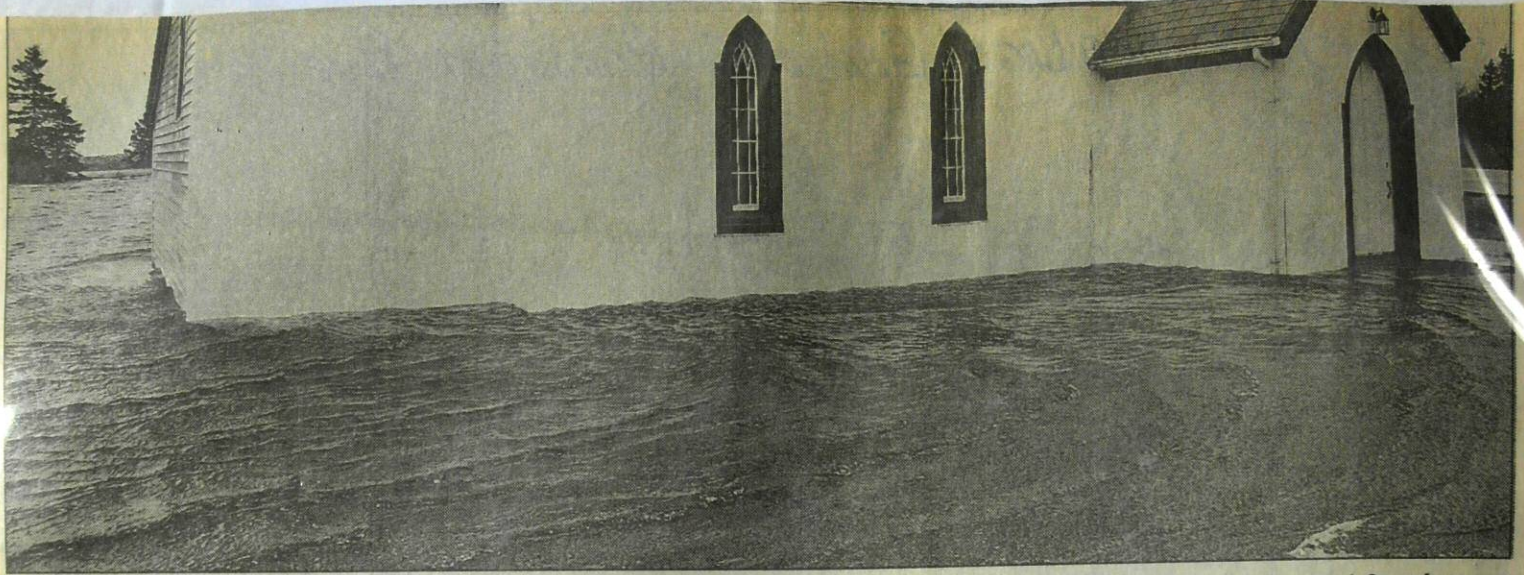
Retired submariner Buster Brown, who served on Okanagan, writes on the Submariners Association of Canada web page that the three working vessels were dubbed Go-Boat, No-Boat and Show-Boat.

Okanagan once bumped into a British ship during underwater exercises, but the same sub also helped recover the black box after the 1998 Swissair plane crash.

Mr. MacDonald said it's unlikely the subs will be put back to use. He estimated they might fetch \$50,000 to \$60,000 each as scrap metal — well below the base price for a Hummer sport utility vehicle.

"It's not really our intention to sell them for reuse because then you get into all kinds of things like whose hands they may fall into," he said. "For security reasons we really don't want them to leave the country in the first place."

See **SUBS** / A2



Grace Anglican Church in Western Head, near Liverpool, is surrounded by water that overflowed from Lake Victoria. Environment Canada says the South Shore is going to be pummelled by more heavy rain and winds right through Saturday. (BEVERLEY WARE / South Shore Bureau)

the concrete dam and filled in low-lying areas with rock.

The parking lot behind the nearby South Shore Regional Library headquarters in Hebbville was filled with water. Police also advised residents of Lakeview Circle subdivision on Fancy Lake that they could leave their homes and stay with friends or relatives if they were concerned.

Back at Grace Anglican, Rev. Ken Vaughan is worried about what lies ahead.

"The trick is what happens with the next 20 or 30 millimetres we're scheduled for tomorrow," he said Tuesday.

Much more, and he'll be

forced to take out all the Bibles and hymn books.

They're used to that, though. Father Vaughan said the church has flooded twice in the past few years and filled with a metre of water in 1991.

The Transportation Department released a list of 10 road sections and three bridges closed in Lunenburg County alone late Tuesday afternoon.

Paul Sampson, department operations co-ordinator for the region, said torrents of swirling water flowed under the bridges, and officials want to inspect the structures after water levels drop before permitting vehicles to cross them.

And crews are still busy repairing numerous washouts.

"This afternoon, I've been driving along the LaHave River, which has been a major area of concern," Mr. Sampson said.

"The river in most areas has reached its peak and is receding, so that's good news at this time."

John Drage, hydrogeologist with the provincial Environment Department, said his main concern in the aftermath of the storm is that people who had flooded wells have them tested and beware of electrical problems if any equipment was submerged.

"If people's wells have flooded, they shouldn't use them for drinking or washing until they're tested" and disinfected, Mr. Drage said.

"If you look out your window and see a pond of water sitting on top of your well, it's flooded," Mr. Drage said. "If people notice their water become cloudy or muddy, that's an indication that surface water has gotten into the well."

"Surface water can carry bacteria, sediment and debris that wouldn't normally be in a well."

(cvonkintzel@herald.ca)  
(bware@herald.ca)

## from shipshape

towed across the Atlantic and made into a land-based exhibit at a centre celebrating the town's sub-making history. But the deal fell through.

"The hull is not really in very good shape," Mr. MacDonald said.

In 2003, Brian Warshick, then a Halifax regional councillor, suggested the city buy one of the subs for a waterfront display. The idea was torpedoed when estimates pegged the cost of lifting a sub out of the water at \$2 million.

The Okanagan has already been transferred to Crown Asset Distribution, Mr. MacDonald said. The others should go to the federal agency in the

subs. That's taking a bit of time."

He said there was also some discussion of sinking the subs for use as artificial reefs, the way some other navy ships are. That idea was scuttled.

Navy spokeswoman Lieut. Sue Stefko said plans to dispose of the destroyers Gatineau and Terra Nova, decommissioned in 1996 and '97 respectively, are proceeding more slowly.

She said any offers will be considered, but officials would like the ships preserved.

"Hopefully what will happen with these is that someone will take them and either restore them or do something so that they will be used and enjoyed by Canadians."

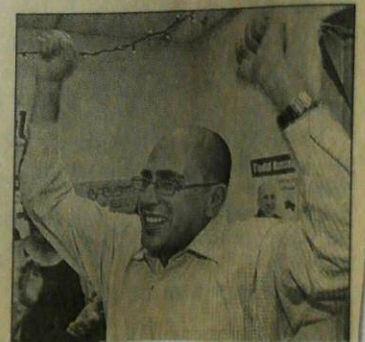
## Russell: People have said No to Harper vision

continued from / A1

Conservatives and the vision of leader Stephen Harper.

"I believe in my heart that we delivered for the country," Russell said during a victory speech at his campaign headquarters in Happy Valley-Goose Bay.

"This is a message . . . that we want to get on with governing the country," he said. "We don't



Oct 2nd  
2000  
Synco Lift



1990 June 15 to Dec 15 1995 HTSM Olympus at her usual berth just to disposal.

Engineering Institute, 479 trainees in 5 yrs.

# HTSM Olympus: At the end of an era

by LCdr RJ Mabbett

HTSM (Harbour Training Submarine) Olympus was laid down by Vickers Armstrongs on March 4, 1961 at Barrow-in-Furness in England, and commissioned into the Royal Navy on July 11, 1962.

Until July 31, 1989, HMS Olympus operated all over the North and South Atlantic, with occasional excursions into the Mediterranean and the South Pacific. She is known to have deployed to the South Atlantic during the Falklands war.

One of the recommendations of the Pollard Report of 1987 was that Canada acquire a harbour training submarine. Olympus was acquired from the Royal Navy in 1989, the propellers removed and replaced with brakewheels, and most of the bunks were removed to give better access to the engineering systems.

A tiny classroom was created in the accommodation space.

With instructors from Canadian Forces Naval Operations School (CFNOS) and a small crew of maintainer/operators, Olympus was used in support of many submarine training activities. The officer's and men's basic submarine courses, submarine class packages, electrician training, torpedo handling and maintenance courses, submarine and damage control training, (Reserve) diesel mechanic training and submarine escape training were all been regularly scheduled onboard Olympus from January 1991 until February of this year.

During that time, more than 2,000 students attended at least one course on the submarine, and many thousands of sea cadets, scouts and members of the public toured the vessel.

On April 27, custody of Olym-

pus was passed from the commandant of CFNOS, Cdr G.D. Switzer to MARLANT N37 Commander J. Jollimore for final preparations for disposal, and with that stroke of a pen the era of "O" boat training at CFNOS came to an end.



## **HMCS ONONDAGA 30TH ANNIVERSARY**

*PLANNING A FORMAL DINNER AND DANCE  
21 JUNE 97*

*VENUE IS TO BE DETERMINED*

*COST \$50.00 OR LESS DEPENDING ON INTEREST*

*ANYONE INTERESTED IN ATTENDING*

*PLEASE CONTACT: LS KEVIN BROWN*

*HMCS ONONDAGA 427-0550 EXT 5827 OR 434-6617*

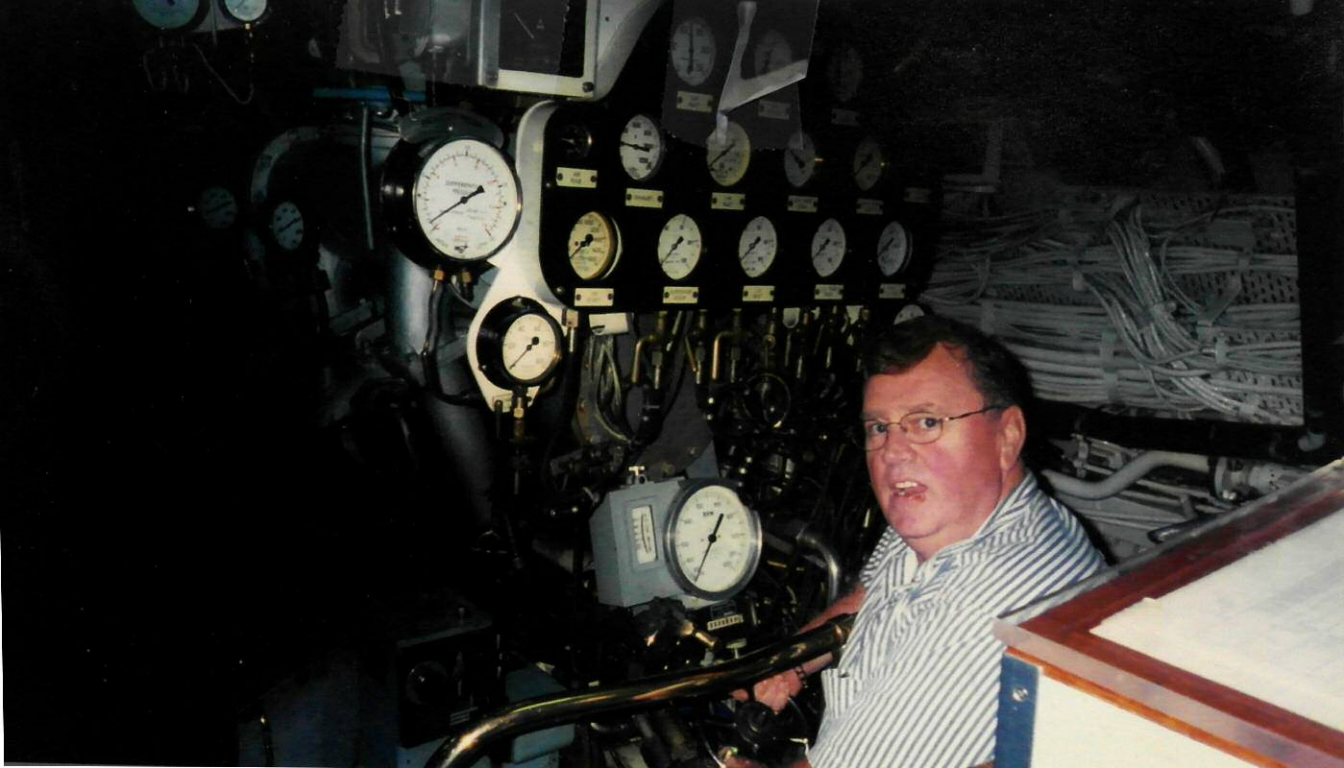
*BY 21 FEB 97*













HMCS/M ONONDAGA  
THE LAST "O" BOAT

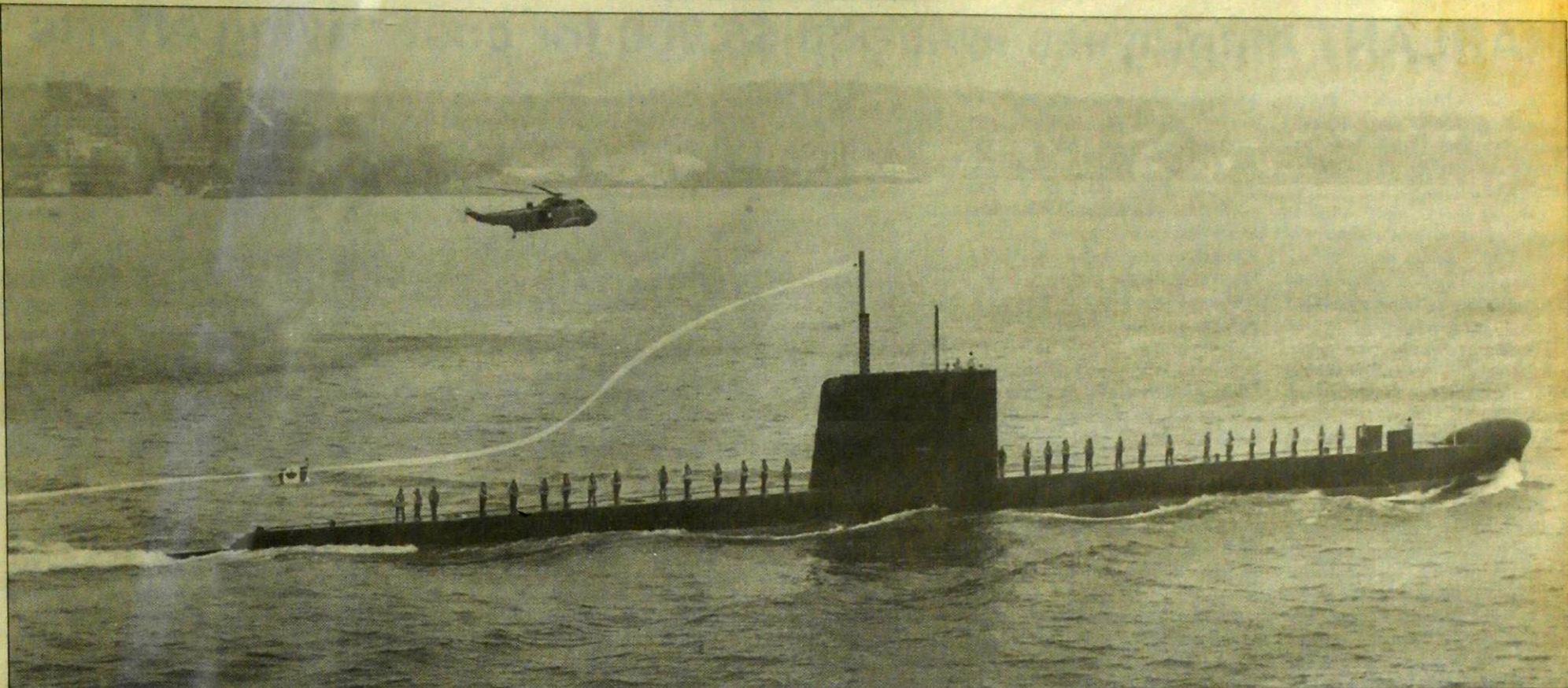
# Recalling the Battle of Britain



↑  
BOB  
EVANS  
SUBMARINER

SANDOR FIZLI

Veterans chat during a ceremony yesterday in Dartmouth marking the 58th anniversary of the Battle of Britain, an historic air battle over England in 1940.



Sgt Roy

The end of an era: the last of Canada's three Oberon-class submarines, HMCS Onondaga, was decommissioned in Halifax July 28.

# HMCS Onondaga: We doff our hats to you!

The name Onondaga was given to the central tribe of aboriginal people, one of the five tribes that formed the original Iroquois Confederacy.

The original home of the Onondaga was north of Onondaga Lake, in central New York State, but during the American Revolution the tribe split up. Many joined the rebels and the remainder moved to Upper Canada as loyal allies to the Crown. Their descendants now live on the Six Nations Reserve near Brantford, Ont.

The Onondaga were known as the "Keepers of the Wampum" of the Iroquois Confederacy. The wampum, referred to as the Magna Carta of the

Iroquois, was made when the league was founded in about 1580, and was handed down through a line of hereditary custodians.

The word Onondaga means "on the mountain".

While HMCS Onondaga is the first ship to bear the name in the Canadian navy, two previous

men-of-war, which figure prominently in Canada's past, bore the title.

The first Onondaga, a 22-gun scow, was built in the winter of 1759-60 at

Fort Niagara (in what is now Ontario). The building of this vessel and two others was ordered by the commander in chief, General Jeffery Amhearst, with the object of gaining command of Lake Ontario and thereby playing an

important part in the capture of French interests west of the lake.

The second vessel of the name was His Majesty's Armed Schooner

Onondaga. She was completed during the winter of 1790-91 at Faven Creek on the north shore of the St. Lawrence River, near Kingston, Ont. A topsail schooner of 100-120 tons with six guns, she became the flagship of the Provincial Marine Fleet of Lake Ontario under

Commodore David Beaton. She was based at Kingston, Ont., and was employed in supplying Niagara and Toronto. The highlight of her

career came when she carried John Graves Simco to Newark to set up the first Parliament of Upper Canada on Sept. 17, 1792. She also took part in the preparation for the founding of the town of York (later renamed Toronto) in 1793.

