



*Portsmouth England 1978*

**H.C.M.S. Ojibwa**

*Wright & Logan Ltd*

HISTORY OF OJIBWA  
SINCE COMMISSIONING  
23 SEPT 1965

PROPERTY OF P.O. HOPKINS

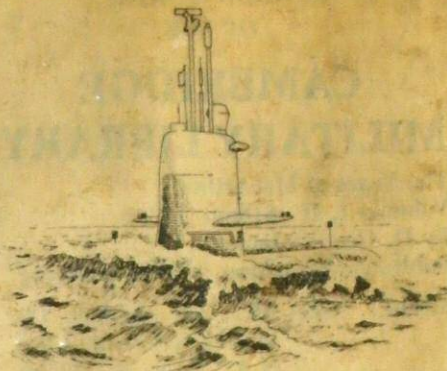
# THE SUBMARINE SIDE OF SEPTEMBER

PHOTOS PROCESSED & PRINTED ON BOARD BY SLT L.M. HICKEY



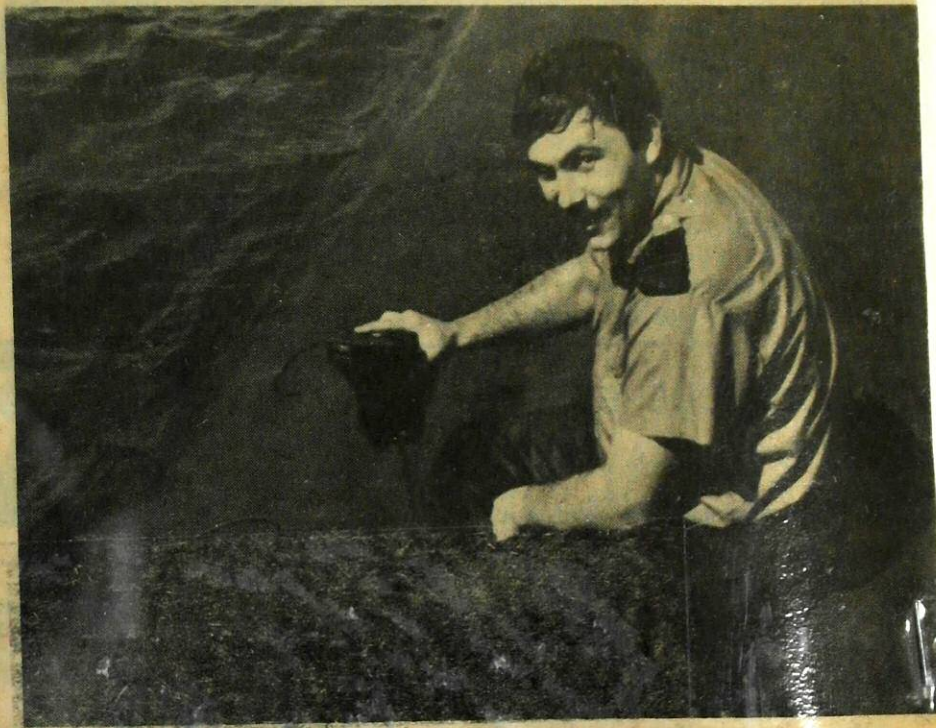
the glorious Orange surface forces (HMCS Athabaskan and HMCS Skeena) OJIBWA wreaked death and destruction on the Blue Forces, completely demoralizing them.

OJIBWA was again in Halifax on the evening of September 15 but was off bright and early the next morning to act as a vibrafoam target for the helos of HS423 and HS443. It was during this time that OJIBWA was involved in the salvage of a Halifax pleasure craft which had broken loose and drifted out to sea during a recent storm. After three days of this, OJIBWA proceeded south of the 1000 fathom line to do VP combat-readiness requirements and provide training in lost contact procedures with



the screaming silver terrors of the sky from VP 404, 405, and 415. On September 22 OJIBWA returned to Jetty 8 to start a SWP and provide her crew with the rest and time off that they so richly deserve.

*Slit Irvine removing half of the Atlantic Ocean from his starboard seaboot.*



*U.S.S. Richard E. Byrd at 1500 yards as seen through Ohjibwa's periscope during Phase I of Marcot SNFL '77.*

by Roger Ballast-Pump

It was a typical Halifax day (cold and dreary) as HMCS OJIBWA, one of Canada's three 'O' class submarines slipped from the silent submarine pier and proceeded out to again tempt the benevolence of the cold, briny depths. For the first four days the crew went through the rigors of ISE. During this period the crew exercised emergency evolutions in order to keep the high expertise level required in submarines at its peak. During the ISE period the opportunity was also taken for LCdr J. M. EWAN (Commanding Officer, HMCS OKANAGAN) to progress the final submarine qualification examination of SLT W.C. IRVINE.

On September 4, OJIBWA dieselled majestically into harbour to berth at Shearwater, one of the two military jetties in the Halifax-Dartmouth area

with drinkable water (at the time). During this brief interval with the ritual submarine "Bath of the Atlantic" Sunday was bestowed on OJIBWA's newly qualified officer. When all (almost) the fresh water tanks had been filled, the sinister black killer from the deep again set sail to commence Phase II of Marcot SNFL 77.

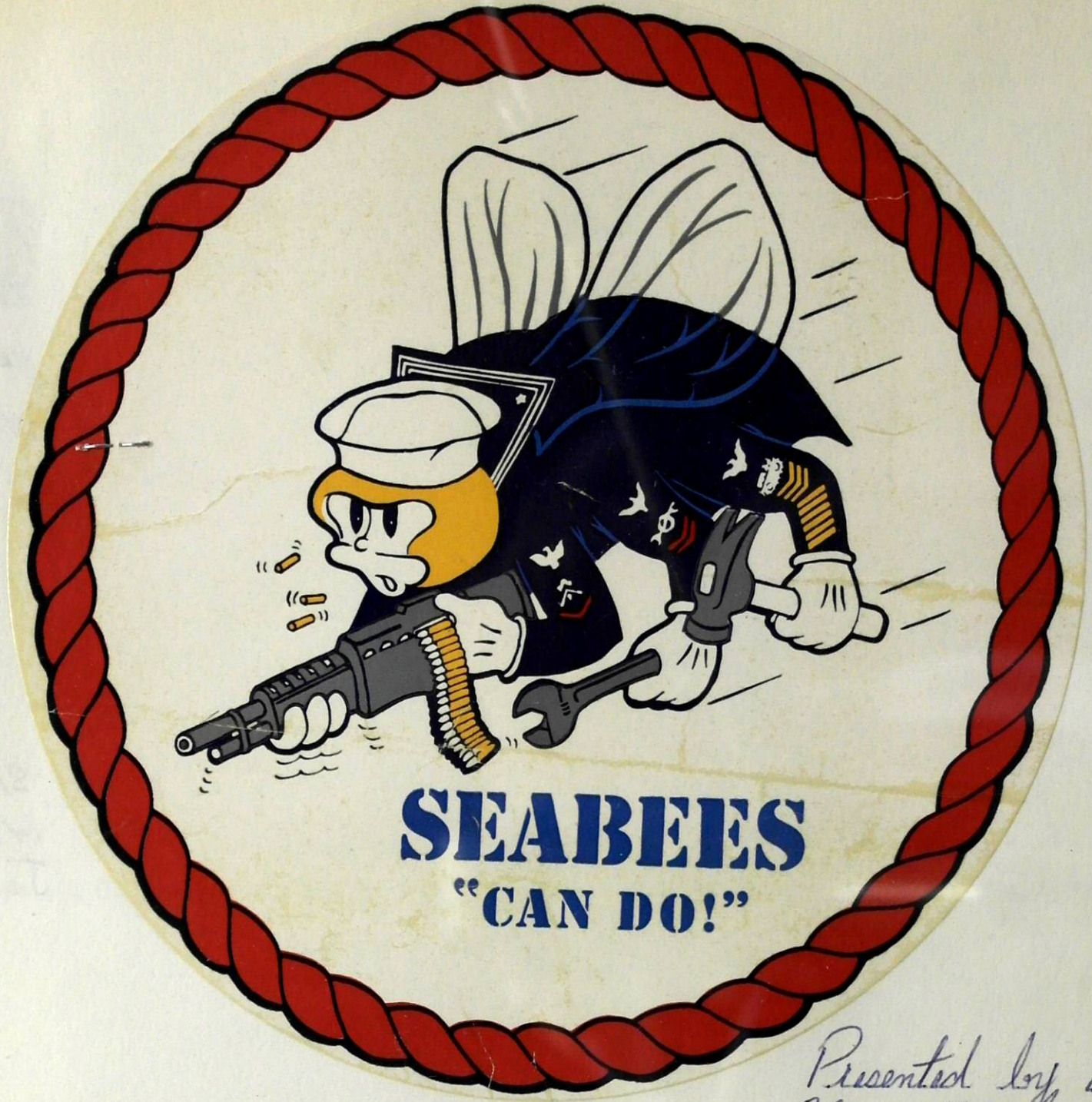
And so it was that on September 10, while the surface forces struggled to evade FDU (A) in Bedford Basin, OJIBWA regally entered the harbour for a 2 day port visit. On September 12, in the cold grey, pre-dawn light of Halifax, OJIBWA again returned to the local exercise areas to prepare for the TACEX phase of Marcot SNFL 77. As OJIBWA slid noiselessly through the cold silent reaches of King Neptune's realm the Blue Forces struggled to find the slightest trace of her passage. Assisted by

*AT SEA OFF BURMUDA DEC 77*



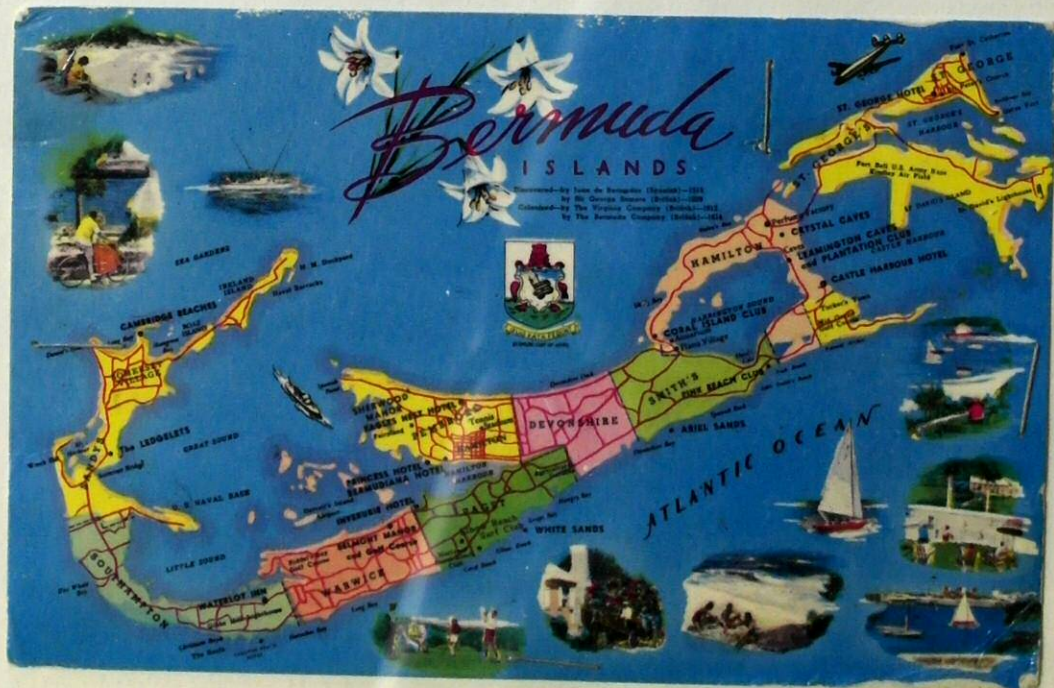
*P.O.  
Halifax  
at sea*

*94*



*Presented by C+PO's  
 Mess Kinny A.F. Base*

SAMANILLA ISLAND  
 Dec 77 + Jan 78





1977  
This photo was  
taken from Ojibwa  
periscope beneath  
HMCS/M  
Okanagan.

S/Lt Hickey  
MS Cassaden  
Jan, Ross Roads  
77



96

Nov. 77

YEAH! DECISIONS!  
I ASKED THE SUBBY FOR  
A COFFEE, AT THE SAME  
TIME ASSHOLE THERE  
ASKED HIM IF HE COULD  
HAVE A SMOKE. THEN  
THE ENGINE ROOM ASKED  
TO PUMP THE DOT.

IS IT  
SERIOUS DOC?  
WHAT  
BROUGHT  
IT ON?

Could be!  
SEVERE MENTAL STRAIN.  
USUALLY OCCURS TO SOME  
PEOPLE WHO ARE IN A  
POSITION WHERE THEY  
ARE CONSTANLY MAKING  
DECISIONS. HAPPENS  
TO THE BEST OF  
U.S. HITLER,  
NIXON, NIGHT  
CHEFS.

"PETTY" OFFICER NORWICH  
THE ENGINEER WANTS  
TO KNOW IF THATS  
WATER OR IS  
THAT NOT FUNNY  
ANYMORE, WHAT!

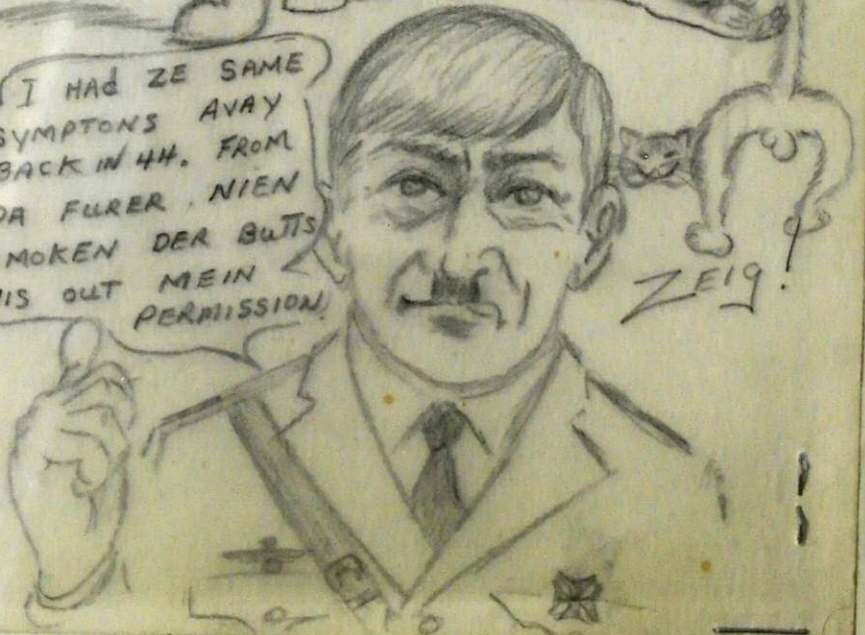
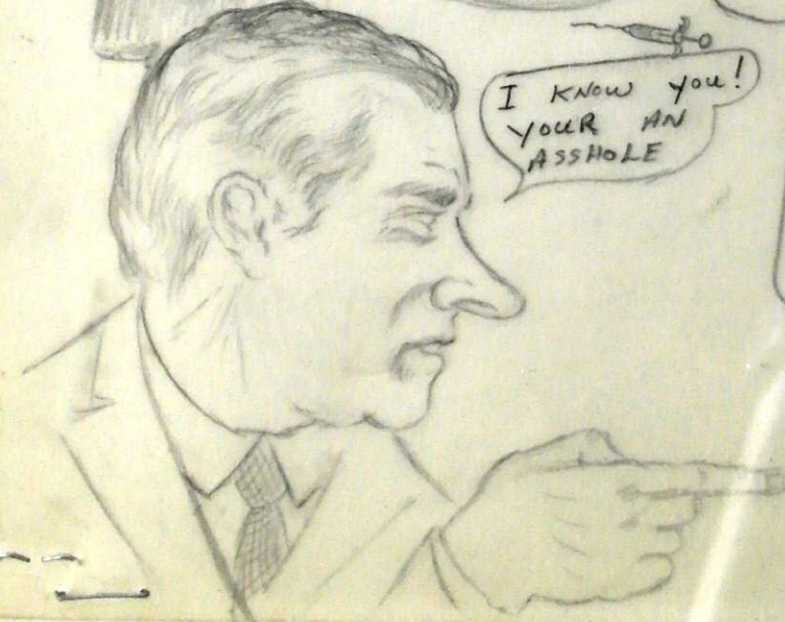
IT WAS NEAT,  
KAFUMP!



I KNOW YOU!  
YOUR AN  
ASSHOLE

I HAD ZE SAME  
SYMPTONS AWAY  
BACK IN 44. FROM  
DA FURER. NIEN  
SMOKEN DER BUTTS  
VIS OUT MEIN  
PERMISSION!

ZEIG!



# MERRY CHRISTMAS

I LIKE EVERYBODY  
KIPPERS TOO!

HAY CHEF!  
DONT LET YOUR  
MEAT LOAF..

WASNT LIKE  
THIS ON THE  
ONONDAGA

HAY  
GOOT  
CHRISTMAS  
ASSHOLE!

ZE 19

EVER GET THE FEELING  
WEVE LOST SOMETHING  
OVER THE YEARS?

COULD THIS BE IT?

SORRY,  
NOT TIL  
1900. RULES  
YOU KNOW

870

HEIL

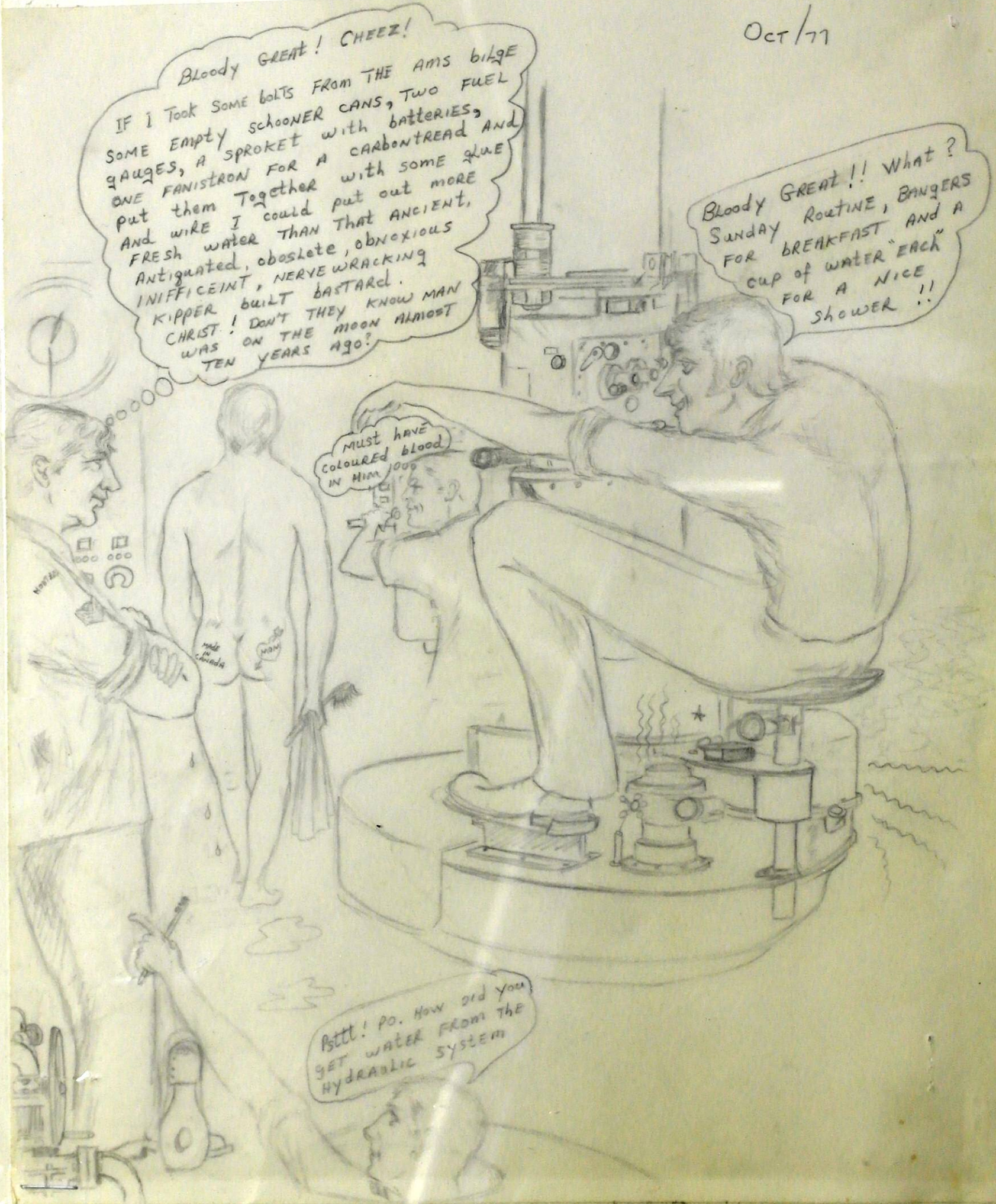
MARCO  
77

you! Hit  
THE SHOWERS.

MAYBE 78  
WILL BE BETTER

No, but its  
A START. USE  
THIS. ITS NEW,  
SO SHOULD MAKE  
IT EASIER TO  
FIND.

Oct/77

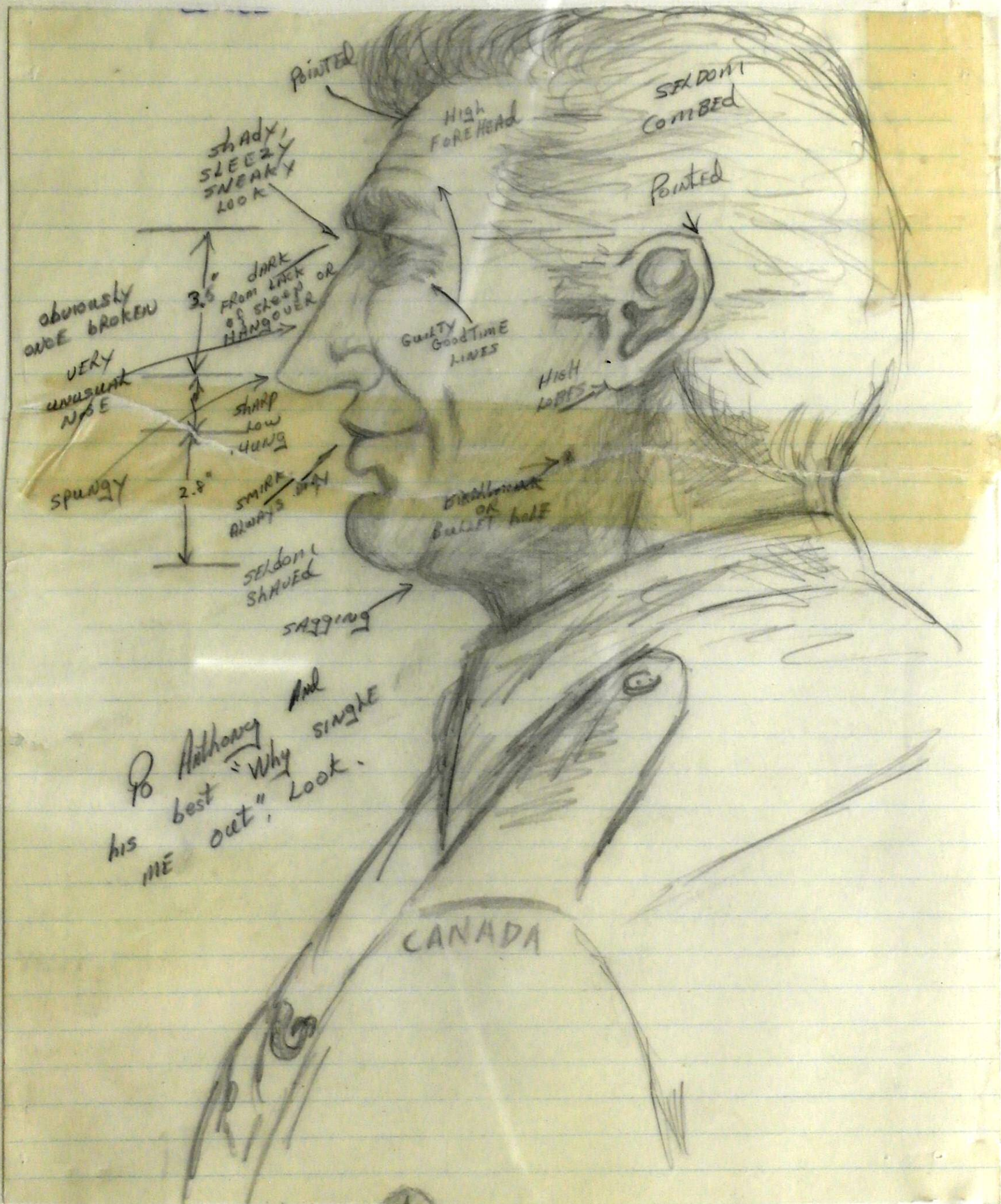


Bloody GREAT! CHEEZ!  
 IF I TOOK SOME BOLTS FROM THE AMS BIDGE  
 SOME EMPTY SCHOONER CANS, TWO FUEL  
 GAUGES, A SPROKET WITH BATTERIES,  
 ONE FANISTRON FOR A CARBONREAD AND  
 put them Together with some GLUE  
 AND WIRE I could put out MORE  
 FRESH WATER THAN THAT ANCIENT,  
 ANTIGUATED, OBSOLETE, OBNOXIOUS  
 INIFFICEINT, NERVEWRACKING  
 KIPPER BUILT BASTARD.  
 CHRIST! DON'T THEY KNOW MAN  
 WAS ON THE MOON ALMOST  
 TEN YEARS AGO?

Bloody GREAT!! What?  
 SUNDAY ROUTINE, BANGERS  
 FOR BREAKFAST, AND A  
 CUP OF WATER "EACH"  
 FOR A NICE  
 SHOWER !!

MUST HAVE  
 COLOURED BLOOD  
 IN HIM, OOO

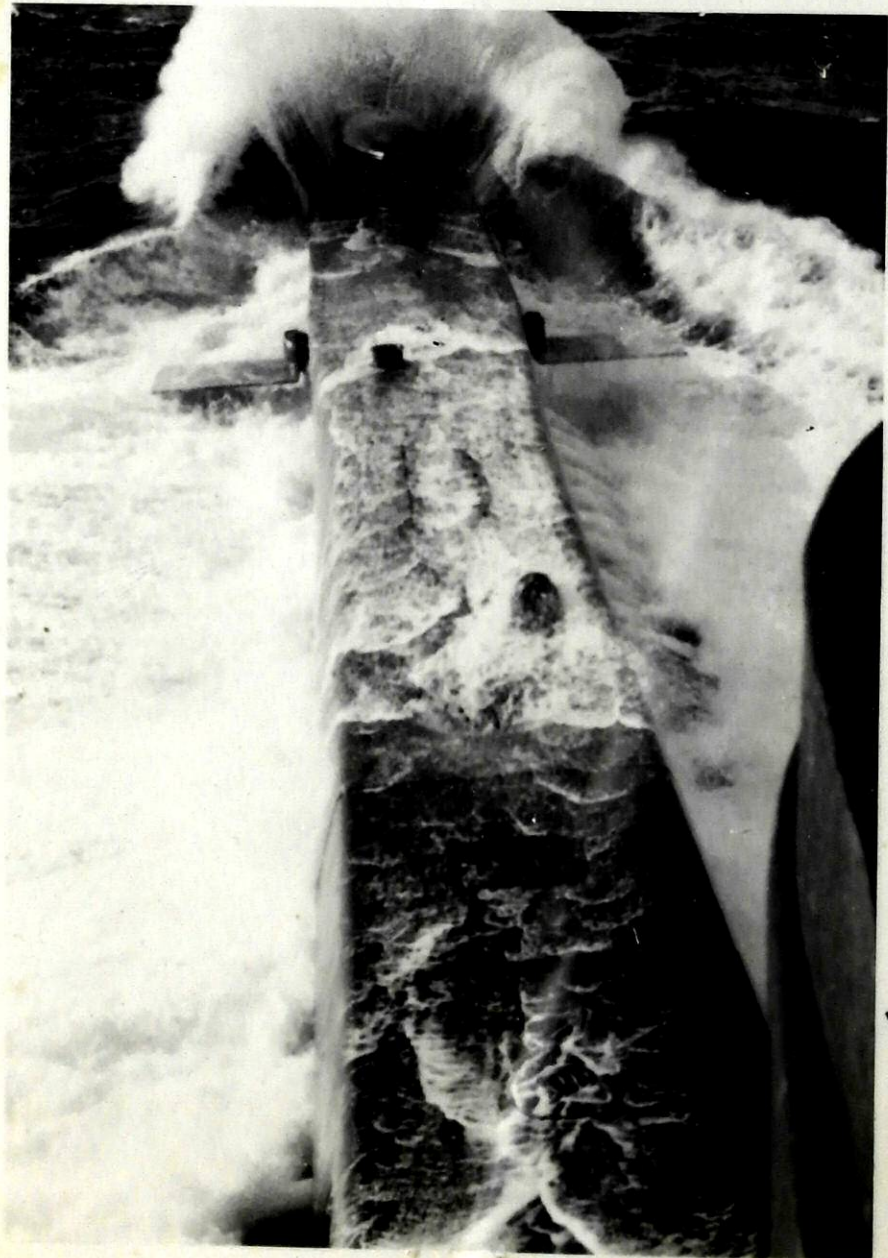
Psttt! PO. How did you  
 GET WATER FROM THE  
 HYDRAULIC SYSTEM



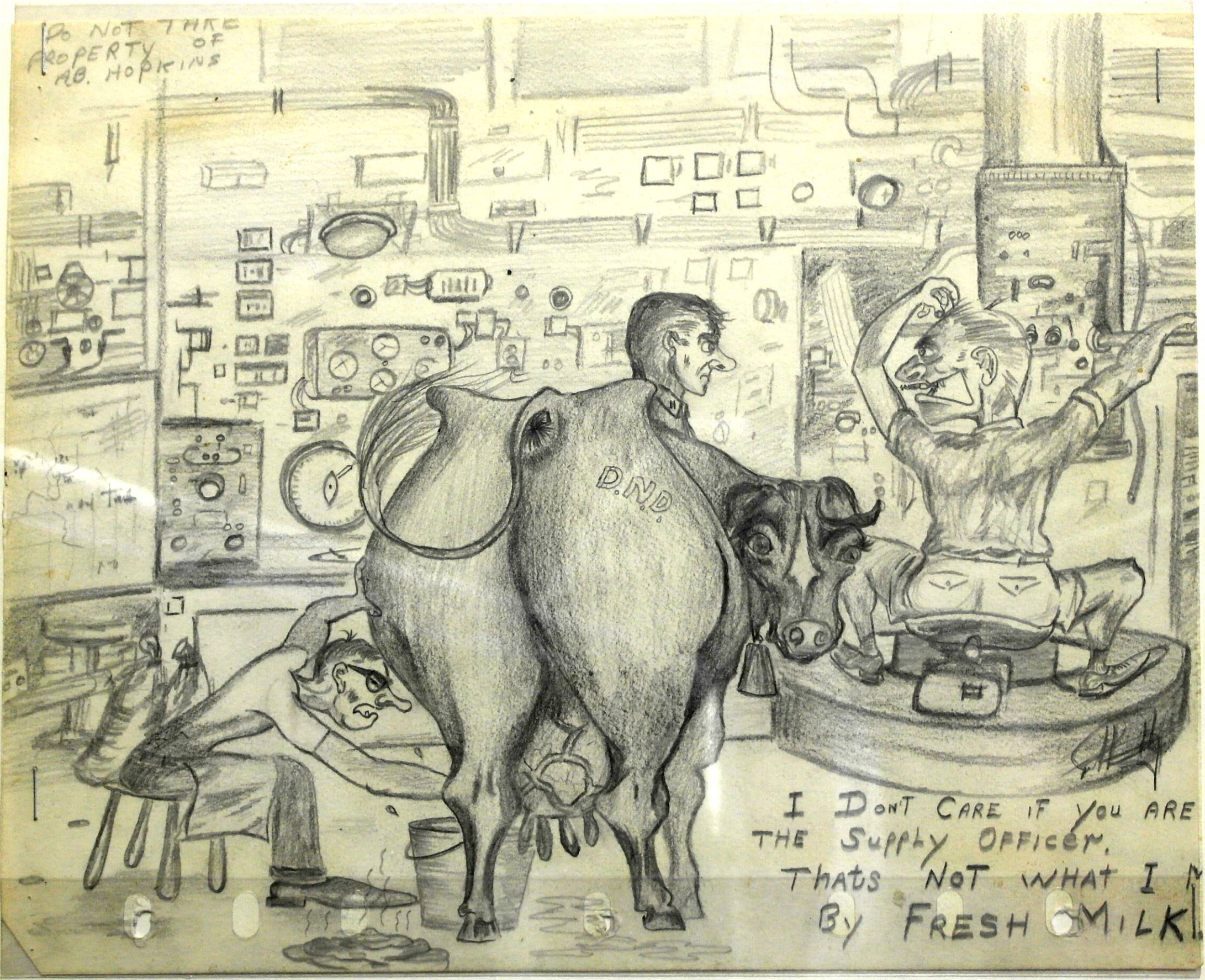
To Anthony and  
his best "Why SINGLE  
ME out" Look.

CANADA





DO NOT TAKE  
PROPERTY  
OF  
AB. HOPKINS



I DONT CARE IF YOU ARE  
THE SUPPLY OFFICER.  
THATS NOT WHAT I WANT  
BY FRESH MILK.



ex  
opkins of  
Not Touch

R.N. Boats WAS NEVER LIKE THIS!!!

# THEY ALL LIVE IN A CANADIAN SUBMARINE

Canada has four submarines. And, although there's no enemy, life in them isn't easy

Story and photos by David Shaw



Top: Lieutenant Commander Peter Cairns is captain of one of the three Oberon-type, diesel-electric submarines operating in Canada.

AN OCTOBER storm lashed the cold, bleak surface of the Atlantic, driving rain squalls and angry waves against the reeling boat. Her long, narrow hull, painted black as the night that shrouded her, bulbous snout and shark fin rising 30 feet above the sea, revealed her to be a modern killer of the deep — a submarine. Her Coke-bottle hull was pitching through a 60-degree arc, tossing supper plates off tables in the messes below, sending garbage cans sliding across the galley deck and endless lines of seasick sailors to the heads.

The only flag visible was a small splash of red on either side of the fin. In better weather it was often mistaken by suspicious Canadian fishermen and/or the American Coast Guard for the Red Star and, at night, it was simply unidentifiable. It was a maple leaf on the side of HMCS Onondaga, one of three Oberon-class conventional (diesel-electric) submarines operating on our east coast. (We also have an old, secondhand US-built boat on the west coast.)

Canada has always had sailors serving in submarines — but rarely in our own. They have usually been British or American boats on loan or on temporary assignment and the acquisition of the Oberon-type (Ojibwa: 1964, Onondaga: 1967, Okanagan: 1968) represents the first time that submarines have been built for the Canadian navy.

In operation Strong Express in September, the Onondaga became the first Canadian submarine to participate in a major NATO exercise and, to sample subsurface life in a modern submarine, I joined the Onondaga in Boston after the exercise and sailed with her to Halifax.

That was why I was sitting on the fin, feet dangling into the bridge well, huddled between "Chippy" Harris, the British exchange officer, and Tony McCabe, the engineering officer, savoring the wildness of the storm and watching the deck disappear with every oncoming wave — each one illuminated by the bow lamp when the ship dug in.

Tony, who when ashore helps his wife raise chow-chows, spoke quietly

of the sea and submarine life and the challenge they represented. Listening to him speak, I was reminded of air crews and other people I have met in the North; people who turn away from the safe cocoon (and frustrations) of modern life and search for their own frontiers, living quietly with the knowledge and surety of oneself which that entails.

During the conversation, we had been ducking spray which occasionally crested the fin high above the sea. Chippy's English accent irreverently broke into our somber thoughts.

"This is like standing in a dustbin while someone pours cold water over your head!" He was right.

I headed below, ducking beneath the three-foot-high platform on which Chippy stood, to grope for the black hole and vertical ladder that leads down through the hollow fin to the conning tower. Surrounded by absolute darkness, lost and uncertain, I

slowly felt my way.

A burst of light at my feet outlined the sailor who opened the top hatch and I entered the tower — in effect simply a narrow cylinder with hatches top and bottom. We hung together on the ladder, sealed in, and waited.

When all hatches are closed and the boat is snorkling on or just below the surface, its hull contains a slight vacuum compared to sea level and, when the bottom hatch is released, the sudden decompression pops the ears. I painfully swallowed while slipping down the ladder into the dim red light of the control room.