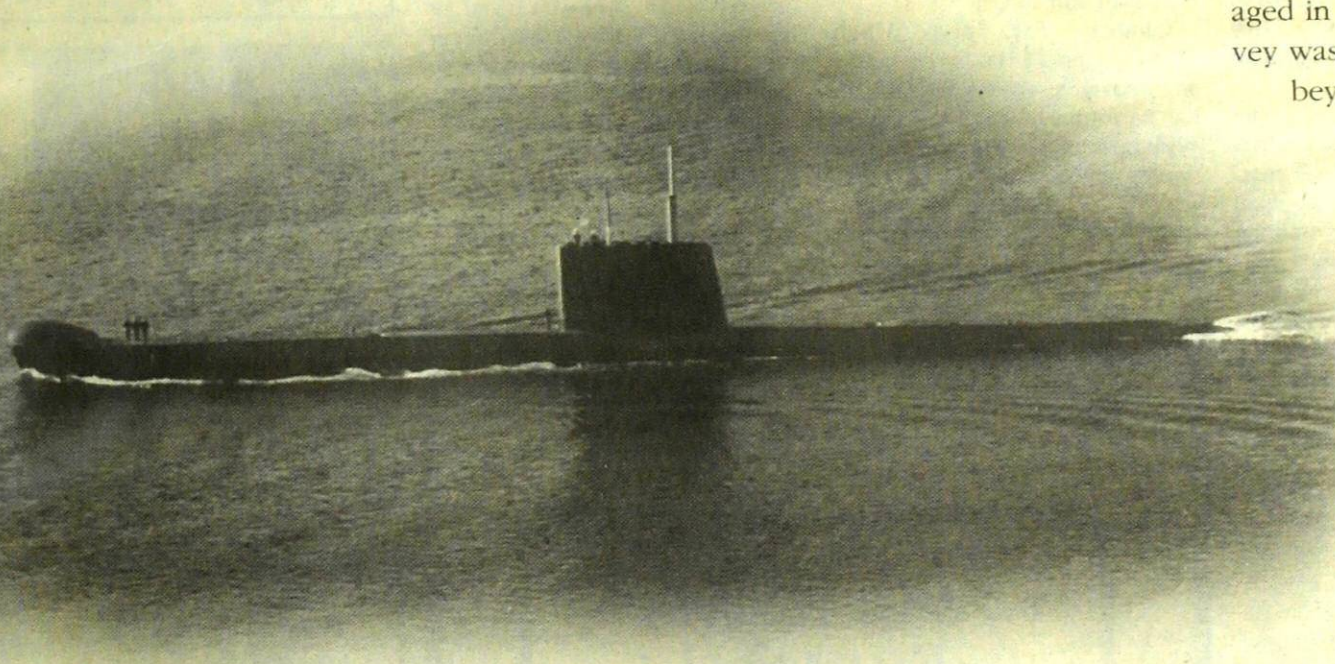
In November 1797 Onondaga was badly damaged in a gale and on survey was found to be

beyond repair. The second

Onondaga was decommissioned in 1798 and no ship of her name sailed for 169 years.

The present Onondaga was commissioned in June 1967. Upon her paying off, HMCS Onondaga will be taken to Ottawa and be transformed into a museum.

Courtesy of navy public affairs

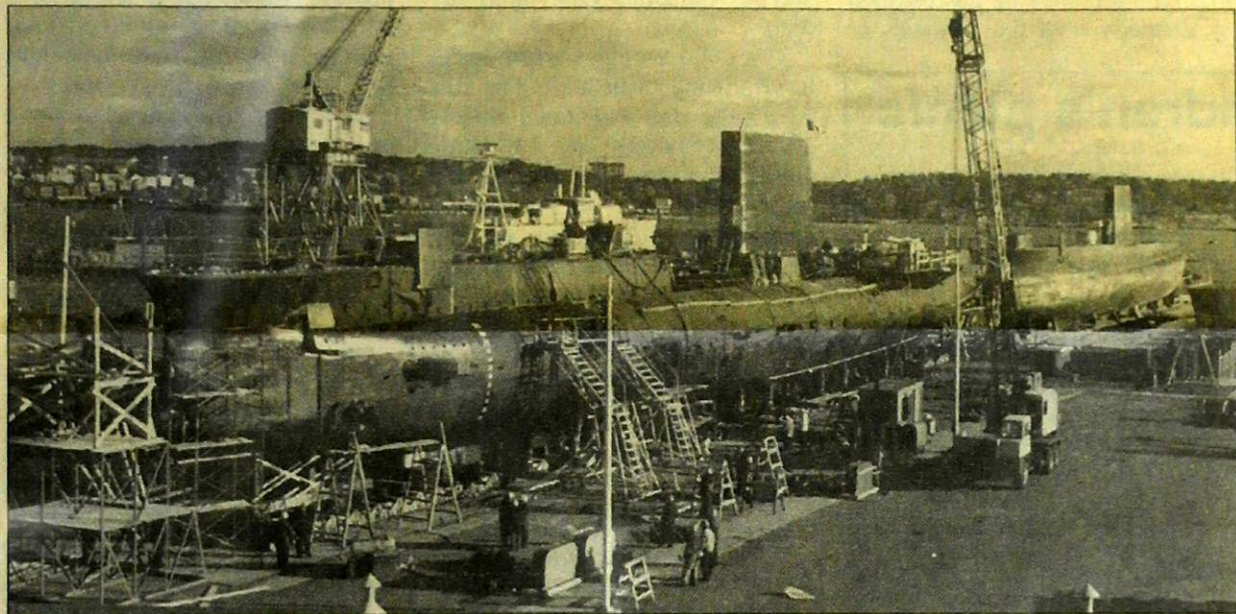


# Onondaga's vital statistics

- Second Oberon-class submarine acquired by Canada; HMCS Ojibwa was commissioned in 1965; Onondaga commissioned on June 22, 1967, followed by Okanagan in 1968
- HMCS Olympus was acquired as a training vessel in 1989
- Submarine's features include a modified snort induction system, inboard battery ventilation system, open concept control room, radar office in the auxiliary machine space and Canadian communications suite
- **Displacement:**  
2,007 tonnes (surfaced);  
2,406 tonnes (dived)
- **Length:** 90 m
- **External beam:** 8.1 m
- **Draught:** 5.5 m
- **Range:** surface, 9,000 nautical

- miles at 12 knots
- **Maximum dive depth:** 180 m
- **Crew:**  
7 officers;  
58 ship's company
- **Drive:** diesel electric
- **Generators:**  
2 x 1,280 kw generators driven by  
2 x V-16 mechanically super-  
charged diesel engines
- **Batteries:**  
2 Varta batteries of 224 cells each
- **Electric motors:**  
2 shafts, each 3,000 hp
- **Speed:**  
surface, 12 knots;  
dived, 17 knots
- **Torpedo tubes:**  
bow, 6 x 21-inch;  
stern, 2 x 21- inch

- **Sonars:**
  - Type 2051 Plessey Triton (pas-  
sive-active search and attack)
  - SUBTASS combined towed and  
flank array (long range passive  
search)
  - AN/BQG-502 "Ranger" Sperry  
Micropuffs (passive ranging – pro-  
vides target course, speed and  
range data)
  - Type 773 deep echo sounder
  - Type 776 shallow echo sounder
  - VELOX active sonar intercept  
and analysis
  - AN/WQQ 501 underwater tele-  
phone
  - Type 183 emergency underwater  
telephone
  - Type 189 cavitation monitor (for  
self-monitoring)
  - Type 2004 bathythermograph
  - Mk 8 expendable bathythermo-  
graph
- **Radar:** Type 1006 Kelvin  
Hughes navigation
- **Fire Control:** Singer Librascope  
SFCS Mk. 1 Mod C



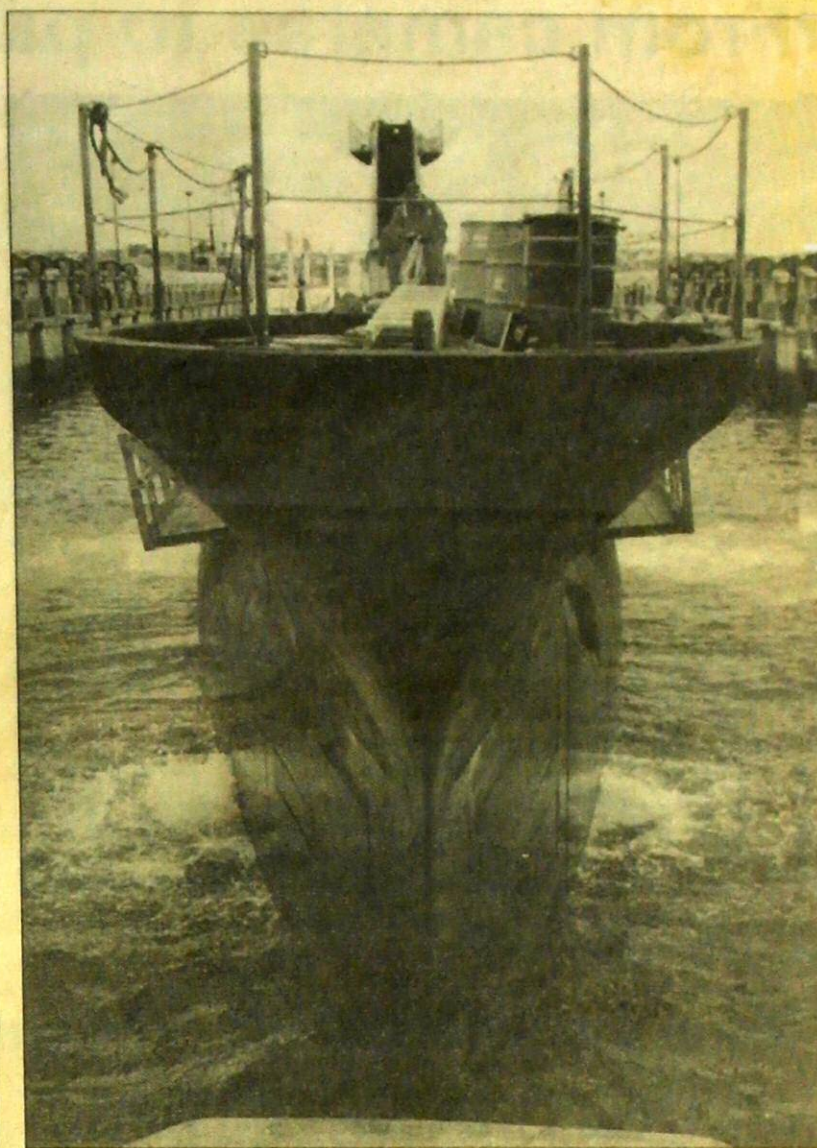
Onondaga in refit in 1969.

CF Photo



Sgt Roy

Rear Admiral Dusty Miller is interviewed during Onondaga's final sailpast. The Halifax weather seemed to echo the farewell as rain soaked spectators.



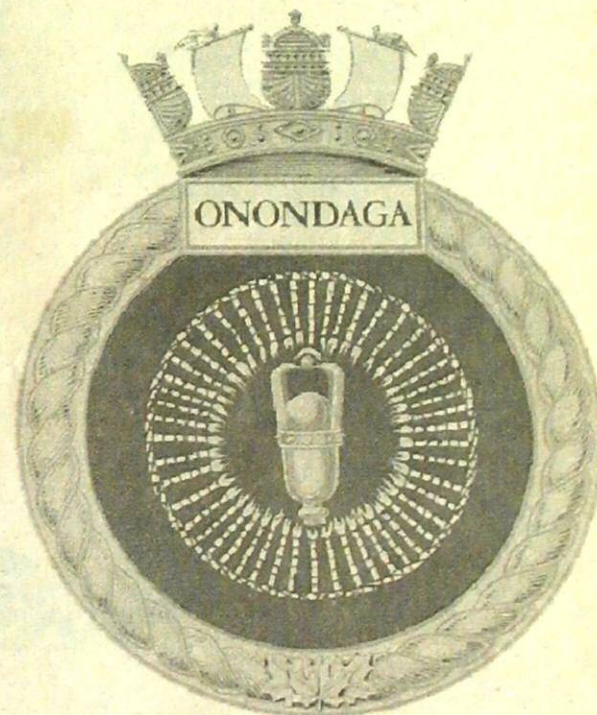
Cpl S. Gervais

Onondaga coming into port in 1998.

## The ship's badge

The design displays a representation of the Wampum of the Iroquois Nation, of which the Onondagas, known as the "keepers of the Wampum", were members.

The mace head is an indirect reference to the schooner Onondaga, ship of His Majesty's Provincial Marine on Lake Ontario, which had a part in the convening of the first Parliament of Upper Canada at Newark in 1792, and also in the founding of York (now Toronto).



- Ship's Motto:** *Invicta* (unconquered)
- Ship's Colours:** Blue and White
- Ship's Sponsors:** Mrs. Paul T. Hellyer
- Commissioned:** June 22, 1967a
- Decommissioned:** June 28, 2000

# Disaster

## down below

One of Canada's sub captains tells how he and his crew managed to save themselves from dark, cold oblivion

By CHRIS LAMBIE  
The Daily News

**W**ITH SEA WATER pouring into *HMCS Onondaga* 160 metres below the ocean's surface, the captain, Lt.-Cmdr. Peter Kavanagh, had to make a snap decision. More than 4,500 litres of water was shooting into the 28-year-old Oberon-class submarine every minute. It was coming in through a thumbnail-size hole in a corroded engine-room pipe.

"When you have a flood, the first thing you do is get back to the roof — you surface the submarine. And you need speed to get up there," Kavanagh said, recalling the harrowing April 27, 1995 incident.

The dramatic emergency, which took place about 60 kilometres southwest of Halifax, never made headlines. It only came to light recently when a former *Onondaga* crewman won a medal and spoke publicly about the incident for the first time.

Despite emergency measures the 78-man crew took to stop the leak, the sub continued to fill with cold, North Atlantic water.

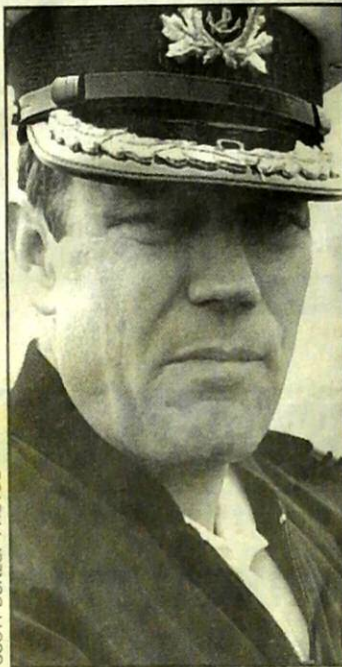
"After all the valves that were supposed to be shut were shut, the engine room was still reporting that water was coming in," Kavanagh said. "Which was confusing to me in the control room."

### Hair-raising 90 seconds

The next 90 seconds were perhaps the most hair-raising Kavanagh and his crew ever experienced.

Normally, a sub reduces speed as it surfaces to prevent the conning tower from acting as a large underwater sail and rolling the vessel.

"If you roll too much, there's a risk of capsizing, and then maybe you could



LT.-CMDR. PETER KAVANAGH

lose the submarine," he said. "That's the ultimate problem."

And when a sub flips, everyone inside "gets smashed around," he said. "If you're not secured for sea, equipment can rip off bulkheads and crush people."

Kavanagh, however, did not slow down that day. He instructed the sub's helmsman to steer *Onondaga* toward the surface on an angle of 20 degrees, at about 17 kilometres an hour.

When they reached 60 metres below the waves, Kavanagh made an announcement warning the crew of a heavy roll to port.

"That was the worst roll that I've experienced," he said. "But even when we were going over, I never thought for a second that we were going to capsize. I had complete faith that we would come back."

Despite that confidence, Kavanagh recalls the words uttered by *Onondaga's* helmsman as the sub rolled.

"I was hanging on to the periscope and I could hear him saying, 'I've done this before, I've done this before, I've done this before, I haven't done this before.'"

Remarkably, the sub righted again, and the only injury suffered was a broken finger.

"Some of the junior guys had wide eyes, no question about that," Kavanagh said.

"Fortunately, we were extremely well secured for sea that day. We lost a microwave, which just kind of fell out of its mounting and crashed into a gazillion pieces. And one box of cornflakes. Other than that, nothing moved."

Kavanagh estimates the sub would have been "in very

serious trouble" within four or five minutes, had it not surfaced immediately.

"There is a point where the submarine would have got too heavy to be able to surface. So then, we would have sunk to the bottom."

The destroyer *HMCS Terra Nova* was nearby, but it could not have rescued crewmembers from the *Onondaga* on the ocean floor.

"The role of a ship in a situation like that, if a submarine was distressed or at the bottom, is basically to standby to receive survivors if the submariners do an escape."

But the ocean is about 240 metres deep in that area, "which is pretty deep for an escape," Kavanagh said.

"That's a lot of pressure and you would certainly end up with the bends and that kind of thing," he said.

"So if the boat was stable on the bottom ... probably what the senior survivor would do is wait for the rescue."

The U.S. navy has mini rescue subs the Canadian military could have requested immediately if *Onondaga* had sunk to the bottom, he said.

"The game wouldn't have been over had we gone to the bottom," he said, adding the crew could have closed off the leaking engine room and huddled in the remaining two thirds of the vessel.

*Onondaga* had just gone through a five-month refit, and Kavanagh was taking the sub to sea that day to make sure everything was working properly.

"It was my 34th birthday," he said. "My crew told me, 'Gee, sir, most people blow candles on their birthday — you blow main ballasts.'"

Five hours later, the crew had repaired the leaking pipe on the surface.

"My biggest challenge then was we had to go back down and finish the trial," Kavanagh said. "I sort of equated it to falling off a bicycle. I didn't want people to be nervous about it. It's important that everybody from the captain to the able seaman on board a submarine have absolute faith in the platform."

### Back into the depths

Slowly, the *Onondaga* submerged again to 165 metres — its maximum depth.

"We got down there and there were no more problems," Kavanagh said.

Canada took *Onondaga*, our last Oberon, out of service a year ago. The Oberons are being replaced by four British Victoria-class submarines.

The new subs are stealthier, faster, can dive deeper and are able to stay submerged longer than the Oberons. They also provide better living conditions for the crews that sail them.

Kavanagh is now in charge of safety and escape training for Halifax submariners.

The 40-year-old said he hopes to command a frigate in the navy's surface fleet.

"But I'd be lying if I said there wasn't a part of me that would love to get my hands on one of those Victoria-class submarines and see what it can do," he said with a chuckle.



*Onondaga* captain Peter Kavanagh will never forget the harrowing events of April 27, 1995: "There is a point where the submarine would have got too heavy to be able to surface. So then, we would have sunk to the bottom."

# Onondaga's final sailpast: O-boat way of life gone forever

by Marc Pallard  
Special to the Trident

On July 28, when Canada's last O-boat, HMCS Onondaga paid off, the submarine way of life changed forever. On an O-boat many of the simple daily tasks that many of us take for granted are anything but simple.

Words can never totally describe what it is like to live on a submarine, where eating, sleeping and other bodily functions are just a little bit more difficult than in other vessels. The following paragraphs attempt to describe the hazards that a submariner regularly faces while off watch.

In an O-boat, submariners eat, sleep and watch movies in the same space. As a result, a submariner living in the after torpedo room must pass through the motor room, engine room and control room to reach the galley to get his supper. Once an after-endeer (submarine jargon for someone who lives in the after torpedo room) gets his meal, he must return to the after torpedo room to eat, a journey filled with hazards.