Each evening, exactly at sunset, the Onondaga switches from the white fluorescent light of day to the red glow of dials and instrument panels so the watch will have continuous night vision. Until the eyes have fully adjusted to the room it is a nightmarish place of hazy, blue-dungaree-clad bodies into which one is forever

bumping. After dumping the rain gear, I carefully made my way past Lieutenant Commander Peter Cairns, the captain. He stood, light reflecting from the two watches on his left wrist, between the forward (attack) and aft (larger, general purpose) periscope wells. Past the navigator's table, I found my assigned position — a tight corner between the aft periscope and the navigational radar from where I could observe without gumming up the works.

There are 70 men living in the Onondaga, eating, sleeping and relaxing in, around, on and below the mechanical bits and pieces, the tubes and gauges, dials and valves, torpedoes, electronic racks and hydraulics to which a submarine is totally dedicated. Each one of the men lends a portion of his humor, friendship and character to the atmosphere of the boat.

But above them all, isolated with his 24-hour-a-day responsibility for the boat, is the one man responsible for weaving the men together in a bond of comradeship that transcends the impossible conditions: Peter Cairns, a quiet, mild-mannered man with boyish good looks; a humane man with a far-ranging intellect, a wife of seven years and an 18-month-old "sprog"; with a house in suburbia and a new car; with an interest in motor racing, education and the socio-economic problems of modern society; a man in his early 30s who started as a junior officer and worked his way up for eight years until he got a chance at the one-shot, make-it-or-fail-and-don't-come-back, submarine-commander school of the Royal Navy.

One in five fail, ending their careers before they even start, but Cairns passed and now he catnaps 24 hours a day, finger constantly on the pulse of the Onondaga. Watching the day and night calls for his attention, I was unable to understand how he managed to avoid collapse. As one sailor in the forward torpedo room said:

"He's so used to being at sea now and not getting much sleep, it's almost a case of sleeping with one eye and one ear right up to what's going on.

# "This submarine is just a \$14 million coffin"



Because of the living conditions, all submariners are volunteers who have been accepted only after very intensive psychological testing.

of life. Conversation centred on the next meal and the only certain escape was through sleep.

Accommodation is impossible to describe, but perhaps two examples will depict the situation: Next to the captain's cabin, the wardroom offers the most luxurious accommodation on board. Measuring approximately nine feet by nine feet, it contains triple bunks for nine men, lockers for all their effects, a bar built into one wall, a flip-down movie screen that measures two feet by three feet on another and a central table that manages to seat eight, although those officers on the rear bench must exit by sliding beneath the table, emerging slowly on hands and knees.

And up forward, between the wardroom and torpedo room, is a mess for part of the crew. According to a story, a sailor once wrote to the department of agriculture describing the free space and ventilation of the mess and asking how many pigs could be raised under those conditions.

The department suggested no more than three . . . there are 18 men living, eating and sleeping there.

Because of the conditions, all submariners are volunteers who have been accepted only after intensive psychological testing. They are highly individualistic with wild senses of humor and a touch of the rebel which would probably make them disciplinary problems on a surface ship. However, in a sub, each crew member plays a vital role and all are depended upon to assume a high degree of responsibility.

As a result, discipline is very informal and individual maturity and stability is important. Very few would admit to it, but I received the impression that they took great pride in their work — in doing a job that is different and more dangerous than most. The men accept the realities of their environment but some of the wives worry:

" . . . My wife has the impression that this is just a piece of steel which, eventually, is going to get squashed and she's afraid that I'm going to be in it when it happens . . . and it will happen."

"This is just a \$14 million coffin. In many cases we're virtually encased in fuel, plus we have fuel within the pressure hull as well . . ."

"Have you ever read the Iron Coffins? That's a Second World War U-boat story and it really tells you what it's like in boats when things happen."

During our last day at sea, the klaxon sounded at breakfast and a few minutes later the bell rang for action stations. We left our breakfast to go

cold. We were in position in a firing range, bearing down on our target, an ocean tug, the St. Charles, while Sea King helicopters chattered overhead, dangling sonar buoys deep into the water while they practised tracking the sub.

Cairns, in addition to his two wrist watches, was wearing a stopwatch on a red nylon cord around his neck. Eyes intent, a frown of concentration on his face, he peered through the attack periscope at the St. Charles.

"Start the attack watches . . . three . . . two . . . one . . . zero!" All around the control room stopwatches clicked in and Cairns began to feed target information to the plotter.

"Bearing is . . . that!" A light gleamed on the target simulator and an officer sang out: "Red zero two!"

"Range is . . . that!" Again Cairns targeted the St. Charles and again the plotter called out: "Eighteen minutes!"

Buttons were pushed hard on the

heels of Cairns' voice.

"Set!"

"Fire!"

Lights glowed on a board but otherwise there was no indication that we had fired a "fish"; no noise, no vibration. Unlike the movies which depict torpedoes being fired with compressed air, the Onondaga uses wire-guided torpedoes which swim out of the tube under their own power, directed by a shipboard computer.

We continued firing torpedoes throughout the day and I was disturbed by anomalies in the exercise which Cairns explained to me:

"This is a very controlled exercise against a known and co-operating target. What you're seeing now does not represent a tactical situation. Our attack teams are drilled in procedures but actual firing experience is scarce. This boat has had very little — this is the first time in three years that we've fired a war torpedo — but we have to learn to walk before we can run.

## In War Our Submarines Would Be Merely Pawns

Many of the things I was permitted to observe led me to the conclusion that our navy (and presumably the other forces) suffers from a lack of modern equipment and a lack of commitment. In a sense the latter is partially caused by the fact that servicemen, presumably because of their proximity to government, are acutely aware of the vacuum in which they operate.

Beyond that, in time of war, it is taken for granted that our submarines would be merely pawns which would be quickly written off. Their assigned task (live destroyer targets) reflects our NATO commitment (anti-submarine warfare) and not the true capability of the boats.

It has been said that "control of the surface sea relies upon control of the

waters beneath, and the submarine could be said to be the capital ship of the nuclear age". While the Oberon-type boat is not the most modern conventional sub available (the Dutch build that), it is the quietest in the world. In effect, it is a killer submarine designed to hunt out and destroy its own kind, especially nuclear subs which are very noisy, and one would expect this role to be developed.

We have long had a reputation for professionalism in the military world but now the word among American sailors is: "You've still got the best [sonar] ears of any navy in the world but when you find something, you'll have to call up an American boat to shoot it."

Those are hard words for our navy to swallow.

"In a real-life situation, we'd combine all these elements into one operation. Essentially this is just a weapons check exercise."

We were still several miles at sea when the Onondaga surfaced before entering Halifax harbor.

The submarine was at 55 feet and bearded Bill Hawes stood ready at the foot of the conning tower ladder.

"Stand by to surface!" ordered Cairns.

"Fifty-four feet, Sir!" said the helmsman. The inside hatch was opened.

"Fifty-three feet!"

Cairns was still at the periscope, his viewpoint only three or four feet above the waves: "Nothing in sight . . . steer 350 degrees . . . have your men in the tower . . . you have one inch of vacuum in the boat."

Quickly he scanned the horizon one last time, then, "Surface! Blow all main ballast!"

Seamen quickly operated valves, filling the sub with a fantastic hissing of compressed air.

"Full rise foreplanes!" shouted Cairns as the helmsman, straining, pulled the control stick to his chest and pointed the submarine's nose at the surface.

"Twenty-eight feet, Sir!" shouted the helmsman and the Onondaga was on the surface but Cairns was still snapping orders.

"Blow forward main ballast . . . Open up!" At this, Hawes opened the hatch at the top of the tower and a gentle whirlwind of fresh air polluted with diesel fumes filled the boat while pressure equalized and our ears went dead.

In seconds, Hawes was on the bridge and radar had reported contacts in the area. Cairns was on the Tannoy (intercom) to the bridge: "Your course is 350 degrees, blowing all main ballast. You have four destroyers to the north and two helicopters in the area. You have the ship!"

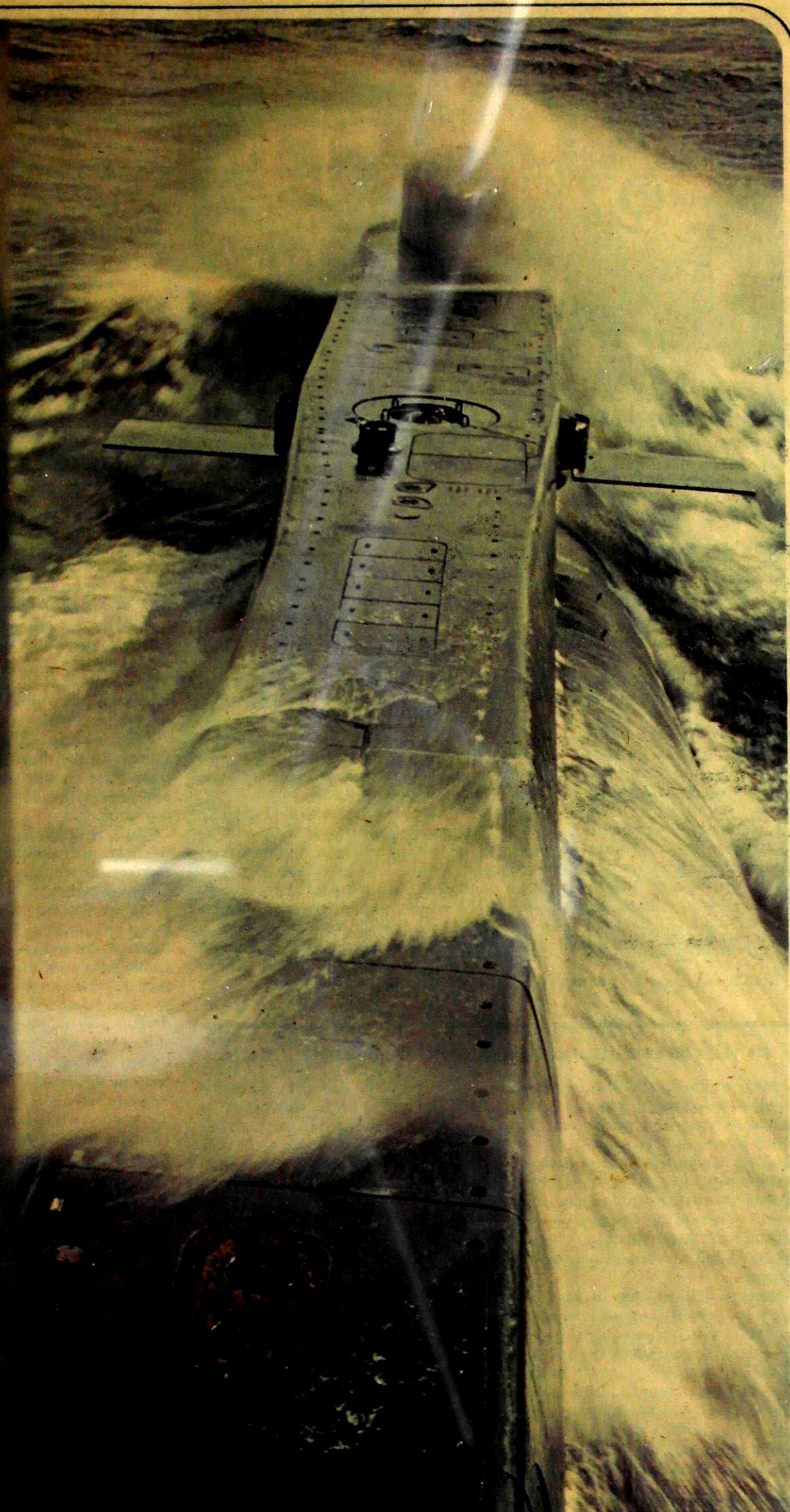
"I have the ship, Sir!" acknowledged Hawes.

A few hours later, we docked in Halifax where wives and babies waited on the wharf. I smiled when one embracing couple suddenly split apart, the wife standing well back.

"Aaagh! You stink!" she said. "Let's go home so you can shower."

My smile disappeared when people moved away from me, leaving me alone with the cloud of stale, musty air — tinged with diesel fumes — that follows all submariners onto land. ◀

David Shaw is a Montreal freelance writer.



Myself, I don't know how the hell he can survive.

"He says you become used to it after a while but I don't think I'd want to try it because, after the third or fourth night, I'd get someone coming in to tell me that there was a ship off the bow so many yards, so many degrees and he's going to do such-and-such . . . and it wouldn't mean anything.

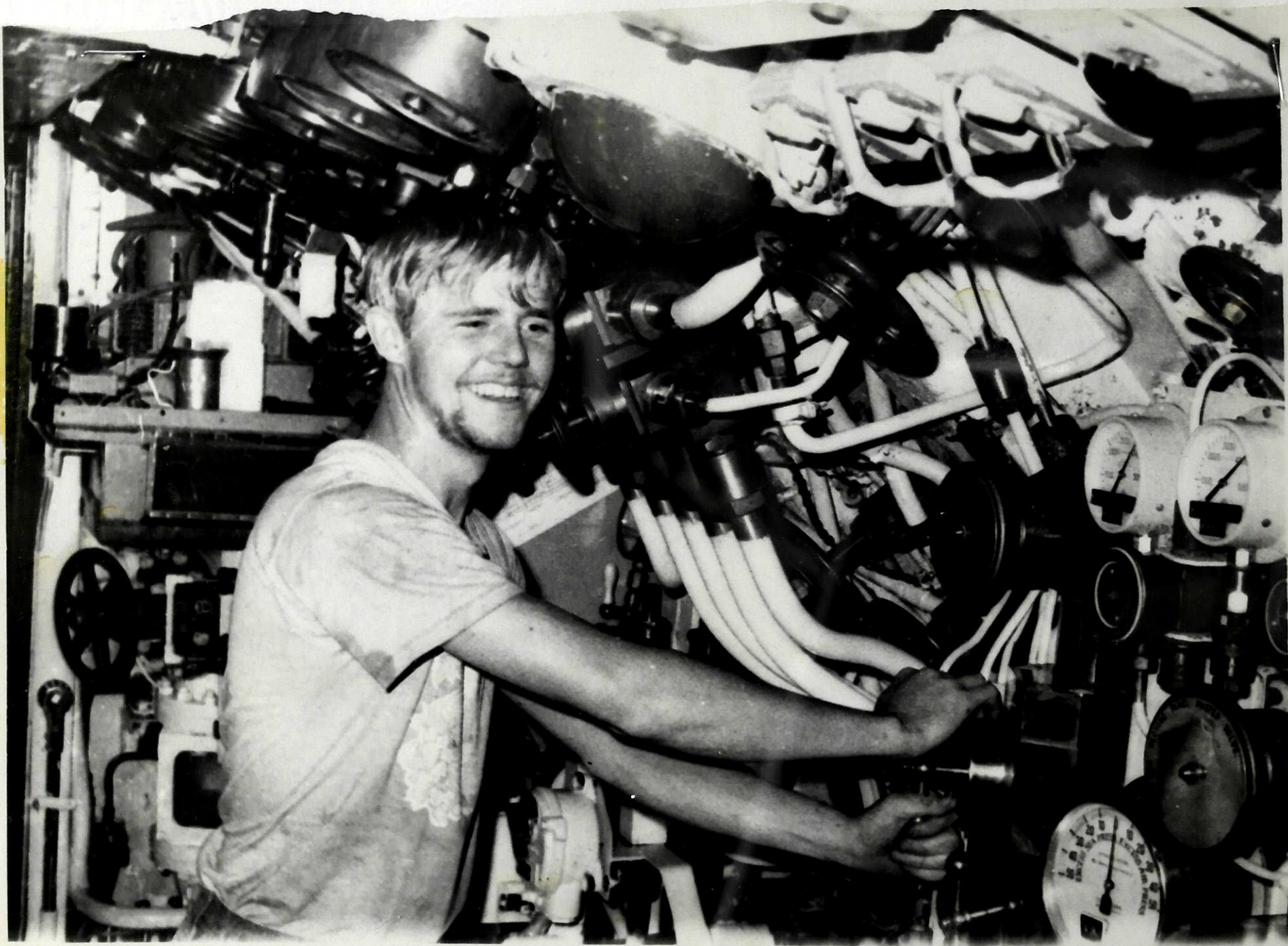
"This guy is great, he's the best captain I've ever had. He never yells, never screams like some of them do, and on boats that's important."

The control room, on an order from Cairns, galvanized into action, men springing to diving stations. Cairns ordered the attack periscope up, squatting to meet it as it came through the floor, flipping the handles down and walking it around in a stoop, like a melodramatic gunslinger in a grade B western, while he scanned the horizon for sea traffic.

The klaxon sounded twice — Oooogah! Oooogah! — echoing through the boat. On the first note, the watch tumbled down the ladder while the sub's tanks vented, blowing jets of water spray 60 feet into the air. On the second, they closed the hatch and rammed the clips home while the deck suddenly tilted beneath my feet.

There was no sensation other than that caused by the angled deck — the only sight was the slowly revolving depth gauge taking us down 180 feet (we subsequently went down to 250 feet) while the helmsman pushed and pulled at an aircraft-type control stick and wheel, and the only sound was the "pronng . . . pronng" of sonar and the "gronking" of fish on the hydrophones.

Once at depth the sub was rock steady and one could be anywhere — locked in a room on the moon, on a mountain, in space. There was no reality, no world beyond the control room and its inhabitants. Even the stale, recirculated air, which smells constantly of unwashed bodies and diesel fumes, became bearable. I began to regard bunks stacked three high, broken sleep, endless games of bridge, afternoon movies and nothing to do, nowhere to go, as a normal way



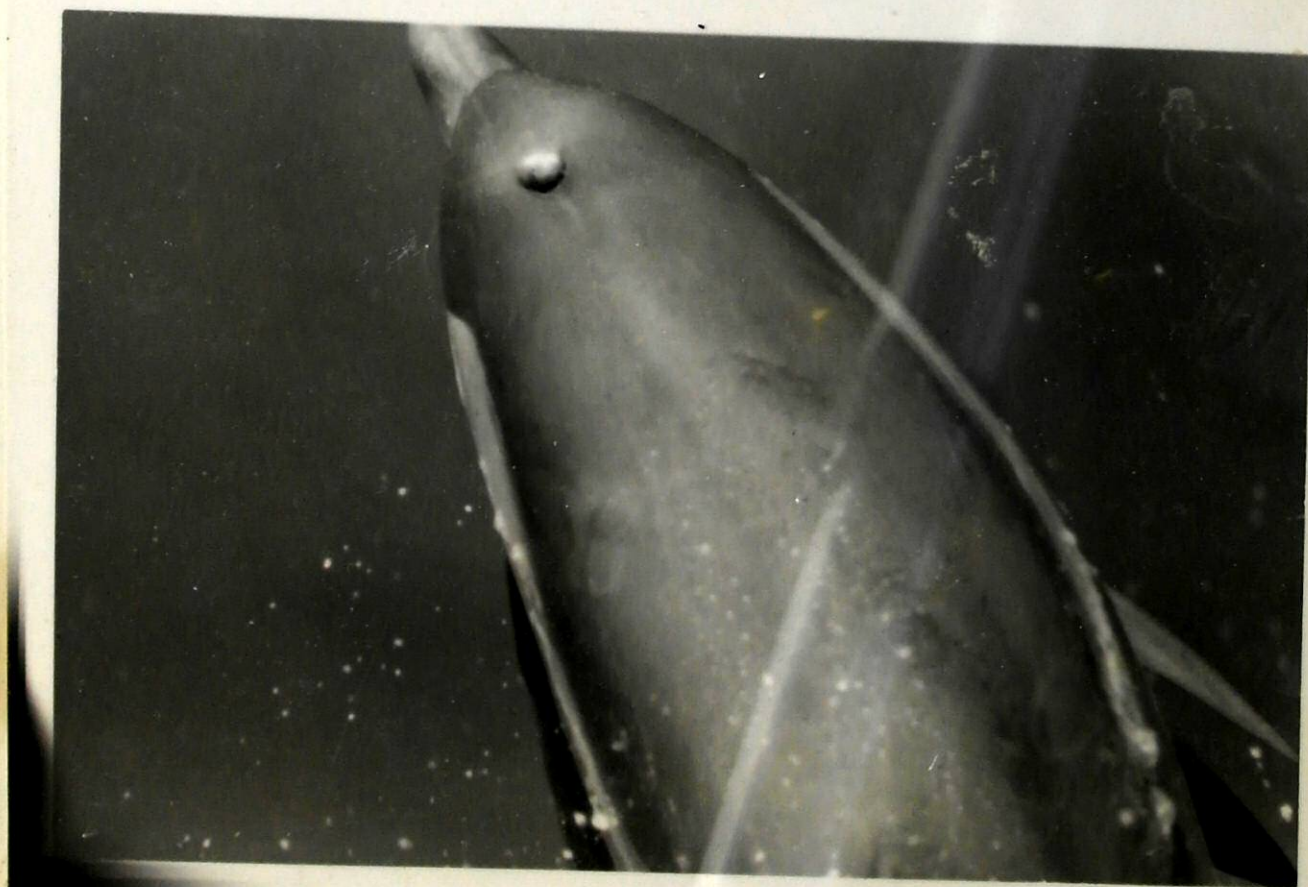
AB. Willie Rankin  
Clean cut stobur  
1967

# INCIDENT BOARD

SKETCHED BY L/S: P/O CONNOLLY 1966-78

- 1 1966 - L/S STAUBER
- 2 1967 - Fore-ends enjoying themselves
- 3 1967 - LT COMYN (RN) LCDR WOODS ON SCOPE
- 4 1968 - LUCKY GORDON WANTED TO OPEN PX AT BERMUDA
- 5 1968 - LT BARNES TRYING TO FIND THE RIGHT HARBOUR
- 6 1969 - OJIBWA'S PORT VISIT TO PEI - CAPT'S HOME TOWN
- 7 1976 - RN OFFICER DISAPPROVED OF NUDITY
- 8 1976 - P.O. LEMESSEURIER REQUIRED IN CLR IMMEDIATELY
- 9 1976 - P.O. FARREL TAKING CHARGE OF MESS TABLES
- 10 1976 - LCDR JONES X.O. P.O. BARTON
- 11 1976 - BLUE WATCH COULD PRODUCE TEARS IN MOST MEN.
- 12 1976
- 13 1976 - POOR KARNEY - THE KIPPERS ONTO HIM AGAIN
- 14 1976 - KARNEY IS DEFINITELY WEARING A SHIRT
- 15 1975 - P.O. POIRIER IN FULL CONTROL
- 16 1977 - P.O. TIDDLY TONY
- 17
- 18 1977 - LT <sup>(RN)</sup> DEAN / CAPT JONES / CERA SELKA / LT ASHLING (RN)
- 19 1967 - L/S MORRISON GRONKING ABOUT STOKERS
- 20 1966 - L/S CHISLETT + L/S GORDON ALWAYS WENT FOR BRADIES
- 21 1977 - LT ASHLING (RN) WATER RESTRICTIONS
- 22 1978 - P.O. ANTHONY UNHAPPY WITH BOATS
- 23 1978 - PO NORWICH, ANTHONY CONTROL ROOM RESTRICTIONS
- 24 1978 - 29/11 St. George's quiet rum cabore





PICTURE OF DOLPHIN  
TAKEN BY M/CPL  
(DUKE) SNIDER OFF  
OF THE BOW OF OSIBWA  
WHILE OFF OF GIB.  
JULY 78

&  
MYSELF

FROM DE CANCOMSUBRON ONE

TO-A OJIBWA

INFO

BT

C O N F I D E N T I A L

SUBJECT: COCKFIGHT

REF: TELECON CDR HUNT/LCDR SLOAN 26 MAY 78

FOLLOWING RECEIVED FROM COMMANDER HUNT QUOTE TEACHER DELIGHTED BY OUTSTANDING COOPERATION FROM OJIBWA DURING COCKFIGHT. MOST IMPRESSED BY THOROUGHNESS AND PROFESSIONALISM OF CAPTAIN AND ENTIRE SHIPS COMPANY. BRAVO ZULU. SEE YOU IN GIB UNQUOTE

BT

SHERGOLD  
COX'N GEORGE



Lucky →

↑ TONY

get  
well  
soon

We hope to! JAKE  
&  
TONY

SENT FROM LONDON ENG.  
BACK TO BOAT AS TONY +  
JAKE FLEW HOME FROM GIB.

PLAYGIRL, INC.  
1801 Century Park E., Suite 2300  
Los Angeles, California 90007

April 10, 1978

Dear Sir: *Petty Officer Dennis Dogman*

We wish to thank you for your letter and picture we recently received. However, we will not be able to use your body in our centerfold.

On a scale from 0 - 10, your body was rated minus 2. The rating was done by a panel of women in the 65 to 75 year age bracket. We tried to have our panel of women in the 25 to 35 year age bracket rate you, but we could not get them to stop laughing long enough.

Should the taste of the American woman ever change so drastically that they would want you in the centerfold, you'll be notified by this office.

In the meantime, don't call us - we'll call you.

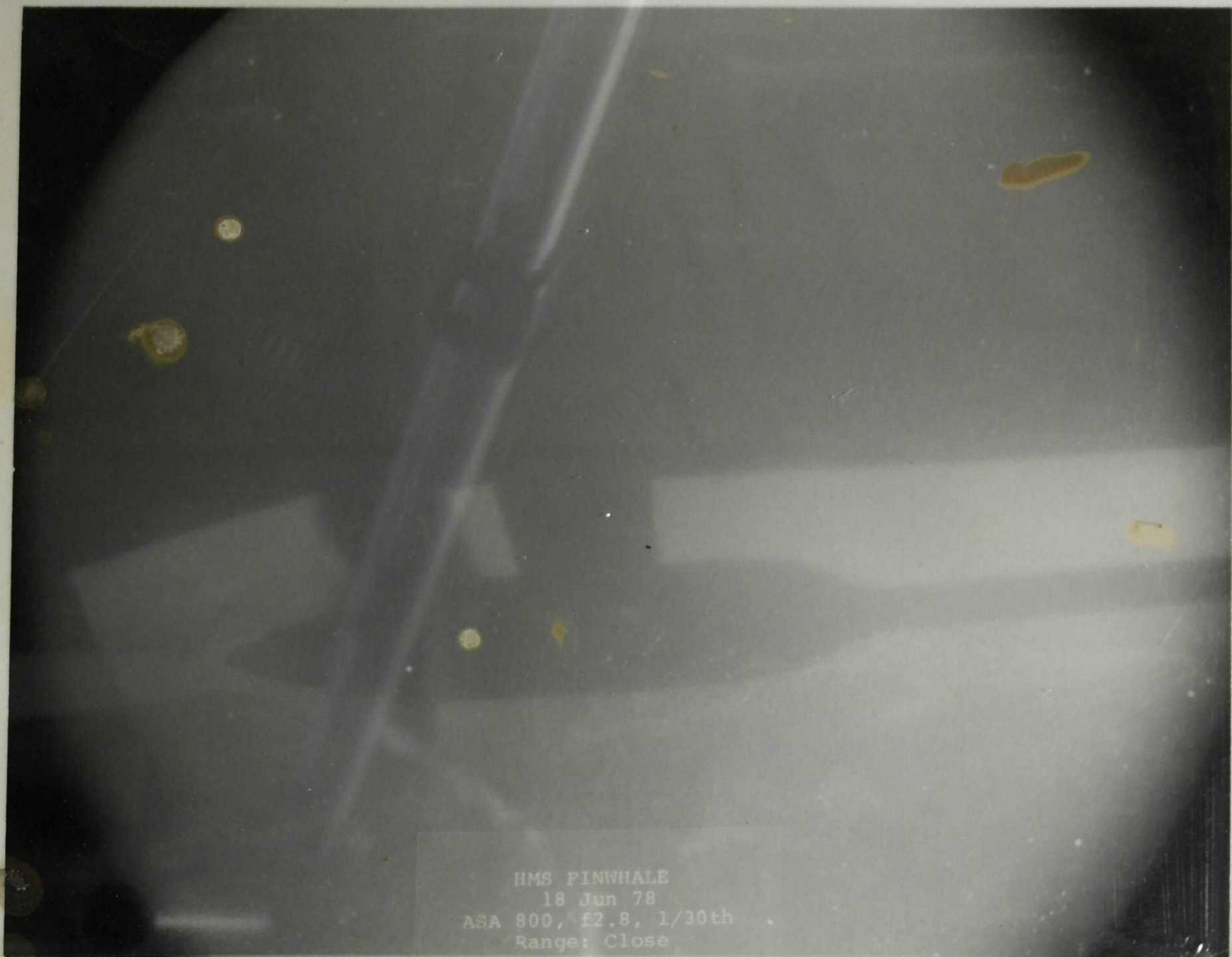
Sympathetically,

*Amanda Smith*

Amanda Smith  
Playgirl Magazine

AS:elf

P.S. It may be a distortion in the picture but it appears that your "NOSE" is the longest thing on your body.



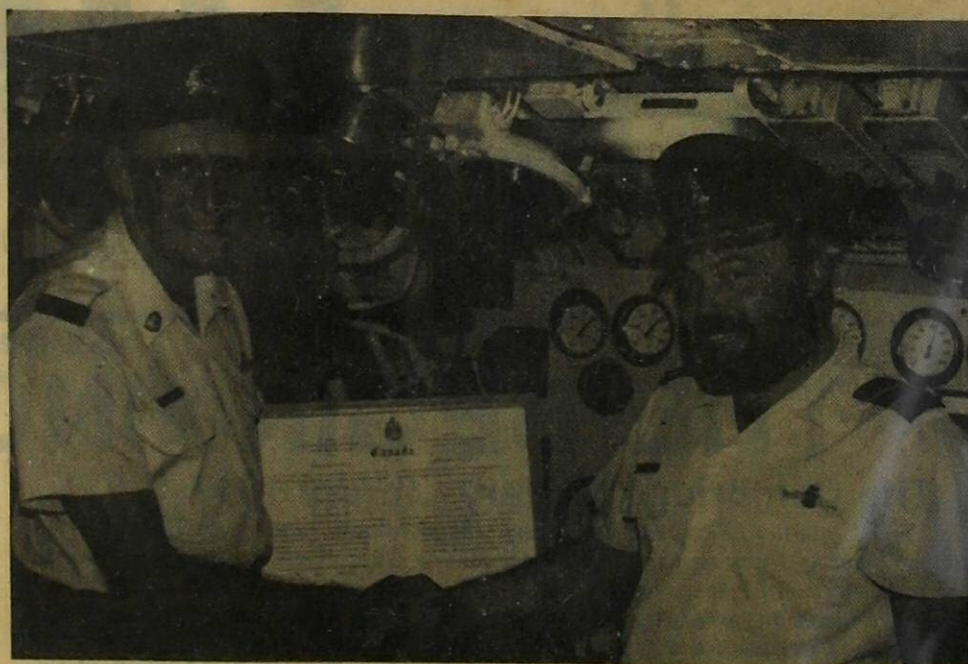
HMS FINWHALE  
18 Jun 78  
ASA 800, f2.8, 1/30th  
Range: Close



This plaque was  
made at F.M.C. Hex  
1st Sltb Sqdn sent  
me to Sarnia Ont to  
present this to the  
Ojibwa tribe as a token  
of our using their name.  
They presented us with  
a pair of moccasins, which  
I presented to R.N. Mearns  
Gastport Eng.



## THAT'S RITCHIE



CWO William 'Bill' Ritchie is shown receiving the Chief Warrant Officer's Scroll from LCdr T. Jones, Commanding Officer HMCS OJIBWA. Multi-talented Bill is a man who wears many hats. He is presently CERA of OJIBWA and will soon resume his normal duties of Submarine Technical Chief. Bill has served sixteen of his twenty-three year Service career in submarines and has proudly sailed ten of those years aboard OJIBWA. CWO Ritchie's promotion was effective January 1st, 1978. Dolphin 38 (Diesel Boats Forever)

(Photo by MCpl R.K. Snider)

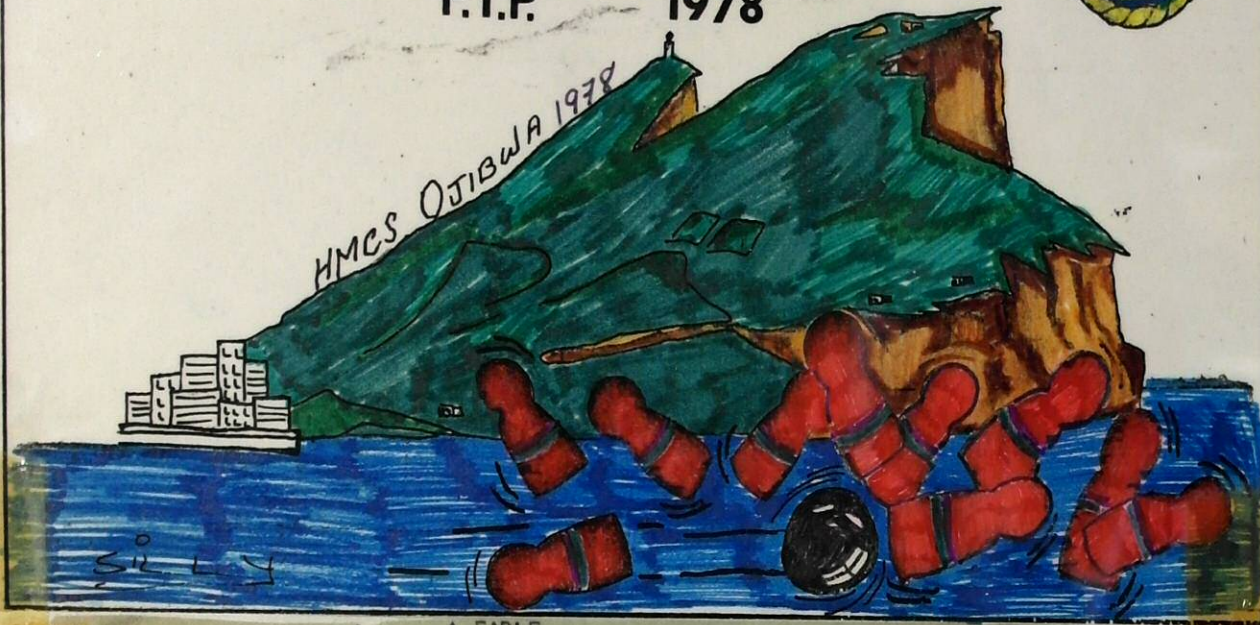
111

# JOLLY

# ROGER



skittles winners  
F.T.P. 1978



A FABLE

ONCE UPON A TIME THERE LIVED A TINY LITTLE BIRD WHO RESIDED IN A TREE IN POINT PLEASANT PARK. ONE YEAR HE DECIDED TO BE DIFFERENT FROM ALL THE OTHER BIRDS AND STAY IN HALIFAX FOR THE WINTER. WINTER CAME AND SNOWS FELL AND IT GOT VERY, VERY COLD, BITTERLY COLD. IT REACHED THE POINT WHERE HE COULD STAND IT NO LONGER AND HE STARTED TO FLY SOUTH. UNFORTUNATELY HIS WINGS FROZE AND HE FELL TO EARTH AND LANDED IN A SNOW BANK WHERE HE LAY SHIVERING AS THE LIFE SLOWLY EBBED OUT OF HIM.

A COW HAPPENED TO PASS BY AND NOTICED THE TINY BIRD'S PREDICAMENT. THE COW IMMEDIATELY CRAPPED ON THE LITTLE BIRD. SOON THE HOT, STEAMING COW'S EXCREMENT HAD WARMED THE TINY BIRD AND HE BEGAN TO CHIRP MERRILY.

A CAT, HEARING THE CHIRPING OF THE BIRD, INVESTIGATED THE PILE OF DUNG AND PROMPTLY DUG THE BIRD OUT AND ATE HIM.

THERE ARE 3 LESSONS TO BE LEARNED FROM THE PARABLE:

1. EVERYONE WHO SHITS ON YOU IS NOT NECESSARILY YOUR ENEMY
2. EVERYONE WHO GETS YOU OUT OF SHIT IS NOT NECESSARILY YOUR FRIEND.
3. IF YOU ARE HAPPY AND SURROUNDED BY SHIT, KEEP YOUR MOUTH SHUT.

SLI HICKEY

### THE SUBMARINERS LIFE

THE SUBMARINERS LIFE SO NOT SO NOT SO GREAT  
IT'S FULL OF PASSION AND SOMETIMES HATE  
THEY PUT ALL OUT TO DO THEIR BEST  
KNOWING WHEN THEIR THRU, THEY'VE EARNED A REST  
EDGAR ALAN PUF

M

THE CAPTAIN IS

OUR CAPTAIN IS FEARLESS BRAVE AND BOLD  
 AND IS WELL RESPECTED, FOR THE POSITION HE HOLDS.  
 OUR XO IS ALSO THERE TO LEND A HAND.  
 BUT HE RATHER HAVE BOTH FEET ON LAND.  
 THE REST OF OUR OFFICER'S I'LL NEVER KNOW.  
 JUST WHAT THE HELL THER'RE TRYING TO SHOW.  
 OUR SENIOR RATES ARE ANOTHER STORY  
 ALL THEY WANT IS WINE, WOMEN, AND GLORY  
 THE JUNIOR RATE DO THEIR VERY BEST  
 TO DO THE WORK, AND THAN TO REST  
 BUT ALL TOGETHER, THEY'RE ONE HELL OF A CREW  
 SO BEWARE YOU SKIMMER'S, THE HELL WITH YOU

EDGAR ALLEN PUF

ELLEI "THE ELEPHANT" ALARIE



"FTP-78"  
 GIBRALTAR  
 ★★☆☆

COMMANDING OFFICERS  
 BICYCLE RACE  
 WINNER.