The walk from the galley to the after torpedo room is not a leisurely stroll down a wide passageway. Once the after-endeer gets his plate full of food, he must pass through bulkhead 49 door and through a passageway that is so narrow that only one person may walk at a time. To make things more difficult, there are blackout-curtains rigged at each end of the passageway. If he meets someone in the passageway, then there is no other option but to back out through the blackout curtain. After maneuvering through the second blackout curtain, the after-endeer is nearly blind because he has not acquired his night-vision. If he wants to make it through the control room, he must wait (while his supper gets cold) and acquire his night vision. A "Skimmer Under Training" may try to pass through the control room without his night-vision, but if he accidentally stumbles and his meal falls down the periscope-well, he soon learns the error of his ways. Once past the panel watch keepers, the after-endeer passes by the heads then another set of blackout-curtains

and 77 bulkhead door which leads to the engine room. If the submarine is snorting, the two V 16 diesels suck a cold wind into the submarine through the induction system which blows fries and other light food off the after-endeer's dinner plate.

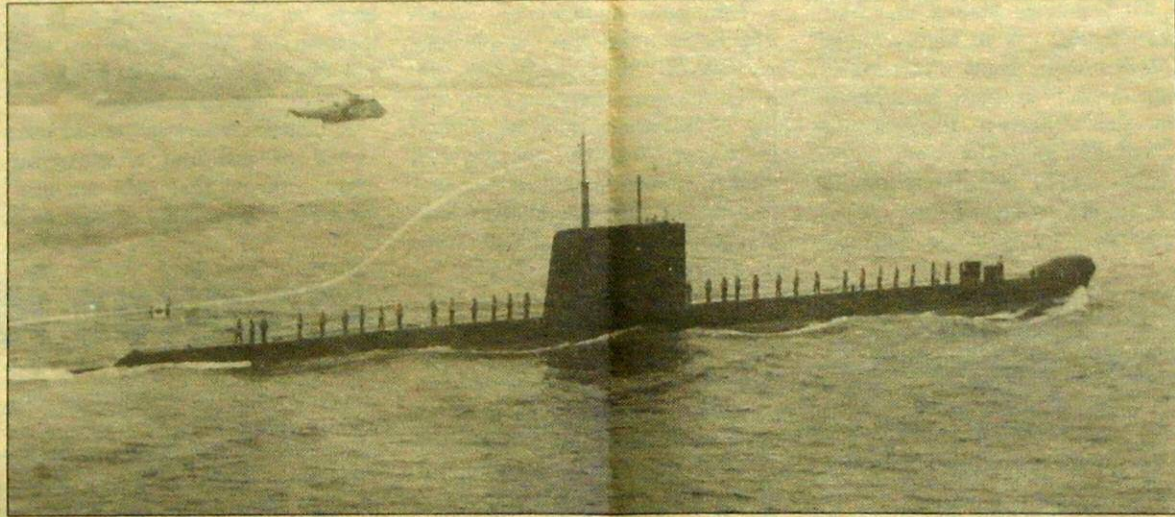
If the after-endeer and his supper make it through the engine room, the remainder of the meal hour journey through the motor room is usually uneventful. However, once the submariner has reached the after torpedo room there is no guarantee that he will have a place to sit and eat. The after torpedo room sleeps 21 but can only accommodate six diners

As the after-endeer eats his dinner and hears the pipe "No passageway through control. Submarine returning to periscope depth" he is glad that he got his meal early. If the control room is closed to through-traffic, after-endeers eat their meals standing in the foreword part of the control room without the aid of knives and forks. If time is running short and the after-endeer is abaft the control room when returning to periscope depth, he may miss out on his meal altogether.

Of course the submarine is not always dived but meal hour on the surface also has its hazards. The worst case is undoubtedly running opened-up in rough North Atlantic seas. The salt spray and cold air sucked through the open conning tower by the diesel engines can turn a plateful of food into a cold, mushy mess instantly.

Once the submariner has eaten, sooner or later he must go to the washroom (heads in sailor speak). As many a submariner has learned this is not as easy as it might first appear. There only four heads (or traps as they're called in submarine lingo) fitted on a submarine, so with a crew of 65 or more, frequently all four heads are taken.

Trap number 1 is usually the last to be used and the door is normally left open. The first few times that a submariner passes by the heads with a plate of food he might believe this is quite ignorant. However trap 1 has a valve (the outer tube vent valve) fitted on the deckhead. When the panel watch keeper operates the valve,



Sgt Roy

HMCS Onondaga made her final sailpast of Halifax harbour last month.

he does not have time to gently knock on the door and ask the occupant to vacate the trap. The panel watch keeper will kick the two tiny doors open and pin the occupant's knees between the doors and the bulkheads. Most people make the mistake of shutting the doors to 1 trap only once.

With the cramped quarters on the submarine, there's not much else to do when you're off watch but sleep. However, even seasoned surface sailors who come down to submarines find the sleeping accommodations cramped. As on frigates, bunks are stacked three high, but in submarines they are stacked much closer together and stuffed into every available space. There are even bunks beside the torpedoes.

Top bunks are usually the worst. The top bunk is normally so close to the pressure hull that even thin submariners have to get out of their bunk to roll over. It is jokingly stated "the bunks are so small that submariners must get out of their bunks to change their minds." Other top bunks have more headroom; however, leaky hydraulic lines that pass overhead may sprinkle the bunk with oil. Bottom bunks are marginally better since the upper bunks catch most hydraulic oil and condensation drips. Unfortunately, most bottom bunks are fitted at deck level. As a result, if an arm or leg protrudes out of the bunk it's likely to get stepped on.

Other bunks are fitted side-by-

side; with the only way out of the outboard bunk is over the inboard bunk. These bunks are affectionately known as "honeymoon suites". When in a honeymoon suite the outboard bunk is the best choice - it is better to crawl over your mess mate then have him crawl over you.

Comfort was not of primary importance when designing the O-boats. O-boats, like other sub-

marines, were built for work, not comfort. They are lean and mean, built to carry out their primary mission with everything else secondary. A submarine's movements are deliberate and calculated; in addition they pack a mighty punch. Submariners are molded by their environment and with time the deliberate and powerful characteristics of the submarine and submariner become one.



# Run silent, run deep

Submariners around the world wage a decades-old contest for a Halifax shovel

By CHRIS LAMBIE  
The Daily News

A shovel that was used only once in Halifax 40 years ago has been "nicked," "captured," "stolen," "swiped," "misappropriated" and "sized through trickery and daring," from naval bases around the world during its long career.

The last time it lifted dirt was at the 1961 sod-turning for the chief and petty officers' mess at Stadacona. But if it could dish dirt, the shovel would tell a tale of how submariners from Canada, Britain, the United States and Australia spirited it away from each other in an international game of intrigue.

"You have a plan of attack," explains Petty Officer 1st Class Stuart Glen, a weapons technician aboard *HMCS Windsor*, Canada's newest submarine.

"Someone pretends to slip down the stairs and lets out a loud groan. Everyone goes over to see if he's OK while two guys are over with a screwdriver taking the shovel off the wall."

Every time submariners steal the shovel, the culprits attach a small brass plate detailing their exploits.

"It's ours now with eyes agleam, 'twas stolen by Ottawa's C boat team," reads an October 1989 inscription.

## Rules of Engagement

Over the years, a series of rules has evolved to minimize disputes and keep the tradition going.

Here they are, taken verbatim from the *HMCS Windsor's* Web site ([www.hmcs.windsor.com/Legends/shovel.html](http://www.hmcs.windsor.com/Legends/shovel.html)):

- ▶ The shovel must be displayed in a prominent place inside a mess or some other free access area. It is not good boatsmanship to lock it behind a bar, or to mount it in a restricted access area.
- ▶ It must be mounted in such a way as to be secure, yet fairly sim-

ple to remove. The use of glues, 440V bus bars and trap doors are not encouraged.

▶ In order to be considered "a clean snatch" it must be removed from the unit. If the unit is a submarine, then crossing the brow undetected is sufficient (and woe betide the casing sentry!). If the shovel is in a shore mess, then removing it from the base is required.

▶ Purloiner is responsible for having a new tally plate mounted on the shovel and for informing Maritime Ops Group Five, Halifax, of its whereabouts.



SCOTT DUNLOP

Some of the plates even offer advice to other would-be shovel thieves.

"Make your opportunity and seize the moment," says an inscription detailing the shovel's March 1997 removal from a naval base at Portsmouth, England, by a group of U.S. submariners.

The humble spade has even attended for-

m a l  
mess dinners  
with the likes of  
Prince Charles and former  
prime minister Brian Mulroney.

The game started when a band of British submariners stole the shovel during a visit to Halifax decades ago. But, after that, it was almost always on the move.

Chief Petty Officer 2nd Class John Clahane was a member of that four-person raiding party that removed the shovel from a British submarine base in the middle of the day while pretending to play pool.

"It's just a camaraderie thing," said the 43-year-old submariner. "It's basically people telling tales and spilling a few beers and

then trying to outsmart each other."

When a sub crew steals the shovel, they'll often show it off as they leave port.

"They'll all of a sudden hold it up and wave it at you," Clahane said. "It's a way of making an invitation to make sure everybody keeps visiting each other."

The shovel can provoke an almost feverish fervour among submariners, especially when it goes missing.

"We've had people deliberately fly to places just to visit friends for no other reason than to try and get this thing and bring it back," Clahane said.

It got so full of plates bearing the names of those who swiped it, the navy placed it in "a secret location"

at the Maritime Command Museum, Glen said.

"We don't want to lose it, so we've retired it," he said. "If a Russian submariner ever steals it, poof, it's off to Murmansk, and the odds of us getting it back would be mighty slim."

Halifax submariners did get another shovel, however, to keep the tradition alive. They mounted it above the bar at the chief and petty officers' mess in Halifax.

Problem is, a group of British sailors visiting Halifax recently from the Clyde Submarine Base in Scotland seem to have liberated the replacement shovel.

But two Canadian submarine crews are now training in England and should be there for another year, leaving them ample opportunity to steal the shovel back.

# THE NAVY

## RESERVE'S LIVING,

## BREATHING

## SECRET WEAPON

### Rotten Ralph the runt

BY THANE BURNETT

NATO high command may know he exists. Still, he's never mentioned when tension flares between East and West. He goes by the name of Rotten Ralph, and he's a pig loosely attached to the Canadian naval reserves.



Ralph, Canada's piggish naval reservist, hams it up with his good friend, Barnie, a barn cat girlfriend, during exercises in his training camp.

"Everyone on board the (HMCS) St. Croix knows about Ralph," divulged his close friend and keeper, Gary Hopkins. "The reserves on board have taken him under their wing."

Born down on a farm in Prince Edward Island, Ralph, only three months old, was always being picked on by civilian pigs around him. So he dreamed of joining the Armed Forces and becoming one of the few and the proud.

"He had a bad smell to him," commented Hopkins, a retired Canadian Navy sailor who now works with the naval reserves. "And as they grew he was a lot smaller than the rest. I took him from the others and put him in his

own pen."

Ralph, who is now stationed ashore in Upper Hammonds Plains on Hopkins' 30-acre farm, has been living high on the hog thanks to the combined efforts of over 100 summer reserves that have been training on board the old destroyer St. Croix. They organize scrap meals for him that Hopkins delivers to the farm in a green garbage bag every day. A sign on board the ship reads: 'Ralph is a pig and he wants to get big.'

As Canada's first pig to be adopted by a destroyer, Ralph has let the honor go to his head. He refuses to drink water from a trough, doesn't like being called by his real name, 'Rotten Ralph the Runt,' and insists on an occasional Sunday drive in the family car.

#### Girlfriend Cat

As well Ralph won't go anywhere without his best friend, Barnie, a female barn cat that sleeps side by side with him.

Though small, Ralph can pack a punch and has a few very unique fighting abilities, notes Hopkins. When you're not looking he'll eat the legs from your pajamas.

The question is, now that the reserves are heading back to school will the Ralph program be scrapped, just like the Avro Arrow? Will he simply become 85 pounds of obsolete sizzle-lean?

"I couldn't eat him," said Hopkins. "I'd have to sell him first."

He would not say to whom he would sell Ralph. Surely not the Russians?

What is known is there are many countries that would like to have Ralph backing them, hence the term 'back bacon.' But for now he belongs to Canada, and we can all thank our lucky chops for that.

*Randy from north of the border  
smack it up  
Frank*

*Enjoy it  
Loech  
Manny Happy Returns  
P.W. Campbell*

# New tariff may destroy N.S. pork industry

Saguenay ship disappearing from shipping scene.

RALPH STILL IN THE NEWS

by JEFF McFADDEN

Any move by the United States to increase its tariff on Canadian pork could ruin the Nova Scotia hog industry, industry sources say.

Second only to this province's dairy industry in sales, the \$35 million per year pork industry is already \$5 million in debt through federal government loans. This is because producers must pay

back half of any price subsidy.

And John Miller, secretary manager for the Nova Scotia Pork Producers Marketing Board, says a producer chalks up more debt on every sale.

"It's costing him ten bucks every time he sells an animal," he says.

U.S. tariff increases pose a threat because Canada overproduces pork by about 30 per cent. Any loss in ex-

ports could cause a glut that would lower prices and force farmers to take out larger subsidy loans so the federal government can keep the prices stable at \$67.50 per hundred weight.

Even though Nova Scotia producers don't export to the U.S., they would be hurt because their prices are set according to the Ontario price, which would drop in a glut.

The 225 producers in

this province now owe the government an average of about \$22,000 each in accumulated loan debt.

"If they increase the countervale (tariff), or shut off the border (through non-tariff barriers), it could be a disaster...I don't know how many of our producers would be left after the smoke clears," Miller says.

This year about five or six producers have gone bankrupt and

many more have quit voluntarily, he says.

And even if the tariff remains the same, Miller says, it will mean a long-term slump for the industry.

Two months ago the U.S. Department of Commerce announced preliminary tariffs of .038 cents per pound. This was due to the U.S. producers concern over the \$542 million worth of Canadian pork shipped to that country last year.

A non-tariff barrier has also been set up by the states of South Dakota, Iowa, Nebraska and Wisconsin, claiming an antibiotic called chloramphenicol sometimes used by Canadian producers is a health risk. These states have banned all Canadian pork.

The drug in rare cases can lead to a blood disorder called aplastic anemia.

But Miller says the medical evidence is sketchy and that few



Canadian producers use the drug. In fact, he says, all pork boards have joined in urging

the government to ban the drug. He expects the ban to take effect this week.

Yours

It's



L to R

Bruce MacLean

~~DAVE YEO~~

CPO' C of C Hopkins

ADMIRAL J. WOODS

COR SMITH

CFB HALIFAX PHOTO BY  
CPL Marc Bergeron



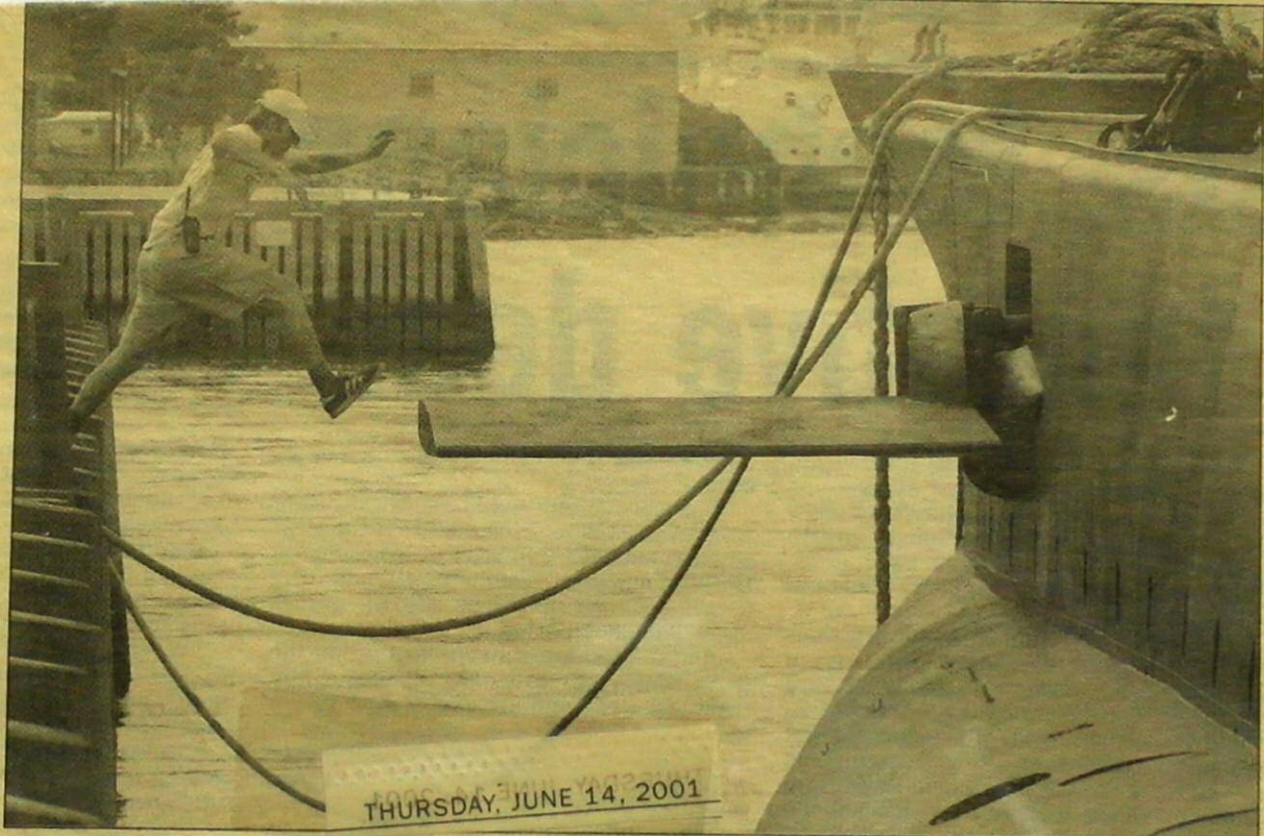
L to Rt

~~Dave~~ Bruce MacLean

CWO' HOPKINS C&CC  
ADMIRAL WOODS - RCN/CAF  
CDR SMITH EAST COAST SR MEDICAL OFFICER  
(Was S/LT on OJIBWA AS TRGEN/CCR)

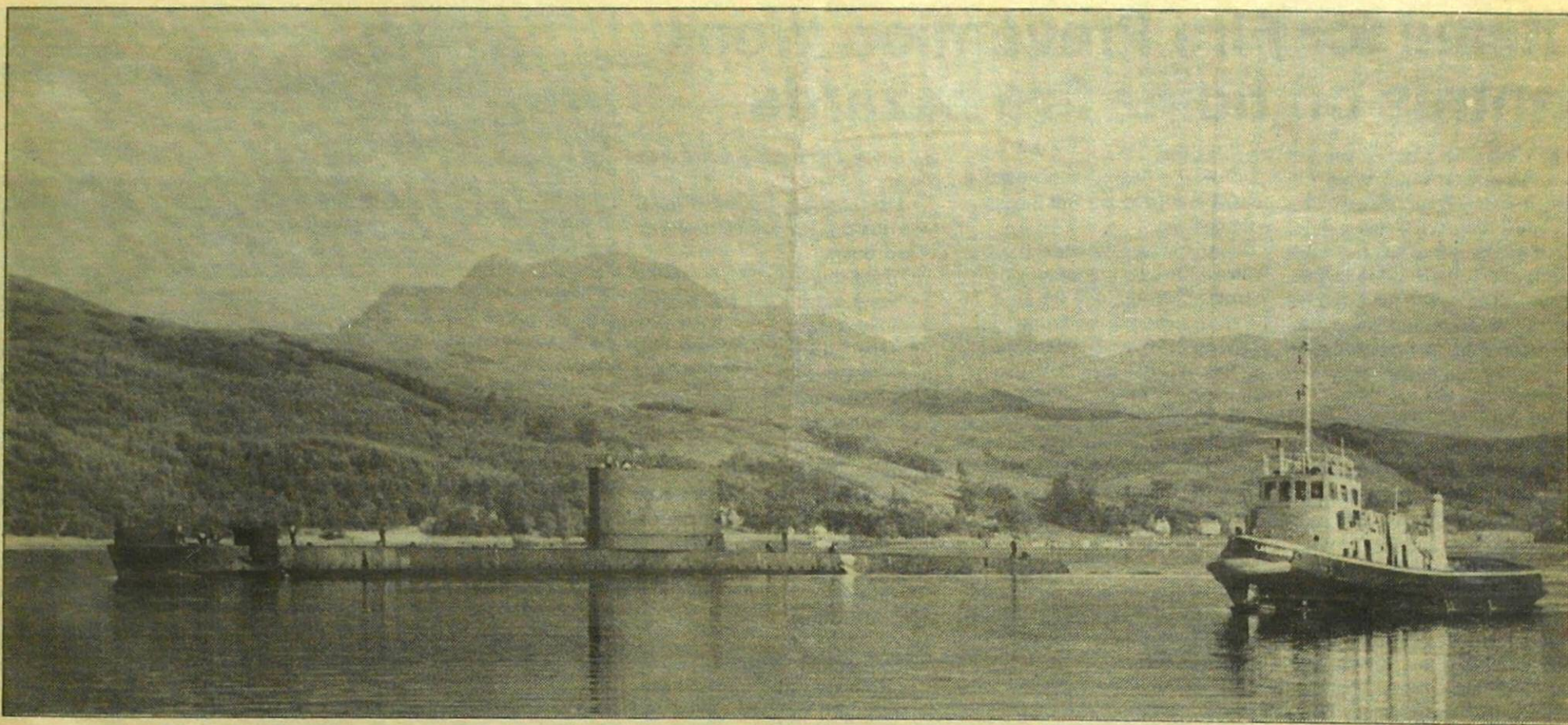
# ACTION!

Ross Tovey, a member of the marine filming crew, jumps from a dock on the Halifax waterfront onto a hydroplane of the decommissioned submarine HMCS Ojibwa. The submarine has been repainted and is posing as a Russian sub in the K-19: Widowmaker movie, that wraps up shooting in Halifax on the weekend.



THURSDAY, JUNE 14, 2001





*Ojibwa sails in Scotland in 1975.*

## Ojibwa's acquisition marked new era

*Editor's Note: The following article appeared in the Toronto Star Weekly on Dec. 25, 1965, but was written just four days after the commissioning of HMCS Ojibwa in Chatham, England. The 30-year-old perspective on Canada's "newest" submarine makes interesting reading.*

CHATHAM, England -- We were cruising the inky surface of the English channel, headed for Portsmouth naval base, when Lt.-Cmdr. George Tomlinson, skipper of Canada's first killer submarine, gave the order to dive, and the sleek 300-foot Ojibwa silently edged beneath the sea. Commissioned only four days earlier at historic Chatham dockyard, the 2,000-ton Ojibwa is the first of three non-nuclear submarines of advanced design being built by Canada for \$12 million apiece to help this country fulfill its NATO defence role in the Atlantic. When Ojibwa joins the fleet at Halifax in January, she will be our first submarine specifically built to meet Canadian operational requirements. The few others we've had have been hand-me-downs, begged, bought, borrowed or captured. (Rather incredibly, Canada's undersea navy began 50 years ago with the cloak-and-dagger purchase of two U.S. subs by the war-scarred government of British Columbia.)

With Ojibwa, and the Onondaga and Okanagan when they are completed in 1967 and 1968, Canada will have three of the best non-nuclear submarines in the world. But why, at this late date, should Canada be getting into submarines? The RCN's technical representative on the sub building program, Capt. W.B. Christie, Digby, N.S., explained

that within the framework of NATO defence, chasing submarines is the Canadian navy's main task. But to do the job properly under modern conditions demands, in addition to a surface fleet, anti-submarine submarines - called killer subs.

Advanced sonar gear able to detect the underwater enemy at extreme range, plus an armament of eight 21-inch tubes firing homing torpedoes, give Ojibwa her killing power. She can move at close to 20 mph underwater and is designed to operate at great depths. The navy won't say *how* deep, but they do state that Ojibwa can stay down there for more than a month.

Curiously, her range undersea is limited not by fuel capacity or any mysterious needs accruing from being in the depths, but merely because her cramped hull hasn't room for the extra food required for longer voyages. Nevertheless, Lieut. D.J. Neal, Ojibwa's jaunty operations officer, told us he spent 10 weeks undersea in one of Ojibwa's British sister ships, without surfacing.

Since most of the nuclear submarines are offensive and not defensive weapons, the non-nuclear Ojibwa, and her sister ships to come, are the most effective undersea boats available at present for Canada's defensive anti-submarine role. And in an undersea hunt, Ojibwa has at least one advantage over a nuclear submarine - she can stalk the invader with greater stealth because she makes less sound and is a smaller target for enemy detection than the big nuclear boats.

A member of the British Oberon class of submarines first introduced only four years ago, Ojibwa is truly an undersea boat, carrying no deck guns and relying on the depths as her only defence. Her slender black profile bears only two protrusions, the

sonar dome on the bow, holding her sensitive underwater ears, and the streamlined 30-foot fin amidships which carries both bridge and crow's nest in a pair of recessed, one-man cockpits. From this fin also rise the strange botanical shapes of the retractable binocular periscopes, radar, navigation and communications masts; and also the pumpkin-like head of the snorkel gear which provides breathing tubes for operation of the sub's twin 3,000-horsepower diesels while the boat remains underwater, and permits her to cruise along at a depth of 50 feet, while her batteries are recharged. The attached periscope lets them see at a depth of 58 feet.

Directly beneath the fin, Ojibwa's control room is linked with the bridge by a stainless steel manhole called the conning tower, which contains two hatches to seal up the submarine like a vault whenever she dives. Shaped like a section of airplane cabin, the control

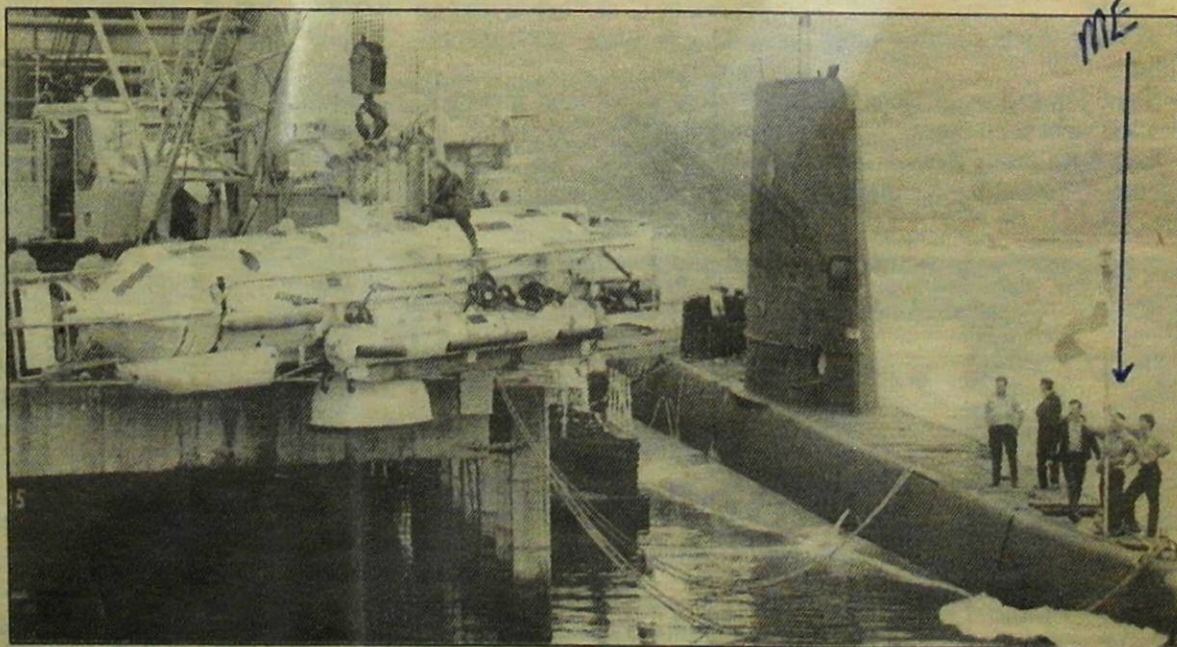
room is the brain cavity of the sub. Everything starts here.

When Ojibwa began her dive in the channel, skipper Tomlinson, a 37-year-old career officer from Sudbury, Ont., watched our descent through the sharp eyes of the attack periscope. In the eerie red light maintained in the control room to protect vision for the periscopes, five men guided the sub on her 45-minute voyage down 100 feet into the sea and back to the surface. At the airplane-like, one-man control column on the port side, veteran submariner M.P. Keough, St. John's, Nfld., pushed the column to tilt the forward diving planes, and began calling off our depth in feet...42...65...74....

Inside Ojibwa's three-quarter-inch steel pressure hull, the ship's seven officers and 58 men live and work in quarters that look pleasant enough, but are less than life size. In the corridor leading forward from the control room amidships, past the

officers' wardroom and the men's mess, to the forward torpedo room, shipmates seldom pass one another - it's too tight a squeeze. Yet they were hospitably tolerant of the presence of three landlubbers - the Star Weekly team and the skipper's father, who was also along for the 18-hour ride.

Ojibwa's crew is a happy lot. They consider themselves an elite group in the navy. Hand-picked from volunteers and checked out by psychologists, they were trained in either British or U.S. submarines, and get more pay than surface sailors, as well as a freer routine aboard ship. They have movies, TV (when on surface), hi-fi and a library. And if Ojibwa ever threatens to stay down indefinitely, she's also equipped with both the British free-ascent system and facilities for exit by means of the U.S. Navy diving bell.



*Ojibwa with the deep submergence rescue vehicle in Scotland in 1975.*



# Ojibwa completes refit, marks milestone

by Capt. Darlene Blakeley

HMCS Ojibwa "gets wet" for the first time in two years on Oct. 30. At the same time, she is celebrating her 30th year of service in the Canadian navy.

While her crew says she is the oldest Oberon-class submarine still running, and perhaps the oldest "piece of kit" still operating in the Canadian Forces, the submarine emerged out of a two-year, \$42 million refit on Sept. 22.

"We are looking forward to going back to sea," says Lieut.(N) Scott McVicar, Ojibwa's executive officer. "It's hard sitting around in a shore office for two years."

Ojibwa, which the Brits originally named Onyx, was purchased from the Royal Navy for \$12 million and was commissioned in Chatham, England on Sept. 23, 1965. She was the first of Canada's three Oberon-class submarines to be purchased from Great Britain, with Onondaga following in 1967 and Okanagan in 1968. She was also the first Oberon-class submarine to deploy as far north as Davis Inlet (which she did in 1970) and to the West Coast via the Panama Canal (which she did in 1977). She was also the first of the three boats to receive an extensive mid-life refit, which occurred in 1982 and provided her with a new sonar dome, among other things. During another refit in 1988, she was modified to carry the modern MK48 torpedo.

The submarine marked her 30th birthday with a dinner dance in Halifax on Sept. 29, and several members of Ojibwa's original commissioning crew attended, including the current fleet chief of Maritime Forces Atlantic, Chief Petty Officer 1st Class Jim Gordon. The chief is the only original crew member still serving in the Regular Force.

Gordon says it was with mixed emotions that Canadian submariners on exchange with the Royal Navy finally took possession of their own submarine.

"We were happy to get our own sub, but

there was great concern because the Canadians who lived over there (in Britain) wanted things to stay the same," Gordon remembers. He says that some of Ojibwa's first crew members were trained by the U.S. Navy, which did some things differently from the Brits, and

there were arguments over terminology like "snorting" versus "snorkelling". However, these things were all taken in stride and the crew soon found its working rhythm.

Gordon also remembers the sub's first

*Continued on page 2*



• Thursday, October 5, 1995 •

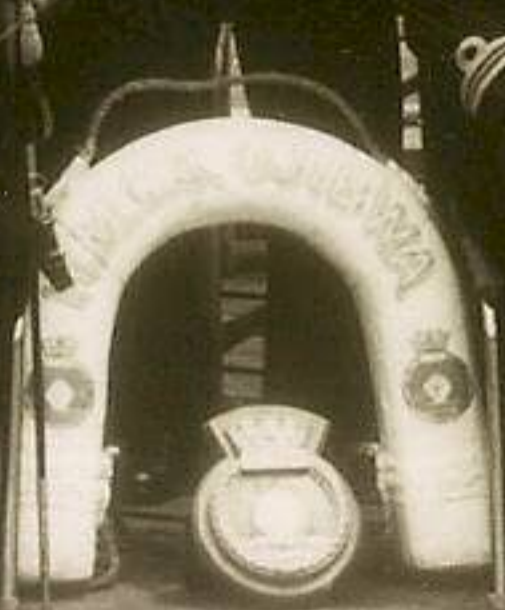
*A sailor works the lines for HMCS Ojibwa.*

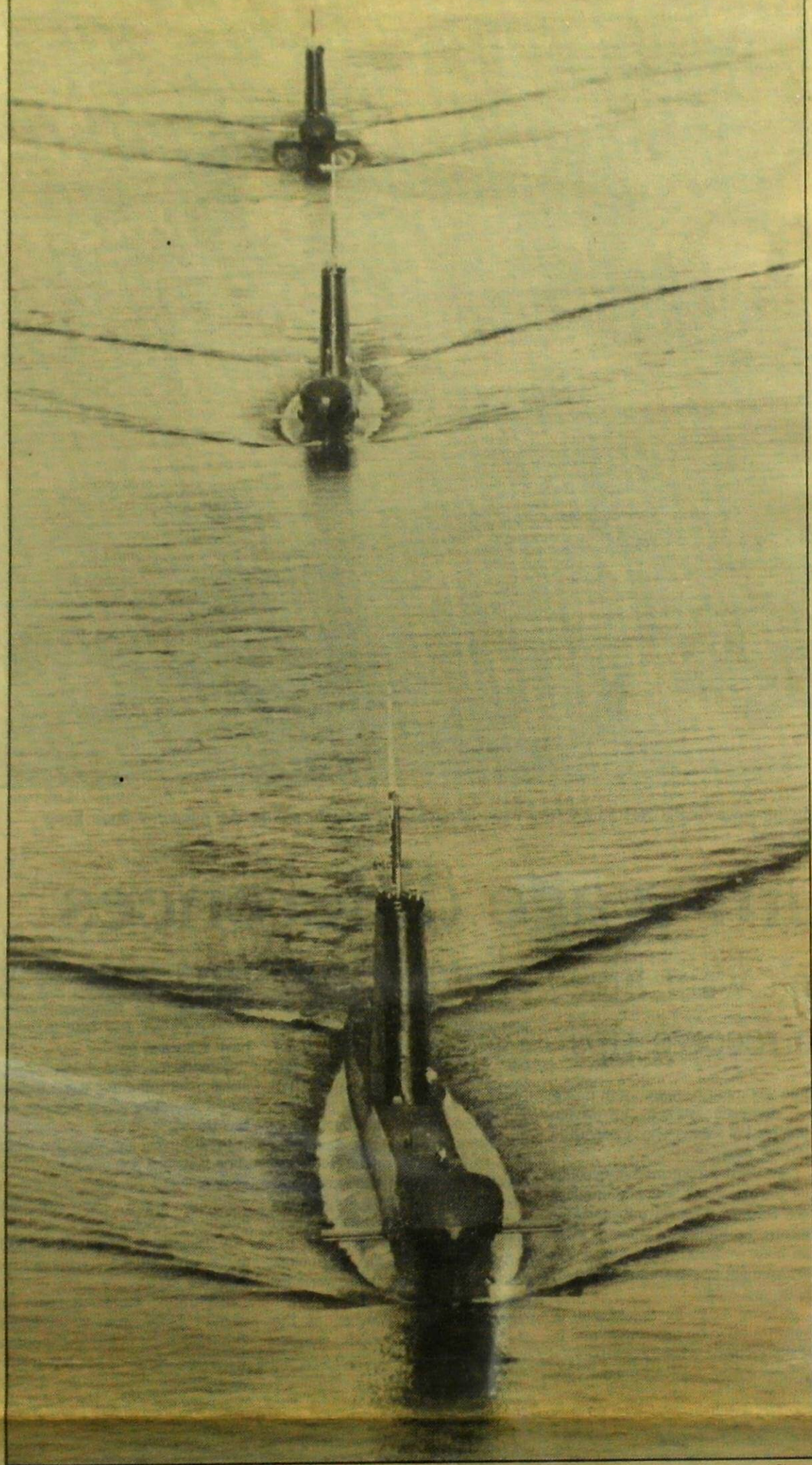
File photo



72

OJIBWA





Len Wagg / Herald Photo

Canada's three submarines — HMCS Okanagan, HMCS Ojibwa and HMCS Onondaga — sail past HMCS Dockyards on Tuesday morning. It was the first time since 1986 the three subs have been operational at the same time.

# The few and the fixed

## All three of Canada's subs are operating at same time

By CAMERON MacKEEN  
Staff Reporter

They're fit and in fighting trim. In a sight rarely seen in Halifax Harbour, all three Canadian submarines headed out to sea Tuesday.

The last time HMCS Ojibwa, HMCS Okanagan and HMCS Onondaga sailed out of the harbor together was in 1986.

Underscoring how unusual the sailpast was, navy public affairs invited the media to witness "the rare photo opportunity."

The subs sailed out of the harbor

in a straight line under a picture-perfect blue sky.

Most of the time only two of the Oberon-class submarines are operating, while the third undergoes a mandatory refit.

But this year, Ojibwa's refit finished almost on time, allowing all three to operate at once, said navy spokeswoman Geri Grachowski.

The sight of the three black subs in the harbor will be a relatively fleeting one, however. Onondaga's next refit is scheduled for January, she said.

The subs, which are more than

30 years old, must undergo a mandatory refit every five years to recertify to international standards such things as the pressure hull and emergency escape hatches.