112

PROPULSION SYSTEM: LT. PLANTE  
 MISC. SYSTEMS : LT. CDR. T. JONES (PETREFIED)

P.O. ALBERTS P.O. DROUIN  
C. W. O. RITCHIE P.O. HOPKINS



P.O.'s  
DESPREY  
DAGENAIS  
ANDREW →  
SHERGOLD



SENIOR RATES MESS  
DINNER JULY 78



P.O.'s DROUIN + YEO



P.O.'s EVANS + ANDREW



1979



COMMANDING OFFICER T. JONES  
P.O.'S EVANS + HOPKINS  
←

JIM ALBERTS + HOPPY

P.O. ALBERTS + HOPKINS. →



← P.O. BRADSHAW, EVANS + ANDREW



THE "CAN DO BOAT" FLAG  
DESIGNED AND PAINTED BY  
MICKEY DESPATTIES. (72 HOURS)

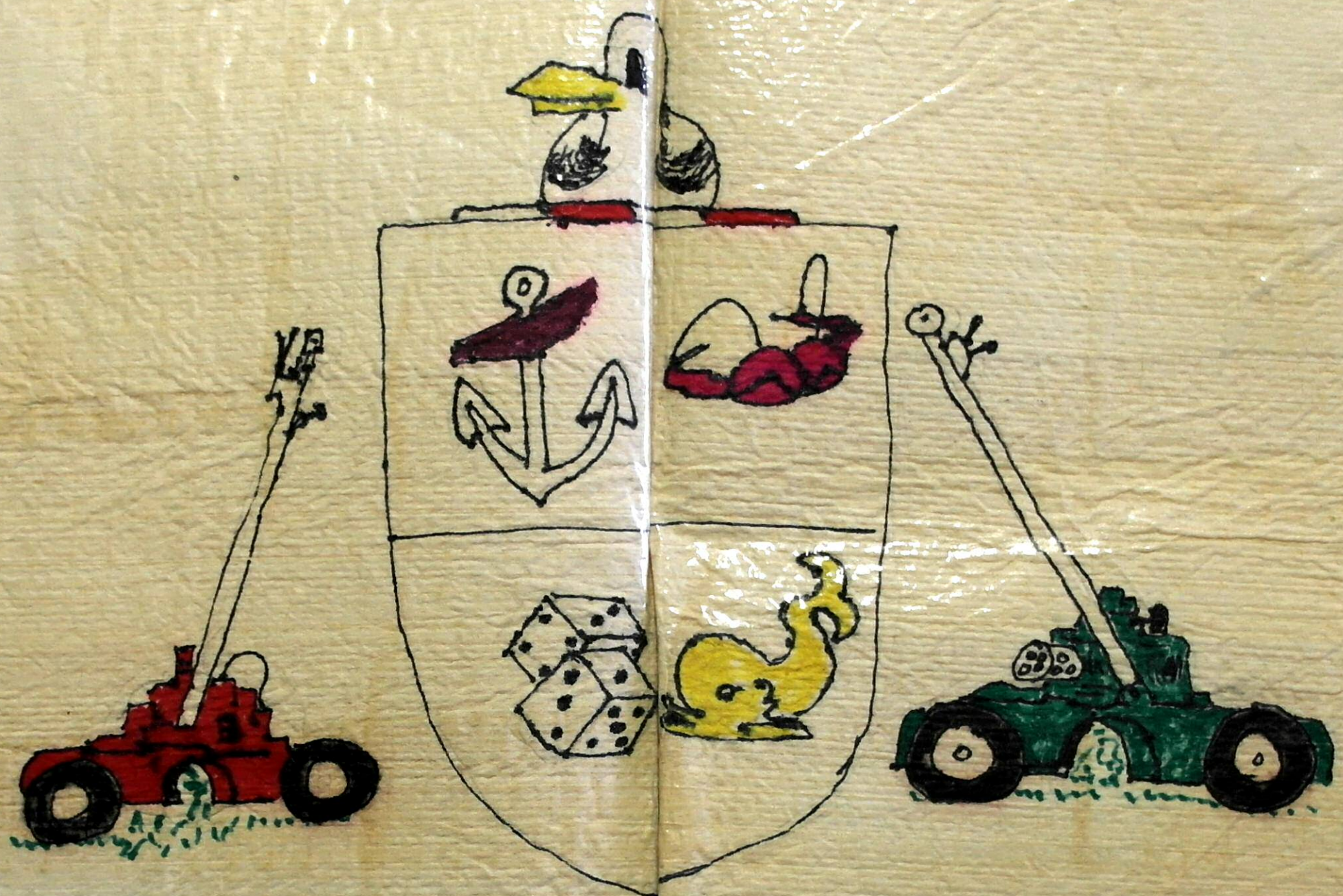


THE THREE RATINGS THAT PREPARED  
THE MEAL.

LESPERANCE  
COOK

114  
MINIOTAS  
STEWARD

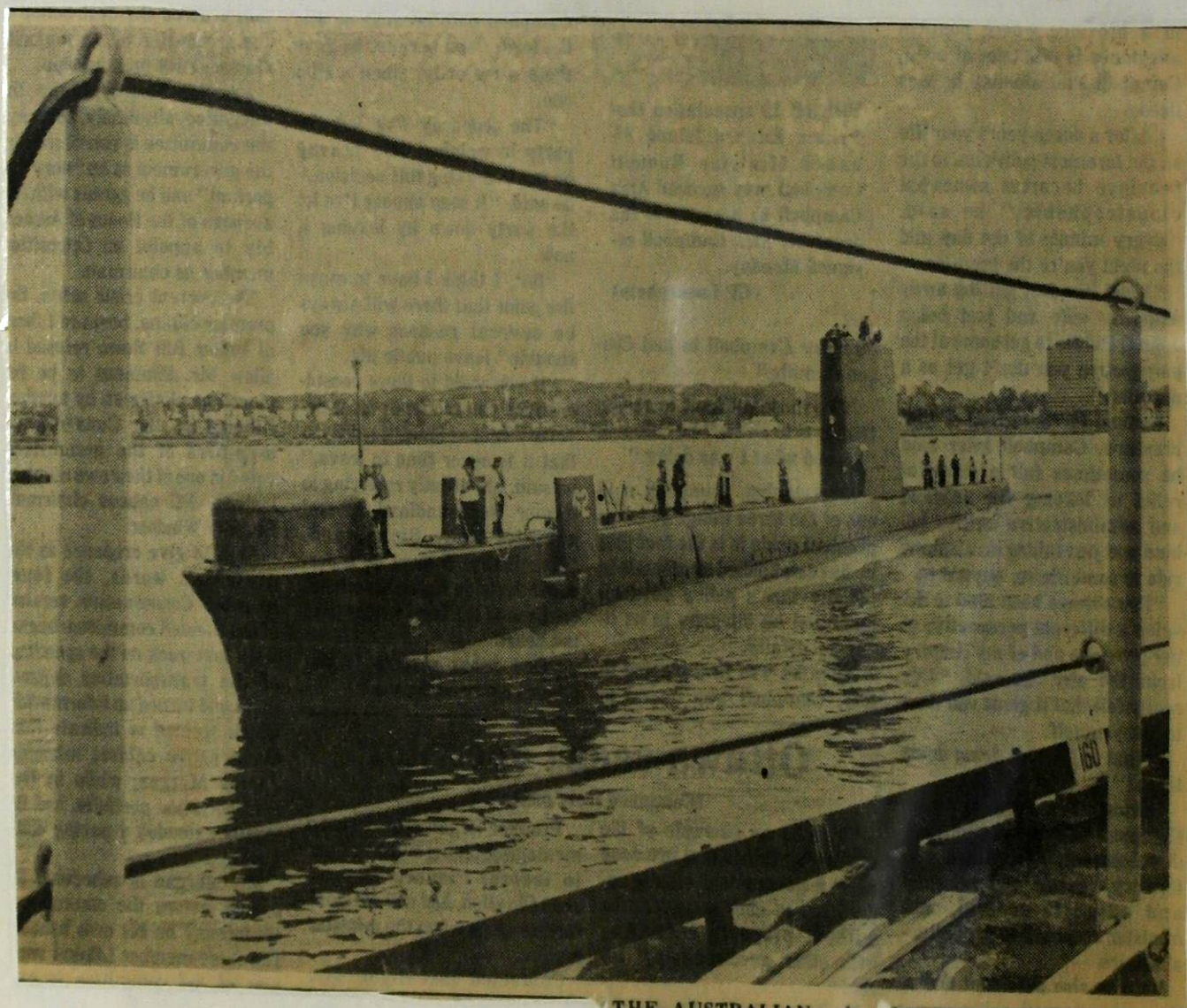
P.O. SULLIVAN DESIGNED AND WORE AS A LUMBERBUN  
TO THE MESS DINNER.



NO GRASSIUM ISTOO DEEPIUM



OJIBWA'S  
ARRIVAL  
ON 17/JULY



THE AUSTRALIAN submarine Otama arrived in Halifax Monday from Britain, where she was recently commissioned, for a three-day visit. Otama is the last of six Oberon class submarines built for the Royal Australian Navy. The Otama — an Australian aborigine word meaning dolphin — sails from Halifax for Australia at the end of her visit. She is under the command of Lieutenant-Commander F. V. R. Wolfe.  
(Wamboldt-Waterfield)



# TRIDENT

CANADIAN NAVAL NEWSPAPER



Why are these men smiling? See Page 13 for the story!

SUBMARINE SQUADRON + BOATS WON COAST GUARD

OF THE WALK. 1978



HMCS OJIBWA'S COX'N  
WHOSE MOTTO IS  
"THE CAN DO BOAT"  
MARCH 1978 to 1981

PI

TEAR BEAR SHERGOLD

## Not Getting Older — Getting Better

Canada's first-born Oberon class submarine, HMCS Ojibwa, recently celebrated her 13th Birthday. Ojibwa (pronounced o-jib-way) was commissioned at Chatham, England 23 September 1965.

Since commissioning Ojibwa has distinguished herself on both sides of the Atlantic.

The Ship's motto "*ne ke che dah*" (let us be prepared), is greatly responsible for Ojibwa's becoming widely known as the "Can do" boat.

Most recently, Ojibwa returned home following deployment in the U.K., which was highly successful and beneficial to her crew and British authorities.

The Crew's dedication to duty, cheerfulness, expertise and professionalism

were cited in many communiqués addressed to the Submarine.

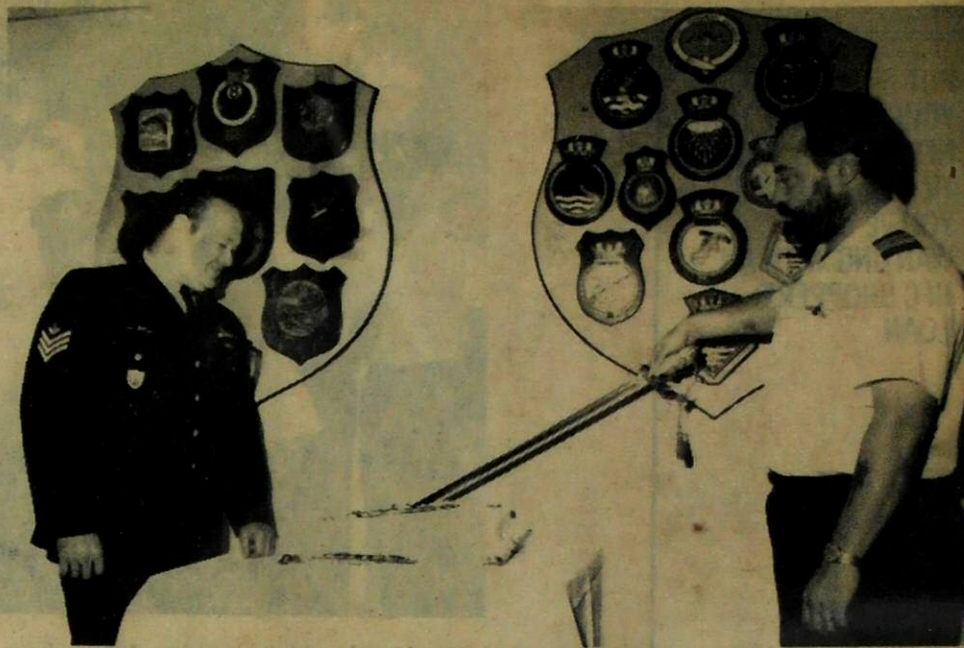
Presently in a Maintenance and Leave period, Ojibwa is enabling her crew to get a well deserved break, and is having a chance to ready herself for Fall and Spring operations, which will add an impressive punch to the Fleet.

LCdr Terry Genes, Commanding Officer since August of '77, was also her Executive Officer during '75 and '76 and has many a fond memory and cherished occasion to expound upon.



Petty Officer Jim Gordon (far left) and Petty Officer Dan Daly (far right) join LCdr Terry Genes and PO Gary Hopkins in Ojibwas Birthday celebrations. PO Gordon and PO Daly presently serving in Okanagan were also members of Ojibwas Commissioning Crew.

Base Halifax Photo



Petty Officer Gary Hopkins, the sole serving member of Ojibwas original Ships Company, "Supervises" LCdr T. Genes, Commanding Officer during cake cutting ceremonies.

Base Halifax Photo

## Submariners Cut It — Deeper



Nine "Leaders of the Deep" who recently graduated from the G.L.C. Course, torpedoed their way into the second through fifth top honors of that Course.

Smiling for the camera and their Commander, Commander R.C. Hunt (Cancomsubran, Que.) are;

(Front Row L-R) — Leading Seaman D. Yemen, Commander R.C. Hunt, Master Seaman G. Darch, Leading Seaman D. Cumming.

(Rear Row L-R) — Master Seaman A. Arnason, Leading Seaman N. Halfyard, Leading Seaman G. Northrup, Leading Seaman A. Campbell, Leading Seaman R. Brewster.

(Missing is Leading Seaman Miniotas)

Base Halifax Photo

OKANAGA.  
IN SCOTLAND  
RAN INTO TANKER RANGERS SCREWS

116A



PO'S GORDON & HOPKINS LCDR. JONES &  
P.O. DALEY

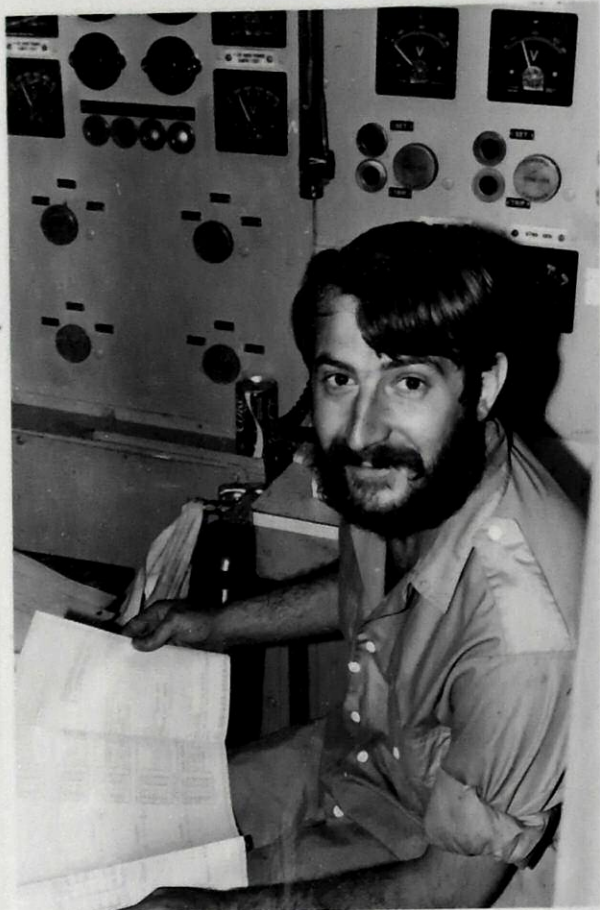
OJIBWA'S 13th BIRTHDAY / 23rd SEPT '78



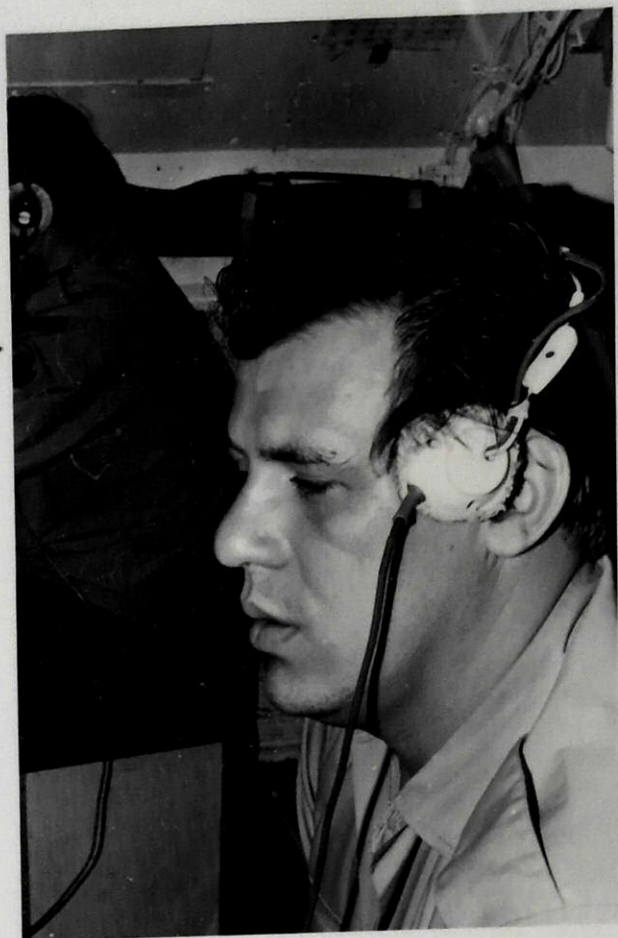
P.O. HOPKINS

LCDR. T JONES

117



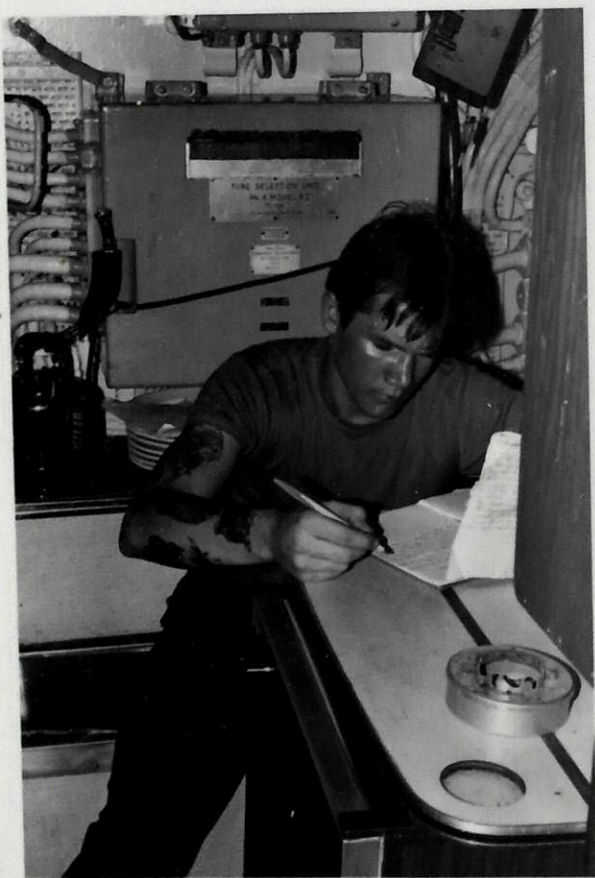
L/S ELECTRICIAN  
GARY DARCH



P.O.' SONAR  
GEORGE SULLIVAN



L/S STEWARD



BREGG-COOK



AT SEA OFF GIBRALTAR



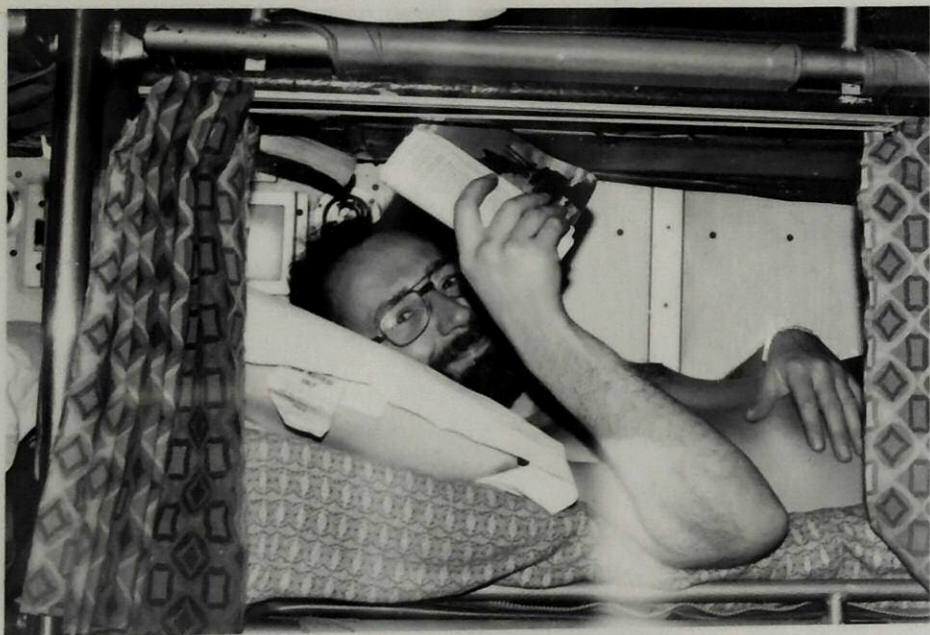
DENIS DAGENAIS



PTE'S PHANEUF + SIMMONS



M/S VAIL + M/S KEDDY



W.O. DAGENAIS

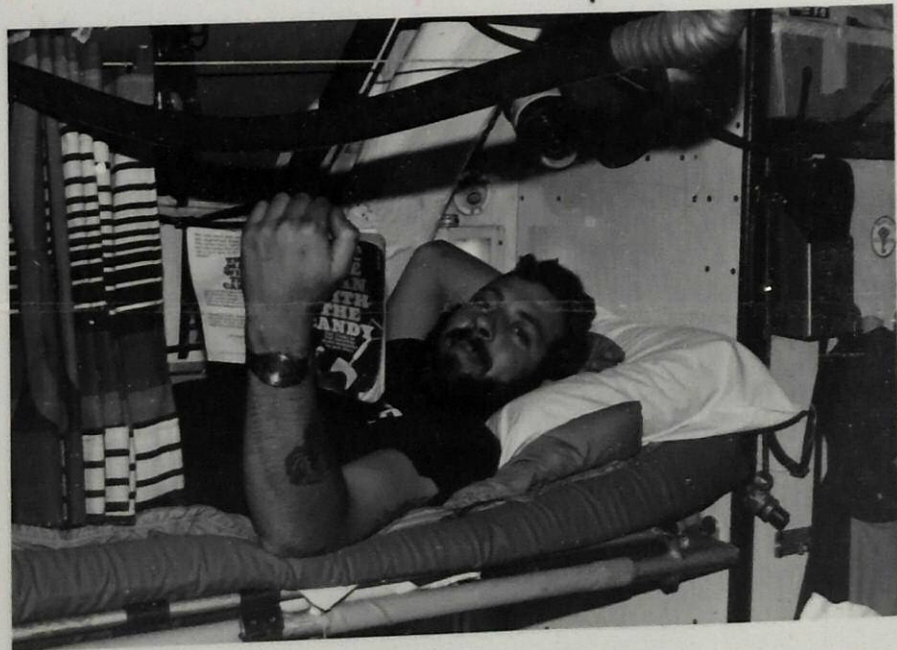


COX'N SHERGOLD AT WORK



P.O. ATKINS  
P.O. ANDREW

P.O. EVANS  
C.P.O. RITCHIE



L/S YAPPER KARNEY

119





E-R P.O.'s ANDREW BRADSHAW, SHERGOLD, RITZIE  
EVANS & ATEINS



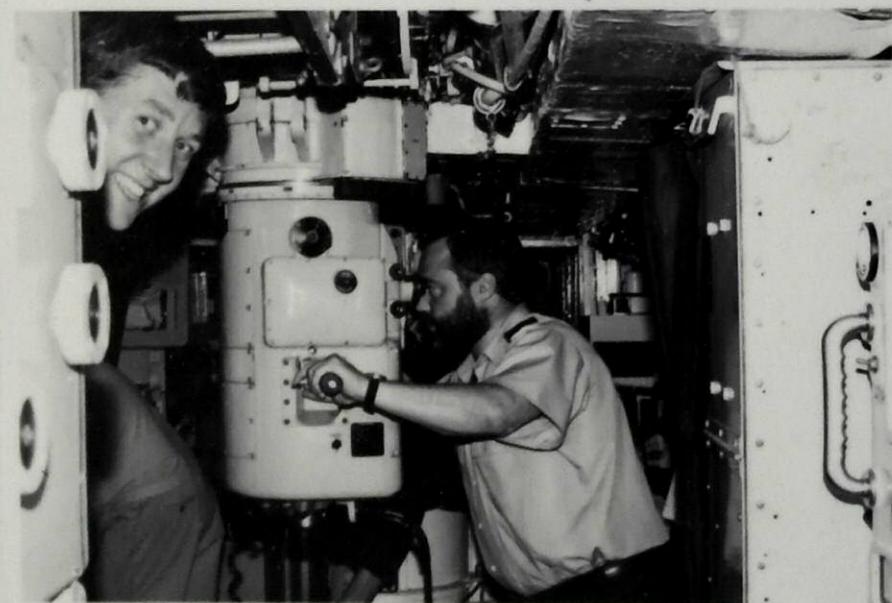
P.O. HOPKINS STUBBY  
STUBBERFIELD



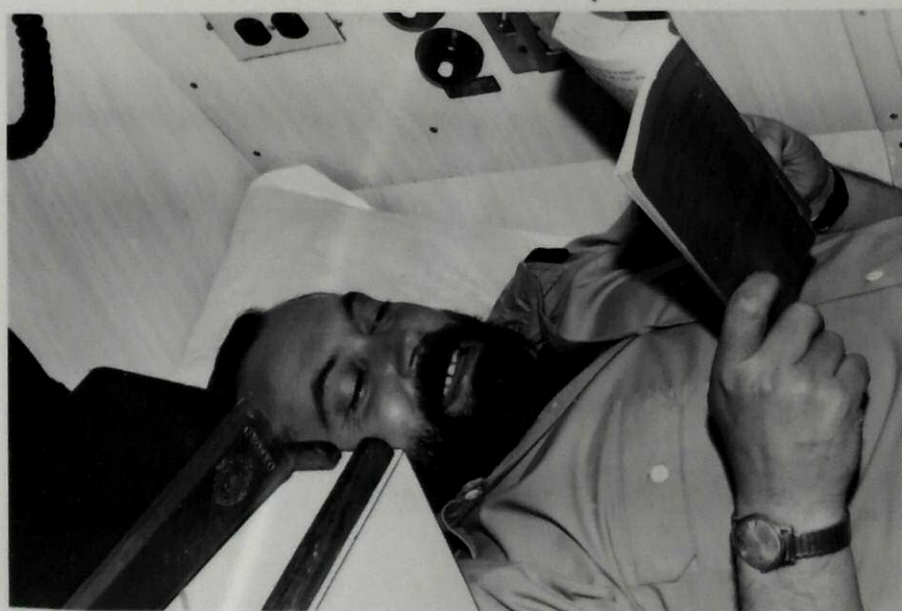
COX'N SHERGOLD



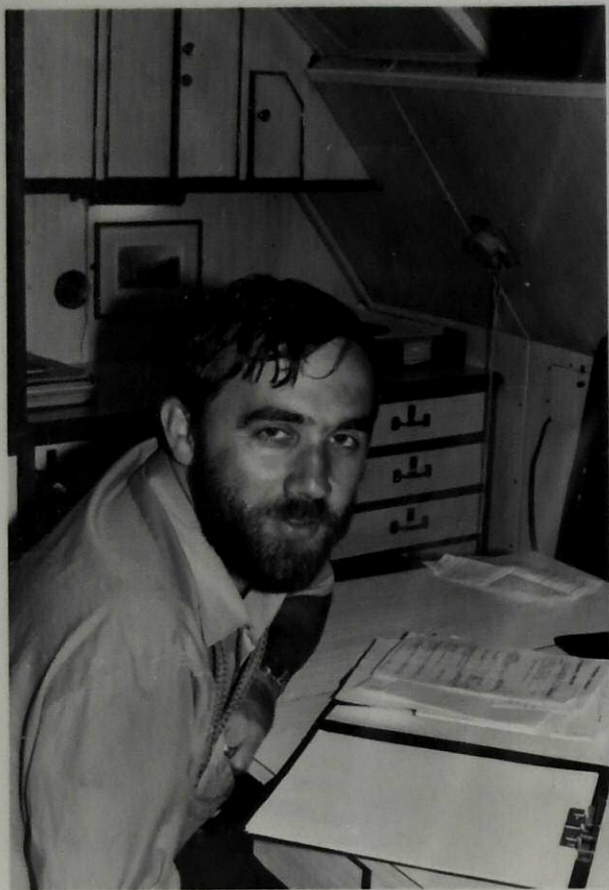
CRAZY JOE STUBNER



LT(RN) DEAN CAPT. TERRY JONES



CAPTAIN



LT. McMILLAN X.O.



LOOKING AFT.  
DEAN, PREASLY, KARNEY



P.O. DESPREY & ALBERTS



ENROUTE TO GIBRALTAR



S/LT.

S/LT  
LANGLOIS

SQUADRON LOGISTICS OFFICER  
FIRST CANADIAN SUBMARINE SQUADRON  
HALIFAX

Box 166 TIVERTON, ONT.  
26<sup>th</sup> NOV. 78.

LIEUTENANT BILL LEWIS

DEAR SIR,

Bill, if I may, I wish to express our appreciation for the help given by yourself, also D.N. Griffiths, and in no small way by LIET. COMMANDER T. JONES and Pte DOUG LEBLANC, to get Paul's affairs straightened away as soon as possible. It's a comfort to know we have a close contact with Halifax. I wish to concur with the items - points raised in the letter of the 15<sup>th</sup> Nov. from D.N. Griffiths and say that Doug will be more than welcome to bring Paul's effects to us. We are looking forward to his visit,

P.S. PLEASE ADVISE DOUG TO REMAIN, YOURS TRULY  
DURING THE VISIT.  
STAY WITH US NO MOTELS BY Ron ell<sup>c</sup> Gibney



In Appreciation



In Appreciation



In Appreciation

PAUL MCGIBNEY  
KILLED IN A BIKE  
ACCIDENT IN AUGUST  
1978. Pte. E.R.



SQUADRON LOGISTICS OFFICER  
FIRST CANADIAN SUBMARINE SQUADRON  
HALIFAX

LIEUTENANT BILL LEWIS

Dear Sir,

Bill, if I may  
to express our appreciation  
the help given by  
D.N. Griffiths, and in  
by LIET. COMMANDER T. JONES  
Pte DOUG LEBLANC, to  
affairs straightened  
soon as possible.  
to know we have a  
with Halifax. I wish  
with the items - points  
the letter of the 15<sup>th</sup> Nov. 7  
and say that Doug  
more than welcome  
effects to us. We are  
to his visit,

P.S.  
PLEASE ADVISE DOUG TO <sup>of remain,</sup>  
DURING THE VISIT.  
STAY WITH US NO MOTELS <sup>BY</sup> Ron

To Chief Petty Officer  
HMCS  
OJIBWA.

Thank you for  
the flowers and  
expression of sympathy

May & Ron M<sup>r</sup> Gibney  
& family.

During the time of our  
deepest sorrow, your  
kind expression of  
sympathy was most  
comforting. It is gratefully  
acknowledged and  
appreciated.

TO  
THE SHIPS COMPANY.

HMCS OJIBWA

Many thanks for the  
flowers and expression  
of sympathy.

May & Ron M<sup>r</sup> Gibney  
& family

During the time of our  
deepest sorrow, your  
kind expression of  
sympathy was most  
comforting. It is gratefully  
acknowledged and  
appreciated.

ENGINEERING BRANCH  
H.M.C.S. OJIBWA

THANK YOU FOR THE  
FLOWERS AND EXPRESSIONS  
OF SYMPATHY.

Doug's presence was  
a real help to us.  
Love,

We wish to thank  
LIET COMMANDER T. JONES for  
arranging to have Doug with  
him at the funeral

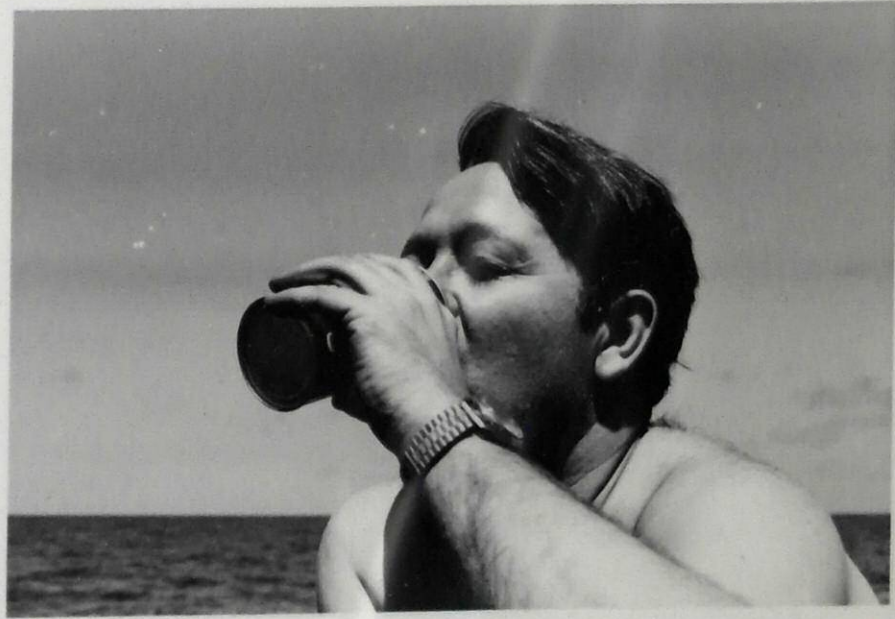
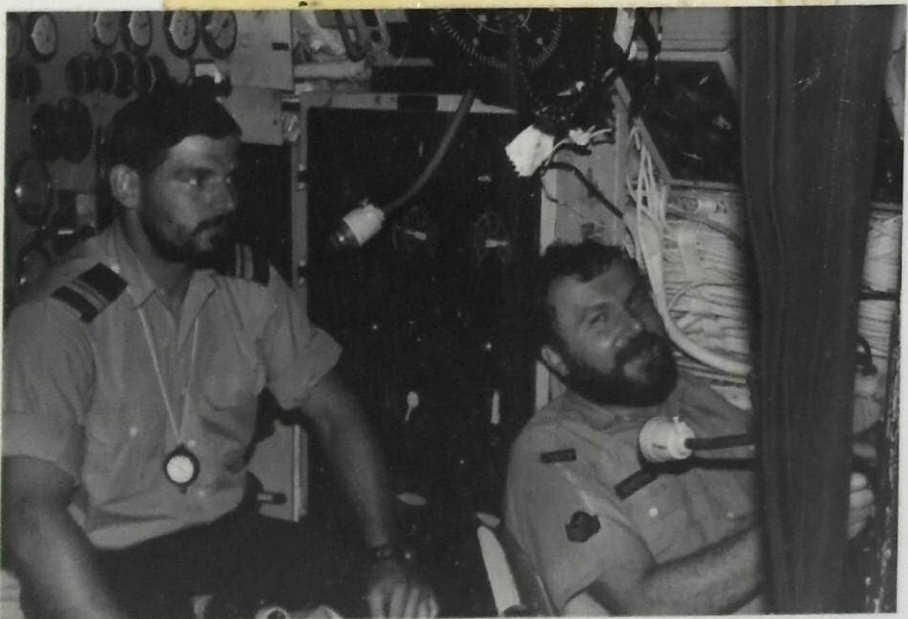
Ron & May M<sup>r</sup> Gibney

During the time of our  
deepest sorrow, your  
kind expression of  
sympathy was most  
comforting. It is gratefully  
acknowledged and  
appreciated.