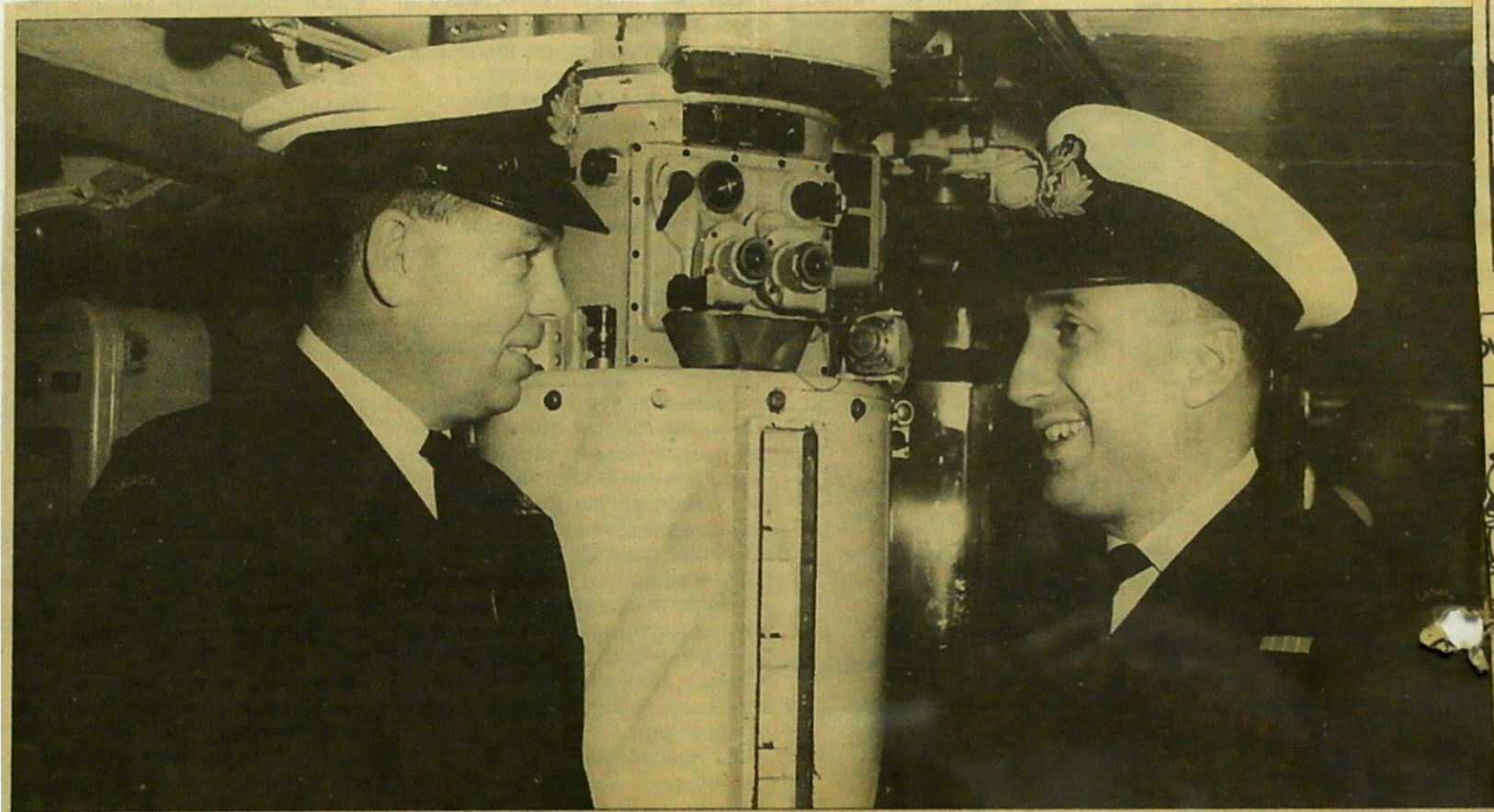
Each of the submarines carry a crew of 68.

Since 1986, each of the subs has been fitted with different communications and radar masts, and their sonar domes have been made larger and shaped differently.

All three subs are expected to be operating until the year 2000.

The navy is considering purchasing four used diesel subs from Britain for \$500-million each.

Defence Minister David Colenette has said he will make a decision on the sub purchase before March 31, the end of the 1995-96 fiscal year.



Lieutenant-Commander S. G. Tomlinson (left) hands over command of the submarine Ojibwa to Lt.-Cmdr. John Rodocanachi in 1967.

VICTORIA CLASS  
SUBMARINES

# Fire cripples sub

## Powerless Chicoutimi braving heavy seas off Britain /3



**IN HARM'S WAY:** The crew of the Chicoutimi, with the mayor of Chicoutimi, Que. (front centre).

# Better late than never

HMCS Windsor, the Canadian navy's second refurbished Victoria-class submarine, arrives in Halifax Harbour yesterday as a tugboat follows and a Metro Transit ferry crosses astern. The 61 submariners on board spent the last two years training in Barrow-in-Furness, England. The submarine, one of four purchased from Britain to replace the recently decommissioned Oberon-class vessels, was originally scheduled to arrive in Halifax in July, but was delayed by work resulting from sea trials /3



**Saturday** October 20, 2001  
Halifax Vol. 29 No. 9



**Partly cloudy**  
High: 14  
Low: 6  
Weather /45

# Board didn't hear full story

By **TRISTAN STEWART-ROBERTSON**

Papers describing crucial tests on wiring during construction of HMCS Chicoutimi weren't given to Canada's military board of inquiry.

The British Ministry of Defence has only now accessed more than 500 pages of documents, and this followed a freedom of information request by The Sunday Herald.

The query forced ministry leaders to acknowledge that most of the data had been put on so-called optical disks and that they had no way to get at the information. It took months to find a machine to read the 1990s technology.

Ministry officials insist the Canadians got everything they needed when they investigated the death of Lieut. Chris Saunders, but the papers accessed through the freedom of information application were not part of that material.

The first fire aboard the Chicoutimi started when more than 2,000 litres of water entered the submarine through two open hatches. After some time, low-level arcing within a wrist-thick bundle of wires in the commanding officer's quarters sparked a fire hot enough to melt metal deck plating.

Lieut. Saunders was almost directly under the blaze one deck down and was caught in the thick smoke. The blaze caused his death and left eight others injured.

It took 50 hours before the atmosphere was breathable, according to the board of inquiry.

In a letter dated Aug. 31, Sarah Couly of the British ministry said all relevant tests were carried out. She said there was no evidence of debates on the location of wiring or the standards they needed to meet.

Mrs. Couly said there was no information on the use of asbestos or any health concerns.

A spokeswoman for the Canadian navy said counsel options



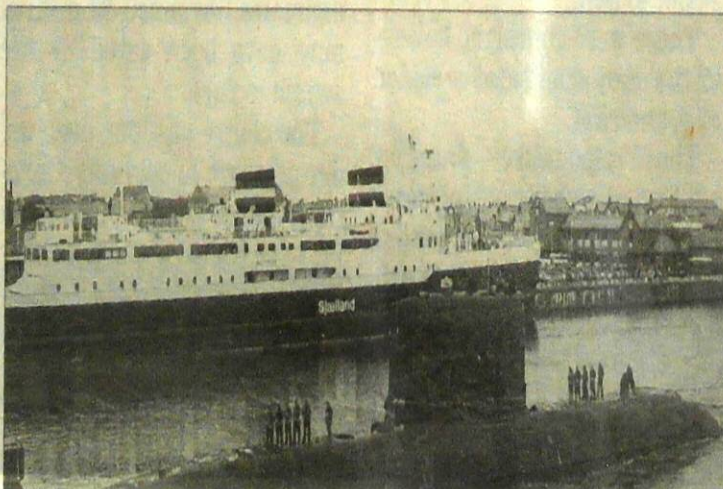
Capt. Pat Finn, senior member of the board of inquiry into the flooding and fire on the Victoria-class submarine HMCS Chicoutimi, shows the damage inside the captain's quarters in this file photo from May. (TIM KROCHAK / Staff)

# U.K. submariners, shipbuilders defend Chicoutimi's design

continued from / A1

and there have been further reports in the Canadian media about asbestos worries. Opposition critics of the program to upgrade Canada's submarine fleet have also slammed the climbing price tag, now estimated to have topped \$1.2 billion.

The Chicoutimi was so badly damaged that navy officials have now confirmed it won't be



## A JINXED SUBMARINE

### THE "JINX" OF THE CHICOUTIMI/UPHOLDER

July 1989: Named HMS Gremelin by the local paper, the North West Evening Mail, when faults are discovered in the system operating the electric propulsion motors during diving tests.

February 1990: "Jinx sub limps home," the paper says when an Upholder motor generator needed attention. The same article lists previous problems, including a shipyard strike, wiring problems, a major torpedo tube design fault and faults in the electric motor controls. The ship requires a navy escort during trials in case anything goes wrong. March 1990: The government blames a 1988 dockyard strike for a two-year delay in delivering Upholder. It was meant to



A front page from the North West Evening Mail, a British tabloid, in 1990. (Contributed)

10 a.m.: Loose brass nut discovered on upper lid vent while in seas of three- to four-metre-high waves.

10:52 a.m.: Work begins with both hatches open



that material.

# U.K. submariners, shipbuilders defend Chicoutimi's design

continued from / A1

and there have been further reports in the Canadian media about asbestos worries. Opposition critics of the program to upgrade Canada's submarine fleet have also slammed the climbing price tag, now estimated to have topped \$1.2 billion.

The Chicoutimi was so badly damaged that navy officials have now confirmed it won't be ready until 2007, one year before the subs' midlife.

New documents revealed exclusively to The Sunday Herald through Britain's Freedom of Information Act have opened new questions about the problems Canada's navy inherited.

The declassified papers include:

- Proof of frequent fires and problems with oxygen candles, the cause of the second fire, across all classes of British submarines; and

- A letter confirming hundreds of pages of documents relating to design and testing of wiring that couldn't be handed to the Canadian military board of inquiry into Lieut. Saunders' death, because there was no machine to read them.

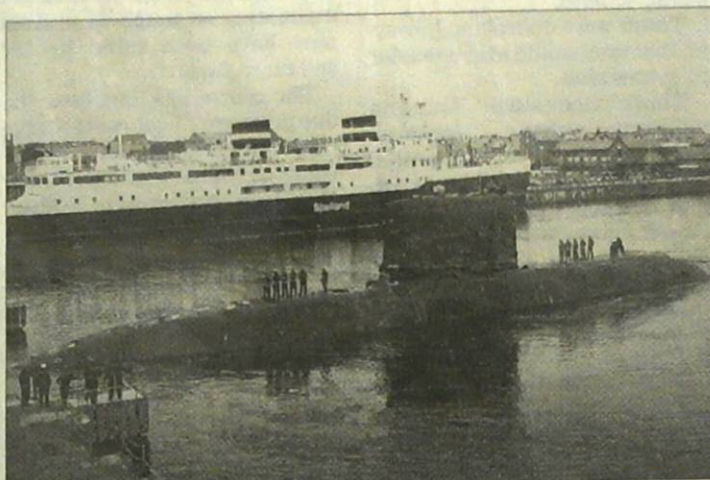
Charles Rowntree, 67, was boat manager at the shipyard during the building of the Upholder and ran the construction, testing, trials and commissioning of the sub from 1988 to 1990. By his own admission, the "buck stopped on my desk."

He also consulted on the reactivation of Upholder for the Canadian navy in 1998.

"Barrow has always taken great pride in the vessels it has built," Mr. Rowntree said.

"We were very proud of our boat, especially when she proved to be so manoeuvrable, quiet and effective. If you ask anyone who served in the Upholder class, you will get a very positive response. I went down to watch the four subs come in to Barrow for lay-up in 1994 and had a lump in my throat, particularly when Upholder came in, as she was 'my' boat.

"And I was annoyed because along with many others I felt it



HMCS Chicoutimi leaves Barrow-in-Furness, England, after the subs were reactivated. (Courtesy Rick and Jacky Lucas)

was a mistake for the U.K. to put all its submarine eggs in the nuclear submarine basket. There are roles a small diesel-electric boat can fulfil which a nuclear sub cannot, or at least not nearly as cost-effectively. We were quite chuffed when they were going to a recognized submarine navy and ally."

After the Chicoutimi left Faslane naval base in Scotland last October, a problem was discovered with one of the tower hatches, preventing them from submerging.

Capt. Luc Pelletier ordered both the upper and inside hatches be kept open to speed repairs.

But there were high waves at the time, sending water into the sub. The Canadian board of inquiry in May concluded that an intake of 2,000 litres of water caused arcing in wiring in the commanding officer's cabin, sparking a fire hot enough to melt metal.

When crews lit an oxygen candle — a chemical reaction in a machine to produce breathable air in an emergency — a piece of paper left in the apparatus caused a second fire. This was put out within two minutes and was considered minor by the board. Canada's naval investigation concluded no single person or fault could be blamed for the fires on board the Chicoutimi or the resulting death of Lieut. Saunders.

But one submariner in Barrow, who asked not to be named, offered a blunt indictment of the Chicoutimi tragedy: "They committed the cardinal sin of keeping both hatches open."

Others considered the incident to be a tragic set of circumstances, but ultimately not the fault of the original design and construction.

Mr. Rowntree dismissed any safety fears about wiring during construction, saying there were frequent checks and repairs to any problems. Difficulties with the oxygen candles are "not uncommon," but they are easy to handle, he said.

He confirmed HMS Upholder was used to provide parts to re-activate its three sister ships. It then got the newest equipment, "possibly more than the other three boats put together," he said.

Ron Hiseman held the post of charge chief of the weapons for the first six months aboard the Upholder. He was involved in getting the navy used to the vessel from as early as 1985 and was at his station when one of the torpedo tubes flooded.

He said any glitches, for which the Barrow paper branded it HMS Gremlin and HMS Hold-up, were standard for any first of a new class of vessel.

The tubes flooded because the weapons system was "super-fast" and effectively had to be

## A JINXED SUBMARINE

### THE "JINX" OF THE CHICOUTIMI/UHOLDER

July 1989: Named HMS Gremlin by the local paper, the North West Evening Mail, when faults are discovered in the system operating the electric propulsion motors during diving tests.

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March 1990: The government blames a 1988 dockyard strike for a two-year delay in delivering Upholder. It was meant to be in service in 1987, five years after being commissioned.

August 1991: British MPs are told design problems mean the vessel "would not always be watertight and could lose all power during crucial operations." But MPs suggest the navy buy two more of the subs.

1993: Four subs are branded HMS Unsaleable because no foreign power would buy them, effectively scrapping the program to create a marketable submarine.

1998: Canada agrees to buy the four Upholder-class subs in an \$812-million leasing deal. One shipyard cynic calls the country "the world's biggest window-shopper."

Oct. 2, 2004: HMCS Chicoutimi accepted by Canada

Oct. 4: Chicoutimi leaves Faslane naval base in Scotland.

Oct. 5, 3.30 a.m.: Water spills in during officer watch change

Secret Whitehall inquiry slams strike and MoD for subs' delay

## HMS HOLD-UP!



A front page from the North West Evening Mail, a British tabloid, in 1990. (Contributed)

10 a.m.: Loose brass nut discovered on upper lid vent while in seas of three- to four-metre-high waves.

10:52 a.m.: Work begins with both hatches open

11:15 a.m.: A four-metre wave wells up above the height of the conning tower lid, sending 2,000 litres of water into the control room

Noon: Cleanup of water finished

1:15 p.m.: While an electrical problem is being investigated, a fire breaks out in the commanding officer's cabin, spreading to the electrical space one deck down

7:10 p.m.: A second fire breaks out in a forward oxygen generator and is put out two minutes later.

Oct. 6: 8:30 a.m.: A doctor arrives from HMS Montrose to examine the injured.

2:45 p.m.: Three crewmen are airlifted to hospital.

6 p.m.: Prime Minister Paul Martin rises in the House of Commons to announce death of Lieut. Chris Saunders during the medivac flight to hospital.

Oct. 10: Chicoutimi towed back to Faslane

slowed down, he said.

"It was the first in the class so there were problems, but they were cleared out and when she left here, she was fine," said Mr. Hiseman, 50.

"They were one of the best I ever served in and still rank as one of the best in the world. They were probably one of the first stealth weapons.

"Some of the sub's selling points turned out to be its ultra-quietness and that it can go in shallower water, capabilities we have lost which Canada has now gained," he said.

"The people in the yards knew what a good product we had. They mothballed them because it was such a small group of vessels they could target and claim

it was part of the peace dividend for the collapse of the Cold War."

Mr. Hiseman denies there were concerns about asbestos aboard the ships, or their wiring or oxygen candles.

He said it wasn't the first time a submarine had caught fire, bluntly pointing out that "water and electricity don't mix at the best of times."

A spokeswoman for the Canadian navy said the navy has a 43-year proven track record of submarine operations.

"With proper care and procedures, the navy will make these submarines fully operational and integrate them into regular maritime operations so they can make a meaningful contribution to Canada," she said.

# Second fire caused by problem known to be common

By TRISTAN STEWART-ROBERTSON

The cause of the second fire aboard doomed HMCS Chicoutimi was a "common" problem for the British navy that built it, new documents have revealed.

Papers obtained under Britain's Freedom of Information Act revealed systematic and repeated failures of so-called oxygen candles. These candles burn inside a generator to pro-

duce, ideally, several hours of emergency oxygen.

A five-centimetre pile of declassified pages lists batch after batch of the items being dumped because of flaws.

And the British navy admitted it would have been better to have a system in which multiple contractors could bid. Instead, no other oxygen production method could have been put on board the Upholder or any other U.K.-class subs.

Experts and submariners say oxygen candles are an accepted risk and don't cause problems if handled properly. A total of 10,000 new candles were ordered in 1996-97, costing more than \$170 each.

Canada's board of inquiry into the Chicoutimi accident said all generators should be inspected and the candles checked. The candles are from a 1997 batch. But as early as 1989, oxygen candles were said to

have just an eight-year shelf life, meaning the batch being used on Canada's new subs will expire this year.

Other documents released to The Sunday Herald referred to the candles as "pyrotechnic devices," as well as new rules about transporting them by air after an oxygen generator in the hold was linked to the 1996 Valujet crash in Florida.

In 1988, a test of candles found a 50 per cent failure rate. That

climbed to 80 per cent in a 1992 test. Other tests during the 1990s found some candles failed to ignite or only burned for 10 minutes, while others lasted for more than two hours.

But other papers suggested there was no concern, despite the danger of spontaneous combustion or fires if there was any contamination.

Charles Rowntree, who was boat manager for the Upholder's construction, said diesel

subs can't spare the energy to produce oxygen from sea water as nuclear subs do. It leaves oxygen candles as the best option at the moment.

"There is continuing activity to provide the navy with the most suitable oxygen replenishment technology," a Canadian navy spokeswoman said. "The investigation includes non-generator technology (self-contained) or newer generator technology."

COVERSTORY

# British press called sub HMS Gremlin

continued from / Page 3

so we couldn't tell them anything. We had to look after the wives and the husbands as best we could. "When we heard about the Chicoutimi, we were a bit worried because they were our friends. When you buy something second-hand, you have to bite the bullet. But you can buy new and they can break just as easily."

Jacky added: "When we heard about the accident, we were shocked. They were like part of the family. They were just part of the furniture. They were military, but they were gentlemen. They would talk about their wives, their cars, their horses, the snow."

"It was being away from home that was hardest for them. They were making the best out of Barrow, but when it got backed up they were here 12 months longer than they were supposed to be. And we were turning customers away because we were full of Canadians. They did a lot for the town. I think Barrow was very proud of them. It was hard to see them go. We were proud to have met them."

There's a large supermarket now directly across from where the submarines lay unused for years. At the end of the checkout counters are giant prints of Barrow's past creations, including the Upholder. It's even been painted within a Canadian landscape, surrounded by killer whales. People just walk past it in the shop — the town spends years building these complex vessels, sends them to sea and rarely hears from them again.