S/LT LANGLOIS PTE. CHATHAM 1978 JUNE HAVING A COOL ONE





P2 DROWIN (COOK)

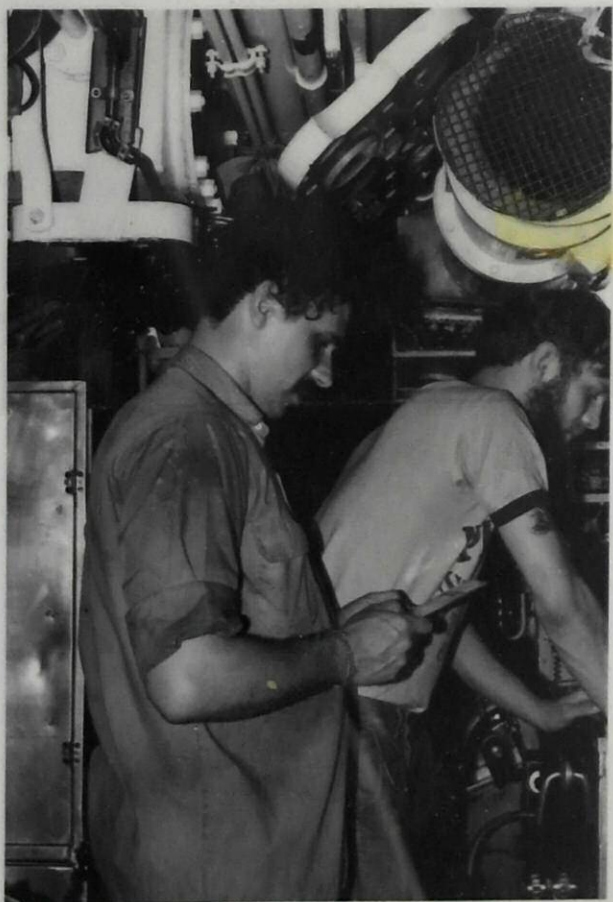
HIS 1ST  
BOAT WAS  
OJIBWA IN  
1967



## Submariner Tops Class

Commander E.R. Murray, Engineering Division Commander, Fleet School, Halifax, recently presented C2ER Blagdon, a Mar Eng Technician serving in HMCS Onondaga, with his certification for winning top honours in the newly introduced Chief ERA Training Course. The three month course is designed to better prepare the Chief in assuming responsibilities on promotion to CERA.

Other successful candidates include C2ER Mulock, HMCS Protecteur; C2ER Jenkins, HMCS Fraser; C2ER Karlich, HMCS Algonquin; C2ER Polidano, Fleet School, Halifax; C2ER Blagdon, HMCS Onondaga.



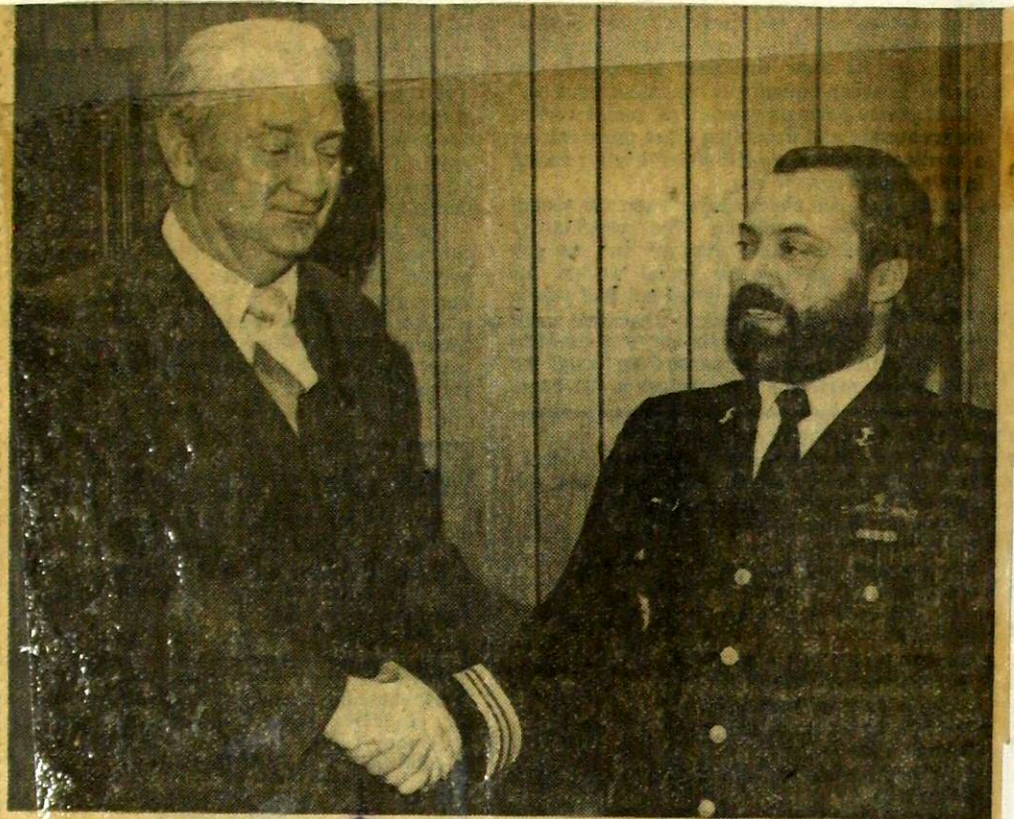
M/CPL  
SNIDER

PTE (COOK)  
LESERANCE



CWO RITCHIE

PTE DESPATTIES



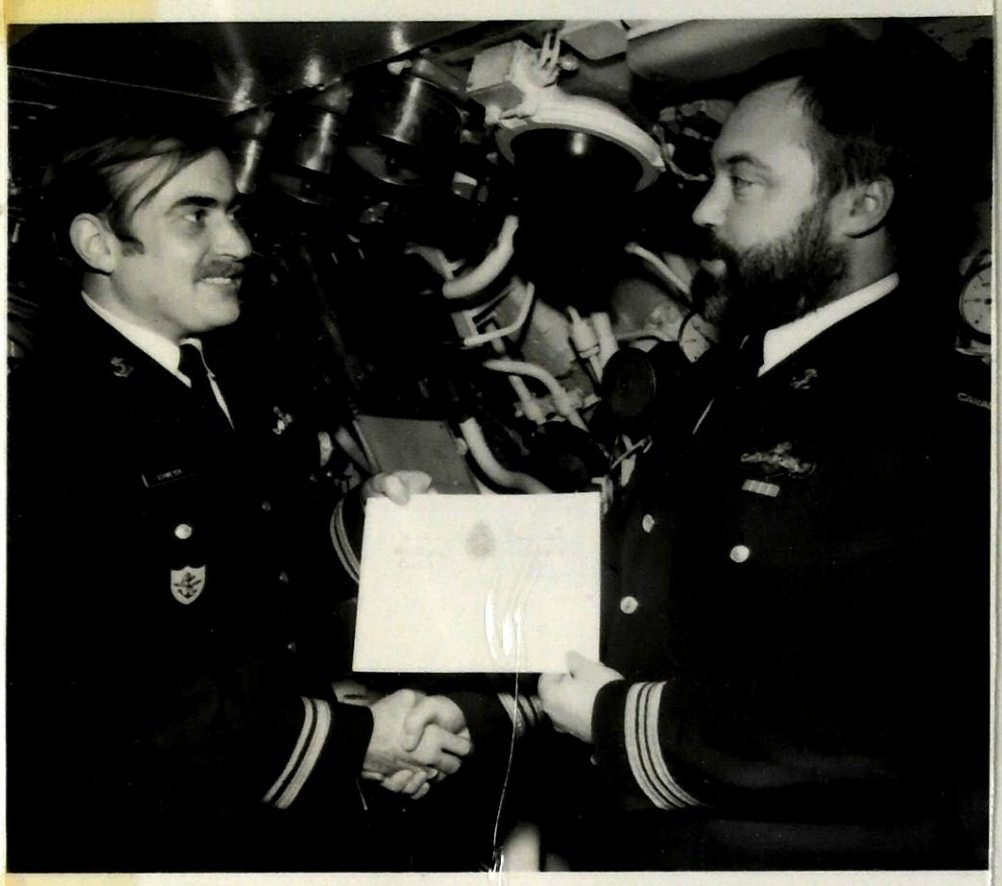
PORTLAND, NEW HAMPSHIRE (Staff Photo)  
Mayor meets skipper

Cdr. Terry Jones, captain of the Canadian submarine Ojibwa, was welcomed to Portsmouth Friday by Mayor John J. Wholey at City Hall. The diesel sub is visiting for the weekend.

Feb. 4, 1979

OJIBWA VISIT

S/LT SCHNEYER



S/LT SOULE MARCH 79

S/LT LANGLOIS MARCH 79



C.O. TERRY JONES



125

# Sub Subbies Succeed

BASE INFO — Earlier this year, SLts J.E.H.A. Langlois, J.D. Schneyer and C.J.D. Soule were awarded their Bridge Watchkeeping Tickets and Dolphins by LCdr J.T.O. Jones, Commanding Officer HMCS Ojibwa. All three officers have served in Ojibwa during the past year.

SLt Soule completed his qualification aboard the Australian submarine HMAS Otama in October, 1978, while SLt Langlois and Schneyer completed their training in Onondaga this January. The

awarding of their Dolphins represents the completion of one year's comprehensive training in engineering, electricity, operations and general submarine practices.

SLt Langlois and Soule will take up duties in Okanagan, going into work-ups later this year. SLt Schneyer will remain onboard Ojibwa.

All three officers have been spared the traditional 'dunking in the ocean' because of the generosity of the crew and the Halifax winter. Dolphin 36.



LCdr J.T.O. Jones, Commanding Officer HMCS Ojibwa awarded SLt J.E.H.A. Langlois with his Bridge Watchkeeping Ticket and Dolphin after completing a full year of comprehensive training onboard HMCS Onondaga. (Base Photo)



After one complete year of intensive training onboard HMCS Onondaga, SLt J.D. Schneyer was awarded his bridge watchkeeping ticket and dolphin by LCdr J.T.O. Jones, Commanding Officer HMCS Ojibwa.

(Base Photo)



SLt C.J.D. Soule was awarded his bridge watchkeeping ticket and dolphin by LCdr J.T.O. Jones, Commanding Officer HMCS Ojibwa. SLt Soule was the first Canadian officer ever to undertake submarine officers qualification training on the Australian submarine, HMAS Otama.

(Base Photo)



DOUBLE EXPOSURE



# Life On A Submarine Isn't All That Bad

They sleep in cramped quarters, shower infrequently and are away from land sometimes for weeks at a time, but the crewmen on board the HMCS Ojibwa don't complain.

In fact they speak highly of life in a submarine.

"It's great. It's adventure and laughter and it's the best place in the world to get an education," said one young seaman. And the rest of the crew agreed.

Nineteen-year-old Dave Lord joined the Canadian Navy, just over one year ago and he hasn't regretted his decision.

"It's an experience. I know I've matured a lot faster than I would have if I'd been out on a river street," he said.

"You see, here you have to fend for yourself," he continued, "and there is no one around always telling you what to do."

Dave has been trained as an electrician and he works in the motor room on board the submarine.

David Noseworthy, 23, enjoys his post on the submarine but adds that "not everyone could like it."

He explained that everyone on staff has a certain trade and works in three hour shifts.

"You work three on, and six off," he said. But the six off doesn't mean you can sleep. The men are responsible for keeping their quarters clean and helping in maintenance.

The HMCS Ojibwa, is one of three Oberon class submarines built for the Maritime Command of the Canadian Armed Forces and is docked at Long Wharf where it arrived on Friday. The sub is here on a visit before it returns to Halifax for a refit.

The sub is built for anti-submarine warfare and has been designed to withstand pressure at great depths. The ship is 295 feet long and

weighs 2100 tons on the surface.

Sub-Lt. Bob Adams said that the Ojibwa can travel at a depth of 600 feet below the surface although the boat rarely goes deeper than 180 feet deep.

"The Ojibwa can go at a speed of 17 knots under water and about 12-14 knots above the water," he said. To give some estimate of the speed the submarine can travel he explained that it takes about 30 hours to travel 295 miles to Halifax on the surface.

The submarine has five compartments, each separated with a water-tight door. Accommodation consists of the Commanding Officer's cabin, the wardroom with 7 settee bunks, the chief petty officers' and petty officers' mess, and forward and after messes for the crew.

There are 58 permanent berths for men, and provision is made for six portable bunks to be fitted in the forward torpedo room if needed. There are three washrooms on board.

The Ojibwa has six bow tubes capable of firing either diesel or electrically driven torpedoes.

For the crew's entertainment there is a recreation room that houses a television, movie projector and tape recorder. To pass the time the men also play cards.

Roger McCabe is a watch keeper on the Ojibwa. He said that it's the people on the submarine that makes it such an enjoyable life.

"The food is great and the guys are great," he said.

He said that when the submarine is out to sea for over a week "the stench can be something terrible."

The sub only has capacity to carry 9,330 gallons of water for drinking, showers and cooking. Mr. McCabe said that the men are limited to ten

seconds a week in the shower when they go on a long journey.

He laughed when he said

that the crew doesn't notice how bad the smell can get.

"But just open my clothes locker to get a whiff," he said.



ON LOOKOUT — Sub-Lieutenant (N) Bob Adams surveys the harbour through the search periscope on board the HMCS Ojibwa, which is docked at Long Wharf. The submarine, one of three vessels built for the Maritime Command of

the Canadian Armed Forces, has been visiting the city since Friday and is leaving for Halifax this afternoon where it is to undergo an extensive refit.

St JOHN, NEW BRUNSWICK MAY 1979



ST. JOHN NEW BRUNSWICK, LAST PORT VISIT BEFORE REFIT MAY 1979



# RN

No  
197



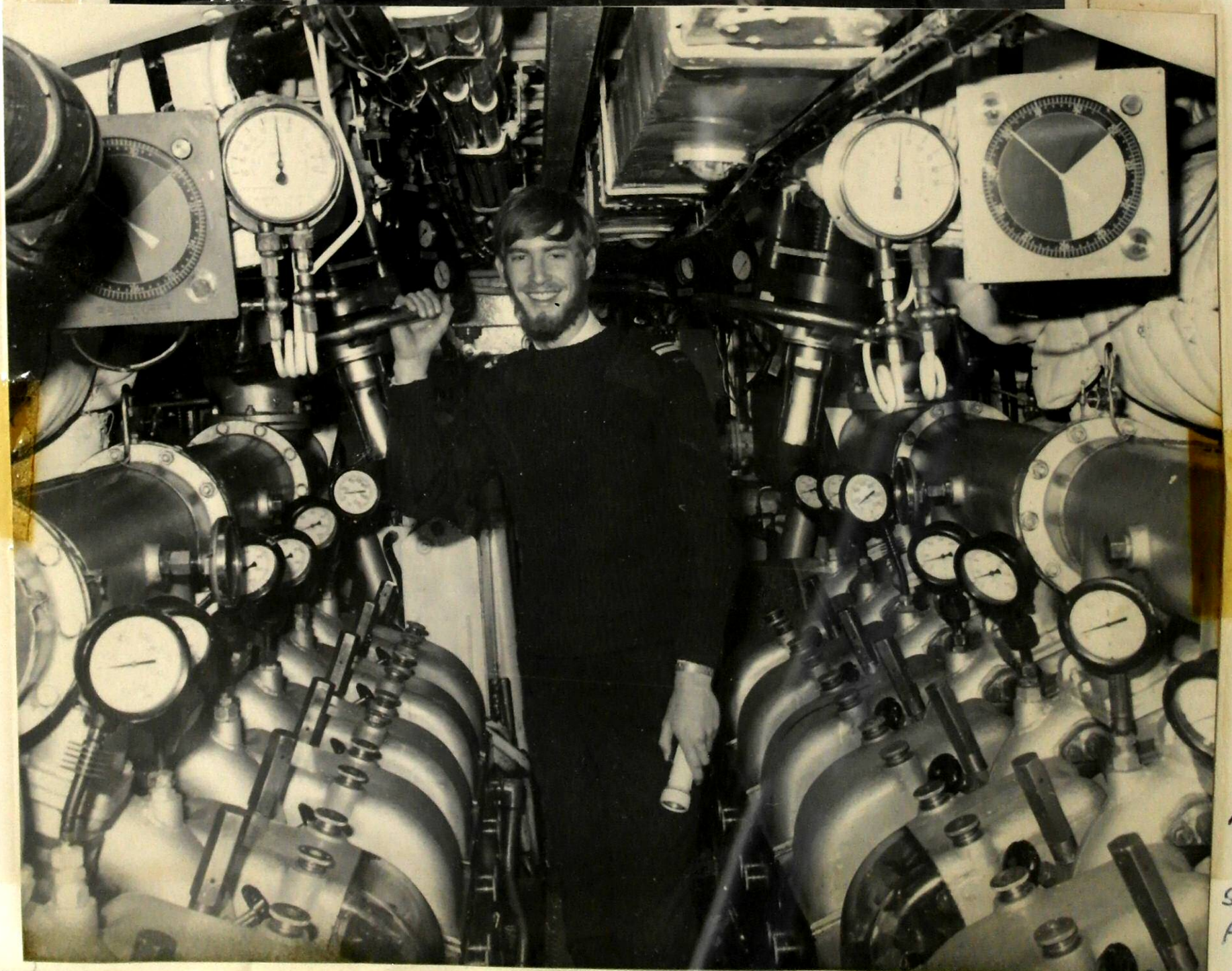
The submarine base, HMS Dolphin. The Canadian submarine HMCS Ojibwa secures alongside HMS Sealion and other conventional submarines of the 1st Submarine Squadron.

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

129



Pte  
KRAMBLE  
WITH  
GUESTS  
AT  
St. John  
N.B.  
CAN



130

S/KT  
ADAMS

NNNN

VVVVVVVVVVVVVVVVVVVVVVVV PCA031 UU  
RR RCWBOCA RCWBRFA RCWDDPA RCWDP RCWEVKA RCWEWA RCWEWLA RCWEWW RUEBBRA  
RUEBNED

DE RCEOCEA 0023 1791337

ZNR UUUUU ZEO

RCEOEE ZON2 C11L T ALL CDN SHIPS

RCWEWW T ALL CDN SHIPS PACIFIC

RUEBBRA T CFLO BERMUDA

RUEBNED T CF DET ARGENTIA

RCEOL T SKEENA

R 281337Z JUN 79

FM MARCOMHQ HALIFAX

TO MARGEN

BT

UNCLAS MARGEN 95/79 COMD 506

I WAS DELIGHTED TO BE PRESENT AT THE WONDERFUL PARADE

THIS AFTERNOON. WOULD YOU PLEASE CONVEY MY WARMEST

CONGRATULATIONS TO ALL THOSE WHO TOOK PART.

ELIZABETH, THE QUEEN MOTHER

BT

NNNN

VVVVVVVVVVVVVVVVVVVVVVVV PCA031 UU  
RR RCCBGNA RCCBJQA RVVVVVVVVVVVVVVVVVVVVVV PCA032 UU

RR RCCBGNA RCCBJQA RCCPG RCCPYIA RCCWC RCESBFA RCESUZA RCECB RCEVBGA

RCECK RCECM RCEOEE RCEOHJA RCEOL RCEOOQA RCEOR RCEQCF

DE RCEOCEA 0022 1791337

ZNR UUUUU ZEO

RCEOEE ZON2 C11L T ALL CDN SHIPS

RCWEWW T ALL CDN SHIPS PACIFIC

RUEBBRA T CFLO BERMUDA

RUEBNED T CF DET ARGENTIA

RCEOL T SKEENA

R 281336Z JUN 79

FM MARCOMHQ HALIFAX

TO MARGEN

BT

UNCLAS MARGEN 96/79 COMD 505

SUEJ: PRESENTATION OF QUEENS COLOUR

1. I WOULD LIKE TO EXPRESS MY CONGRATULATIONS AND SINCERE  
APPRECIATION TO EVERYONE INVOLVED IN THE PRESENTATION OF THE  
QUEENS COLOUR. THE SMARTNESS, PRECISION AND NOSTALGIA OF THE  
CEREMONY STIRRED THE HEARTS OF EVERYONE. THESE OCCASIONS ARE  
REMEMBERED BY ALL WHO ARE FORTUNATE ENOUGH TO WITNESS THEM AND  
IMPRESS UPON CANADIANS THE SIGNIFICANT POSITION OF THE FORCES IN  
OUR SOCIETY. THE COMMAND CAN BE PROUD OF THIS SPECIAL DAY. WELL  
DONE.

2. I HAVE AUTHORIZED 48 HOURS SPECIAL LEAVE TO THOSE WHO  
PARTICIPATED IN THE CEREMONY

BT

#2022

QUEEN ELIZABETH THE QUEEN  
MOTHERS VISIT JUNE 26-29  
CHANGING OF THE COLOUR  
GARRISON GROUNDS HALIFAX  
NOVA SCOTIA. 1979

The Queen's Colour



The  
New  
Colour



The  
Old  
Colour



*Presentation of*  
**The Queen's Colour**

*to*

*Maritime Command*

*by*

**Her Majesty Queen Elizabeth,  
The Queen Mother**

*Halifax, Nova Scotia  
Wednesday, 27 June, 1979*



*Presentation of*  
**The Queen's Colour**  
*to*  
*Maritime Command*

*by*

**Her Majesty Queen Elizabeth,  
The Queen Mother**

*Halifax, Nova Scotia*  
*Wednesday, 27 June, 1979*







## *The Ceremony Of Presentation*

Today's ceremony will begin at 3 PM with the arrival of Her Majesty Queen Elizabeth, The Queen Mother. Her Personal Standard will be broken at the masthead. Her Majesty will be received by the Commander, Maritime Command, Vice Admiral A.L. Collier, who will conduct Her Majesty to the dais, where the honoured guests are presented. The Parade will then give a Royal Salute and the band will play the National Anthem.

Her Majesty, attended by the Commander, Maritime Command and the Parade Commander, Captain F. W. Crickard, will inspect the Royal Guards.

Her Majesty will then return to the dais, and the band will troop. The Old Colour is then trooped, and marched off the Parade. The drums will be piled and the New Colour, cased, brought forward to be uncased and placed upon the drums. Admiral Collier will conduct Her Majesty to the drum pile and invite the Chaplains-General of the Canadian Forces, Brigadier Generals S.M. Parkhouse and F.H. Boucher, to consecrate the Colour.

The Colour Lieutenant Commander, Lieutenant Commander B.J. Fisher, will hand the Colour to Her Majesty to present to the Colour Officer, Lieutenant L.B. Spears, on completion of which she returns to the dais. Her Majesty will then address the Parade, and Admiral Collier will reply. The Parade will give three cheers for Her Majesty.

The Parade will salute the Colour, and as the National Anthem is played the Colour will be escorted at the slow march into the centre of the two Royal Guards. At this time there will be a flypast of maritime aircraft.

The Royal Guards and Band will march past Her Majesty, reform, and then advance in Review Order and give a Royal Salute.

Her Majesty will be presented a bouquet by Miss Shelley Drake.

Her Majesty will then leave the dais, and drive past the Escort Battalion before departure from the Parade.

## THE QUEEN'S COLOUR

The Queen's Colour is a special Naval Jack of silk, fringed with blue, with a Royal Cypher in gold on a blue disc within a floral chaplet, in the centre. It is carried on a tasselled staff, surmounted by a special decorative head.

Prior to 1924, Colours were carried only by army units, but in that year His Majesty, King George V graciously approved the use of King's Colours by the Royal Navy, and in the following year for the navies of the Commonwealth.

Two Colours are held at present by Maritime Command — those presented by Her Majesty the Queen to the Atlantic and Pacific Commands of the Royal Canadian Navy at Halifax on 1 August, 1959. Today, these are being replaced by one Colour for the whole of Maritime Command.

The Queen's Colour is never paraded on board ship or on foreign territory. It is paraded on shore only, on the following ceremonial occasions:

By a Guard of Honour mounted for the Sovereign, a member of the Royal Family, or the Head of a Foreign State;

At parades held to celebrate the birthday of the Sovereign;

By a Guard of Honour mounted for His Excellency, the Governor General of Canada, or His Honour the Lieutenant Governor of a Province.

When paraded, the Queen's Colour is given the same marks of respect as if Her Majesty was present. When carried uncased, it is at all times saluted with the highest honours.

*The Queen's Colour*



*The  
New  
Colour*



*The  
Old  
Colour*

## Order Of Ceremony

The Parade forms on the Review Ground.  
The Old Colour marches on, escorted by the Old Colour Guard.  
The Old Colour is shown.  
Commander, Maritime Command and guests arrive.  
Her Majesty, Queen Elizabeth, The Queen Mother, arrives, is conducted to the dais, meets certain dignitaries, and is received with a Royal Salute.  
Her Majesty inspects the New and Old Guards.  
The Band troops.  
The Old Colour is trooped.  
The Old Colour marches past and leaves the Review Ground.  
The drums are piled and the New Colour is brought forward.  
The New Colour is consecrated by the Chaplains-General.  
Her Majesty presents the New Colour.  
Her Majesty addresses the Parade.  
The Commander Maritime Command replies to Her Majesty.  
The Parade Commander calls for "Three Cheers".  
The New colour is saluted and marched into position.  
Maritime aircraft fly past.  
The New Colour, escorted by the New and Old Guards, marches past.  
The New Colour and the New and Old Guards advance in Review Order and salute Her Majesty.  
Her Majesty is presented with a bouquet.  
Her Majesty leaves the Review Ground.  
The New Colour, escorted by the New Guard, leads the Parade off the Review Ground.

## Music

(By the massed Canadian Forces Stadacona Band, the Canadian Forces Naden Band and the Naval Reserve Band)

On the Quarter Deck ..... Alford  
Heart of Oak ..... Traditional  
Globe and Laurel ..... arr. Dunn

### THE NATIONAL ANTHEM

Pageantry ..... Stanley  
Preobrajensky ..... arr. Dunn  
By Land and Sea ..... Alford  
Auld Lang Syne ..... Traditional

Hymn: Eternal Father Strong To Save (Melita)

### THE NATIONAL ANTHEM

Heart of Oak ..... Traditional  
The Maple Leaf ..... Muir

### THE NATIONAL ANTHEM

Heart of Oak ..... Traditional

## Consecration of The Queen's Colour Maritime Command

by the  
CHAPLAINS GENERAL (P) AND (RC)

The Reverend S.M. Parkhouse  
The Reverend F.H. Boucher

*The Commander, Maritime Command will invite the Chaplains General (P) and (RC) to consecrate the Queen's Colour.*

Reverend Sirs, I ask you to bid God's blessing on this Colour.

*The Chaplains General (P) and (RC) shall say:*

We are ready so to do.

*Chaplain General (P):*

Forasmuch as men at all times have made for themselves signs and emblems of their allegiance to their rulers, and of their duty to uphold those laws and institutions which God's providence has told them to obey; we, following this ancient and pious custom and remembering that God Himself led his people Israel by a pillar of fire by night and a pillar of cloud by day, are met together before God to ask His blessing of this Colour, which is to represent to us duty towards Sovereign and Country. Let us, therefore, pray Almighty God of His mercy to grant that it may never be unfurled, save in the cause of justice and righteousness, and that He may make it be to those who follow it a sign of His presence in all dangers and distresses, and so increase their faith and hope in Him who is King of Kings and Lord of Lords.

*Chaplain General (RC):*

Prions le Seigneur

O Dieu Tout-Puissant et éternel, qui est la source de tout bien et qui donnes la force aux âmes héroïques, daignes entendre nos humbles prières et bénir ce Drapeau confié à notre armée. Fais qu'il nous protège contre les nations rebelles et que, par ton puissant secours, il soit redoutable aux ennemis de la justice. Qu'il soit un gage de courage et de victoire pour ceux qui mettent en Toi toute leur confiance, car c'est Toi, Seigneur, qui as le pouvoir de mettre fin à toutes les guerres et de protéger ceux qui espèrent en Toi. Par Jésus Christ Ton Fils, Notre Seigneur, qui vit et règne avec Toi dans l'unité du Saint Esprit, car il est Dieu pour les siècles des siècles. Amen.

Consecration:

*Laying their hands upon the Colour, the Chaplains General (P) and (RC) shall say:*

In the faith of Jesus Christ and to the Glory of God, we consecrate this Colour, in the name of the Father, and of the Son, and of the Holy Ghost.

May it ever be to us a sign of our duty to our Queen and Country.

*Chaplain General (P):*

Naval Prayer

*O Eternal Lord God, who alone spreadest out the heavens, and rulest the raging of the sea; who has compassed the waters with bounds until day and night come to an end; Be pleased to receive into Thy almighty and most gracious protection the persons of us Thy servants, and the Fleet in which we serve. Preserve us from the dangers of the sea, and from the violence of the enemy; that we may be a safeguard unto our most gracious Sovereign Lady, Queen Elizabeth, and the Commonwealth, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Country may in peace and quietness serve Thee our God; and that we may return in safety to enjoy the blessings of the land, with the fruits of our labours, and with a thankful remembrance of Thy mercies to praise and glorify Thy holy Name; through Jesus Christ our Lord. Amen.*

All:

*Our Father, who art in heaven, hallowed be Thy Name. Thy kingdom come. Thy will be done, on earth as it is in heaven. Give us this day our daily bread. And forgive us our trespasses, as we forgive them that trespass against us. And lead us not into temptation; but deliver us from evil; for Thine is the kingdom, the power and the glory, for ever and ever. Amen.*

*Chaplain General (RC):*

Seigneur, Toi qui règnes sur toutes choses, nous t'implorons d'accueillir favorablement le culte que nous t'avons rendu en ce jour. Bénis ce que nous avons béni en Ton nom, et entoure de ta bienveillance ceux qui suivront les drapeaux bientôt confiés à leurs soins.

The Blessing:

May the Holy Spirit grant you that self-control which comes from the gift of His wisdom, and may the Blessing of God, the Father, the Son and the Holy Spirit, be upon you now and always. Amen.

All spectators are invited to join in the singing of the Hymn.

(HYMN: ETERNAL FATHER STRONG TO SAVE)

*Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
Who bidd'st the mighty ocean deep  
Its own appointed limits keep:  
O hear us when we cry to Thee  
For those in peril on the sea*

*O Trinity of love and power  
Our brethren's shield in danger's hour:  
From rock and tempest, fire and foe,  
Protect them wheresoe'er they go;  
Thus evermore shall rise to Thee  
Glad hymns of praise from land and sea  
Amen.*

## *Maritime Command*

The role of Maritime Command is to provide an operationally ready maritime force to meet Canada's defence commitments. These, in their order of priority, are:

- a. the surveillance of Canadian territory and coastlines;
- b. the defence of North America in co-operation with United States forces;
- c. contribution to NATO collective defence measures; and
- d. assistance to United Nations and other international bodies.

Maritime Command units and the aircraft of Air Command allocated to the operational control of the Maritime Commander operate from a total of twelve bases, stations and detachments, primarily on the east and west coasts, but as far north as Frobisher Bay and south to Bermuda.

The forces allocated include twenty destroyers, three support ships, three submarines, three Argus long-range patrol squadrons, two Sea King helicopter squadrons and one Tracker medium-range reconnaissance squadron. In addition, there are twelve vessels and a reserve air squadron, plus eighteen minor vessels providing training for personnel.

Maritime ships and aircraft perform a large number of diverse and challenging tasks in support of our defence objectives. These include:

- a. sovereignty patrols;
- b. ASW surveillance;
- c. pollution prevention surveillance;
- d. fisheries surveillance;
- e. search and rescue;
- f. NATO Standing Naval Force Atlantic;
- g. northern ship deployments and aircraft patrols;
- h. support of other government departments;
- j. maritime exercises;
- k. assistance to the United Nations.

There are about 9,200 military and 7,700 civilian personnel in Maritime Command.

## *Officers Taking Part In The Parade*

Parade Commander — *Captain (N) F.W. Crickard, CD*

Parade Second-in-Command — *Commander G.J. Eldridge, CD*

Battalion Commander — *Commander B.E. Derible, CD*

Colour Lieutenant Commander — *Lieutenant Commander B.J. Fisher, CD*

New Guard Commander — *Lieutenant Commander E.E. Morgan, CD*

Second Officer of the New Guard — *Lieutenant (N) W.A. Hiltz, CD*

New Colour Officer — *Lieutenant (N) L.B. Spears, CD*

Old Guard Commander — *Lieutenant Commander P.J. Drage, CD*

Second Officer of the Old Guard — *Lieutenant (N) J.E. Ross, CD*

Old Colour Officer — *Lieutenant (N) R.T. Riggs, CD*

A Company Commander — *Lieutenant Commander W.A. Prowse, CD*

B Company Commander — *Lieutenant Commander R.W. Bowers, CD*

C Company Commander — *Lieutenant Commander B.F. Beaudry, CD*

D Company Commander — *Lieutenant Commander D.A. Gasser, CD*

Commanding Officer

VU 32 Squadron — *Major P.L. O'Donovan, CD*

Commanding Officer

VP 405 Squadron — *Lieutenant Colonel P.J. O'Donnel, CD*

Commanding Officer

VT 406 Squadron — *Lieutenant Colonel K.O. MacLean, OMM, CD*

Commanding Officer

MR880 Squadron — *Lieutenant Colonel R.A. Holden, OMM, CD*

Director of Music — *Lieutenant (N) G.L. Morrison, CD*

Officers and men of the Canadian Forces, at present serving with Maritime Command, who took part in the ceremony of presentation of the Queen's Colour at Halifax on 1 August, 1959.

CAPTAIN

D.N. MacGillivray, CD K.M. Young, CD

COMMANDER

G.J. Eldridge, CD I.A. Macpherson, CD J.B. McKenzie, CD

LIEUTENANT-COMMANDER

D.S. Chandler, CD D.A. Gasser, CD C.D. Pattison, CD  
R. Couture, CD T.W. Gossen, CD J.W. Williamson, CD

LIEUTENANT

D.D. Enders, CD R.J. Gillespie, CD P.H. Goodfellow, CD  
G.L. Morrison, CD

CHIEF PETTY OFFICER, CHIEF WARRANT OFFICER

MASTER WARRANT OFFICER

C. Bechard, CD	S.V. Goucher, CD	W.G. Rose, CD
J.W. Blake, CD	P. Hanlon, CD	R.R. Royle, CD
A.R. Cox, CD	J.E. Helgason, CD	E.H. Toombs, CD
J.P. Dubé, CD	C.H. Lachance, CD	R.G. Walker, CD
R.A. Edwards, CD	M.R. Leeming, CD	J. Veres, CD
	N.A. Lessard, CD	

PETTY OFFICER, WARRANT OFFICER, SERGEANT

F. Ashton, CD	G.V. Hendrickson, CD	L.E. Pearse, CD
F.A. Beer, CD	R. Jack, CD	W. Perkins, CD
R.I. Bronson, CD	P.C. Johnson, CD	J. Peterson, CD
W. Brousseau, CD	R.G. Lacroix, CD	G.S. Pheby, CD
J.A. Brown, CD	R.A. Lee, CD	J.A. Reaume, CD
P.T. Burbury, CD	J.R. Leclair, CD	E.F. Reid, CD
G.R. Calder, CD	D.J. Lepage, CD	F. Ridgeway, CD
V.T. Carney, CD	I.R. MacKay, CD	K.H. Scheuer, CD
L. Dawson, CD	H.R. MacPhee, CD	B. Schley, CD
W.J. Demmery, CD	R.A. McWilliams, CD	R.N. Sheppard, CD
J.C. Dumas, CD	J.L. Millar, CD	D.L. Simard, CD
E.J. Duncan, CD	E. Morgan, CD	P.G. Simpson, CD
K.H. Erskine, CD	E. Muster, CD	K.J. Slaney, CD
G.R. Fahey, CD	C. Neilson, CD	R.E. Sutherland, CD
E. Faught, CD	F.A. Newey, CD	J.H. Vansomer, CD
L.L. Graham, CD		R.J. Wylie, CD

MASTER SEAMAN, MASTER CORPORAL

D.W. Bell, CD

Officers et non officiers des Forces canadiennes actuellement au service du Commandement maritime qui ont participé à la cérémonie de la remise du drapeau de la Reine qui a eu lieu à Halifax le 1er août 1959.