Chicoutimi was an exception. The years of Canadians living in the town meant last year's accident dominated headlines in Barrow as much as across the Atlantic.

The North West Evening Mail continues to follow the saga of their Upholder subs, as in the 1980s and 1990s, when headlines included HMS Gremlin, HMS Hold-up and HMS Unsaleable.

Charles Rowntree was boat manager for the Upholder launch. Speaking of the Chicoutimi fire, on its maiden voyage to Canada from Scotland in rough seas, he said: "We were extremely saddened that our boat had a problem and at the loss of Chris Saunders. And we were concerned as to what had caused it — was it something we had done or not done; something we should have spotted that should have been looked at and was not."

"Clearing the shipyard of all blame was the correct and only possible conclusion. It was a tragic accident."



Ron Hiseman, second from bottom, is seen aboard HMS Upholder at his weapons station.

Contributed

"Canada got itself, at an extremely good price, four extremely sophisticated submarines, which are probably still the best in the world of their type, which many in the U.K. wish we were still running."

Ron Hiseman, who helped the British navy get used to the Upholder, added: "The Canadians did a good job. But the media got the idea if it was a Canadian problem, then it was a Barrow problem."

"You got an excellent product for an excellent price. You got them probably half-price, very low mileage. Your previous submarines were built here and you ran them for a good long time, and I think you will find the same with the U-boats."

BAE Systems considers the Chicoutimi a "dead issue" and a spokesman said only: "We welcomed the report into the incident and accepted the findings. Our focus must now be on working with Irving Shipbuilding in Canada and the other industrial partners to conduct the necessary repair and upgrading to allow Chicoutimi to rejoin her sister submarines, Windsor and Corner Brook."

"On this first anniversary, our thoughts are with the family of Lieut. Saunders."

Tristan Stewart-Robertson, from New Brunswick, is a senior reporter with the Greenock Telegraph in Scotland.

# HMS GREMLIN!

Navy boffins called in as sub motors run into big snag

By MIKE RUSHTON

DIVING trials on Britain's latest class of diesel electric submarine have had to be halted after major faults were found in a vital control system.

Electronic equipment aboard Upholder, launched in Barrow last year, is the cause of the problem.

The complex system operates the boat's electric propulsion motors which power it beneath the surface.

Full diving tests in Loch Goyle, during the current contractors' sea trials, had to be called off and technical experts from the makers of the control system — Marconi and GEC — are waiting at Faslane where Upholder is due tomorrow.

### EXPORT

The vessel is the first of a new range of conventional subs known as the Type 2100, the first built for the Royal Navy for at least 20 years.

Two more of the type are on order from VSEL's Cammell Laird subsidiary, and there are hopes of export orders.

VSEL press officer Mike Smith said today: "There is a problem with the control system of the main motors. Civilian workers from VSEL are on board and diving tests were halted as soon as the fault became apparent."

"The problem only occurs under certain conditions and it is something which only comes to light when you are travelling at some speed," said Mr Smith.

### PACKAGE

He said the rest of the vessel's trials had gone well which experts consulted over the faulty control system. Other surface tests involving the sonar equipment had been brought forward in the trials programme so as not to lose time.

It is understood a "modification package" has been put together and there are hopes that the boat could be back at sea next week.

Mr Smith said of the snag: "Obviously you would expect this sort of thing didn't happen but this is just what contractors' trials are for because this is a prototype."

A Royal Navy spokesman in London said: "There has been a propulsion incident involving Upholder but this is a contractor's responsibility as she has not yet been



UPHOLDER undergoing sea trials. Without her electric motors, she can travel only on the surface.

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A front page of the North West Evening Mail in Barrow in 1990.

Tristan Stewart Robertson

## Now Upholder hits generator trouble

# JINX SUB LIMPS HOME AGAIN

By MIKE RUSHTON

TROUBLED submarine Upholder slipped back into Barrow again today after more problems cropped up on her trials.

Faults in a motor generator set need dockyard attention, but poor weather in the trials area has caused postponement of deep diving tests.

Upholder's trials are already being curtailed because of earlier problems including faults in vital electronic equipment, and she does not seem promising to add some weeks to the delay.

Her vital communication gear is far from fit for duty.

- A shipment of vital "wiring" problems
- A major torpedo tube fault
- Faults in the electric motor
- The weather
- Faults in the generator set

VSEL press officer Mike Smith said of the latest snag: "We are disappointed but not surprised."

Although the latest fault does not seriously impact Upholder's sea going capacity, her deep dive trials require a Royal Navy escort to be in hand if anything goes wrong, but atrocious weather in the trials area means that escort vessels were reluctant to get to sea.

So the opportunity was taken to bring her back to Barrow to deal with the fault and hopefully the weather improved," said Mr Smith.

"We have the response here to tackle the problem," he said at Campbeltann, "we only have a minimal trial now."

Of Upholder's damaged trials so far, Mr Smith said: "These are not problems you get with a first of class vessel."

There are around 20 VSEL powered on board Upholder for the trials.

This is the first conventional diesel-electric submarine to be built for the Royal Navy for more than 30 years and designed as a world leader.

Upholder arriving off Barrow docks today this morning

Another front page from the North West Evening Mail.

Tristan Stewart-Robertson

# Local NEWS

City Editor: David Rodenhiser  
citydesk@hfxnews.ca

## SUBMARINE FACTS

Facts about Canada's Victoria-class submarines (HMCS *Corner Brook*, *Victoria*, *Chicoutimi* and *Windsor*):

- Built for British navy by Vickers Shipbuilding in late 1980s and early 1990s.
- Decommissioned in 1994.
- Leased by Canadian navy in 1998 under \$812-million deal to replace obsolescent Oberon boats, decommissioned in 2000.
- Scheduled to be operational by 2001 as central component of

- high-readiness task groups.
- Will be based in both Esquimault, B.C., and Halifax.
- Launches delayed by cracked valves, air turbine pumps, corroded hulls.
- Estimated yearly cost of operating the four submarines now \$121 million.
- Operating crew of 55.
- Dive speed of 20 knots.
- Can stay at sea 56 days.
- Can dive to 200 metres.



# 'Scary as hell'

## Crippled sub adrift, pounded by seas

By Chris Lambie - The Daily News

Nine submariners suffered smoke inhalation during an electrical fire aboard *HMCS Chicoutimi* yesterday, just one day after the new-to-us vessel left Faslane, Scotland, for Halifax.

A distress call reporting the fire in an electrical panel was received by rescue officials in Scotland around 11 a.m. our time.

"It is scary as hell," said Peter Kavanagh, a former submarine commander who retired two years ago.

"It is just about the worst thing that can happen in a submarine because you don't have any place to run."

### Fire not the worst part

The flames aren't necessarily the worst part, Kavanagh said.

"It's the smoke — it only takes seconds for the atmosphere in a submarine to become totally contaminated," he said. "You're on emergency breathing systems almost immediately and that makes the game all that much more complicated."

*Chicoutimi's* crew put out the fire and the submarine was brought to the surface, said Commodore Tyrone Pile, commander of Canadian Fleet Atlantic. But the fire left the sub without power and adrift about 200 kilometres northwest of Ireland.

A medic aboard treated nine submariners for minor smoke inhalation. "All are reported to be fine," Pile said.

The British navy sent two frigates and a tug to assist the sub. But those vessels probably won't arrive at the scene until this morning. Pile said when they arrive the crew would assess if power could be restarted on the submarine in the morning.

If not, Pile said the submarine would likely be towed back to the harbour of Faslane, in Scotland.

That would take several days, he added.

The Brits also dispatched a Nimrod long-range patrol aircraft to as-

sist *Chicoutimi* and put a search-and-rescue helicopter on stand by.

*Chicoutimi's* 57 crewmembers were in for a cold, unpleasant night as the stranded sub sat on the surface, waiting for help to arrive as 60 kilometre an hour winds and six-metre seas battered the boat.

"It would just be gross," Kavanagh said. "Those things roll like pigs. They're designed to be submerged. They're not good surface riders at all. It's by no means unsafe; it's just very uncomfortable."

Late yesterday, Pile said: "The situation on board is stable, to the extent that the commanding officer ... has ordered most of the crew to bed to get some rest."

The four used subs Canada bought from Britain for about \$900 million have been plagued with problems including floods and cracked valves.

"Although fires and floods and incidents of that nature are a rare occurrence, they do happen," Pile said. "And they will continue to happen."

### 'Get what you pay for'

The pricetag on four new submarines would have been more than \$2 billion, Kavanagh said. "You get what you pay for," he said.

Cdr. Luc Pelletier is the captain of *Chicoutimi*. Pelletier was also in charge of two other Victoria-class submarines when they flooded.

"He's extremely competent, he's got lots of experience (and) he's a popular captain," Kavanagh said.

Two other subs — *HMCS Windsor* and *HMCS Victoria* — were also at sea yesterday. There were no immediate plans to recall them.

*Chicoutimi* — which only became officially Canadian on Saturday — was slated to arrive here Oct. 18.

Further delay will hurt the crew's morale, Kavanagh said.

"Those guys just want to come home," he said. "They're just fed up."

*Chicoutimi's* arrival has already been delayed by three years, mainly because of a rusty pressure hull and the fact the Brits cannibalized her for parts in an attempt to get our other three subs working. — *With files from Canadian Press* clambie@hfxnews.ca



DARRELL OAKE

INJURED: Commodore Tyrone Pile said the nine sailors treated for smoke inhalation after electrical fire yesterday are fine.

## Navy spouses' worst nightmare

By Chris Lambie - The Daily News

Tracey Evans got the call yesterday no submariner's spouse ever wants to receive.

It was the navy explaining there'd been a fire aboard *HMCS Chicoutimi* as it sailed for Halifax. Nine submariners suffered smoke inhalation and the sub was left without power and adrift off the coast of Ireland.

"It's not something that's a surprise," said Evans, adding she's praying for her husband of nine years, Master Seaman Craig Evans, a sonar operator aboard *Chicoutimi*.

The navy told her nobody was seri-

ously injured.

"I was worried," she said. "I still am. Those subs aren't meant to be above the water, even though it's good that they're up there. There's strong winds out there right now, and it can't be the best place to be."

The Prospect Bay mother of two will wait to hear from her husband before deciding how bad the situation really was because she knows the navy often downplays problems.

"You have to take that with a spin because that's just what they're telling you," Evans said. "You don't really know the real story."

She had a simple message for her husband stranded overnight on a rough, cold sea: "I would just say, 'Be safe, be smart,' that I love him and miss him and if he could just get it home safely."

Craig Evans was also aboard *HMCS Corner Brook* when it sailed to Halifax from Britain.

"He's been over there for the past three years, really," said his wife.

Tracey Evans wasn't sure what to tell her son, seven, and daughter, five, about the fire on their dad's sub.

"Jack's a real worrier, so I don't want to cause any more grief for him than he already goes through," she said. "His sister calls him a nervous nelly."

The kids had a calendar going counting down the days until their father's arrival in Halifax.

"At this point it's really disappointing that they're going to have to go back to Scotland and wait for repairs because that means it will be longer getting home," she said.

clambie@hfxnews.ca

## OFFSHORE DEAL

Royalty agreement could mean millions for N.S. / Page B1



## SOULFUL SCOT

Dougie MacLean makes return to Celtic Colours. / Page E1



# Submariner dead

### Halifax sailor dies in Ireland after being airlifted from stricken sub

By JENNIFER STEWART and PAT LEE  
Staff Reporters

A Canadian sailor died Wednesday from injuries he suffered the day before during a submarine fire off the coast of Ireland — a fire that turned out to be much more severe than the navy originally reported.

Lieut. Chris Saunders, a combat systems engineer from Halifax, was one of three crew members suffering from smoke inhalation who were airlifted from HMCS Chicoutimi on Wednesday afternoon by a British helicopter.

The chopper was en route to a hospital in Sligo, northwest Ireland, when Lieut. Saunders' condition worsened. He died in the hospital after doctors were unable to revive him.

Prime Minister Paul Martin announced his death in the House of Commons just after 7 p.m.

Lieut. Saunders, 32, leaves behind his wife Gwen and two sons — a toddler and an infant — who live on Donaldson Avenue in Sherwood Heights.

"We're concerned certainly for the families," said Sonya Bridge, spokeswoman for the Military Family Resource Centre in Halifax. "Our thoughts are with them as well as with the other two individuals."

There are many services in Halifax for families to rely on in cases such as this, she added.

Staff members spoke with other families at a meeting Wednesday night, and the centre and the military are doing whatever they can for the Saunders family, she said.

Concerned relatives can call a 24-hour information line at 427-7788 for updates and counselling services. The line is staffed by military members who can provide up-to-date information. Relatives can also be referred to one of two full-time social workers on staff.



A sailor from HMCS Chicoutimi is put into an ambulance at Sligo airport in Ireland, bound for hospital on Wednesday. Lieut. Chris Saunders of Halifax, a combat systems engineer, died in hospital after being airlifted from the submarine. He was injured in a fire aboard Chicoutimi on Tuesday. (CBC Television)



## Commons offers condolences

By Our Staff

OTTAWA — A grim-faced Paul Martin stood in the House of Commons on Wednesday to announce the death of Lieut. Chris Saunders, a submariner aboard HMCS Chicoutimi.

"The circumstances of his death have yet to be determined, but I know that all of us in this House will want to pass on our condolences and those of our country to his wife, Gwen, and his two children," the prime minister said. "He gave his life saving his country

and his family our deepest condolences.

"Mr. Speaker, I would ask you, on behalf of all of the House and of all Canadians, if at the end of the tributes by the other leaders in the House, if we could have a moment's silence."

Conservative Leader Stephen Harper then rose before a hushed House of Commons with a similar message.

"All I can say is that the full House and the Canadian people will be extremely saddened at the tragic and

has relayed to the House," Mr. Harper said.

"I'm sure the time will come for investigations and recriminations, but what we all want to do immediately is to express our condolences immediately to Mrs. Saunders and her children for the sacrifice her husband made today.

"We are, unfortunately, frequently reminded of the terrible risk the men and women in uniform take on our behalf on a regular basis.

## Military families, friends rocked by sailor's death

By JENNIFER STEWART  
Staff Reporter  
and KRISTEN LIPSCOMBE

A mood that could only be described as sombre shock hung over a Halifax neighbourhood Wednesday night after news of a local submariner's death reached his friends and family.

About a half-dozen people gathered outside a modest house on Donaldson Avenue in Sherwood Heights to share their grief over the loss of their neighbour, Lieut. Chris Saunders, who died as a result of a fire on board HMCS Chicoutimi on Tuesday.

Most people were reluctant to speak about the 32-year-old combat systems engineer so soon after hearing of his

death. But an emotional few did.

"I think he was a good father and a good husband," neighbour Joan DeWolfe said quietly. "I'm emotional about this so I don't think I can say any more than that. He was a very good person."

One neighbour, who asked not to be named, described Lieut. Saunders as a gregarious father of a toddler and an

infant son. He was also passionate about mountain biking, motorcycles and the Toronto Maple Leafs.

His wife, Gwen, was in the house with her parents and sister, but the family said they just wanted to be left alone. In the chilly night air, a Canadian flag fluttered at the side of the Saunders' front door.

Lieut. Saunders love of sports seemed to spill into the gym as well.

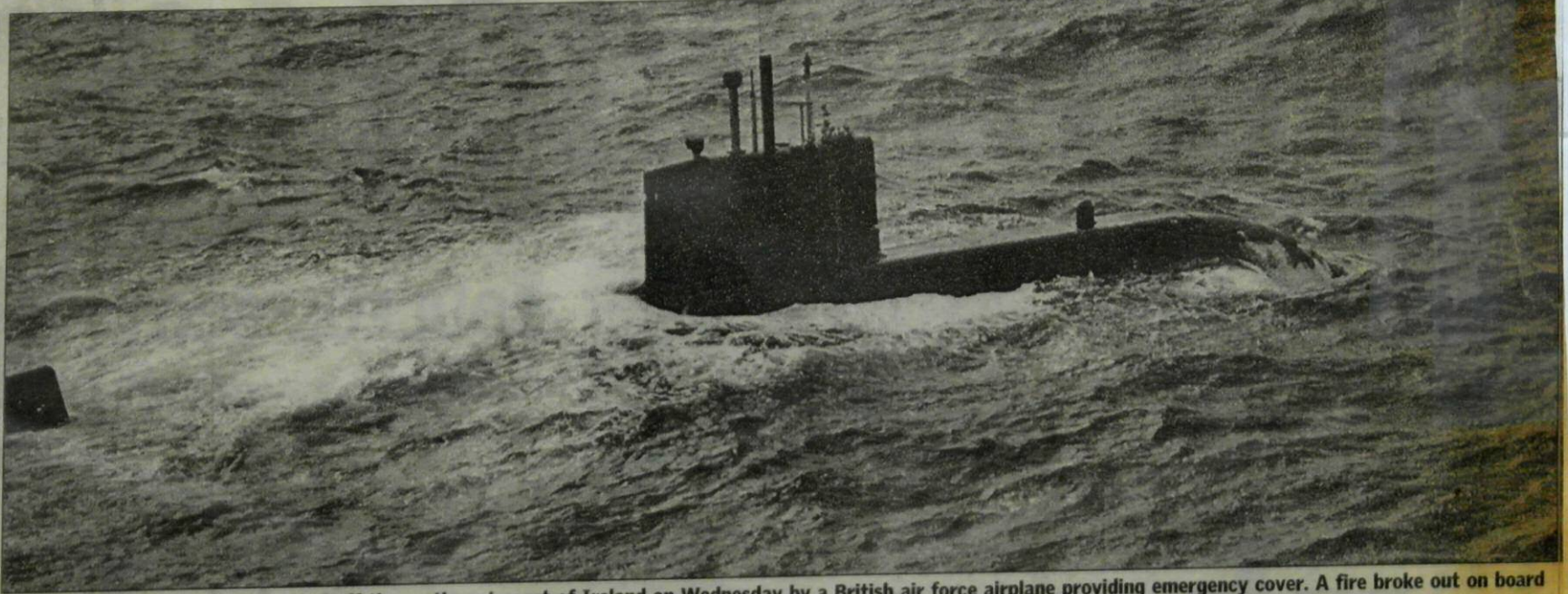
In the June 14 edition of the Trident, the military's newspaper, Lieut. Saunders was praised for scoring the fourth goal on the Canadian Forces Naval Operations School team.

DATA FILE

TODAY IN HISTORY

The government schooner Speedy and all aboard it were lost in a storm on Lake Ontario near Presqu'île Point, Ont., 200 years ago today, in 1804. The ship had been on the way to Newcastle where the trial for an aboriginal man charged with killing a white man was to take place. All those on board, including the accused himself and Robert Gray, Upper Canada's solicitor general, were somehow involved with the trial, most of them as witnesses or judges. Aside from a chicken coop, no sign of the ship or its passengers has ever been found.