CAPTAIN

D.N. MacGillivray, CD K.M. Young, CD

COMMANDER

G.J. Eldridge, CD I.A. Macpherson, CD J.B. McKenzie, CD

LIEUTENANT-COMMANDER

D.S. Chandler, CD D.A. Gasser, CD C.D. Pattison, CD  
R. Couture, CD T.W. Gossen, CD J.W. Williamson, CD

LIEUTENANT

D.D. Enders, CD R.J. Gillespie, CD P.H. Goodfellow, CD  
G.L. Morrison, CD

PREMIER MAITRE, ADJUDANT-CHEF,  
ADJUDANT-MAITRE

C. Bechard, CD	S.V. Goucher, CD	W.G. Rose, CD
J.W. Blake, CD	P. Hanlon, CD	R.R. Royle, CD
A.R. Cox, CD	J.E. Helgason, CD	E.H. Toombs, CD
J.P. Dubé, CD	C.H. Lachance, CD	R.G. Walker, CD
R.A. Edwards, CD	M.R. Leeming, CD	J. Veres, CD
	N.A. Lessard, CD	

MAITRE, ADJUDANT, SERGEANT

F. Ashton, CD	G.V. Hendrickson, CD	L.E. Pearse, CD
F.A. Beer, CD	R. Jack, CD	W. Perkins, CD
R.I. Bronson, CD	P.C. Johnson, CD	J. Peterson, CD
W. Brousseau, CD	R.G. Lacroix, CD	G.S. Pheby, CD
J.A. Brown, CD	R.A. Lee, CD	J.A. Reaume, CD
P.T. Burbury, CD	J.R. Leclair, CD	E.F. Reid, CD
G.R. Calder, CD	D.J. Lepage, CD	F. Ridgeway, CD
V.T. Carney, CD	I.R. MacKay, CD	K.H. Scheuer, CD
L. Dawson, CD	H.R. MacPhee, CD	B. Schley, CD
W.J. Demmery, CD	R.A. McWilliams, CD	R.N. Sheppard, CD
J.C. Dumas, CD	J.L. Millar, CD	D.L. Simard, CD
E.J. Duncan, CD	E. Morgan, CD	P.G. Simpson, CD
K.H. Erskine, CD	E. Muster, CD	K.J. Slaney, CD
G.R. Fahey, CD	C. Neilson, CD	R.E. Sutherland, CD
E. Faught, CD	F.A. Newey, CD	J.H. Vansomer, CD
L.L. Graham, CD		R.J. Wylie, CD

MATELOT-CHEF, CAPORAL-CHEF

D.W. Bell, CD



CRET Maj 31st 79  
Charles Hillier



The country boy  
Denis Dagenais

Good

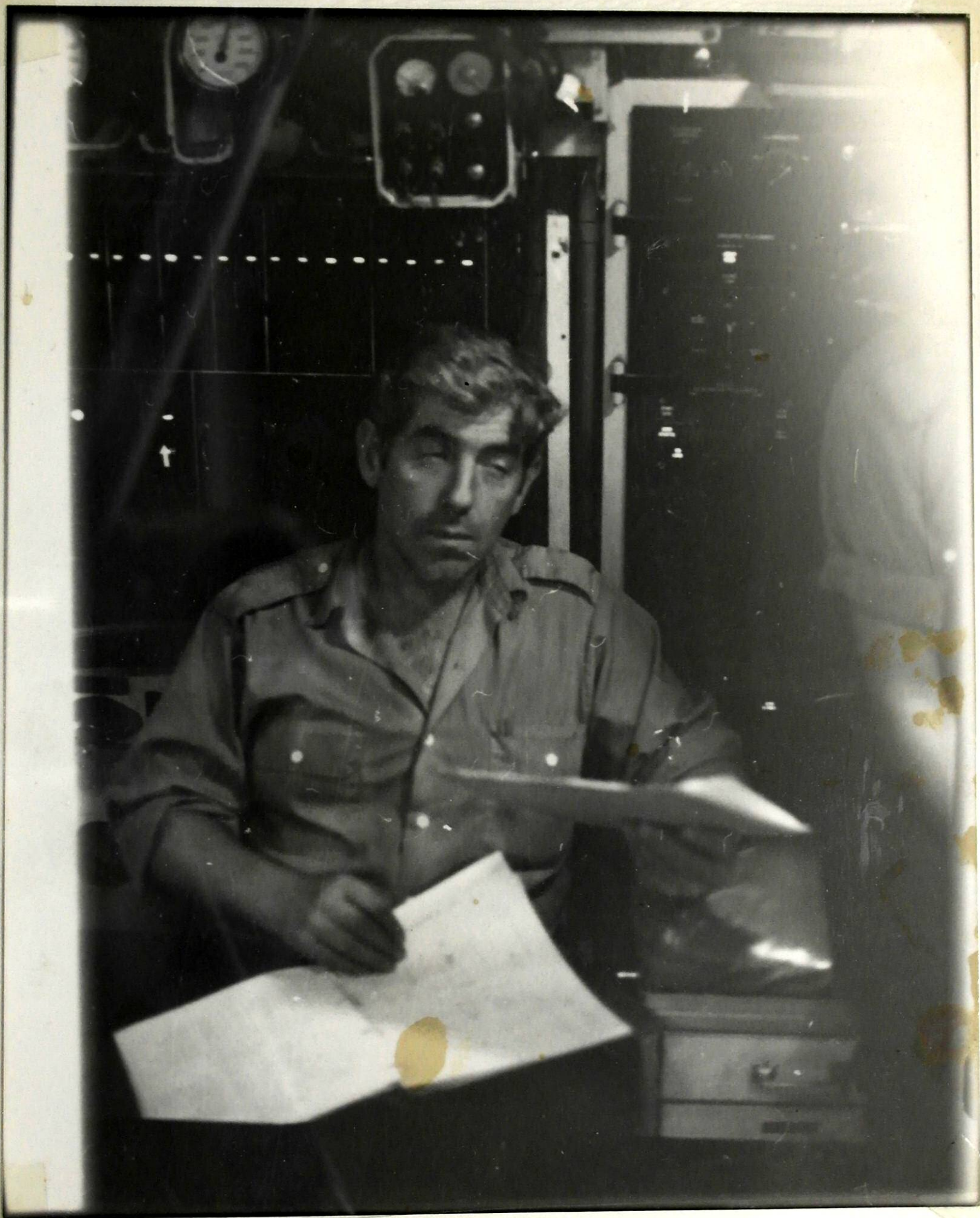


COMMISSIONAIRE A. J. RETIRES  
CDR. HUNT PRESENTS MUG FROM SUB SQDN



P.O. CARROD (DOC)



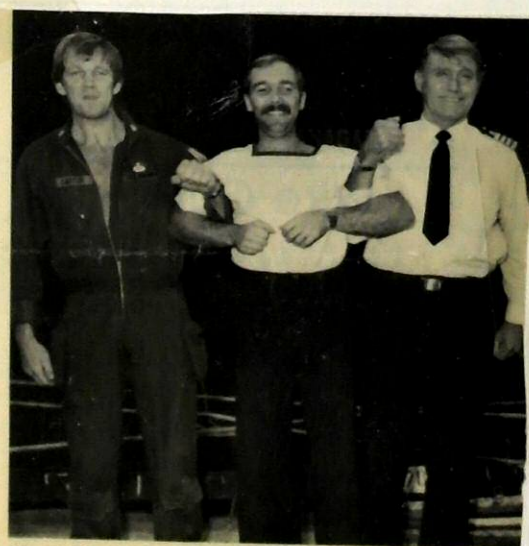


OUR JIMMEY ALBERTS  
DURING  
"R" and "R"

diel  
4001  
135



SQDN COX'N TERRY SHERGOLD GETS  
AUTOGRAPH FROM BO SEVENSON



Above PO Jim Gordon of HMCS Okanagan gets a lift from film stars Bo Svenson, left, and Chuck Connors, right, during a break in the filming of *Virus* at Halifax. The setting was aboard the Canadian sub, but the movie will depict the adventures of a British sub and crew. (



THE CONNING TOWER of HMCS Okanagan provides a backdrop for actor Bo Svenson as he rests between location shots for the film *Virus* at the Halifax naval dockyard. Svenson will appear in the ABC Tuesday Movie of the Week, *Walking Tall - Part II* - the continuation of Sheriff Buford Pusser's one man battle against Tennessee mob activity, Feb. 19 at 12:30 a.m. (Wamboldt-Waterfield)



Maritime Command TRIDENT, September 4, 1980 . . .

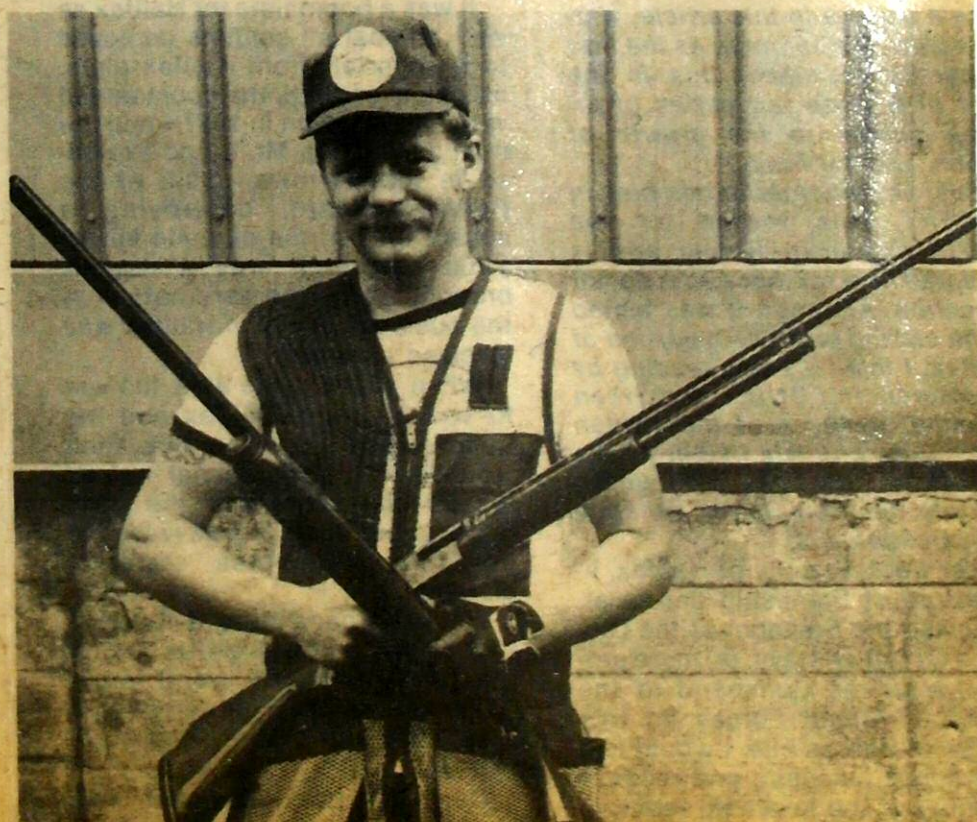
## "Okanagan's Top Gun"

By OSIBWA'S

From the 27 July until 31 July, MS Shane Irvine from HMCS Okanagan participated in the World Skeet Shooting Championship in Savannah Georgia. Nine hundred and eighty nine civilian and military competitors entered the five day tourney, shooting in four categories — 410, 28, 20 and 12 gauge. At the end of the week an overall winner was declared in the military and civilian categories. Maritime Command was very well represented by MS Irvine. On Monday during the 410 event, Shane placed fourth in the military and first in his civilian class. Tuesday, with the thermometer hovering around 40 degrees C, he shot 95 out of 100 in the 28 gauge competition, good enough for second in the military and first in his civilian class.

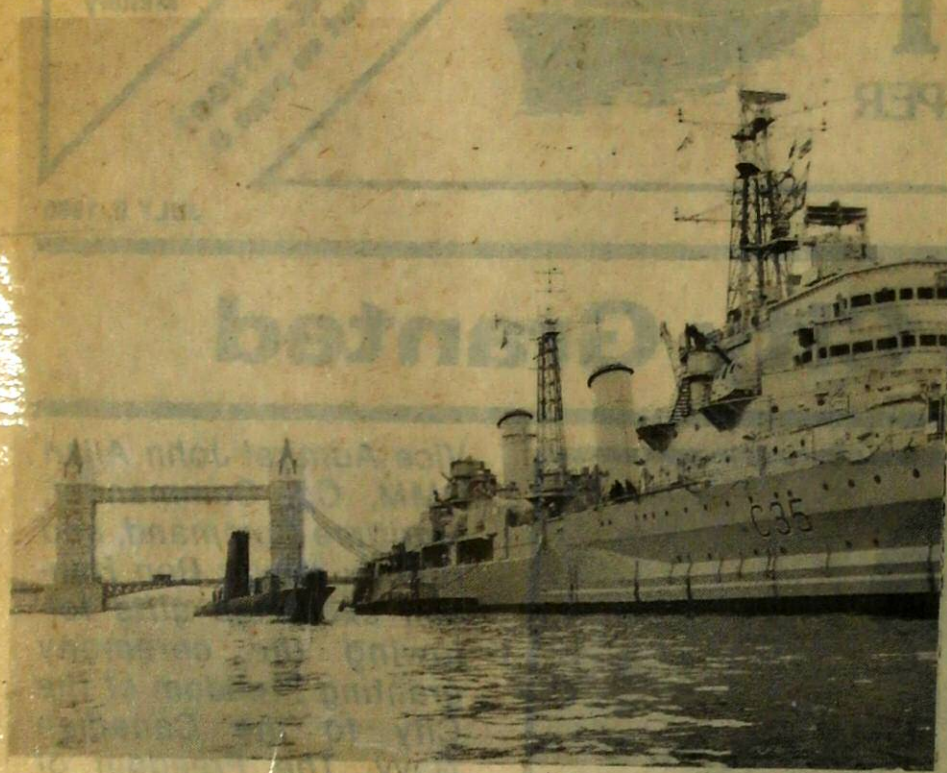
Wednesday in the 20 gauge event brought similar results as Tuesday. However, it was during the gruelling 12 gauge event completed in two halves on Thursday and Friday which separated the men from the boys. The temperature was a stifling 42 degrees C. The proximity to a nearby lake infested with venomous cottonmouth snakes ensured all the competitors kept on their toes. In these tough conditions, MS Irvine shot a commendable 245 out of a possible 250, good enough for fourth in the military class and second in his civilian class.

When the overall results were tallied, Shane Irvine had placed third in the World Competition and first in his civilian class, shooting 535 of a possible 550.



The winner was Doug Burnett, a MWO from CFB Toronto. Second place went to Allan Clarke from Ft Benning, Georgia. A BZ to Shane Irvine on his fine performance.

## UK Exchange



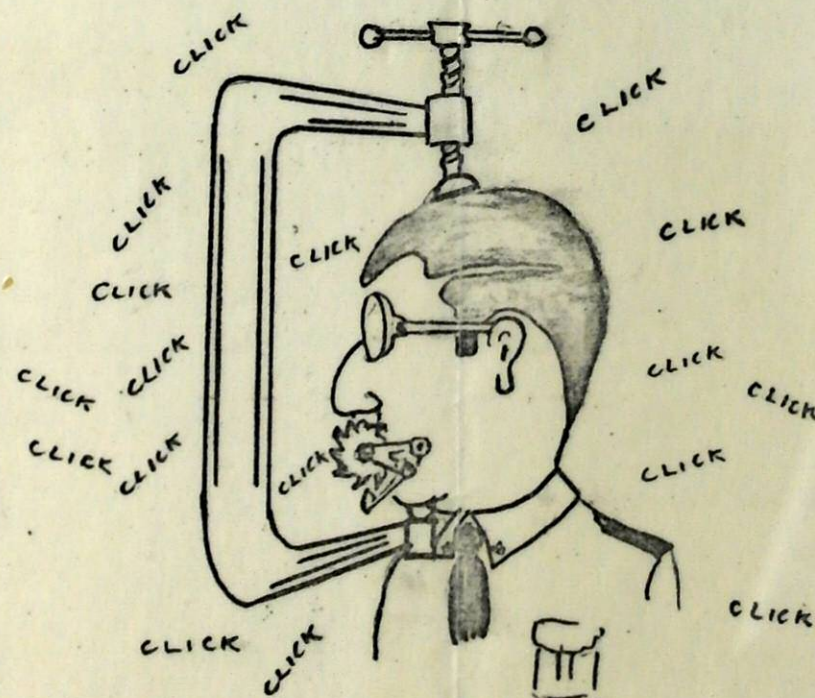
HMCS/M Onondaga coming alongside HMS Belfast on the Thames at Tower Bridge.

28th January, 1980, the first day of Onondaga's exchange with the R.N. The exchange was fair, a one-for-one Oberon Class submarine swap over three and a half months of operations. By the end of the trip, 16th of May, eight operations, five port visits, and 12,483.5 miles had been completed or covered by the Canadian side of the exchange. The politics are simple, the planning and preparation complicated with events typical of a Canadian submarine deployment.

The operational evidence on surveillance patrols, working with Canadian, British and Dutch LRPA, attacking surface forces in three combat exercises balanced against a demanding port visit programme in London, Gosport, Plymouth, Gibraltar and the surprise sleeper in Agadir, Morocco. The operations started shortly after leaving Halifax approaches with Argus patrols and finished with the Combat Control Officers Combatex in the last four days of the transit home. With the exception of these local operations, Onondaga came under the operational control of the R.N. Working under 'new management' required

a little diplomatic hospitality, as well as the standard Ops briefings for the submarine. The Captain, Lieutenant-Commander Mac-Millan, accompanied by his Navigating Officer, Lieutenant Paul Robinson, R.N., attended the weekly intelligence briefings at Gosport and Northwood to settle their plans for the next three months. The intelligence picture clarified, the Captain and his officers were left to official duties in Gosport and then London for Valentine's week. Meanwhile, the sailors enjoyed a return to the home of submarines in HMS Dolphin and the nightlife of Portsmouth, followed by the unique visit to London berthed just above Tower Bridge alongside HMS Belfast. Though Onondaga was dwarfed by her renowned berthing partner, she was none the less a conspicuous Canadian ambassador when sighted from the Tower of London.

Between the sailing from London and a return to Gosport, Onondaga completed a surveillance patrol. A brief recuperation period for the crew and boat were followed by a transit and 'on task' time in



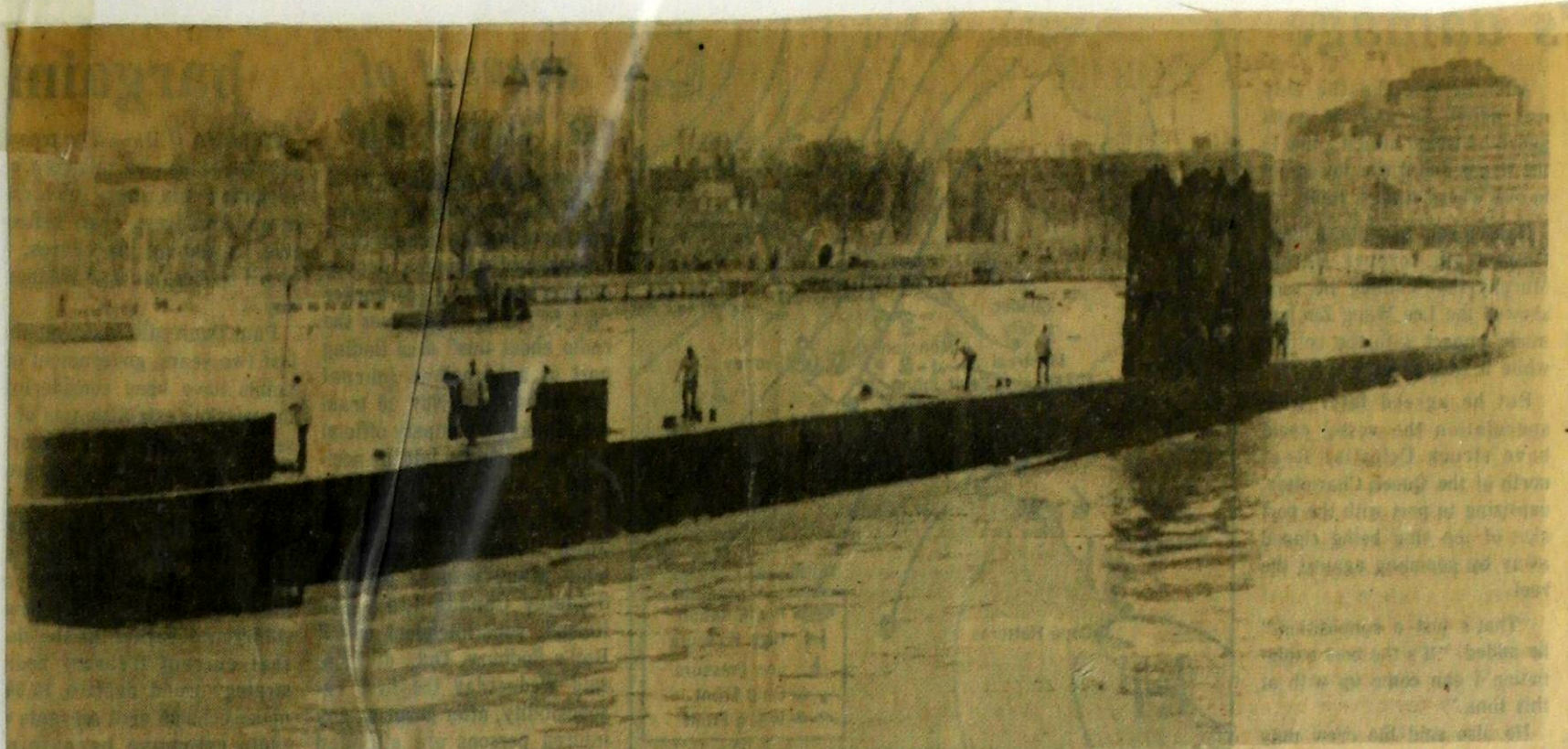
OLD

RATCHET

JAWS (Bill Lee)

(R.J.)

Staff Meeting Sub  
Sgdr March 80



HMCS ONONDAGA above passes the Tower of London (background, centre) on her way up the Thames River, London, yesterday to a berth alongside the decommissioned British cruiser, HMS Belfast. The submarine was accorded a warm welcome as she came alongside after a rigorous Atlantic crossing. (CP Laserphoto)

## Warm welcome for submarine

By MICHAEL COPE  
London Correspondent

LONDON — The British capital gave a rootin' tootin' welcome to the 2,000-ton Halifax-based submarine HMCS Onondaga as it cruised gently under London's famed Tower Bridge Wednesday.

Tugs, lighters and barges tooted their welcome as the slick, all-black sub slid up the River Thames to berth alongside the decommissioned British cruiser HMS Belfast, now a permanent adjunct of the Imperial War Museum.

It was the end of a savage 11-day crossing of the fickle Atlantic in which the subma-

rine was battered by force 10 gales for most of the time. Ordinary Seaman Ryan Butler, 21, of 9 Cayuga Drive, Shannon Park, Dartmouth, said "the waves rolled and pounded us the whole way across. They knocked the paintwork off the vessel and did some minor structural damage."

Commander Ray Hunt, commander of the first Canadian Submarine Squadron, who travelled aboard Onondaga, said the main problem was trying to hold the ship down to its scheduled progress.

"We had very heavy tail winds which were blowing us along and constantly we had to

reduce speed to be in the right place when we recorded just where we were."

But when the submarine's captain, Lieutenant Commander K.F. McMillan, eased the weather-battered ship gently alongside the huge cruiser immediately up river from Tower Bridge, he didn't even graze the side: a feat which drew cheers and whistles from the British docking crew on Belfast.

In the wardroom, 71 feet or so below the murky surface of the Thames, the officers gratefully broke out 'the hard stuff' (banned by Defence Department regulations when a Canadian Navy ship is at sea) to traditionally toast the Queen.

"It was," said Commander McMillan, "a great voyage and we got in some pretty hard training. Each day we escaped the constant battering of the weather cruising on the surface when we submerged for an hour or so. The ship performed well and the crew were just great."

Onondaga will ceremonially receive the Canadian-born Lord Mayor of London, Sir Peter Gadsen, today.

## Congratulations



Vice-Admiral J. Allan on behalf of Vice-Admiral K. Carr presented LCdr J. T. O. Jones with the Commander Submarine Force US Atlantic Fleet Citation for his dedicated service and valuable assistance provided during CARIBOPS '80.

CAPTAIN OF OJIBWA  
1977 AUG. - JULY 1979  
A VERY FINE MAN

OJIBWA'S SPONSOR AT  
COMMISSIONING SEPT 65  
LADY MIERS VISITS  
31 MAR 81

Submariners, Admiral Sir Anthony Miers, VC, KBE, CB, DSO and Bar and Lady Miers, in Halifax last week as the honoured guests at the Canadian Submariners' Reunion, completely charmed everybody they met at a reception held Tuesday evening in the First Canadian Submarine Headquarters in Halifax.

Sir Anthony has been awarded many honours during his career including the Victoria Cross, Knight of the British Empire, Commander of the Bath, Distinguished Service Order and Bar.

They were a very approachable couple and it was quite obvious they were thoroughly enjoying themselves as they met and chatted with fellow submariners from all over the world, some of whom they have been associated with for quite a long time.

The admiral is a distinguished submariner, a war hero of the Second World War who refused the Victoria Cross if the officers and men of his submarine could not be present at Buckingham Palace for the presentation.

I have been told, it was his feeling, the honour was his only because of the support he received from his ship's company. The 'skipper' later headed his submariners as they all marched proudly into Buckingham Palace for the presentation.)

Lady Miers is indeed a lady, anyone just observing the admiral's wife as she moved casually from one group to another could not help but note she possessed all those attributes that exemplify 'a lady.' I think it is safe to say we were all very pleased to meet this delightful visitor from London.

Following a brief ceremony when the honoured couple were presented with several gifts, the admiral, with a twinkle in his eye, reminded me that Lady Miers holds the rank of able seaman.

Perhaps he is right — we do know Lady Miers feels a very close association to the members of the First Canadian Submarine Squadron, having launched the Canada's first submarine, HMCS OJIBWA, she is officially its sponsor and has since the launching always maintained a personal association with the ship's company.

Two members of the OJIBWA'S original crew, Petty Officer Jim (Lucky) Gordon and Petty Officer G. G. A. (Hoppy) Hopkins presented Lady Miers with a handcrafted gift, a pair of wall plaques depicting sailors in 18th century uniforms. The presentation was made on behalf of the crew serving at the time of the launching.

Lady Miers also accepted a framed MacAskill photograph from the OJIBWA'S engineer officer, Lieutenant (N) I. B. (Zeke) Brewer-Berkhoven who made the presentation on behalf of the current crew serving aboard 'her' ship.

Admiral Miers was not neglected, he too was presented with tangible reminders of his visit to Halifax when he attended the first reunion of submariners to be held in Canada.

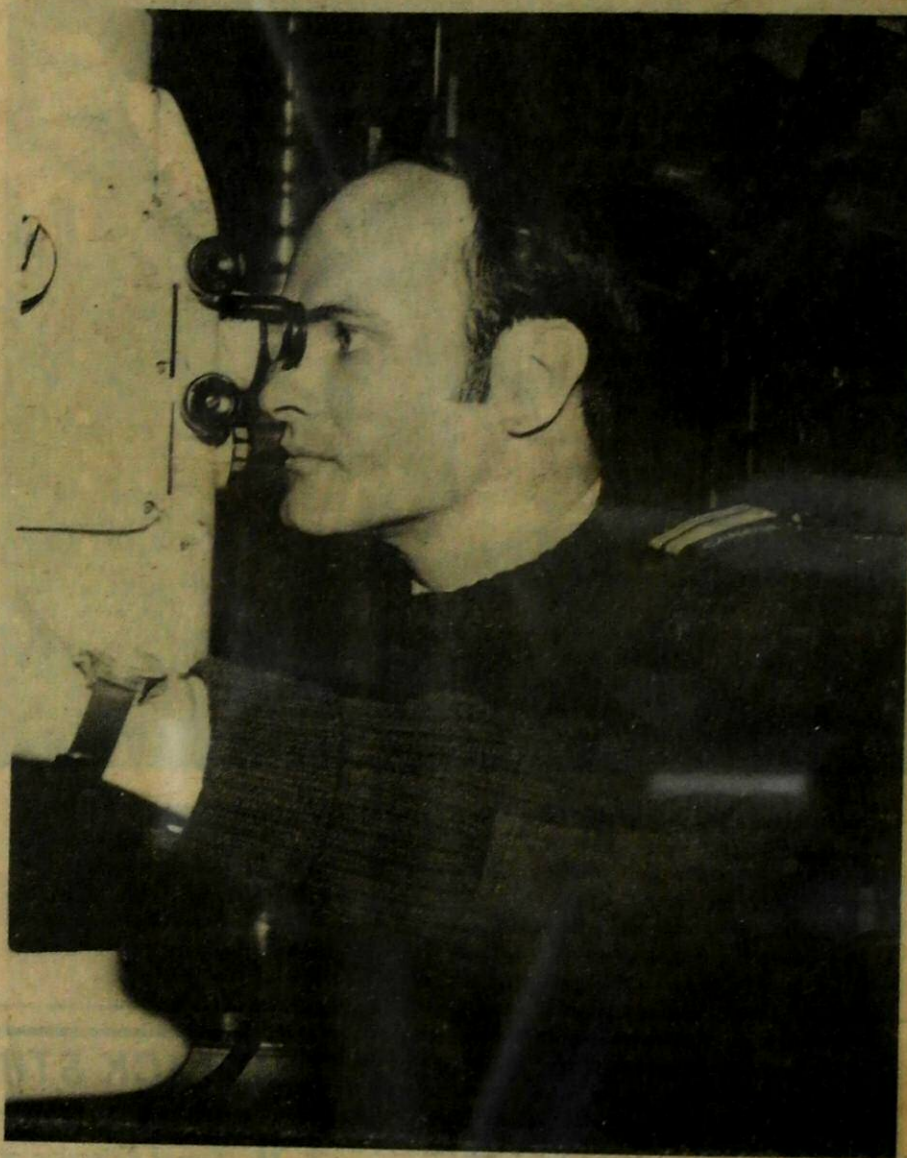
Commander Ray Hunt, commanding officer of the First Canadian Submarine Squadron presented the admiral with the squadron's crest on behalf of the officers and men under his command.

Sir Anthony Miers is proud to be a member of the Submarine Old Comrades Association. He is presently serving in the office of president of this association. David Perkins, president of the Canadian branch of the association on behalf of its Canadian members presented the 'old comrade' with a lovely seascape executed in acrylic by Nova Scotia artist David MacIntosh.

Submariners are a unique breed, they have the reputation of being the closest-knit group of service men in the military. At the reception for wives and guests it was 'open house' in the officers' wardroom, the chiefs and petty officers mess and in the crew's mess and all ranks could be seen in any of the messes.

It must be the difference between going "down to the sea in ships" and going down 'IN' the sea in ships that make a submariner an immediate member of an international fraternity of underwater sailors.

## Norm Swats for Sub Command



Swotting hard in Scotland to become a submarine Captain is Lieutenant Norm Nicolson, from Lower Sackville, Nova Scotia.

Norm, 29, joined the Canadian Forces in 1968.

Now he is looking forward to 'driving' his own submarine — once he has passed his 'Perisher'.

Probably the world's toughest course, the 10-week Submarine Commander's Qualifying Course is known as the 'perisher' for obvious reasons.

Norm must prove himself confident and safe to be with in a tight corner — one day the lives of over 100 officers and crewmen in a nuclear submarine could depend on his quick decision.

At the moment, along with nine other British, Australian, and Canadian candidates for this awesome responsibility, he is being hunted beneath the waves by a pack of frigates to the west of the Isle of Arran.

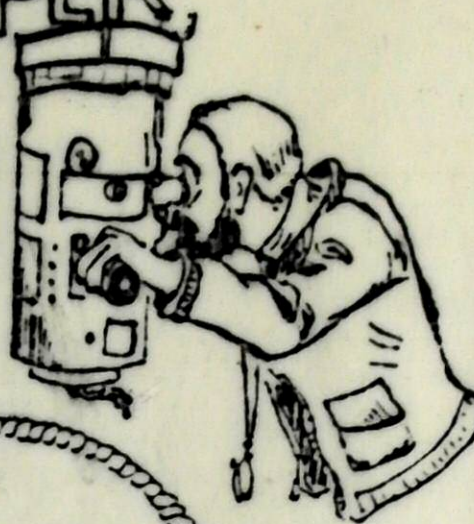
If he satisfies his teachers with his ability to stay safely hidden while pursuing his role to seek out and destroy enemy submarines and surface ships he may soon join one of the world's most exclusive clubs, at the business end of today's most sophisticated weapons of war.

CAPT DURING OJIBWA'S MID LIFE REFIT  
DEC 1979 —

# WATCHKEEPER

Submarine  
Submarine Old Comrades' Association  
Canadian Branch

Monthly  
Newsletter



APRIL 1981

## NEW FORMAT

"WATCHKEEPER" has been devised as a replacement for the "President's Bulletin". The intention is to develop it into a worthwhile and informative monthly newsletter and it is hoped to include regular "Features" as soon as they can be identified and developed. If anyone has any comments please send them along. The compliments we'll print, honest criticism will be seriously considered and any snarky remarks will be summarily dealt with by the editors children. This newsletter is a vital part of your Branch so contribute if you can, it will make it that much more interesting.

## SMASHING SUCCESS

As anyone who was there will tell you, the Submariners Reunion Reception held in the Submarine Squadron on the evening of 31 March was a tremendous success. The turnout was excellent and included the majority of the Canadian Branch as well as many familiar faces not seen in these parts for many a year. The President of SOCA, Admiral Miers, the guest of honour, was very pleased and pleasantly surprised to find such a diverse group of submariners many of whom had strong ties with the RN so far from the UK.

Admiral and Lady Miers were presented with a number of attractive memento's of their visit, these included; a framed McAtkell photo from the present crew of Ojibwa; a pair of cast-metal figures in period costume from two of the original crew of Ojibwa, members Gary Hopkins and Lucky Gordon; Canadian Branch presented the guest of honour and his Lady with an original seascape by Nova Scotian artist David MacIntosh; the Submarine Squadron presented a plaque consisting of the Squadron badge surrounded by the badges of the three boats. All in all a very interesting collection.

Speeches, such as they were, were short and interesting and well received by an appreciative audience.

Although we would not suggest that such a Reunion be held every year, we do feel that 15 years was rather a long wait. Anyhow, we've been assured that it will happen "more often" specially as this first effort was so successful.

8 Highdown Road  
Roehampton  
London SW15  
April 11

Dear Happy,

Thank you so much for the two beautiful plaques that you gave me. They really are lovely and it was so kind of you to think of me - I shall certainly always treasure them.

It was marvellous to see you and lucky again after all these years - It was such a proud day for me when I launched the Otibwa and it was lovely to be reminded of it again -

We certainly were thoroughly spoilt while we were in Halifax and had a really super time - We loved every moment of it. I have always loved Halifax. It was a pity that time was so short, however we packed a lot into it!!

We had a good journey home and spent the day in Ottawa which was very enjoyable too -

I hope the OTIBWA will come to England sometime this year and look forward to seeing her then -

Yours sincerely  
Pat Miers.

LETTER RECEIVED FROM LADY MIERS AFTER  
RECEPTION AT CAN. SUB. SQDN.





MR + MRS HOPKINS (PZER)

HMCS/M OJIBWA'S  
SHIPS DANCE HELD  
AT THE CHATEAU  
HALIFAX, BARONET ROOM.  
← MARCH 1981



MR + MRS BILL RITCHIE (CIER)

IN SEPT. 1965  
SIR ANTHONY MIERS WIFE  
LADY MIERS COMMISSIONED OJIBWA

**VC winner to  
attend reunion**

A British war hero will be guest of honour at a reunion of the Canadian branch of the Submarine Old Comrades Association to be held in Halifax next week.

Admiral Sir Anthony Miers, VC; KBE; Companion of the Bath; DSO and bar, will arrive at Maritime Command's submarine headquarters March 31 for the two-day event.

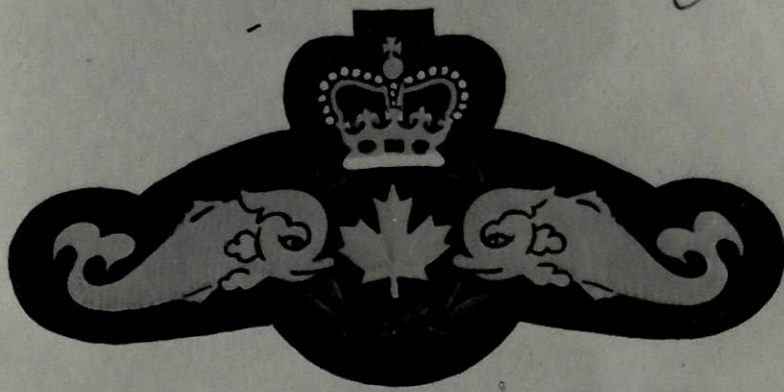
Sir Anthony won the Victoria Cross, the highest military medal for valour, for an action he fought off the coast of Greece in March, 1942. He was in command of the submarine HMS Torbay and had followed a fleet of enemy troop ships near Corfu Harbour. He lost the convoy but later came across several other Axis ships, which he sank.



MILLIE + MR + MRS WILSON (TUG) (PZER)

Approved

Elizabeth R



Canadian Forces  
Submariner Badge

Canadian Forces Headquarters  
January 1972

W Buckingham  
Director of Ceremonial

# MND VISITS CFB HALIFAX



*Commander R.C. Hunt, explains a technical point concerning the refit of HMCS Ojibwa, to the Minister and Vice-Admiral Fulton, as they tour the Submarine*

*Shelter during the Minister's short visit here. See page 2 for story. (MCpl Reid-BPhoto)*

# Submarine Legend Visits Halifax

Rear Admiral Sir Anthony Miers, VC, KBE, CB, DSCO and BAR

More than 100 submarines past and present gathered to honour Rear Admiral Sir Anthony and Lady Miers at an All Ranks Reception in the First Canadian Submarine Squadron on Tuesday, 31 March. The reception was part of the inaugural Canadian Submariners Reunion. Other events included a Mess Dinner for past and present submarine officers, a Submarine Tactics and Equipment conferences, a ladies dinner party for Lady Miers, and a luncheon for Admiral and Lady Miers hosted by Admiral Pullen.

Admiral and Lady Miers have a particular interest in Canada because Admiral Miers is present of the Submarine Old Comrades Association, a branch of which was recently formed in Halifax. Lady Miers launched HMCS OJIBWA and, as her sponsor, has always taken a keen interest in her fortunes. At the reception, members of the original OJIBWA commissioning crew made a special presentation to Lady Miers. The Halifax branch of the Submarine Old Comrades Association (SOCA) followed this with a presentation to Admiral Miers. In the Admiral's reply thanking the Old Comrades, he made a point of wishing our new branch well and gave a short report on the state of the UK association. He encouraged all present submariners to join the association whilst serving and to encourage any other previous members to enroll. The president of the Halifax/Dartmouth SOCA is Mr. J.D. Perkins, 99 Pleasant St., Dartmouth, N.S. phone 463-5398.

The next day, Sir Anthony and Lady Miers, after a luncheon with Rear Admiral H.F. Pullen, OBE, CD, Rtd (Flag Officer Atlantic Coast 1957-60), attended separate functions in the evening.

Lady Miers was guest of honour at a dinner party hosted by Mrs. Shirley Hunt, wife of Cdr R.C. Hunt, Squadron Commander, First Canadian Submarine Squadron. Admiral Miers meanwhile was guest of honour at a mess dinner in Stadacona where submarine officers past and present gathered to honour this legendary submariner. Other diners at the top table included Commodore B.L. Wilkins (COS MAT), Commodore S.W. Riddell (COS SEA) and Commodore J.C. Wood (DGMDO). For the 72 officers that attended this function, the highlight was without doubt the Admiral's after dinner speech.

In quiet but always jocular tones, the Admiral recounted numerous anecdotes that kept the company both hushed and enthralled. He had been requested to tell some of his war time reminiscences, but instead of the stories he might have chosen such as his exploits in winning the Victoria Cross in 1942, he gave us glimpses of the unwritten war. His anecdotes had one familiar theme — they all involved a laugh at his own expense. He recounted the tale of his personal bridge pillow jamming the upper lid of the conning tower whilst emergency diving to avoid counter-attack, and another tale of an overconfident gun action surface when relying on getting an enemy patrol boat under fire quickly, the deck gun jammed leaving the submarine in a very embarrassing situation. Although there was a light hearted vein through his entire talk, it was the "matter of factness" that induced in the rest of us a compelling sense of action.

At the end of Admiral Miers' speech,



Mr. Hunt presents a gift on behalf of the Premier of Nova Scotia. Left to right: Commodore Riddell, Mr. Pat Hunt, Rear Admiral Miers.

Mr. Pat Hunt, MLA for East Hants (and ex-Submariner) made a presentation to him on behalf of the Premier of Nova Scotia.

In both the formal and informal gatherings, it was apparent that the Admiral had lost none of his interest or flair for submarines. He cited many examples of things that hadn't changed in boats, such as principles of good submarine practice, attitudes and Esprit de Corps. Here indeed was a character that served as both an example and a motivation for those of us who were privileged to meet him.

The only sad moments of the visit came when it was time to say goodbye

to this fine couple who in a few days had endeared themselves to so many of the submarine community. It was a pleasure for past and present OJIBWA crew to renew their acquaintance with their charming sponsor.

Sir Anthony was described at the mess dinner as a "Godfather" figure to all submariners. There is no doubt of his avuncular patronage of the Old Comrades Association. There is now no question of his affection or interest in the welfare of the Canadian submarine service or of ours for his. Admiral and Lady Miers left Halifax with our best wishes for a safe trip and a speedy return.



Admiral Miers speaks at Mess Dinner. Left to right: Commodore Riddell, Rear Admiral Miers, Commodore Hunt, Lt(N) P. Panther.

### The Submarine: 'It Works and Hunts Alone'

The thing that immediately strikes you about Ken McMillan is his age. As a youngish-looking 30-year-old he isn't what you would expect of a man in charge of a submarine, responsible for the lives of 67 men. Somehow he doesn't appear weathered or solemn enough. But since June of last year Lieutenant Commander Ken McMillan has been admirably fulfilling his duties as Captain of H.M.C.S. Onondaga and a commander in the First Canadian Submarine Squadron. The uniqueness of submarine duty, the small ship environment and the relative speed with which an officer could obtain a command attracted him to submarines. "Between 30 and 32 is about the average age for getting command of a sub," he says. "For a destroyer you must first become a commander which means an age of 35 minimum, and in most cases the people are usually quite a bit older."

So, when others are merely trying to get on track in a career, Captain McMillan is responsible for a vessel weighing about 2000 tons and 295.6 feet long; almost as long as an American football field. It's not easy. At sea he must be available at all times to command and advise on the Onondaga's activities. When the sub changes direction, surfaces to periscope level, or is in proximity of any war ships he must be on hand no matter what hour, day or night. As a result he must usually make do on about three hours sleep caught at sporadic intervals throughout the day.

The past year hasn't been without crisis. He recalls a trip through the Dover Straits. "The shipping going up and coming down was quite heavy. Along with the great amounts of underwater life and the negative and positive ratios of water temperature this hindered the travelling of sound in the water. Our sonar wasn't operating as efficiently as usual. On several occasions we surfaced to find merchant ships bearing right down on us and it



Captain Ken McMillan

took some quick maneuvering to avoid a disaster."

Incidents like this don't occur everyday but one thing is certain: life aboard a submarine is much different from any other branch of Canada's armed forces. "We like to think that we are elite. We are trained in different things and it is just a bit more difficult on a submarine than elsewhere," McMillan says. His second in command, Executive Officer Rick Williams, is a little more graphic when he describes conditions. "It is smelly, cold, clammy, hot, humid and very crowded, just about everything a person doesn't want."

Submarine duty apparently doesn't have much going for it but one thing it does have is tradition, a factor of not little significance in the conventional navy. Submarine squadrons have historically been the elite arm of the largest and most powerful navies in the world, including the contemporary Soviet navy, and members of the Canadian submarine force like to think of themselves in a similar light.

The Onondaga's duties include surveillance of ships and land masses such as harbors. It is also active in training surface and air ships, acting as a type of practice target for their tracking and armaments. However, the most important element the submarine is designed for is war and it is Captain MacMillan's job to make sure the Onondaga is prepared at all times. The submarine is one of Canada's few offensive weapons that can be deployed against enemy forces. "The primary function of most of the other ships is to work in conjunction with other vessels and forces," says Williams. "But the submarine is different, it works and hunts alone."

The submarine is also unique because it always acts in a war configuration so in the event of a

conflict it would not be necessary to alter the ship's activities to any great degree.

When the Onondaga is not assisting in domestic training or surveillance it is often involved with NATO counterparts in exercises such as bottoming the ship (sitting on the ocean floor), simulating attacks or firing its MK 37 torpedos. They are wire-guided missiles controlled by electrical impulses that can make them change direction once fired and even go backwards or forward.

In spite of McMillan's description submarine duty is not as monotonous and jaded as it might appear. The Onondaga operates on a six week period along dockside and then is available for a ten-week period of duty. Right now she is in Jetty Four at H.M.C. Halifax dockyard. Her ten-week duty period begins in November. Between now and then Onondaga will be hoisted out of the water and placed on blocks for a month and a half and checked over to ascertain her readiness for a year extension. Submarines regularly go through a complete, 18-month overhaul. Every movable part is removed, tested, photographed, and tested again before pronounced in proper working order.

Beside the necessary maintenance the six weeks gives the

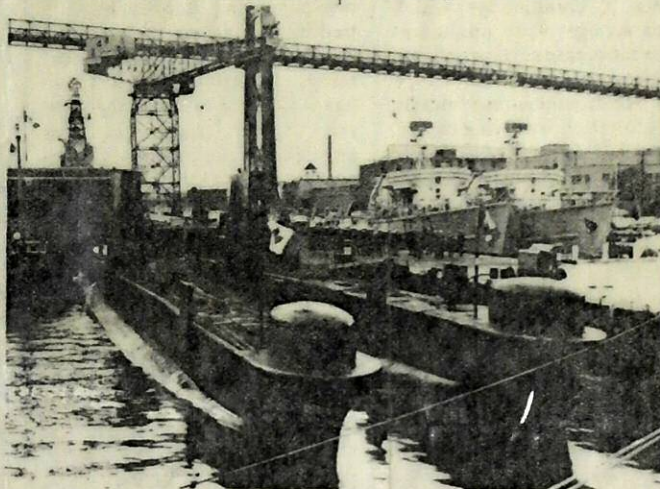
ic warfare staff work with training tapes, attack people are involved in target practice for five days and then the ship goes to sea for two days to practice as a team once again. This six-week period is especially hectic for Captain MacMillan. But the time he returns he is usually bogged down in paper work. He must organize training procedures, coordinate port visits and make ready operations orders, but most importantly Captain McMillan must make certain that the Onondaga and its men are ready to return to sea — and perhaps to war.

### What Shall We Do With A Drunken Sailor? The Wet Navy

Ever since King Charles II, while on board one of his ships, bumped his head on the bulkhead when rising for the Loyal Toast, naval officers have enjoyed the privilege of remaining seated while toasting the Sovereign.

Traditionally, every night of the week has a special toast and if the officer in charge of offering the toast forgets the appropriate one, he is responsible for buying a round of port. The toasts, that date back to the early 19th century are as follows:

Monday — To our ships at sea.  
Tuesday — To our men.



Onondaga and the Ojibwa at their mooring

men a much-needed leave after being separated from their families for prolonged periods. The navy is notoriously hard on family life and the submarine branch is no exception but Captain MacMillan says this is usually understood before a marriage or family is begun and most people are able to cope.

One of the six weeks in dock is devoted to getting people thinking about the duties to which they will be returning. Electron-

Wednesday — To ourselves and no one like us.

Thursday — To a bloody war or a sickly season, (to expedite promotions).

Friday — To a willing foe.

Saturday — To our wives and sweethearts, may they never meet.

Sunday — To absent friends.

### Tots of Rum

The "tot of rum" was a Royal Navy tradition dating back to the

HMCS Ojibwa, first of Canada's "Super-Os", is currently being fitted with the SOUP equipment and will be completed in the next year. The other submarines will be fitted with the equipment as they enter their scheduled refits over the next three or four years.

The submarine force in Canada remains an entirely voluntary service. Many of the submarine training courses, for all levels of employment, are taught in England and more recently in Australia. The submarine service is a small group of dedicated, highly trained officers and men who have confidence in the expanding roles of the submarine. The force is moving ahead into the 80s fortified by the taste of SOUP.



First Canadian Submarine Squadron — HMCS Ojibwa, HMCS Onondaga, HMCS Okanagan — alongside in Halifax.



16th Birthday 23 Sept 1981

144B



1981 SEP 23. 16th Birthday S/M OJIBWA  
Present C.O. NICOLSON

CPO LUCKY GORDON COMMISSIONING CREW 1965

P.O. BOB MIZUIK ORGANIZER

MS. SHANE IRVINE CHER

P.O. GARY HOPKINS COMMISSIONING CREW & STILL SERVING ON  
OJIBWA



CERA BUSTER BROWN + CPO GORDON

"A SAD"  
"MOMENT"

LONG TIME  
FRIEND LEAVES  
BOATS, MANY  
MEMORIES, &  
THATS A FACT







National Defence  
Defense nationale



# THE ROYAL NAVY SUBMARINE MUSEUM

HMS DOLPHIN - GOSPORT - HAMPSHIRE

Director:  
Commander P. R. Compton-Hall,  
M.B.E., R.N. (Retd.)

Telephone: PORTSMOUTH 22351 Ext. 41250

FIRST CANADIAN SUBMARINE SQUADRON

## MINUTE SHEET

ISM: 1000-1

Date: 26 JAN 82

LOG No: 079

SUBJECT: OFFICAL PRESENTATION

DISTRIBUTION	INITIALS & DATE	COMMENTS
CDR.		
Also		What is this?
COXN		Any recommendations? Shield / Accomodation arrangements? Who pay? If anyone goes, suggest survey present crew at first visit is brief and original crew P.O. Hopkins etc.
CDR		← This shield was presented to the Chief of the Reservation by P.O. Hopkins 28 Feb. 1982  The Moccasins were given to P.O. Hopkins to be delivered to the Museum in Gosport Hants, England



Read 1st (2) letter

947

Lt. Norman Nicholson RCN,

HMCS Ojibwa,

COM Halifax,

Nova Scotia Canada B3K 2X0

30 July 1981

Dear Lieutenant Nicholson,

Please will you consider helping us? I would very much like to include, with our museum display of OJIBWA building, a pair of "moccasins with puckered seams" from the Chippawa people.

I really do not know who to approach; but I am hoping that you do yourself have some contact with the OJIBWA tribe.

I truly will be grateful if you could do what you can to get us a pair of moccasins; I will gladly pay all expenses involved although, ever hopeful, it would be nice if the tribe could make us a present of them. I am anxious to have the RCN properly represented in the Museum and light touches like this have enormous public appeal.

So, please?

With all good wishes to you and your command.

Yours sincerely,

*Richard Compton-Hall*

Commander PR Compton-Hall  
Director

*Read Underleaf*

LCDR Nicholson C.O. OJIBWA  
 SPORTSMANSHIP AWARD  
 MARITIME COMMAND SPORTSDAY



DOESN'T  
 BELIEVE  
 (P.R. YEMEN)



Over the past few months, these two men have distinguished themselves in the art of the well-placed shot.

On August 3rd, Master Seaman Shane Irvine of HMCS Ojibwa ( left ), became the Class 2 International Champion at the World Skeet Championships

SHANE FINALLY DOES IT



CEREMONIAL DINNER AT HOLIDAY INN.  
 1982

148

May 1982

# FOURTH COMMISSION

First Port of Call was Shelburne Nova Scotia 1982  
Thrill of a Lifetime  
"Maggie Buck"

On national TV

## Submarine dream comes true

"Where have you gone on your summer vacation?"

Every September it's probably the most commonly asked question around the office, usually evoking the same replies: "up to the cottage," "down south," and "out west (or east)."

But ask Maggie Buck, secretary in the Capital Program Section of Corporate Planning, and you might do a double take when she replies. Buck, mother of three and grandmother of one, took a trip on a submarine this summer.

That's right, a submarine. After years of being fascinated by the underwater vehicles, Buck got her wish August 22 when she went 200 feet below the surface of the Atlantic Ocean off Shelburne, N.S. in HMCS Ojibwa.

The possibility of the trip started for Buck one weekend when she read about a show called "Thrill of a Lifetime." The program, broadcast on the CTV television network across Canada, offers Canadians the chance to see their dreams come true. Subjects have ranged from a McDonalds' employee who got a chance at being a standup comic, a bank loan officer who flew with the Canadian Air Force flying team, the Snowbirds, and an elderly pianist who had always wanted to cut a record of his music.

After reading about the show, Buck decided to see if she could get her chance to ride in a submarine. People are chosen for the show, says Judy Cosman, senior story editor for Thrill of a Lifetime, by the catchy elements of their story — what separates it from the rest.

In Buck's case, it was her lifelong enthusiasm for submarines that caught producers' attention. "We

had received hundreds of requests for submarines," explains Cosman. "But Maggie really sold us. It wasn't just the fact that she was a grandmother. When she was young, instead of reading Nancy Drew books, she was reading books on submarines."

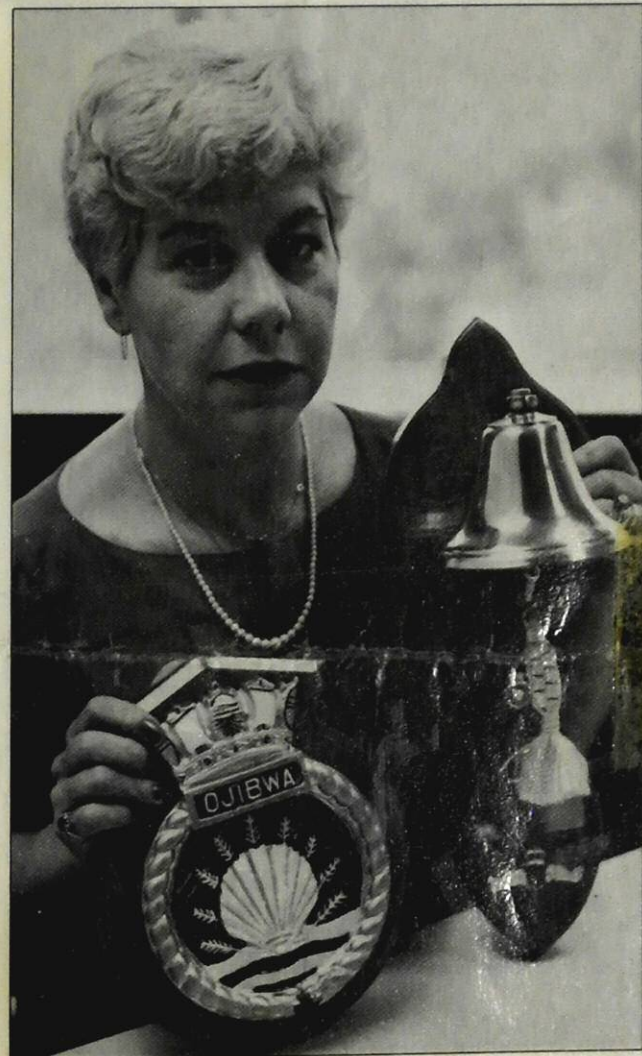
Buck's interest started as a child when an uncle in the British Merchant Navy told her about his ship being torpedoed by German U boats in World War II. "I think that's when I started thinking, 'I'd better find out about these things that go under water.'"

Growing up in the busy port of Liverpool, England, helped keep her fascination alive as did her family ties with the military: her father was a 40-year veteran of the Royal Air Force, her husband was once in the Royal Navy, her brother is a Royal Marine Commando captain who recently returned from the Falkland Islands crisis, and her brother-in-law is a Group Captain in the Royal Air Force.

Although reading about submarines was enough to keep her interested all these years, she says that when she finally entered the Canadian Armed Forces' Ojibwa "it was like the difference between watching a hockey game on the TV and actually being there."

With the CTV crew, she spent a day in the vessel as it ran through the waters off the coast of Nova Scotia. She was surprised at how small the submarine was inside — people couldn't pass in the halls without turning sideways and the kitchen was about the size of an average office. "I remember saying that I would never complain about my kitchen at home again."

Before being made an Honorary Submariner by the crew, Buck peered through the periscope and saw the coast disappear as the submarine went underwater. She also fired a torpedo, but there was no danger because the crew was able to bring it back by computer.



Maggie Buck holds two souvenirs given to her by the crew of HMCS Ojibwa, the submarine she travelled on this summer. The plaque on the left is the vessel's crest; the mounted bell on the right was made especially for Buck by crew members.

"I really enjoyed it," Buck says of the experience. "People said, 'Weren't you scared?' But I was too excited to be frightened."

Buck's adventure will be broadcast across Canada on Thrill of a Lifetime in January or February.

CORRESPONDENCE WITH CFTO-TV & MAGGIE

MARGARET BUCK  
100 SPRUCEWOOD CT.  
STE 1505  
AGINCOURT. ONT.  
M1W 2P2

Sep 17th, 1982.

The Chief & Petty Officers,  
HMCS OJIBWA.  
HALIFAX. N.S.

Hello again!

I must apologize for taking so long to write & tell you how much I appreciate your kindness in presenting me with the beautiful wall-plaque during my visit to OJIBWA with the "Thrill of a Lifetime" crew on August 23rd. (I have only just returned from the West Coast).

I would like you all to know that I am very proud of the gift & will treasure it. It now has a very special place in my home, along with the ship's crest & photograph.

I would also like to thank you for making my trip in OJIBWA so enjoyable. Although I'm sure it was just an ordinary day for you, it was a day I won't forget, neither I'm sure, will the T.V. crew.

OVER

C-I-L House 90 Sheppard Avenue East Willowdale, Ont.

OVER

THRILL OF A LIFETIME T.V. CREW

150

CORRESPONDENCE WITH CFTO-TV & "MAGGIE"

I will, as far as is possible, follow the travels of OTIBWA with interest (perhaps I should call her my "adoptee"), although living in the 'great Metropolis' of Toronto, we seldom hear much about the naval arm of the Armed Forces. However, I will do my best to keep up with events!

Thank you again.

Sincerely,  
Maggie.

OVER

C-I-L House 90 Sheppard Avenue East Willowdale, Ont.

OVER

THRILL OF A LIFETIME T.V. CREW

150

CORRESPONDENCE WITH CFTO-TV & MAGGIE



**CFTO-TV LIMITED**

BOX 9, STATION "O" TORONTO,  
ONTARIO, M4A 2M9, 299-2000

THRILL OF A LIFETIME.

August 25th, 1982.

TO THE CREW OF HMCS OJIBWA;

A million thanks to all of you for making Maggie Buck's THRILL OF A LIFETIME such a spectacular success. We all enjoyed our day as submariners aboard HMCS Ojibwa, and we are grateful to all of you for making what might have been an extremely difficult shoot, so easy, entertaining and so much fun!

Maggie is simply thrilled with the experience she longed for, for more than thirty years - and is delighted with all your fabulous gifts. Wait till she arrives in studio and the Captain surprises her with yet another one!

We wish you the very best of luck, and we'll let you know an air-date as soon as we have one.

Yours very truly,

Deborah Weinstein  
Location Producer.

Judy Cosman  
Senior Story Editor.

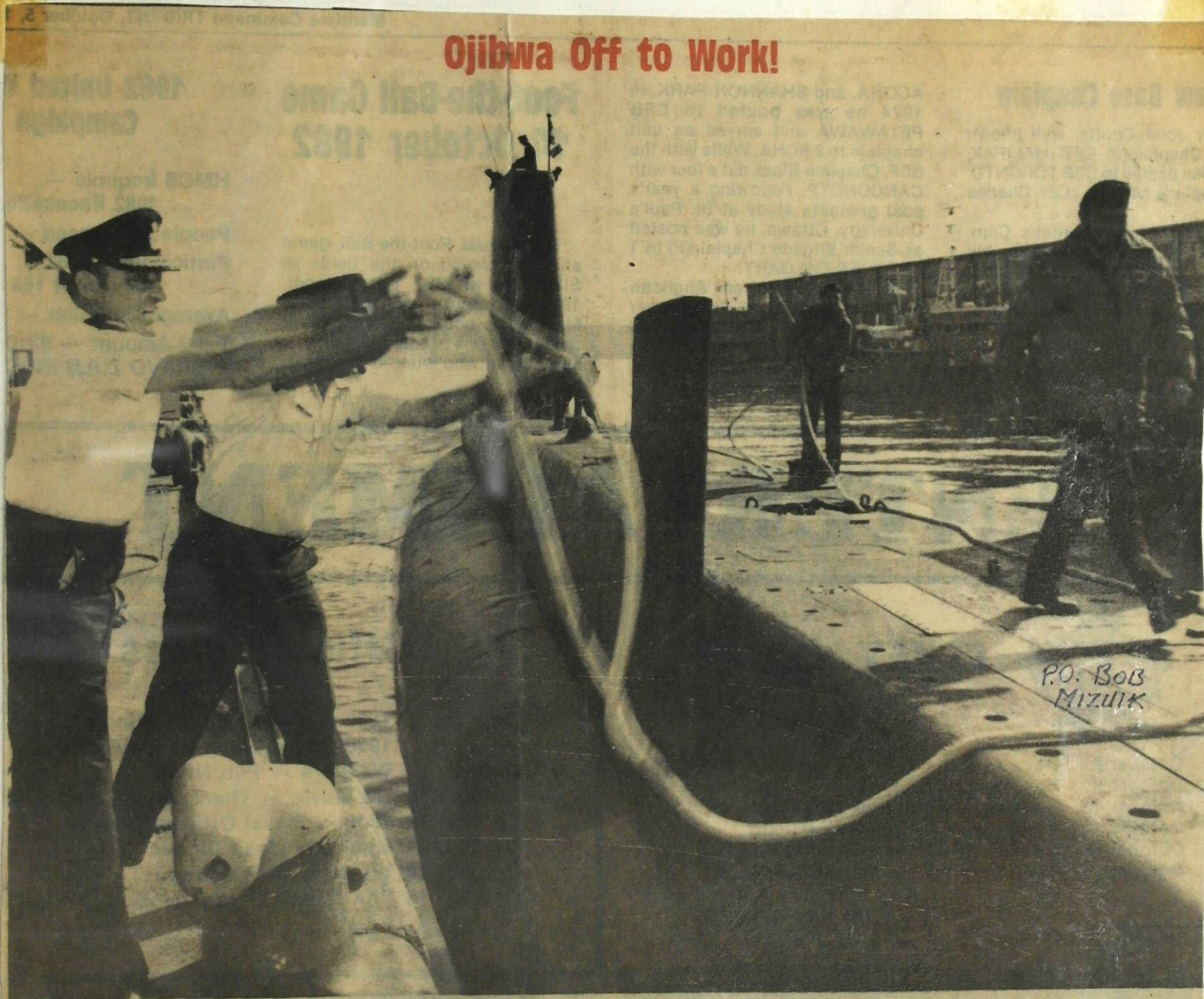
P.S. It was a THRILL OF A LIFETIME going down <sup>ON</sup> with you!

THRILL OF A LIFETIME T.V. CREW

150

WORK-UPS 1982

### Ojibwa Off to Work!



P.O. BOB  
MIZLIK

Monday, 20 September, HMCS Ojibwa sailed for work-ups in the United Kingdom following her two-and-a-half year refit. Commodore S.W. Riddell, (left), Chief of Staff Sea was on hand with squadron commander Cdr R.C. Perks to give final words of encouragement and see her safely away.

Ojibwa is the first Canadian sub-

marine to have undergone the submarine operational update programme (SOUP) refit, making her eminently suited for operational deployments, a prospect dear to many submariners' hearts. We wish her well in her work-up phase and look forward to exciting things from her following her return from the UK in mid December. (Photo by BPhoto)

COMMODORE S.W. RIDDELL

CMDR. R.C. PERKS

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SEPT. 1982 WORK-UPS



GOING



GOING



GONE - UNTIL DEC. 18-1982

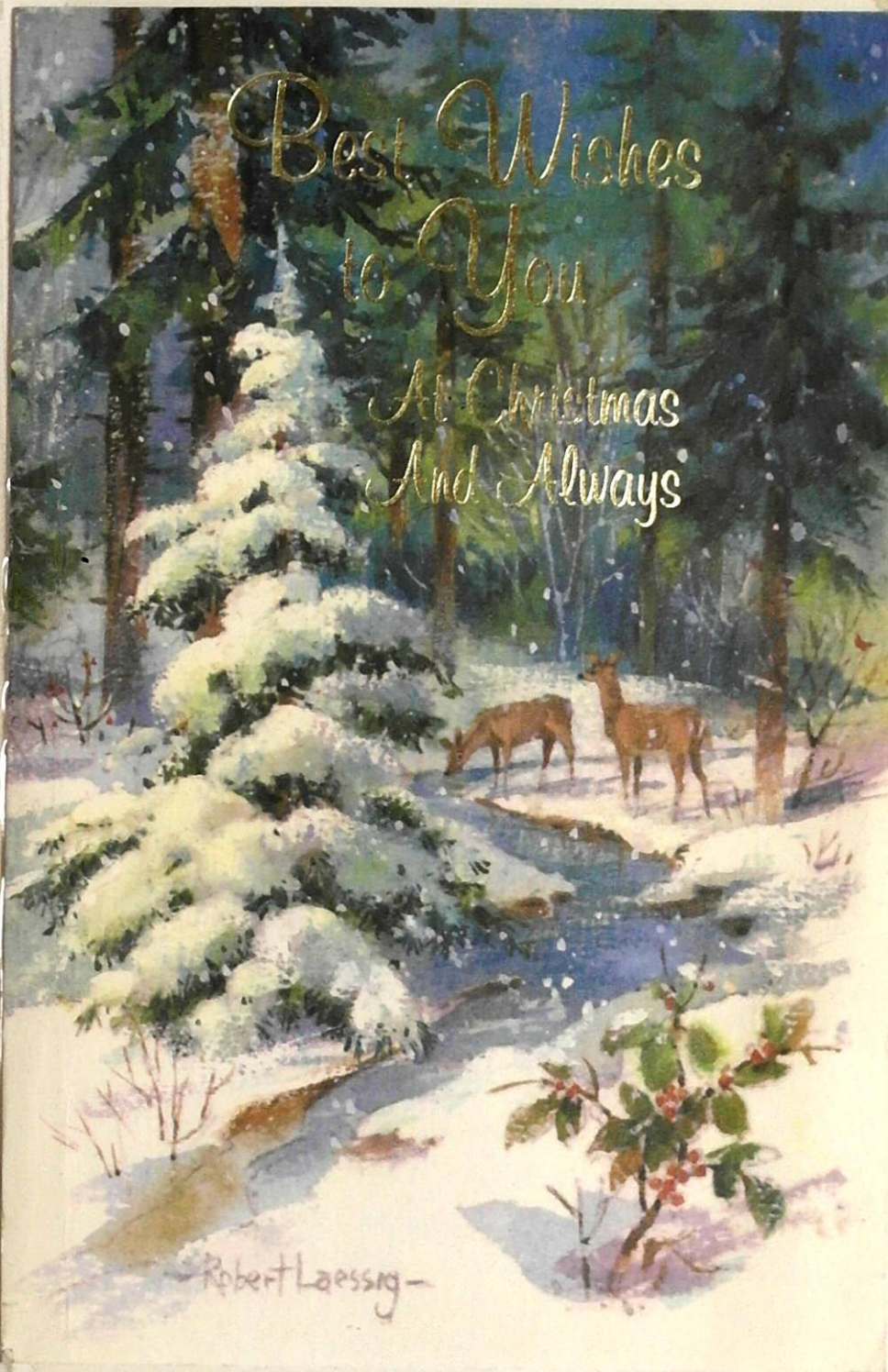
Maritime Command TRIDENT, Tuesday February 08, 1983 . 13

## Ojibwa Hosts "Thrill of a Lifetime"



HMCS Ojibwa is a winner with CTV's television program "Thrill of a Lifetime". Maritime Command and the crew of the submarine worked with CTV to fulfil a life-long dream of Maggie Buck to sail in a submarine. "Thrill of a Lifetime", attempts to realize the dreams and secret thrills of viewers of their television show that is aired on the CTV network 8:30 E.S.T. Monday evenings.

LCdr Norm Nicholson, Commanding Officer of HMCS Ojibwa, presents a plaque to Maggie Buck (second left), on behalf of his crew. Also pictured are co-hosts Teri Austin and Doug Paulson. Watch for upcoming Canadian Forces segments on February 21. (Canadian Forces Photo).



CARD REC'D FROM MAGGIE  
to HOPPY

# He came 1500 miles for a pair of moccasins

BY: Jim Miller

A representative from the Canadian navy, serving on the submarine Ojibwa travelled from Halifax to Forest, a total of 1,500 miles to receive a pair of Ojibwa moccasins.

This historic exchange was arranged by Norma Hunter, a special education teacher in Forest. A request made by The British Naval Museum of Portsmouth, England was sent to hunter's daughter, a Canadian naval officer asking if an authentic pair of moccasins could be located for the museum.

When Hunter heard of the request she arranged for moccasins to be



A pair of Kettle Point moccasins were presented to Petty Officer Hopkins to be displayed at The British Naval Museum in England. Making the presentation is (l-r) special education teacher Norma Hunter, Hopkins, and Chief Victor George. Seated Barry Gibb (Dept. of Indian Affairs).

made and sent to England. When the museum officials found out that they were to receive the moccasins an official exchange was arranged at Woodside Public School in Forest. Petty Officer Hopkins turned

down a trip to Australia to fly into Sarnia to officiate.

Chief Victor George of the Kettle Point Reserve presented the moccasins. After several gracious speeches, Hopkins made a presentation of his own to the Kettle Point people. A large plaque and three miniatures with an engraved history of the submarine Ojibwa was given to the Ojibwa (Chippewa) people.

This plaque commemorating the friendship of the men aboard the submarine and the people who bear the same name will hang proudly in Woodside School.

The moccasins from Lambton County will now go on permanent display at the naval museum in Portsmouth.

*Presentation  
28 Feb 82  
Sarnia News  
29 Feb 82*

PHOTO TAKEN BY THE SARNIA NEWS  
SENT TO HOPPIE BY HIS GRANDMOTHER  
FROM WIARTON ONT.



HMCS Ojibwa

285



The Commanding Officer  
of  
First Canadian Submarine Squadron  
request the pleasure of the company of

Mr & Mrs D. Hopkins  
at the

Submarine 75th Anniversary Ball  
to be held at the Nova Scotian Hotel  
at 18:30 for 19:30, Friday the seventh of April  
nineteen hundred and eighty-nine

R. I. V. P.  
Lt. McVicar, PO, Irvine  
1st Canadian Sub Squadron  
Halifax, Nova Scotia B3X 2X0

Mess Dress/ Black Tie



75th Anniversary  
Submariners Reunion

155



*75th Anniversary  
Submariners Reunion*

# Schedule of Events

APRIL 5<sup>th</sup>

Ct Po's open house 1200-1600

1989

- April 6th Meet & Greet Cocktail Party 1900-2200
- April 7th Submarine Open to Visitors 1300-1600
- April 7th Reunion Ball, Nova Scotian Hotel  
Black Tie/ Mess Dress \$60.00/ Couple  
Hotel Rooms Nova Scotian \$56.00/ Night  
1830 for 1930
- April 8th Submarine Open to Visitors 1000-1400
- April 8th Maritime Command Museum  
Submarine Display Dedication
- April 9th Church Parade T. B. A.

For further details Contact:

Lcdr J. Meehan/ Lt(n) J. McVicar/ PO, J. Irvine  
1st Canadian Submarine Squadron  
Att: 75th Submarine Anniversary Reunion  
Halifax, Nova Scotia B3K 2X0  
1-902-427-3658

# HMCS/M Ojibwa's 25th Anniversary

by CPO1 S.J. Desprey

When LCdr Sam Tomlinson accepted responsibility for HMCS/M Ojibwa at 1500 on September 23, 1965 at HM Dockyard Chatham, little did he realize it was the beginning of a new era in Canadian naval operations and the start of an illustrious career for a vessel that has spanned 25 years and is still going strong.

The Ojibwa was laid down on September 27, 1962 as the HMS Onyx. When Canada agreed to purchase Oberon class submarines, it was decided that Onyx be renamed Ojibwa and offered to the Canadian Navy as the first of a three boat purchase.

HMCS/M Ojibwa (pronounced O-jib-way) is named after a group of North American Indians, whose presence was first reported in 1640, when they occupied the region near St. Mary's River in the upper peninsula of Michigan. They scattered as the fur trade expanded, and are now widely dispersed in Canada and the United States. The group is now one of the largest remnants of the indigenous population, and the second largest group of natives in Canada.

Ojibwa (also rendered "Chippawa") means "people whose moccasins have puckered seams."

Ojibwa breezed through her initial sea trials with little difficulty, though there was some grumbling concerning the frequently late issues of the daily tot and the lack of fresh bread and milk for the crew. When these relatively minor difficulties were re-

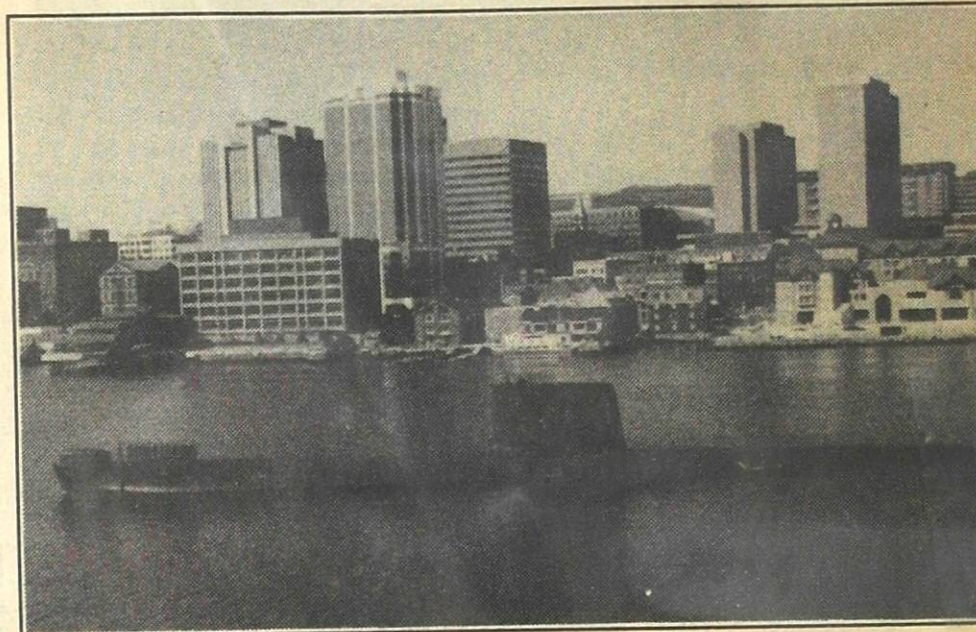
solved, Ojibwa carried on with trials and subsequently sailed for Halifax, arriving on January 18, 1966.