Also on this date in:
1571: The Turkish fleet was defeated at Lepanto by the allied navies of Spain, Austria, Venice and the Papal States.
1849: Poet Edgar Allen Poe died in Balt at the age of 40.
1913: Oil was discovered at Okotoks, Alta., 45 kilometres from Calgary.
1931: 1982 Nobel prize winner Desmond Tutu was born.
1957: The television show American Band-



HMCS Chicoutimi was photographed off the northwest coast of Ireland on Wednesday by a British air force airplane providing emergency cover. A fire broke out on board the submarine on Tuesday. (The Associated Press)

Doctors unable to revive sailor

Lieut. Saunders' death seemed to come as a shock at all levels. Officials in Ottawa on Wednesday night aptly chose not to point fingers but rather to recognize the passing of one of their own.
'I wish to pass on my most sincere condolences to Lieut. Saunders' family,' Vice-Admiral Bruce MacLean told reporters.
'There is no question that this is a very sad day for the navy.'
The Chicoutimi was adrift about 200 kilometres off the coast of Ireland after an electrical fire broke out Tuesday morning. The fire started in an electrical panel in one of the passageways, causing the sub to lose power. The crew then brought the vessel to the surface and cut the engines as a safety precaution.
Nine members of the 57-person crew suffered smoke inhalation. The other two crew members airlifted to hospital were in stable condition, a spokeswoman at Sligo General Hospital said late Wednesday night.
A Canadian navy spokeswoman in Halifax said it was initially thought seven of the nine patients had gone back to work after being checked out, but in fact only six did.
'When the (HMS) Montrose came on-site, they transferred over two medical people and I guess at some point they determined they should be medevaced off,' Jeri Grychowski said, referring to the three airlifted sailors.

death is not yet known. A navy spokeswoman said an autopsy will be completed in the next few days.
A board of inquiry will also be conducted into Lieut. Saunders' death. It will be separate from another that will examine the fire, she added.
Personnel from a seemingly calm Canadian navy addressed the media both Tuesday and Wednesday. Everyone except those on board the sub seemed completely unaware of the severity of the fire or the extent of the crew members' injuries.
This was blamed in part on the limited communications between the Chicoutimi, which was without power, and members of both the Canadian and British navies.
'Obviously it was a very difficult situation,' Gen. Ray Henault, chief of defence staff, said in Ottawa. 'They had lost propulsion, they had lost their ability to communicate, except using cellular phones, and so the first information we received was a little confused.'
'Over time, since the event occurred, we were given assurances, we were given facts as well, and we are only now starting to understand what really happened.'
Gen. Henault said the event, which he described as 'serious,' developed very quickly but staff handled it appropriately.
'What I can say with pride is that the crew took all necessary steps. They were very well-trained to save the



A sailor from the HMCS Chicoutimi walks past an ambulance at Sligo airport in Ireland on Wednesday. (CBC Television)

vessel and to save the crew.'
He said the medical staff from the Montrose, a Royal Navy frigate, was doing a complete physical check of the crew still on board, especially the six others with smoke inhalation.
The crew will be in for another rough day today.
D.H. Buster Brown, who spent 23 years aboard submarines, said the crew might find their vessel to be a spooky place.
'It's eerie, the submarine is crippled,' Mr. Brown said. 'You just feel helpless, you know. You're at the mercy of the sea.'
At a news conference earlier in the day, Commodore Tyrone Pile, commander of Canadian Fleet Atlantic, said other Royal Navy vessels were on their way to the Chicoutimi, which was caught in six-metre-high seas.
Most crucial were a couple of towing ships, expected to reach the stricken submarine Wednesday and today.
If the weather co-operates, Commodore Pile said, the Chicoutimi will be towed to a naval base in Faslane, Scotland, starting on Friday, probably arriving there on Monday.
The submarine's propulsion system is not expected to be repairable at sea.
The Canadian sub, purchased from Britain, was making its maiden voyage to Halifax when the fire broke out.
Skipped by Cmdr. Luc Pelletier, the Chicoutimi was to have arrived in Halifax on Oct. 18.
After having a day to assess the damage, the navy upgraded the fire's status from minor to serious.
'The damage caused by the fire was more extensive than first thought,' Commodore Pile said, noting they still don't know the cause. 'This was a

The fire damaged the command officer's cabin and an electrical room on a floor below.
He said cables in those rooms were severely damaged and most of the portable firefighting equipment aboard the submarine was needed to put it out.
The commodore could not say if it had been those fighting the fire who were injured.
On Tuesday there was also a second fire, which the navy deemed more routine, aboard the Victoria-class submarine.
Not long after the first blaze, another fire was started by an oxygen generator.
Commodore Pile said the generator, used to keep the air breathable in a submarine, is ignited by a shotgun shell type cartridge that occasionally results in a fire.
'The crew followed standard emergency operating procedures and this fire was quickly extinguished.'
A similar fire occurred on Chicoutimi's sister sub HMCS Windsor last spring.
He said the fires were unrelated.
Lt.-Cmdr. Jim Pope, who had seen the Chicoutimi in the UK before it was turned over to Canada, said no problems had been detected with the vessel's wiring that would have led to Tuesday's fire.
'There were none that had anything to do with this,' he said at the media briefing Wednesday.
Some of the Chicoutimi crew have been in the UK for more than a year working to bring the sub to Canada, with some crew there longer after being transferred off sister sub HMCS Corner Brook.
The fires aboard the Chicoutimi are just the latest in a series of problems associated with four second-hand submarines Canada bought from Britain, including cracked valves and floods.
The fires on the Chicoutimi will further delay an already-behind schedule to get all four subs operational.
During Wednesday's briefing, Commodore Pile said HMCS Windsor also dealt with an emergency Wednesday when a crew member was swept overboard by a wave while untangling fishing line from the sub.
'The man was recovered immediately by a rescue swimmer, which is standard procedure.'
He said neither man was injured and returned immediately to duty.
The Windsor is doing routine patrols off Canada's east coast.

FOOD FOR THOUGHT

Men are the funniest things since Silly Putty.
— Florence King

THE DAILY BUZZ

On Tuesday, we asked: Should advertising for Nova Scotia's casinos include a label warning that gambling can be addictive?
A total of 1,509 voters were cast: 1,224 (81%) said Yes, 285 (19%) said No.
To vote on today's question, visit the Herald's online polling booth at www.herald.ca

CORRECTION

The Canadian Press erroneously reported Tuesday that Mount St. Helens has a 13,460-metre high rim. In fact, it has a 2,550-metre high rim.

LOTTERIES

Wednesday's unofficial winning numbers:
Keno: 4, 5, 6, 8, 9, 16, 18, 22, 30, 38, 40, 43, 50, 53, 54, 55, 56, 64, 68 and 70.
Tag: 612949.
6-49: 20, 26, 29, 31, 40 and 49. Bonus: 18.
Atlantic 49: 1, 7, 34, 42, 43 and 44. Bonus: 3.

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Prime Minister Paul Martin, flanked by Deputy Prime Minister Anne McLellan and Transport Minister Jean Lapierre leads MPs in a moment of silence for Lieut. Chris Saunders in the House of Commons on Wednesday. (FRED CHARTRAND / CP)

Sacrifice recalled

continued from / A1
'I will in my prayers tonight remember Lieut. Saunders' sacrifice, Mrs. Saunders and her family. And anything the official Opposition can do to assist the government in dealing with the family, I will certainly be happy to do.'
Gilles Duceppe, leader of the Bloc Quebecois, also said the time for discussing the circumstances of the death would come later.

Advertisement for a 2004 Volvo S60 sedan. The image shows the car from a front-three-quarter view. Text includes '2004 VOLVO S60' and 'LEASE FROM'.



**City police probe car-wash murder** **P4**

**'Reprehensible' misuse of funds found by auditor** **P8**

**Thursday**

March 7, 2002

Hallfax Vol. 29 No. 148



Rain/snow

High: 3 Low: -7

Weather /47

[canada.com/halifax/dailynews](http://canada.com/halifax/dailynews)

# THE DAILY NEWS

Quote/unquote

“ We keep telling her she owes him a lung.”

— GARY FRASER

His daughter Bonnie got a new kidney, transplanted from her brother, Chris /5

# Sub floods

Sailors hurriedly bailed out their boat during sea trial

Page 3

Workers repair HMCS Windsor yesterday in Halifax.



Mayor Jean Tremblay is flanked by the crew of HMCS Chicoutimi during the submarine's renaming ceremony earlier this month. A small fire broke out aboard the latest submarine addition to the Canadian fleet off the coast of Ireland on Tuesday. One submariner, Lieut. Chris Saunders, has died. (CP)

# 'You can imagine the shock and horror'

continued from A1

With two minutes remaining in the final game of the Cock of the Walk floor hockey tournament, Lieut. Saunders fired a shot past the goalie to make the score 4-3. A teammate scored soon after to seal the game.

His teammates could not be reached on Wednesday night.

Canadian navy officials said Lieut. Saunders died at a hospital in Sligo, in northwestern Ireland, after he was airlifted from the badly damaged submarine. At the time, the sub was drifting without power in rough seas about 200 kilometres off the Irish coast.

Families of the crew on board the Chicoutimi were told of Lieut. Saunders' death Wednesday night at a private meeting at the Military Family Resource Centre in Halifax.

A spokeswoman with the navy who was at the meeting said the news left people reeling.

"You can imagine the shock and horror," Lt.-Cmdr. Denise Laviolette said later that night.

"The last information we had was that all three folks were stable and they had an opportunity to get them ashore, and the next thing we hear is that Lieut. Saunders had passed away."

Lt.-Cmdr. Laviolette said one can only imagine how this kind of news can rock a small community like that of submariners and their families.

"Absolute shock," she said. "Our thoughts and prayers are with his family."

As per the family's request, the navy would be not be releasing any further information until today, Lt.-Cmdr. Laviolette added.

Sonya Bridge with the resource centre said she couldn't comment on whether Lieut. Saunders' family had sought their support services but said many other families were calling.

"There were a lot of families at the meeting and of course there are extended families across the country that will be hearing the news."

Commodore Tyrone Pile, the commander of Canadian Fleet Atlantic, agreed that many families would be grieving.

"As you can well imagine, I'm shocked. This is a huge shock for the submariners' community and everyone in a uniform tonight," he said wearily.

Ms. Bridge said the submarin-



The blinds were drawn at the suburban Halifax residence of Lieut. Chris Saunders, who died from injuries he suffered on HMCS Chicoutimi on Wednesday. The Victoria-class submarine was heading to Canada from Scotland when a fire broke out, injuring several crew members. Lieut. Saunders died after being airlifted to hospital in Ireland. (ANDREW VAUGHAN / CP)

ers' community is pretty tight-knit, maybe even more so than other branches of the Forces. She figured it could have a lot to do with the limited communication sailors and their families have.

Submarines don't have e-mail access and phone time is sparse, she said.

"Phone calls pretty much don't happen or they certainly don't happen on a regular basis," she said. "I think they get about half-an-hour a week to call when there's a deployment."

"Most of our families in general are very strong and adaptable and resilient, but in particular the submariners' families."

The unfortunate news soon touched the former Canadian Forces community as well. Pierre Alarie, a recently retired submariner from Cole Harbour, was deeply saddened to hear of his friend's death.

"It's very, very tragic," said Mr. Alarie, who used to work with Lieut. Saunders. "He was a nice person. I'm so sad that someone (like him) lost his life."

Mr. Alarie said he experienced a few minor submarine fires over his career, but added that the crews on board are trained to use firefighting equipment in case of an emergency.

"We went through many drills on how to control the smoke, how to put out the fire

and so on," he said.

"But if you can't reach the fire right away, it has a chance to take hold and the next thing you know, you have a major fire."

Mr. Alarie said it doesn't take long for smoke to knock you out when you live in a confined area.

"With the smoke you may have (inhaled), there's no chance of getting you air. Smoke will stay there and whatever burns is toxic."

A retired sailor who now works as a local cab driver said Wednesday night that the submariners he knew were "a tight-knit family."

"They work together. They play hard, they work hard and they're committed to one another," said Bernard Joyce, who frequents the North End Pub on Gottingen Street where many submariners socialize after work.

Mr. Joyce said tragedies like this may not happen if the federal government didn't invest money in what he calls "used vehicles."

"We could have built subs of our own or went shopping in the U.S., probably at a cheaper price," he said.

"The government owes a commitment to all of the sailors that are out there of safety first. It's unfortunate."

(jstewart@herald.ca)  
(klipscombe@herald.ca)

# 'Flood, flood, flood'

Sea water flowed into submarine during a training exercise

By CHRIS LAMBIE  
The Daily News

The crew of Canada's newest submarine desperately bailed out sea water with yogurt containers and sleeping bags Monday night, fearing the water would create a deadly poisonous gas if it touched the craft's batteries.

About 2,000 litres of sea water spilled into *HMCS Windsor* after someone turned a switch the wrong way.

The sub — on the first day of a two-week training exercise off Nova Scotia — was already heading home to fix one problem when the crew discovered the water around 6:30 p.m., sloshing ankle-deep above a sealed battery compartment.

"Sea water and battery acid is chlorine gas," said Lt.-Cmdr. Art Wamback, the sub's commander.

Though the battery compartment is designed to be watertight, *Windsor's* 61-person crew donned emergency-breathing gear in case any leaked through and filled the sub with toxic gas.

While the sub rose immediately just close enough to the surface to use its periscope, crewmembers said it took them about two hours to clean up the mess.

"We were using yogurt containers and anything that can pick water up," said one crewman, who spoke on condition of anonymity.

"Everybody knows that salt water and battery acid does not mix."

He said his heart went into overdrive when one of his shipmates started yelling, "Flood, flood, flood."

Everyone hurried to get the water into the sinks, where it could be flushed out of the sub.

"You get down and you do the job, because you know if you don't, you're going to die," he said. "The people tank is where we live, and water in the people tank is a bad thing."

Tests afterward showed no water leaked into the battery compartment, Wamback said.

The sub was cruising at periscope depth and surfaced within seconds, but some of *Windsor's* crewmembers were spooked by the leak.

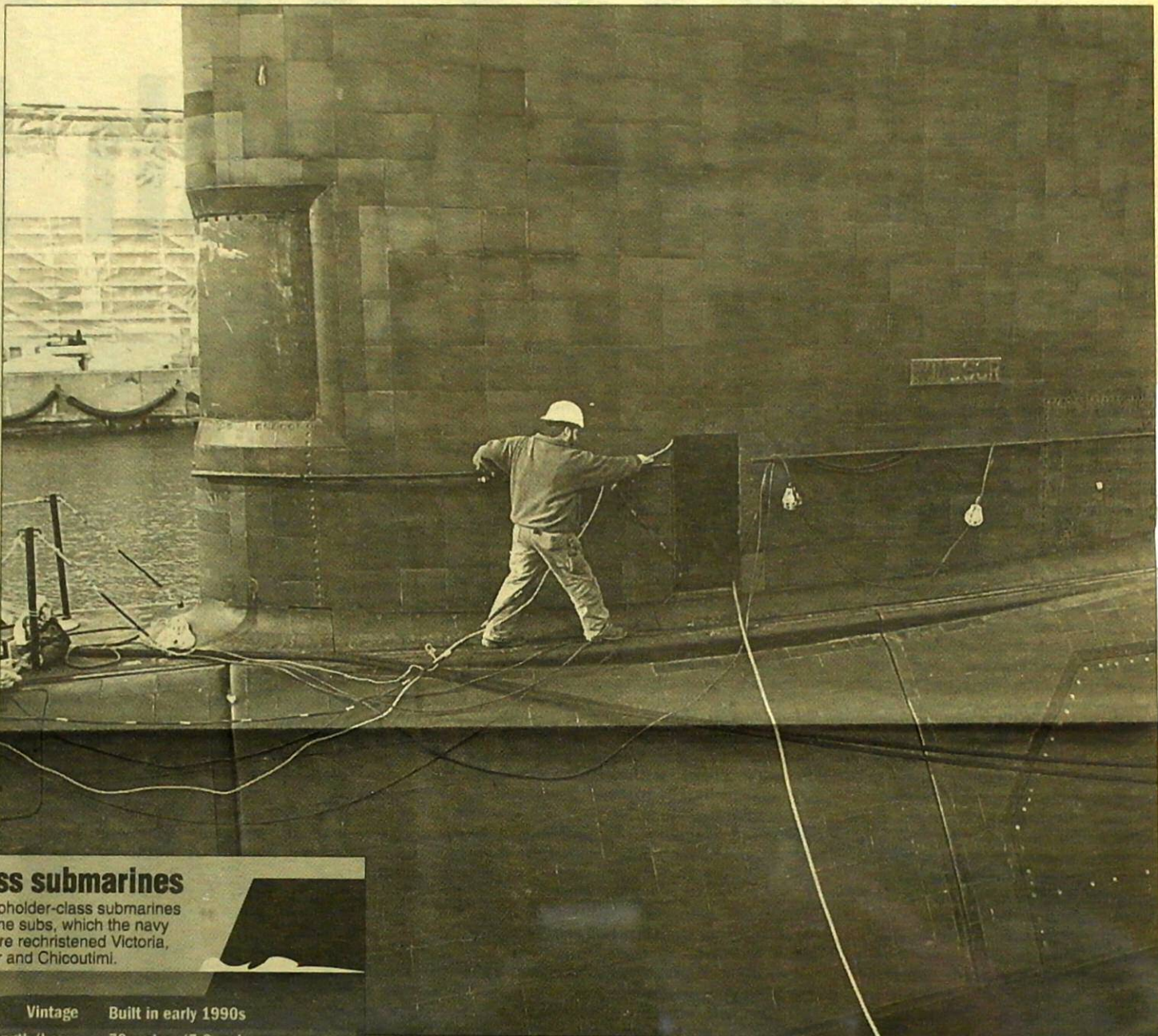
"It was deep enough to scare the s-t out of a lot of people," said another submariner, who spoke on the condition of anonymity.

"By the time we got up, it was enough to make people panic quite a bit."

The crew feared water might get through the battery compartment hatch, which is screwed down, and create the deadly gas, said the crewman. "I know for a fact that sometimes those hatches aren't sealed completely," he said.

The water overflowed into the sub from one of its compensating tanks designed to give the vessel neutral buoyancy.

"It was human error," Wamback said, adding a team of submariners thought they were emptying the tank, when they were actually filling it.



SCOTT DUNLOP

Repair crews were busy working on *HMCS Windsor* yesterday at the navy dockyard in Halifax. The submarine had to halt a training exercise at sea Monday after a serious mistake.

## Some fear subs tied up too long

By CHRIS LAMBIE  
The Daily News

Some submariners are wondering if their new boats were out of service too long before Canada bought them.

The subs were in operation for just three years before Britain mothballed them in 1994 to concentrate on its nuclear fleet. Canada bought the four used diesel-electric subs in 1998 in a package deal worth \$750 million.

"They were tied up alongside too long," one Halifax submariner said, on the condition of anonymity.

"These submarines have had problems almost like they're jinxed at times."

*HMCS Windsor's* commander, Lt.-Cmdr. Art Wamback, called the problems "teething pains," adding he's still confident in the submarine.

"It's frustrating because you think you buy something from the shop, can get right on to it and carry on," he said. "But that's not always the way it works."

### Victoria-class submarines

Canada bought four Upholder-class submarines from Britain in 1998. The subs, which the navy calls Victoria class, were rechristened *Victoria*, *Corner Brook*, *Windsor* and *Chicoutimi*.