Her arrival heralded the beginning of many "firsts" for this first "O" boat of Canada's fledgling submarine service. She was the first Canadian "O" Boat to transit the Panama Canal, and the first to exercise in the Davis Strait and Hudson Bay. Ojibwa was the first submarine to tie up at the new San Diego submarine base. This event was suitably commemorated by the mounting of a brass plaque at Ballast Point Submarine Base, Dixon Pier.

Ojibwa was also the first Canadian submarine to conduct submarine rescue trials in the Gareloch, Scotland. These trials involved diving to the bottom of the Gareloch to simulate a submarine in distress. There a Deep Submergence Rescue Vehicle (DSRV) located and effected a successful "rescue" of selected members of the crew.

Ojibwa was also the first Canadian submarine to undergo the extensive mid-life refit and updating program known as SOUP (Submarine Operational Updating Program) which greatly enhanced her sensor, fire-control and communications capabilities.

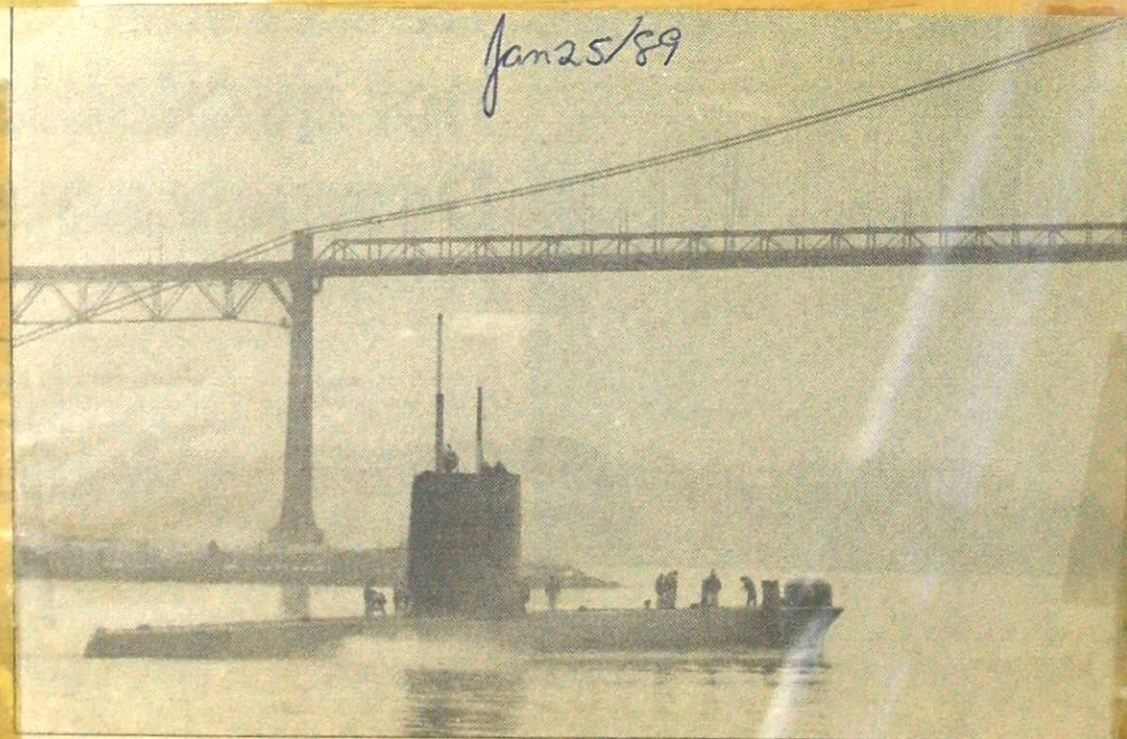
Since completion of her latest refit in 1988, she is also the first Canadian submarine to be fitted with the modern MK 48 torpedoes, which will vastly improve the combat capabilities of all three submarines when implementation is completed in Onondaga this year.



1990 marks the 25th Anniversary of HMCS/M Ojibwa and to help celebrate all former and current serving members of Ojibwa crew are invited to attend a formal dinner and dance at the Lord Nelson Hotel, August 3, 1990.

For more information contact Lt(N) Hart 7-2702, CPO1 Desprey 7-3675, or PO2 Shine at 7-2701.

Happy 25th Ojibwa!!



## Home waters

Most of the navy is operating in southern sunshine this month but the Oberon submarine HMCS Obibwa stayed home. It is seen

returning to its HMC Dockyard berth from a work-up in Bedford Basin. The sub has a crew of about 70.

**DIVE! DIVE!**

A cruise aboard  
the Onondaga

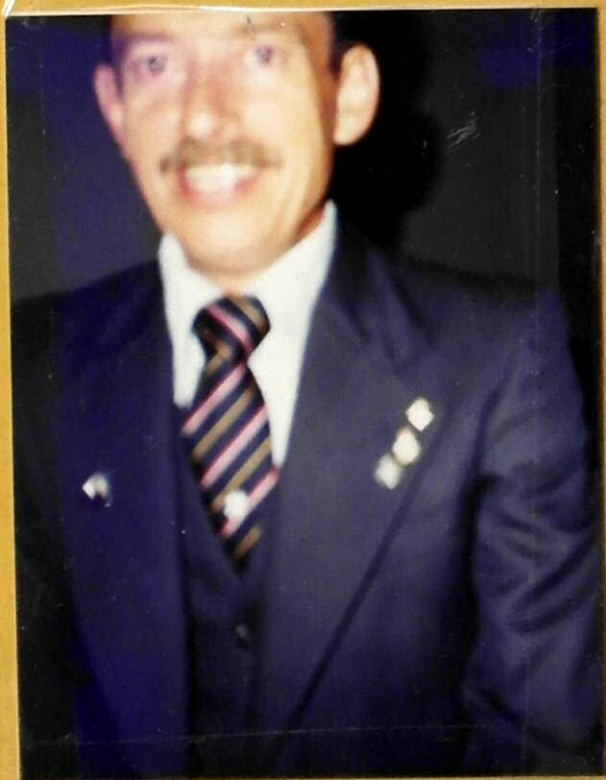
THE DAILY NEWS  SUNDAY  
**Magazine**



ORIGINAL CREW  
 L to R. LCDR GUNNING  
 LS ROSS  
 PA RANGER  
 LS McVARNOCK  
 AB HOPKINS  
 AB GORDON  
 RANK AS PER COMMISSIONING



HOPIE AND MILDRED WITH BILLIE (BOATS) BRADSHAW AND WIFE



JIM GRANT  
 GRANT  
 ←  
 LUCKY  
 +  
 BUSTER →





*The Commanding Officer  
of  
H. M. C. S. Ojibwa  
request the pleasure of your company*

MR + MRS HOPKINS

*at the*

*Submarine Ojibwa's 25th Anniversary Ball*

*to be held at the Lord Nelson Hotel*

*at 19:00 for 20:00, Friday the third of August*

*nineteen hundred and ninety*

*CPO, Desprey/PO<sub>2</sub>, Shine*

*H. M. C. S. Ojibwa*

*Halifax, Nova Scotia B3K 2K0*

*902-427-3675/3658*

*Mess Dress/Black Tie*

-2-

On behalf of the 75th Anniversary Committee and the First Canadian Submarine Squadron, I look forward to seeing you there. In fact, I can guarantee you will be disappointed if you do not make it. The Holiday Inn has been completely refurbished and we are pulling out all the stops to finish off the year in style!

Yours aye!

Gary HOPKINS  
296 Pockwock Rd.  
Bedford, N.S.  
B4A 2W9

159



1SM: 1110-2

From Capt(N) A.B. Dunlop, CD

First Canadian Submarine Squadron  
FMO Halifax, N.S.  
B3K 2X0

26 October 1989

Dear Gary (Hoppy!),

The pleasure of your company is requested at the Submarine Service 75th Anniversary All Ranks Mess Dinner which is being held in honour of those who have served or are currently serving in submarines. This event will mark the end of formal celebrations with regard to our proud heritage of 75 years.

The dinner will be held in the Holiday Inn, Dartmouth, Nova Scotia on 7 December 1989. The time is 1900 for 2000 hours, and the dress will be mess kit for military personnel, black tie for civilians. Tickets can be purchased from CPO1 Des Desprey, CERA CANSUBRON ONE or Lt(N) Gagne, CSEO HMCS ONONDAGA no later than 15 November 1989. They can be reached by calling 902-427-3675 or 902-427-6672, respectively.

The cost per person is \$25.00 and the Holiday Inn is offering rooms at \$49.00 per night per room (at no additional charge for double occupancy) for attendees of the Mess Dinner. Cheques for the dinner should be made payable to the Submarine Squadron Exchange. Please book directly with the Holiday Inn for your room.

The guest of honour for the evening will be Major-General Richard Rohmer CMM, DFC, CStJ, CD, OL(Belg), QC, BA, LLD. He is the best selling author of 16 books including Periscope Red (1980), Triad (1986) and Arctic Red (1989).

.../2

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25TH. ANNIVERSARY





25TH

ORIGINAL CREW  
P.O. HOPKINS AND  
LCDR DAVIDSON  
OSIBWA'S C.O.



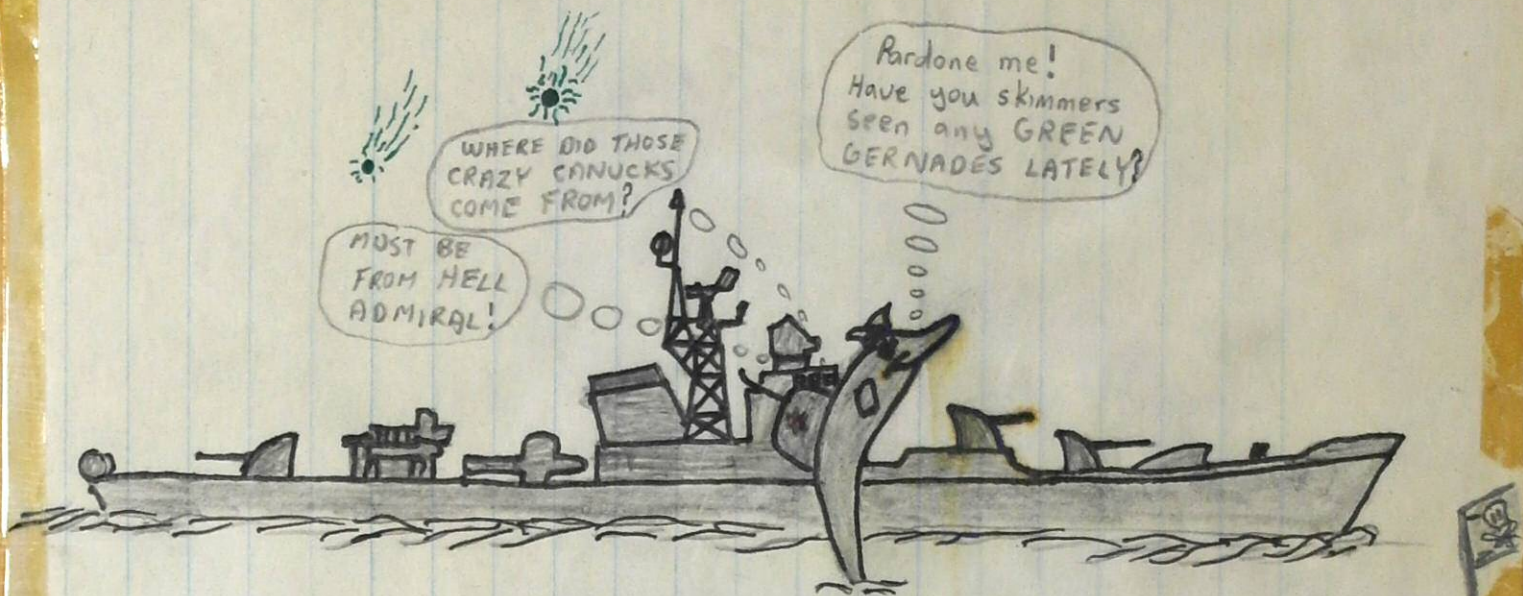
SO THIS IS HOW  
MY TRIM ALWAYS  
GETS FUCKED UP



BUT GARFIELD  
I ALWAYS SHUT  
VALUES TO 15 TURNS  
OPEN



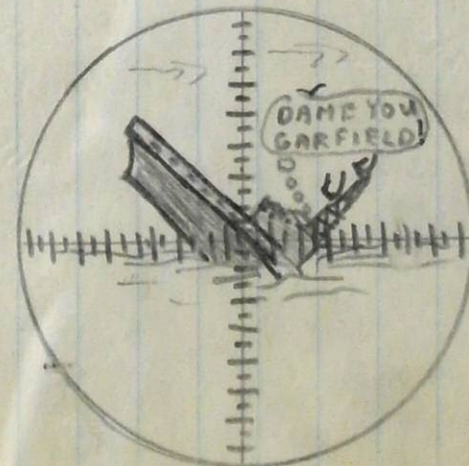
OKANAGAN AFTER COLLISION WITH HM GREYROVER  
SHE WAS DOING A BOTTOM PERISCOPE LOOK WHEN  
THE TANKER CHANGED COURSE. LCDR BELL, C.O.



MARCOT "83" PHASE "3"

JUST ANOTHER DAY IN THE LIFE OF A  
CANADIAN SUBMARINER

WHEN WILL THOSE TARGETS LEARN  
WE COME UNSEEN, AND WE'RE REALLY MEAN.

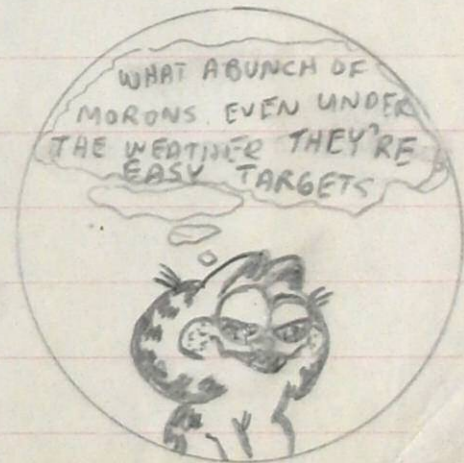
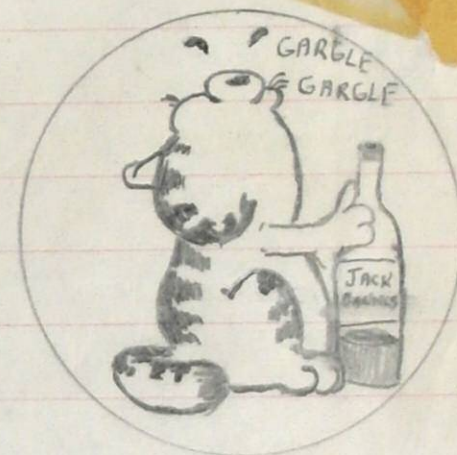




"WE EAT CARRIERS FOR BREAKFAST"

### ODE TO "OCEAN EXPRESS"

AS THE JFK SAILED PEACEFULLY BY,  
 THEY DIDN'T KNOW THEY WOULD BE THE NEXT TO DIE  
 OUR CO LOOKING THROUGH THE FORWARD SCOPE,  
 YELLED "I GOT YOU NOW, THERE ISN'T MUCH HOPE".  
 STAND BY SET UP WE CAN'T MISS  
 DROOLING PROFUSELY AS HE STARTED TO HISS  
 PREPARATIONS WERE BEING MADE BELOW  
 IN HOPES THE PATHETIC SKIMMER SOON WOULD BLOW  
 THE SCO WAS EDGY, THE CO TOO  
 UNTIL GARFIELD YELLED "BE COOL YOU TWO".  
 THE GREEN GRENADE WAS LOADED AND READY TO BE FI  
 WHEN THE FINAL SOLUTION WAS BEING AQUIRED.  
 A FINAL LOOK THEN THE MOMENT OF TRUCE,  
 "FIRE" WAS THE ORDER AND THE GRENADE SET LOOSE.  
 "RAISE FORWARD FOR ONE MORE PEEP  
 BEFORE THE DIRTY OLD SKIMMER GOES TO THE DEEP".







BRIAN COOPER



LT JOELSON



1983



GARY GILLESPIE    J. J. WHO!    PAUL DUBE  
Mess Dinner Holiday Inn



Submarine Chiefs and Petty Officers

requests the pleasure of the company of

Mr & Mrs. G. HOPKINS

at a

Reception / Farewell Dinner

for

Vice-Admiral J. C. Wood, CMM, CD

to be held at C & PO's Mess - Halifax, N.S.

in the Dolphin Room

at 19:00 on the 30th day of May, 1987

Dress: Formal

R.S.V.P. CPO1 L. J. Gordon  
First Canadian Submarine Squadron  
Halifax, N. S. 427-3645



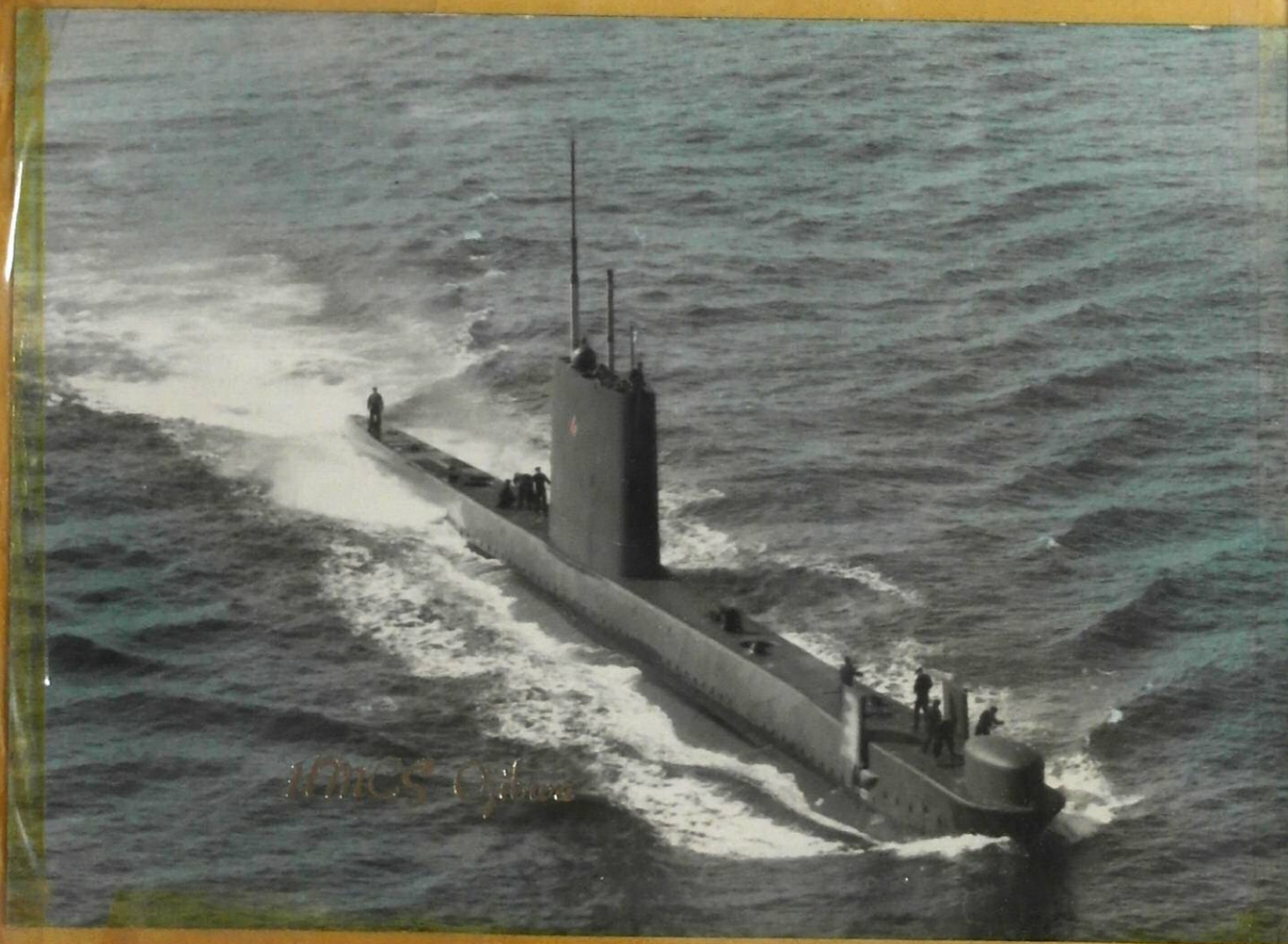
Retirement Dinner/Dance

Windsor Park

CFB Halifax

October 5, 1984

PZER HOPKINS





GARY + WIFE MILLIE

AUGUST 7TH 1914      CANADIAN SUBMARINE SERVICE      AUGUST 7TH 1989

CANADIAN SUBMARINE SERVICE  
1914 175 1989  
ANNIVERSARY

CC-1 8-7-14 — 1920

CC-2 8-7-14 — 1920

CH 14 6-1919 — 6-30-22

CH 15 6-1919 — 6-30-22

U-190 19-5-45 — 24-7-47

U-889 14-5-45 — 12-1-46

HMCS GRILSE 11-5-61 — 2-10-69

HMCS RAINBOW 2-12-68 — 31-12-74

## DAS BOOT

# German sub movie big draw and...

# 'A must for submariners'

by Paul Withers

Petty Officer Jake Allen has been a submariner in the Canadian Navy for 12 years. He's been hit by torpedoes, dummy ones of course, and he knows the urgency of a rush dive. He's seen rivets pop from the terrific underwater pressure, and he knows the boredom of a submariner's life, too.

P.O. Allen has just seen the German war movie *Das Boot* (The Boat) and his comments form this review of the movie, which has been held over at Downsview 3 and is packing 'em in.

How realistic was the movie?

"Very. That is just how it happens. The pandemonium, the quick rush to action stations. For damage control when they are down deep they did just what we would have done. For example when a foreplane jams. We'd go to manual control, full astern and try to catch the bubble."

The movie was graphic in portraying the cramped, claustrophobic atmosphere of a submarine.

"When they were running low on air. It was just right.

I've had it low. You can't burn a match. I was surprised when they finally opened the hatches and the fresh air hit them that they didn't puke."

Who did you sympathize with?

"All for the submariner no matter who was coming after them."

Are destroyers that frightening?

"On exercise when two or three destroyers are looking, you get that feeling. The props come in and they sound just like that."

Do the officers and the

men work together like they did in *Das Boot*?

"There is a closeness between the officers and the men. When there is some grind on her they come together. They have to."

Have you ever experienced anything comparable to the action in the movie?

"In 1972 on the Ojibwa in exercises off Bermuda with the U.S. Air Force I was at the helm when a dummy torpedo dropped from a helicopter hit us doing ten knots 350 down. We went down fast. You could here the creak."

Did the movie worry you

in anyway?

"The only war I'm worried about is the one I might be in. We have better subs now. The one's Canada's got are quieter than the nukes."

"It was the little things in the movie that made it so realistic. Like never having the one piece of equipment that you need in a hurry."

Jake Allen, 39, has sailed on the Ojibwa, Onondaga, Okinagan and the Rainbow.

He's been in the Armed Forces for 20 years and plays hockey with armed forces teams.



**THE WAY IT IS:** Petty Officer Jake Allen says submarines today are much the same as in the Second World War - cramped. The mixture of excitement and boredom are part of every submariner's life.





PRECEDENCE - ACTION PRIORITÉ - ACTION		PRECEDENCE - INFO PRIORITÉ - INFO		DATE - TIME GROUP GROUPE DATE - HEURE		MESSAGE INSTRUCT INSTRUCTIONS (MES)	
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FROM DE		OJIBWA					
TO-À		COMMFAC MARCOM HALIFAX					

INFO

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MRS. G. HOPKINS  
R.S .B. 103 POCKWOCK RD.  
HAMMONDS PLAINS  
BEDFORD, N.S.  
PH: 835-2164

HAPPY ANNIVERSARY MY DARLING WIFE.  
MEXICAN HOTPOT  
LOVE GARY SUBMARINE OJIBWA

//  
SENDER [Signature]  
POTEL [Signature]  
SYO [Signature]  
COST B 4.20



ToD 12/93/2 CSN 12 MHz JAPB

PAGE 1 OF 1		DRAFTER'S NAME NOM DU RÉDACTEUR BRAUN MSCT		OFFICE BUREAU RADIO		TEL - TÉL. 121	
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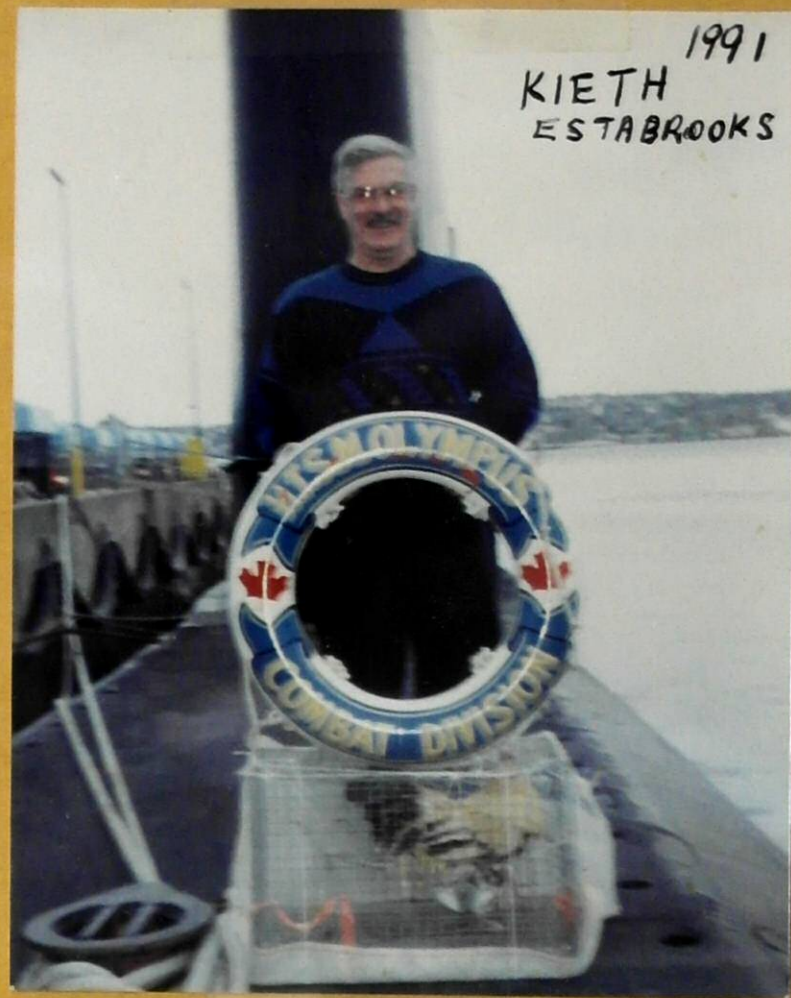


OSIBWAS THIRD COMMISSION 75TH. OLD  
COMRADES CELEBRATION LIVERPOOL ENGLAND

LOWER DECK SENTRY A.B. McNAB 1991



1991  
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ESTABROOKS



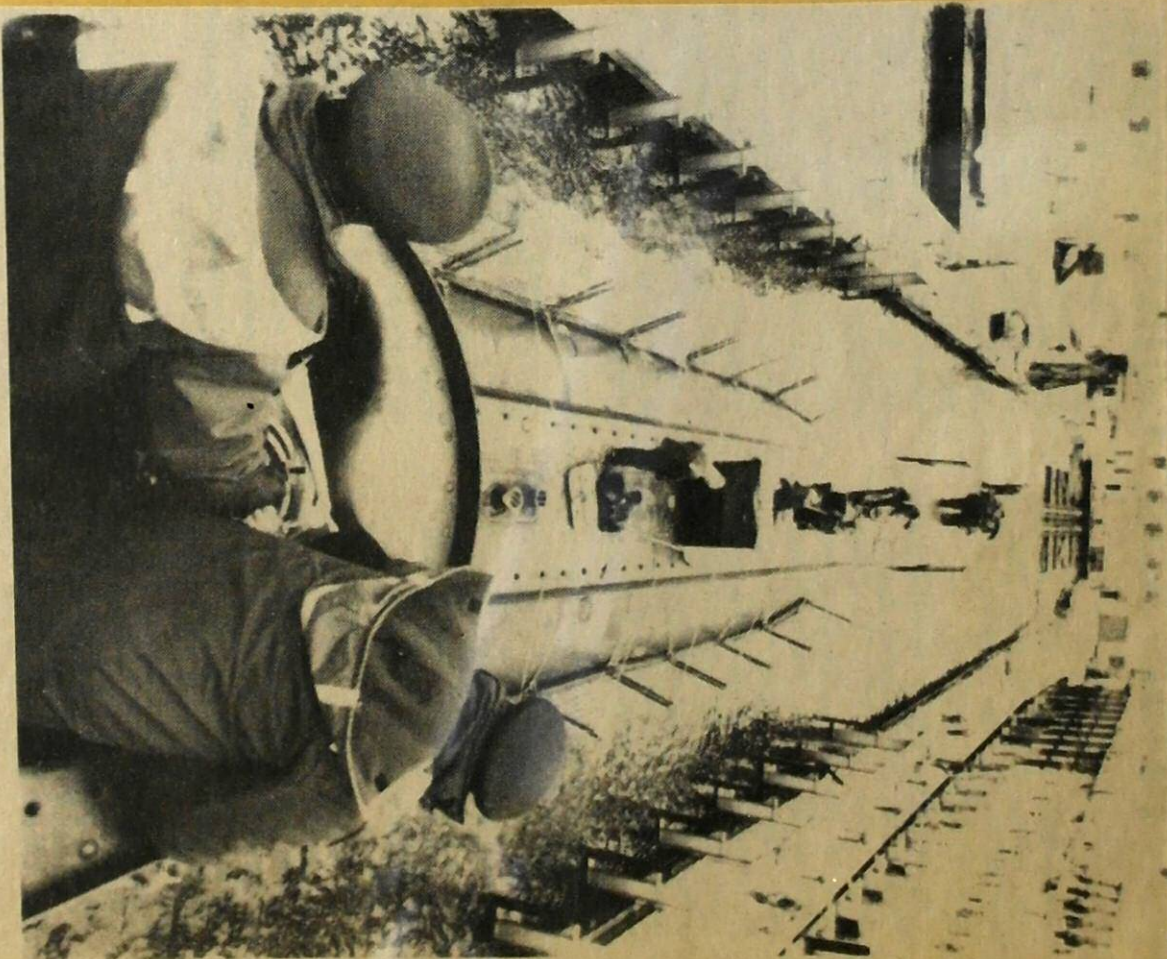
**SO**  
Cottman's Low Cost  
Road Test • R  
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**FOR**  
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Remember this is a p  
service for **most dom**

**NETWORK  
LOUNGE**

**All This Week  
Top 40 Rock**  
Presents  
**100%**

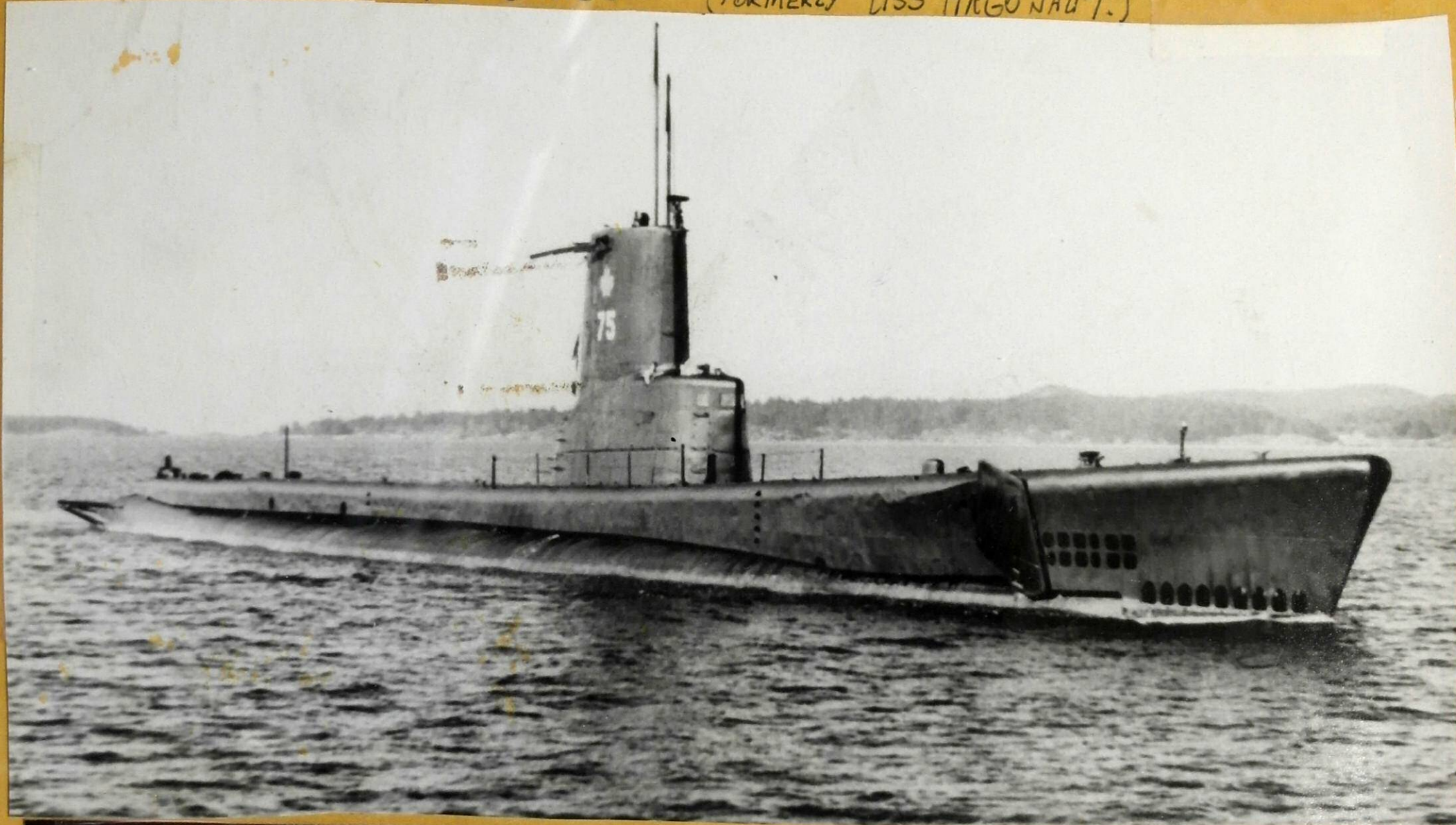
### Ojibwa Bares Her Bottom

Ojibwa touches down on Dartmouth Slips. A joyous occasion for all — the last harbor stations for 3 months.



Maritime Command Trident, Wednesday, January 16, 1985...3

HMCS / M GRILSE (FORMERLY USS ARGONAUT.)