Vintage	Built in early 1990s
Length/beam	70 metres/7.6 metres
Displacement	1,700 tonnes
Engines	Diesel electric to charge batteries
Propulsion	Electric motor turns single propeller
Speed	Exceeds 12 knots/22 km-h
Crew	48
Diving depth	Exceeds 200 metres
Range	8,000 nautical miles/15,000 km

Source: DND, Jane's Defence Weekly

DAILY NEWS GRAPHIC

One submariner, who requested anonymity, said some of crew weren't keen about heading to sea Monday.

The night before sailing, many of the crewmen watched a television documentary about the August 2000 sinking of the Russian sub *Kursk* in the Barents Sea near the Arctic Circle. All 118 Russian sailors perished after an apparent explosion crippled the sub, sending it plummeting 150 metres to the sea floor.

The *Windsor* had run into trouble earlier Monday after about 200 litres of water leaked into an external hydraulic system. At a depth of 55 metres, a seal the size of a kitchen tap washer gave way on a motor that can raise and lower a snorkel system to suck fresh air into the sub from the surface, Wamback said.

The sub is expected to head out to sea again Monday.

The anonymous submariner said he's concerned *Windsor*, which had two leaks on Monday during its first training exercise, is being sent to sea too soon — and before equipment changes are made — for good public relations.

"A lot of us feel it's kind of a political decision to get the *Windsor* out to sea because there are so many delays," he said.

One of the major delays for the program was caused by potentially life-threatening flaws discovered in 1999 in the welds of high-pressure air pipes on three of the four submarines. And then a leaky weld on one of *Windsor's* fuel tanks appeared.

*HMCS Victoria* was the first of the four subs to sail into Halifax in October 2000. It hasn't left since.

Adding a series of Canadian parts to the subs has taken much longer than military brass predicted. *Victoria* isn't supposed to be ready for action until the spring of 2003 and work on the other subs hasn't started yet.





1870 ..... 1970

# CANADA'S ARCTIC NORTHWEST TERRITORIES

BEAR WITNESS THAT

L.S. GGA HOPKINS S/M OJIGWA

WHO SHARED IN THE CELEBRATION OF THE  
NORTHWEST TERRITORIES' CENTENNIAL  
AND GAVE DEMONSTRATION OF THE BOLD  
ADVENTUROUS SPIRIT OF TRUE ARCTIC EXPLORERS

WILL HEREAFTER BE RECOGNIZED AS  
AN HONOURABLE MEMBER OF THE:

## CENTENNIAL 1970 CHAPTER ORDER OF ARCTIC ADVENTURERS

GIVEN UNDER THE HAND AND SEAL OF  
CHIEF ADVENTURER



STUART M. HODGSON  
COMMISSIONER OF THE NORTHWEST TERRITORIES

WITNESS \_\_\_\_\_



# Third Canadian Escort Squadron

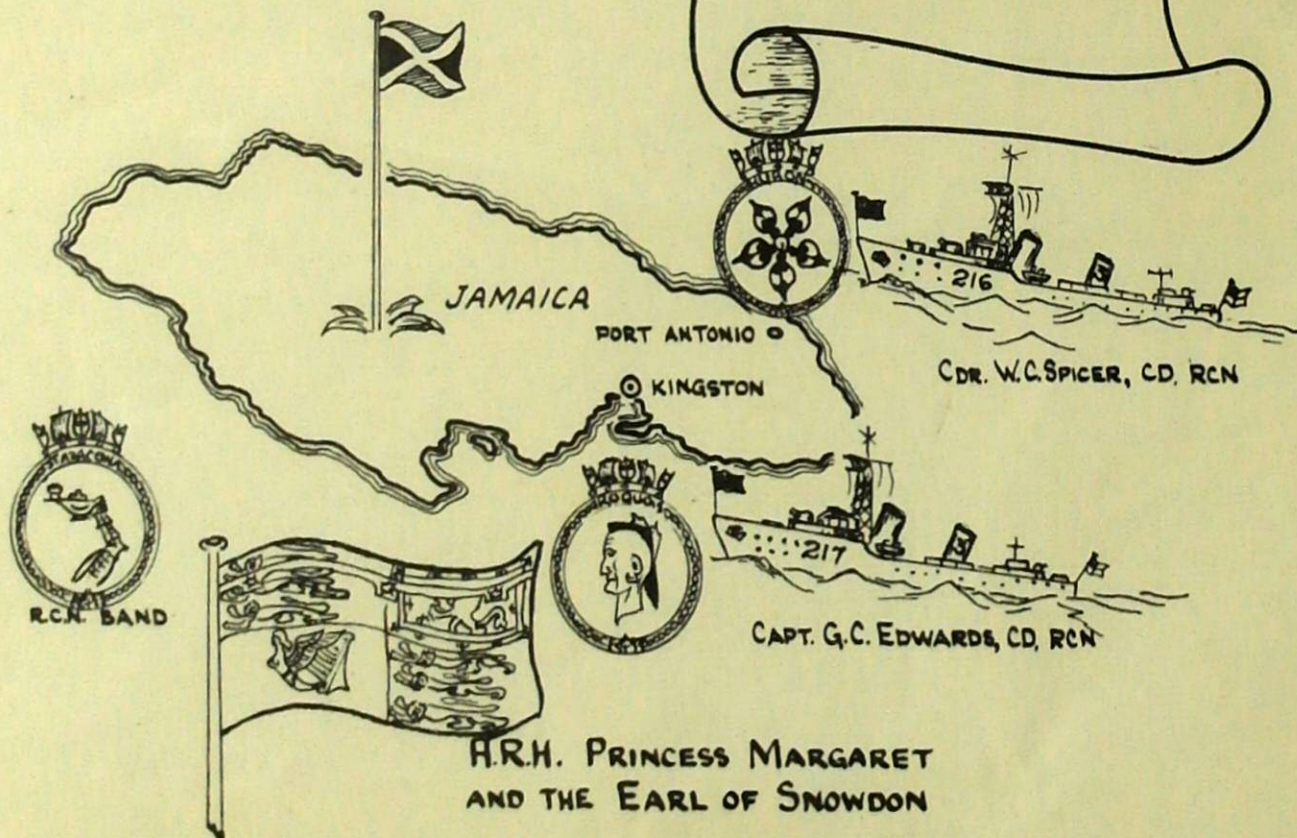
Capt. G.C. Edwards, CD, RCN

## JAMAICA INDEPENDENCE CRUISE

### Jamaica's National Flag containing:

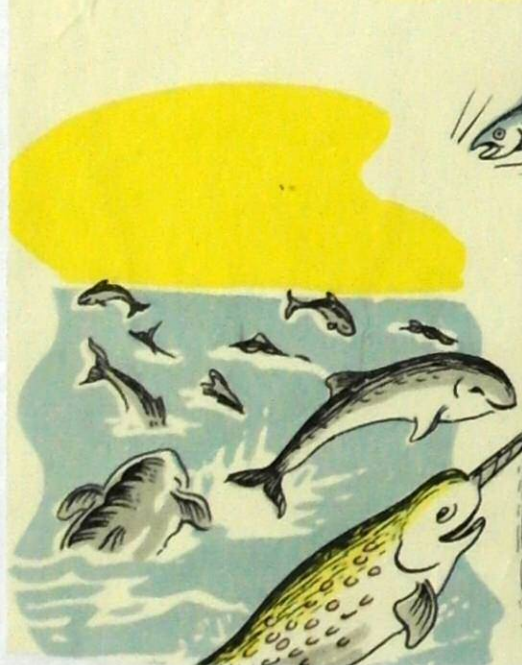
Black - for hardships overcome  
and those yet to be faced.  
Gold - for the natural wealth  
and sunshine of Jamaica.  
Green - for the hope and  
agricultural resources  
she holds.

This is to certify  
that the bearer  
Gary HOPKINS  
was present at  
PORT ANTONIO  
Jamaica, on  
Independence Day;  
6 Aug 1962, in  
HMCS HURON





**B**ear witness that ..... **G.G.F. Hopkins.**  
of Her Majesty's Ship **Aeneas.**  
did on this **18th** day of **April** ..... **1964.**  
cross the Line at Long. **11°15'W.** and  
that the aforesaid having observed  
the proper rites of ceremony, was  
baptised at the hand of His Most  
Gracious Majesty King Neptune, who  
according to the Law of the High  
Seas, pronounced him a **Son of Neptune**  
thereby permitting him to cross the  
Line at any future date unmolested  
by any creature of the Deep.  
Certified this day above written and  
given under our hands and seal.



*Eric Ford*

*Captain R.F.*



# Proclamation

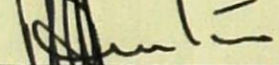
To All Seamen & Others of Our Subjects: be it known by these Presents that

L.S. HOPKINS of HMS Protector

did, with Our Consent, cross the Arctic Circle to enter Our Northern Domain in Lat.  $66^{\circ}33'N$  Long.  $58^{\circ}W$  on 18 AUG. 1970

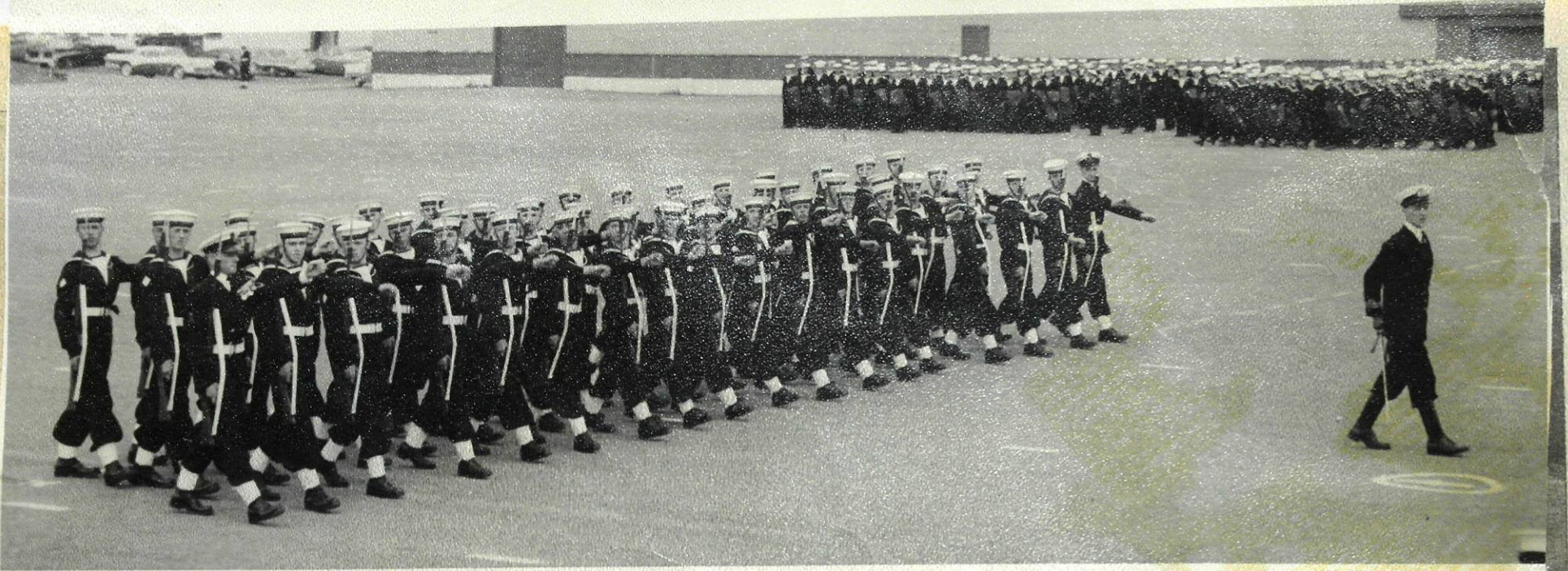
He therefore becomes a true & trusty Frostbitten Companion and All Narwhals, Whales, Polar Bears, Seals and other Northern Denizens are bidden to render due Homage & Respect to His Frostiness.

Signed: *Neptunus Rex*  
Ruler of the Ocean Sea.

Attested:   
Commanding Officer.

**ROKFA**  
Registrar





Crew members go sightseeing.



Cornwallis 1958

05 HOPKINS L to R  
Back row 4th from left.

# CITIES and TOWNS VISITED IN THE NAVY 1958 – 1995 GGA. HOPKINS 45633-H

<u>PLACE</u>	<u>COUNTRY</u>
<u>ADEN</u>	<u>YEMEN</u>
<u>ACAPOCO</u>	<u>MEXICO</u>
<u>AMSTERDAM</u>	<u>HOLLAND</u>
<u>BALBOA</u>	<u>PANAMA</u>
<u>BELFAST</u>	<u>IRELAND</u>
<u>BOSTON</u>	<u>USA MASS.</u>
<u>CAMBELLTOWN</u>	<u>CAN NB</u>
<u>CANSO</u>	<u>CAN NS</u>
<u>CAPE TOWN</u>	<u>S. AFRICA</u>
<u>CHARLESTON</u>	<u>USA VIRGINIA</u>
<u>CHARLETTOWN</u>	<u>CAN PEI</u>
<u>CHATHAM</u>	<u>ENGLAND KENT</u>
<u>CHURCHILL</u>	<u>CAN MB</u>
<u>COLON</u>	<u>PANAMA</u>
<u>CHRISTOBAL</u>	<u>PANAMA</u>
<u>COPANHAGAN</u>	<u>DENMARK</u>
<u>CORNWALLIS</u>	<u>CAN NS</u>
<u>DAKAR</u>	<u>W. FRENCH AFRICA</u>
<u>DIGBY</u>	<u>CAN NS</u>
<u>DEN HELDER</u>	<u>Holland</u>
<u>Durban</u>	<u>S. AFRICA</u>
<u>FORT LAUDERDALE</u>	<u>USA FLA</u>
<u>FUCHAL</u>	<u>MADIERA</u>
<u>GIBRALTAR</u>	<u>GIBRALTAR</u>
<u>GLASGOW</u>	<u>SCOTLAND</u>
<u>GOSPORT</u>	<u>ENGLAND [RN BOATS]</u>
<u>HALIFAX</u>	<u>CAN NS</u>
<u>HAMILTON</u>	<u>CAN ONT.</u>
<u>HAMILTON</u>	<u>BERMUDA</u>
<u>HELENSBOURGH</u>	<u>SCOTLAND [RN BOATS]</u>
<u>HOLY LOCH</u>	<u>SCOTLAND [SUBS USA]</u>
<u>IZMIR</u>	<u>TURKEY</u>
<u>INVERNESS</u>	<u>SCOTLAND</u>

33

30 ~~18~~ Countries  
94 Ports

<u>IRELANDS ISLAND</u>	<u>BURMUDA</u>
<u>KEY WEST</u>	<u>USA FLA</u>
<u>KINGSTON</u>	<u>JAMACIA</u>
<u>LAUZON</u>	<u>CAN QUE.</u>
<u>LIVERPOOL</u>	<u>ENGLAND</u>
<u>LIVERPOOL</u>	<u>CAN NS</u>
<u>LISBON</u>	<u>PORTUGAL</u>
<u>LOCH ARRICA</u>	<u>SCOTLAND</u>
<u>LONDONDERRY</u>	<u>IRELAND</u>
<u>LONDON</u>	<u>ENGLAND</u>
<u>LUNENBURG</u>	<u>CAN NS</u>
<u>MANCHESTER</u>	<u>ENGLAND</u>
<u>MARSAILLE</u>	<u>FRANCE</u>
<u>MOMBASSA</u>	<u>KENYA</u>
<u>MONTREAL</u>	<u>CAN QUE</u>
<u>NANOOSE</u>	<u>CAN BC</u>
<u>NASSAU</u>	<u>NASSAU</u>
<u>NEW LONDON</u>	<u>USA CONN.</u>
<u>NEW YORK CITY</u>	<u>USA NY.</u>
<u>NEW CASTLE</u>	<u>ENGLAND</u>
<u>NORFOLK</u>	<u>USA VIR.</u>
<u>OSLO</u>	<u>SWITZERLAND</u>
<u>PANAMA CITY</u>	<u>PANAMA</u>
<u>PORT ANTONIO</u>	<u>JAMACIA</u>
<u>PORTLAND</u>	<u>ENGLAND</u>
<u>PORTSMOUTH</u>	<u>ENGLAND</u>
<u>PORT HAWKSBURY</u>	<u>CAN NS</u>
<u>PORT OF SPAIN</u>	<u>TRINIDAD</u>
<u>PORT SAID</u>	<u>EYGPT</u>
<u>PLYMOUTH</u>	<u>ENGLAND</u>
<u>QUEBEC CITY</u>	<u>QUEBEC</u>
<u>RANKIN INLET</u>	<u>CAN MB</u>
<u>ROTHCYTH</u>	<u>SCOTLAND</u>
<u>ROTHSAY</u>	<u>SCOTLAND</u>
<u>SAN DIEGO</u>	<u>USA CALF</u>
<u>SAN JUAN</u>	<u>USA PORTO RICO</u>
<u>SALENA CREEK</u>	<u>MALTA</u>



<u>SETUBAL</u>	<u>PORTUGAL</u>
<u>SEZIMBRA</u>	<u>Portugal</u>
<u>SIMONSTOWN</u>	<u>S. AFRICA</u>
<u>SHELBOURNE</u>	<u>CAN NS</u>
<u>SOUTHAMPTON</u>	<u>ENGLAND</u>
<u>ST GEORGES</u>	<u>BERMUDA</u>
<u>ST JOHN</u>	<u>CAN NB</u>
<u>ST JOHNS</u>	<u>CAN NFLD</u>
<u>ST LUCIA</u>	<u>W. INDIES</u>
<u>ST MARTIN</u>	<u>W. INDIES</u>
<u>STOCKHOLM</u>	<u>SWEDEN</u>
<u>SUEZ CANAL</u>	<u>PANAMA</u>
<u>SUMMERSIDE</u>	<u>CAN PEI</u>
<u>SUNDERLAND</u>	<u>ENGLAND</u>
<u>SYDNEY</u>	<u>CAN NS</u>
<u>TARBOT</u>	<u>SCOT</u>
<u>TOBAGO ISLAND</u>	<u>TRINIDAD</u>
<u>TOULON</u>	<u>FRANCE</u>
<u>VICTORIA</u>	<u>CAN BC.</u>
<u>VALETTA HARBOUR</u>	<u>MALTA</u>
<u>VANCOUVER</u>	<u>CAN BC</u>
<u>WORKINGTON</u>	<u>ENGLAND</u>
<u>WEYMOUTH</u>	<u>ENGLAND</u>
<u>WINDSOR</u>	<u>CAN ONT'</u>

94

## ALPHABETICAL LIST OF COUNTRIES

<u>AFRICA</u>	<u>MALTA</u>
<u>BERMUDA</u>	<u>MADERIA</u>
<u>CANADA</u>	<u>PANAMA</u>
<u>DENMARK</u>	<u>PORTUGAL</u>
<u>EYGPT</u>	<u>SCOTLAND</u>
<u>France</u>	<u>SWEDEN</u>
<u>GIBRALTAR</u>	<u>TRINIDAD</u>
<u>HOLLAND</u>	<u>TURKEY</u>
<u>IRELAND</u>	<u>EAST INDIES</u>
<u>JAMACIA</u>	<u>WEST INDIES</u>
<u>KENYA</u>	<u>USA</u>
<u>NASSAU</u>	<u>YEMEN</u>
<u>MEXICO</u>	