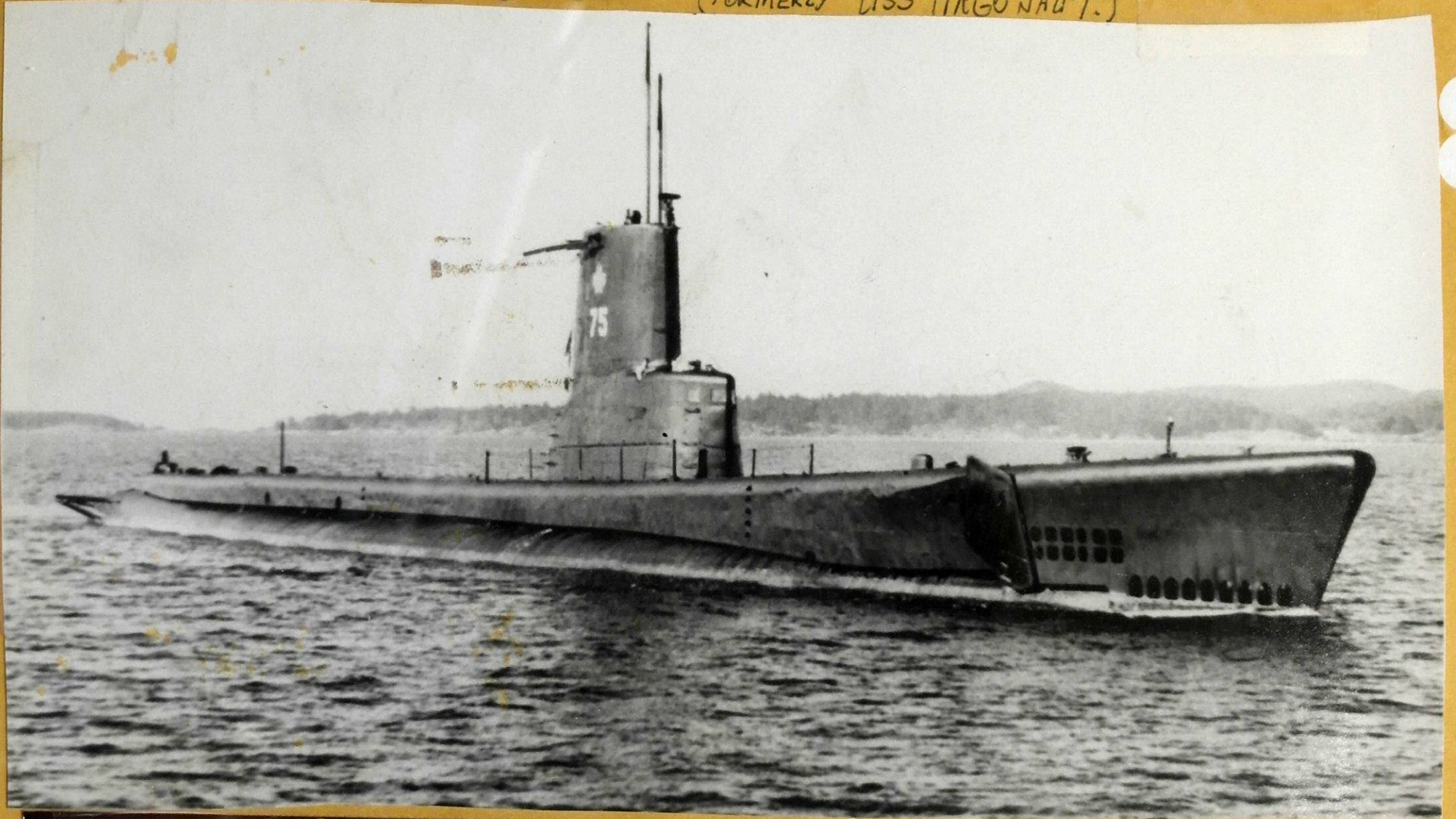
1989 OSIBAWS 25th.  
ANNIVERSARY

L to R.  
CADET DAVE YEO  
P.O. G. HOPKINS  
Y-ADMIRAL Jim Woods  
CDR: SMITH (FUBAR)



HMCS/M Rainbow

(FORMERLY USS ARGONAUT.)



1989 OSIBAWS 25th.  
ANNIVERSARY

L to R  
Lt. Bruce MacLean  
P.O. G. HOPKINS  
V-ADMIRAL Jim Woods  
CDR: SMITH (FUBAR)

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# "The best job in town"

By Warren Harris

**H**E IS THE single most senior sailor in Canada, commanding the largest fleet of vessels. He is a substantial landlord with holdings in excess of 1,700 family dwellings in Halifax and Dartmouth. He is Dean of the Fleet School, a Halifax educational facility rivaling the student output of Dalhousie University and he is a permanent employer of about 17,000 local men and women.

He is Vice-Admiral James C. Wood, CMM, CD, the department of national defence's top naval maritime commander and the navy's 38th chief executive officer to "man the bridge" of Canada's armed flotilla since 1910.

With 41 ships, 80 various types of aircraft, plus a 12,000-member military force on the Atlantic Coast alone, he is not only demonstrative of the navy's motto: "Ready, aye ready," but is the commander-in-chief of our national floating military machine that truly stands on guard for Canada.

Admiral Wood started his champion career at the virtual bottom, as an ordinary seaman, in a rank class still referred to as the "lower deck." Apart from Rear Admiral H. G. DeWolf, CBE, DSO, DSC, a Nova Scotian, he is the only other Maritimer to rise from a basic entry rank and make it to the very top. Now at the highest echelon rank of the Canadian forces (sea environment), Admiral Wood will retire this month and relinquish his four-year authority as head of Maritime Command.

While Admiral Wood's style of leadership can be compared to that of Lord Louis Mountbatten, his beginnings were somewhat more humble. Admiral Wood was born in Charlottetown, Prince Edward Island, in 1934, and after graduating from West Kent School and spending two more years at the Prince of Wales College there, he left his educational studies in the 11th grade to cross the Northumberland Strait and head for the RCN Recruit School at HMCS Cornwallis. Jim Wood had decided to join the navy because, as he puts it: "It seemed like a good thing to do at the time and school was becoming exceedingly boring."

During his career, both as a sailor and officer, he has plodded the depths of Britain's historic Portsmouth harbour in a hardhat diving suit, piloted Vampire aircraft (a predecessor of jets), gone down to the sea literally in Second World War British R and A class submarines, and, while he was still a rookie survived two nights in the Sea Gull Club in Halifax.

But once he had successfully worked his way up from the quarter-deck party of HMCS Magnificent as a TAS rate (torpedo anti-submarine) and learned the proper use of a silver knife and fork in his first wardroom experience aboard HMCS Athabaskan, he continued to ascend in rank, moving effectively through the hierarchy to shipboard command and upward to vital national and international shore executive positions.

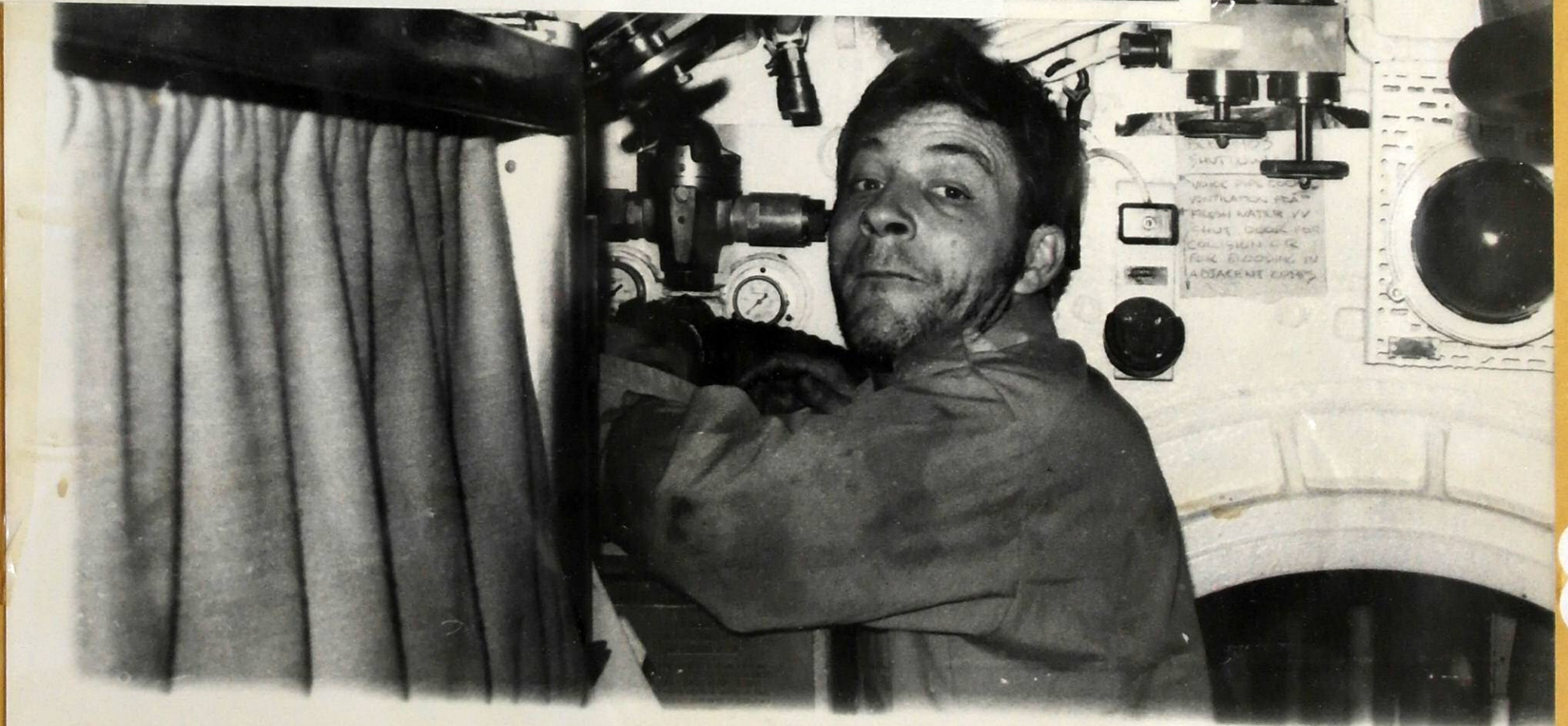
He took command of the submarine HMCS Ojibwa in 1967, was the Submarine Squadron Commander by 1972 and was appointed commanding officer of HMCS Protecteur in 1976. From 1978 until 1980, as a four-ring captain, he ran the military efforts of the Canadian Defence Liaison staff in London, England, and served as the military attache to The Netherlands.

X.O. S/M GRILSE 66  
X.O. S/M OJIBWA 68  
C.O. S/M OJIBWA 69



▶ Vice-Admiral James C. Wood, CMM, CD.

Library files

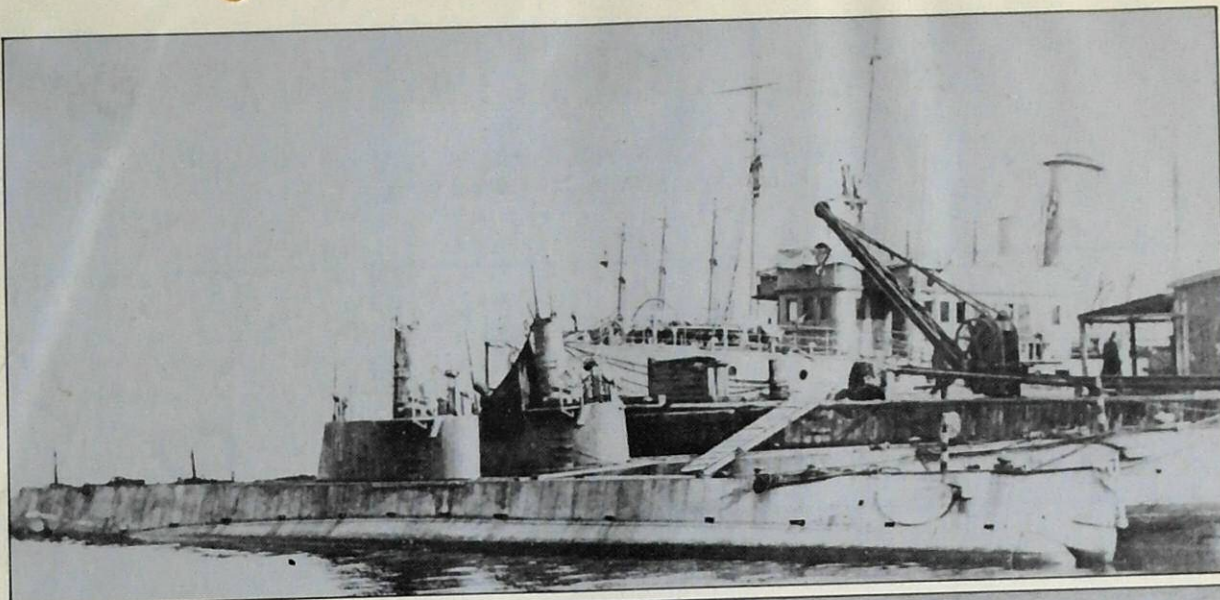




### CC1 and CC2 Halifax 1918

These 2 submarines were built in Seattle for the Chilean Government. The deal fell through and the Premier of British Columbia purchased them. After 2 days this B.C. Navy was taken over by the R.C.N. on August 6, 1914. They were ordered to the Atlantic in June 1917. They were the first warships flying the White Ensign to use the Panama Canal. They were based at Halifax until they were scrapped in 1920.

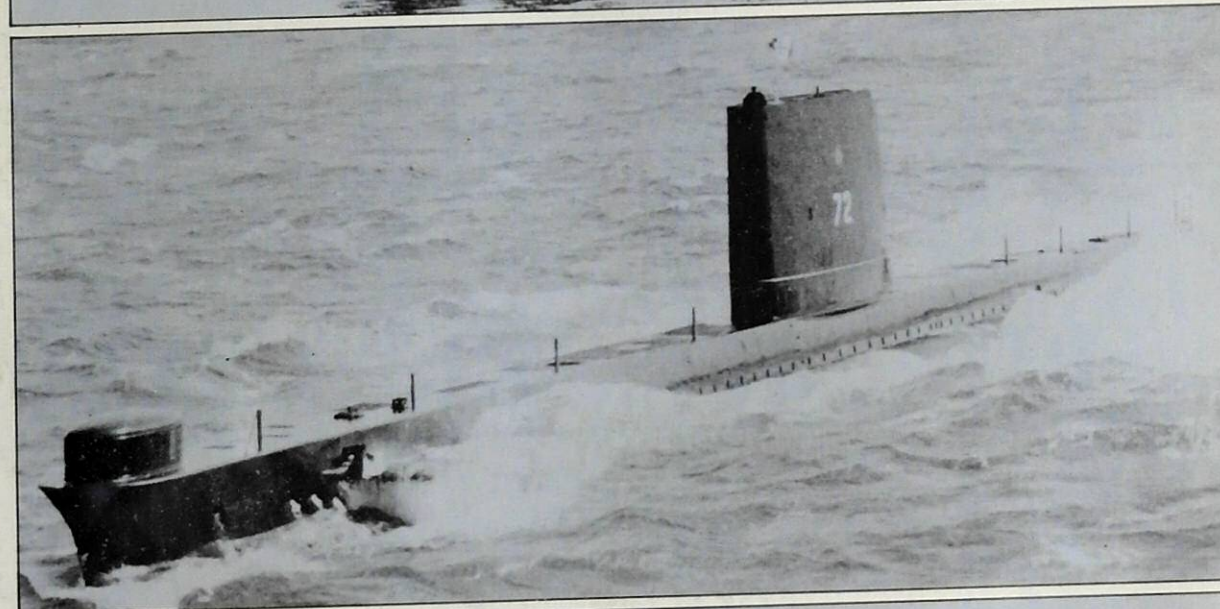
*Ces deux sous-marins furent construits à Seattle pour le gouvernement chilien. Les négociations furent rompues et le Premier Ministre de la Colombie Britannique les acheta. Après 2 jours cette marine de la Colombie Britannique fut reprises le 6 août 1914 par la Marine Royale Canadienne. Au mois de juin 1917 ils reçurent l'ordre de se rendre dans l'Atlantique. Ils furent les premiers navires battant le pavillon du "White Ensign" à passer par le Canal de Panama. Leur port d'attache demeura Halifax jusqu'à leur mise à la ferraille en 1920.*



### H.M.C.S. OJIBWA

H.M.C.S. Ojibwa was commissioned at Chatham England September 23, 1965. Two sister ships were commissioned in 1967 and '68. These three conventionally powered submarines are members of 1st Canadian Submarine Squadron, based at Halifax.

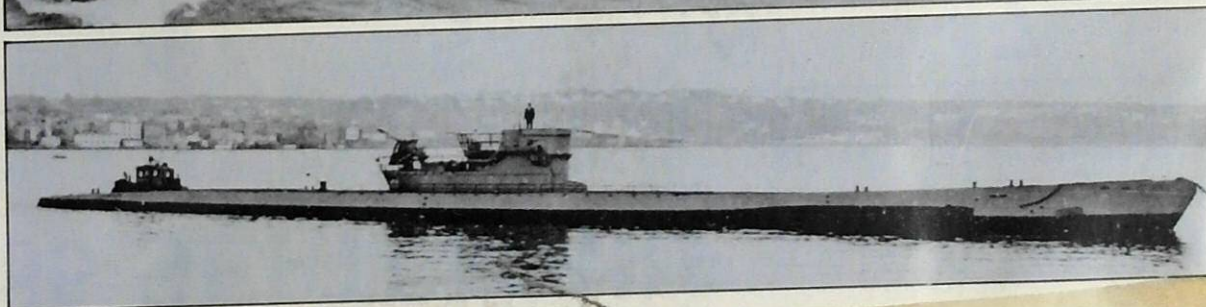
*H.M.C.S. Ojibwa fut armé à Chatham, Angleterre le 23 septembre 1965. Deux navires de la même classe furent armés en 1967 et 1968. Ces trois sous-marins à propulsion conventionnelle sont membres de la 1ère Escadre de Sous-marins Canadiens, avec Halifax comme port d'attache.*



### H.M.C.S. U 190

From May 12, 1945 to July 24, 1947 this ex German U-boat was part of the R.C.N. having surrendered at sea. The photo shows the U190 being towed out to sea where she was sunk by Canadian Naval aircraft (Oct. 21, 1947) near the spot she had sunk H.M.C.S. Esquimalt April 16, 1945 with a loss of 5 officers and 39 men.

*Entre le 12 mai 1945 et le 24 juillet 1947 cet ex-sous-marin allemand après sa reddition en haute mer fit partie de la Marine Royale Canadienne. La photo montre le U 190 étant remorqué en mer où il fut coulé par un avion de la Marine Canadienne (21 octobre 1947) près du point où il coula le H.M.C.S. Esquimalt le 16 avril 1945, avec une perte de 5 officiers et 39 hommes d'équipage.*



# Submariner studies under the North Atlantic

Inside HMCS Ojibwa below the surface of the North Atlantic isn't the most typical place for a university student to study. Then again, Leading Seaman Glenn Robertson isn't a typical university student.

For the past three years Robertson worked on his Bachelor of Business Administration degree. Because he was frequently away on submarine duty, taking courses on campus

wasn't feasible. So he took his course via the television through Mount St. Vincent University's Distance University Education (DUET) system.

"My wife Judy taped the courses broadcast on DUET and sent them to me every week," Robertson said, adding that the captain proctored exams. Despite distances, he was able to maintain regular telephone contact with course instructors.

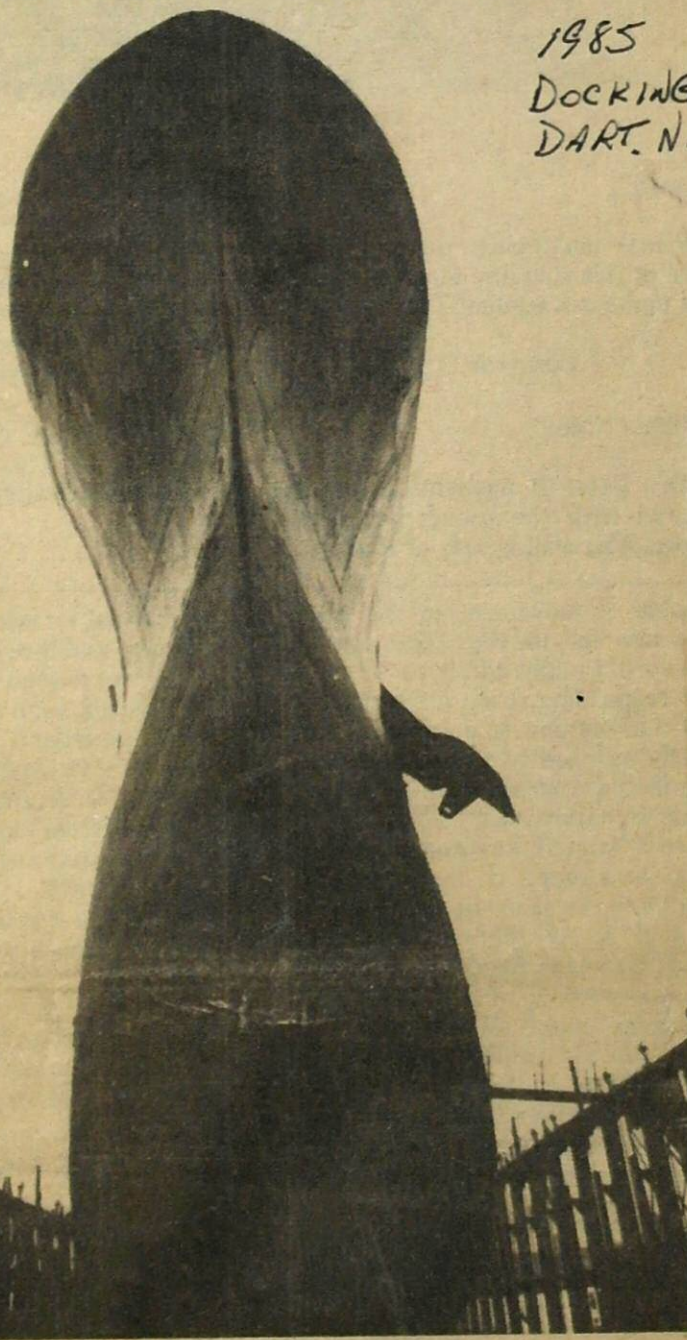
Finding a quiet place to study was tricky. "When you cram 65 people into a 300-foot long submarine, there aren't a lot of places where you can go off and be by yourself." The torpedo room, though small and cold, fit the bill.

Robertson, who transferred recently to CFB Cornwallis, is looking forward to completing his degree through DUET.



Leading Seaman Glenn Robertson

## Ojibwa Bares Her Bottom



Jaws III - the menacing bow of a sleek submarine.

1985  
DOCKING  
DART. N.S.



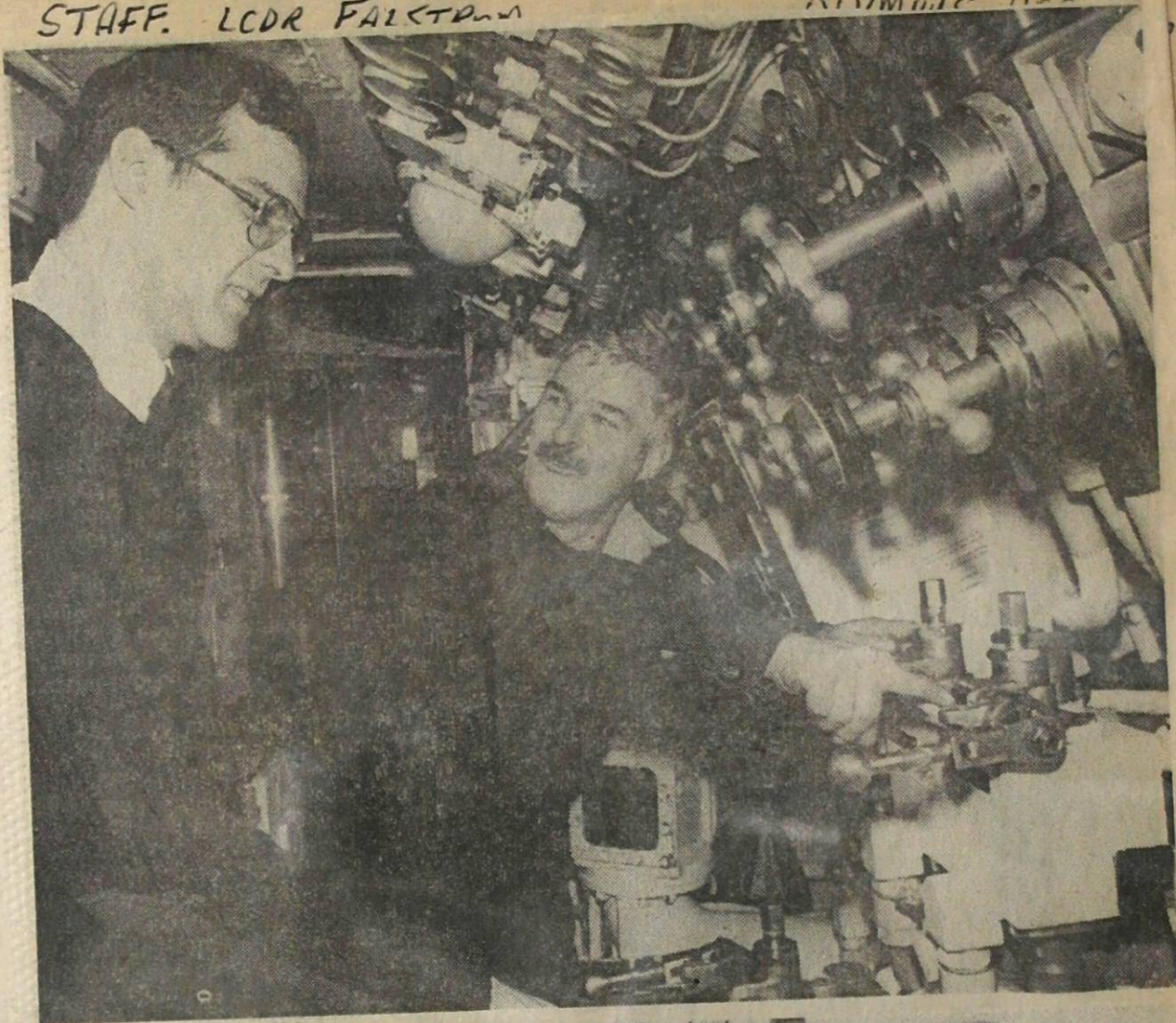
BACK ROW  
L to R.  
1. ORCHARD  
2. BRUNER  
3.  
4. HOPKINS  
5. STEVES  
FRONT ROW  
1. MAC DONALD  
2. SCOTT  
3. MUNDON  
4. HUNTER



RE-QUAL SHIPS DIVERS  
COARSE

STAFF. LCDR FALETON

ALUMNO

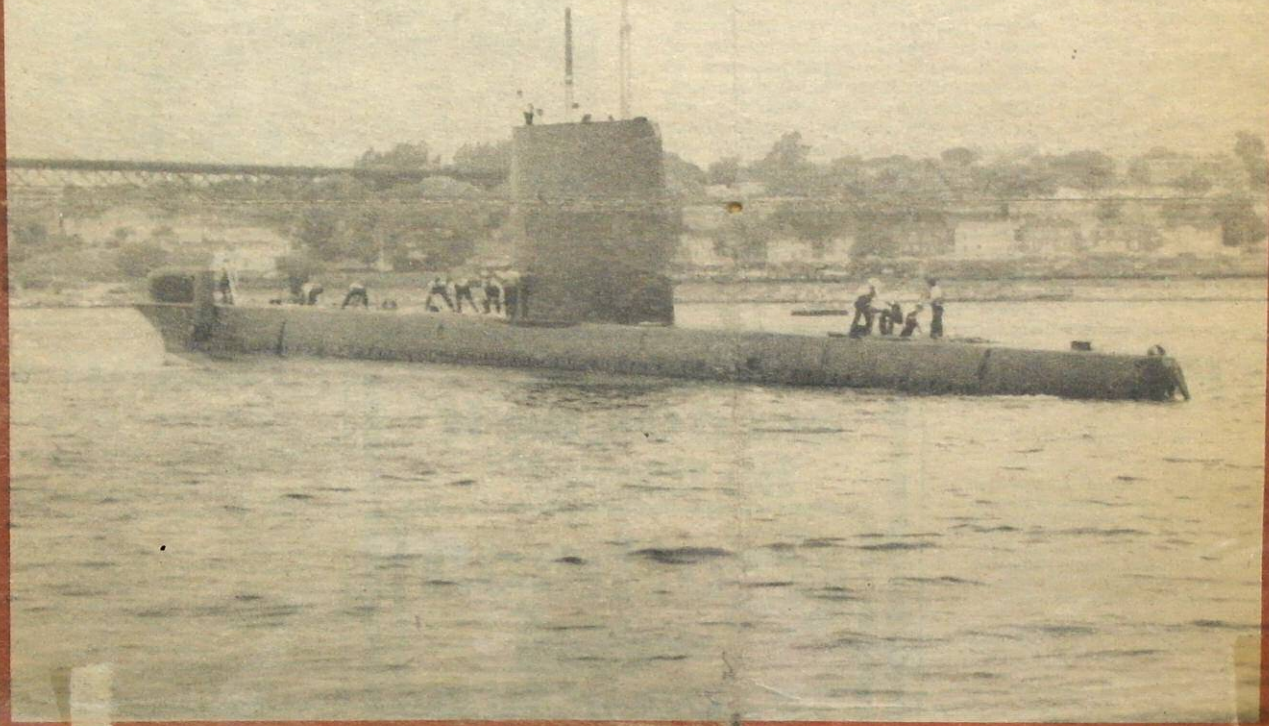


Wamboldt-Waterfield/Mark Goudge  
The Canadian navy is putting the \$10 million invested in the former Royal Navy submarine Olympus to good use. The staff of Canadian Forces Fleet School is using the decommissioned ship to train submarine crews. Master Seaman Steven Weaver, top, left, receives training in how to work one of the many levers that operate an Oberon class submarine from Petty Officer (first class) Keith Estabrooks. The lever in question raises the submarine's periscope. Above, left, Petty Officer (first class) Greg Pease explains the intricacies of the torpedo-tube operation to Leading Seaman Glen Osmond, a



STAFF. LCDR FALSTROM  
P.O. ESTABOOKS  
P.O. PEASE  
P.O. HOPKINS.

OLYMPUS ARRIVAL,  
1989  
BOUGHT FOR  
TRAINING.



# THE SHIP'S

# COMPANY



Lieutenant-Commander  
S. G. Tomlinson  
Commanding Officer

Lieutenant-Commander J. O'N. Fitzgerald	Executive Officer ✓
Lieutenant-Commander C. T. Gunning	Engineering Officer ✓
Lieutenant G. H. Jackson	Weapons Officer
Lieutenant D. J. Neal	Operations Officer
Lieutenant J. E. Bell	Navigating Officer
Lieutenant J. F. Aspin	Assist. Eng. Officer
Chief Petty Officer A. R. Hawkins	Coxswain

CHIEF	R. MacKay	D. Patterson, BEM
PETTY OFFICERS	J. G. Piche	J. M. Koss
A. R. Hawkins	✓ L. Ranger	W. E. Sherring
M. A. Olsen	M. Watkin	C. Spurr
T. Sawyer	LEADING SEAMEN	K. H. Stauber
N. Yakubowich	J. Anderson	T. Tidd
H. Chase	G. Brailsford	E. P. Turner
L. S. Burnett	✓ V. T. Carney	ABLE SEAMEN
✓ J. Rogers	R. G. Davidson	<del>D. Arthurs</del>
PETTY OFFICERS	A. Dykstra	B. A. Dagenais
V. M. Frankton	A. Gowthorpe	✓ L. Gordon
F. R. Howell	R. Hardick	A. Hartoon
M. Kruger	W. F. Howatson	✓ G. Hopkins
F. J. Lenk	P. Gingras	J. Krivoshein
J. O'Brien	P. Johnstone	A. Murphy
A. Whittaker	M. P. Keough	L. E. Orr
✓ B. Daly	G. L. Lucier	✓ B. Thomas
P. Devitt	D. R. McDonald	D. Thompson
D. J. Kearns	✓ T. McVarnock	T. Trigg
M. Leeming	M. Moore	B. Watt
✓ W. Ritchie	✓ G. B. Ormsby	D. A. Morrison

# Sailors tortured on sub: PO guilty

Navy court martial hears of electric shocks, assaults 13

THE DAILY NEWS, SATURDAY, AUGUST 6, 1988

METRO

PAGE 3

## PO tortured sailors on sub

By STEPHEN BORNAIS  
The Daily News

A three-man navy court martial found a senior non-commissioned officer guilty yesterday on six charges stemming from a series of bizarre hazing assaults against two crewmen on the submarine HMCS Onondaga.

Petty Officer 1st Class Timothy Charles Farler, 31, was found guilty of cruel conduct on two occasions and three counts of assault as well as one count of failure to stop an assault. Three other charges were dropped.

The charges were laid in January after one of the victims allegedly refused to rejoin the submarine's crew and an in-

### Court martial hears of electric shocks

vestigation was launched.

The two cruelty charges stem from incidents at which Farler used electric shocks to punish two young seamen who gave wrong answers during oral examinations on their knowledge of electrical engineering.

The first incident occurred during Operation Ocean Safari in 1985. Farler administered the shocks to Able Seamen Richard Lawson using a megarmeter, an electrical-test device.

Farler was also found guilty of abusing another young crewman, Paul Jack Mishak, with the device between Nov. 1 and 21, 1987.

But defence lawyer Major Patrick McCaffrey claimed that the incidents were carried out at the instigation of Chief Petty Officer Alan Pindara, who died this year. McCaffrey described Pindara as a "bully."

Farler was also found guilty of assaulting Mishak on three other

occasions.

Between Sept. 8-11, Farler struck Mishak with a "zot stick," a large wooden handled stick with a canvas covering at one end used to clean carbon buildup from engine cylinder rings. Farler hit Mishak on the hands, to help break him of his nail-biting habit, Farler's defence contended.

Later that same month, Mishak was again assaulted by Farler, this time with a "motor room cane." McCaffrey claimed that Farler was practicing his golf swing in the sub's motor room with the wooden cane when Mishak accidentally stepped in front of the follow-through on the swing.

In the third incident, Farler struck Mishak in the back with a piece of wood, apparently without

provocation according to a witness. Farler told the court he couldn't remember the incident.

Farler was also found guilty of failing to stop another NCO, Master Seaman Ryan Buttar, from allegedly hanging Mishak from his heels in the sub's engine room. He was found not guilty of participating in the incident.

The defence said Mishak consented to the hanging and called the events "high jinks or rough housing that went too far."

Buttar will go to trial Aug. 10. Sentencing for Farler, a 10-year veteran of the navy, will be carried out today. Along with the Criminal Code penalties, Farler also faces possible military punishments, but few Armed Forces personnel at the court martial were willing to speculate on what those may be.

Farler had his back to the gallery when the verdicts were read but he showed no emotion when he turned around soon afterwards. Several crewmates in the gallery gasped when the verdicts came in.

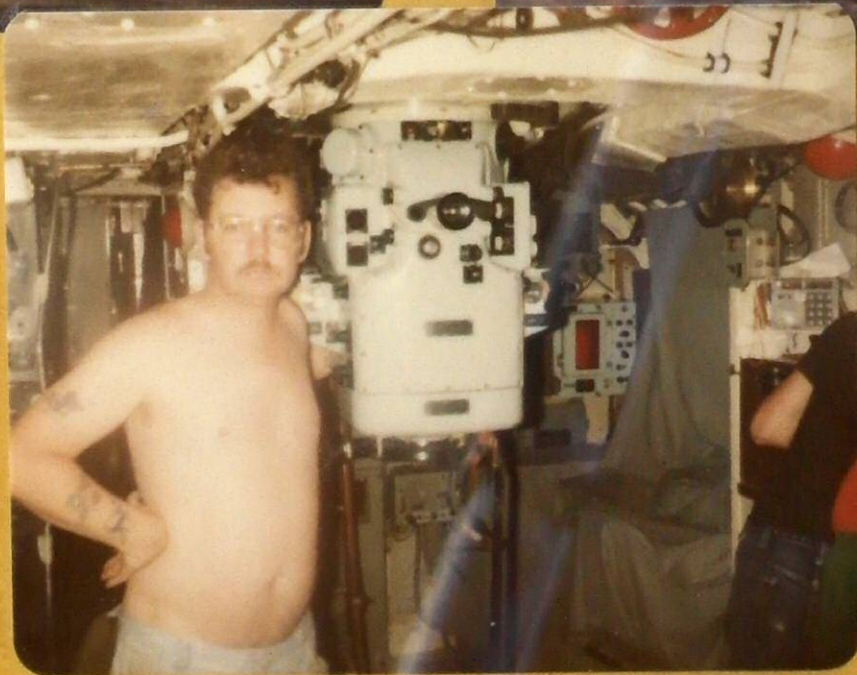
Prior to adjournment, the court martial heard from Cmdr. Byran Kessler, a psychiatrist, who said the two victims suffered lasting psychological damage that needed treatment.

The two men complained of loss of sleep, nightmares, loss of interest in outside activities among other problems they had experienced after the incidents.

Kessler said if the two men were ordered back to a submarine without treatment, they would be a danger to themselves and the rest of the crew.

Onondaga is one of three Oberon subs based at Halifax.

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PROTECTED A

MEMORANDUM

K12-004-672(PERS)

01 Mar 93

XO

CANADA 125 COMMEMORATIVE MEDAL NOMINATION

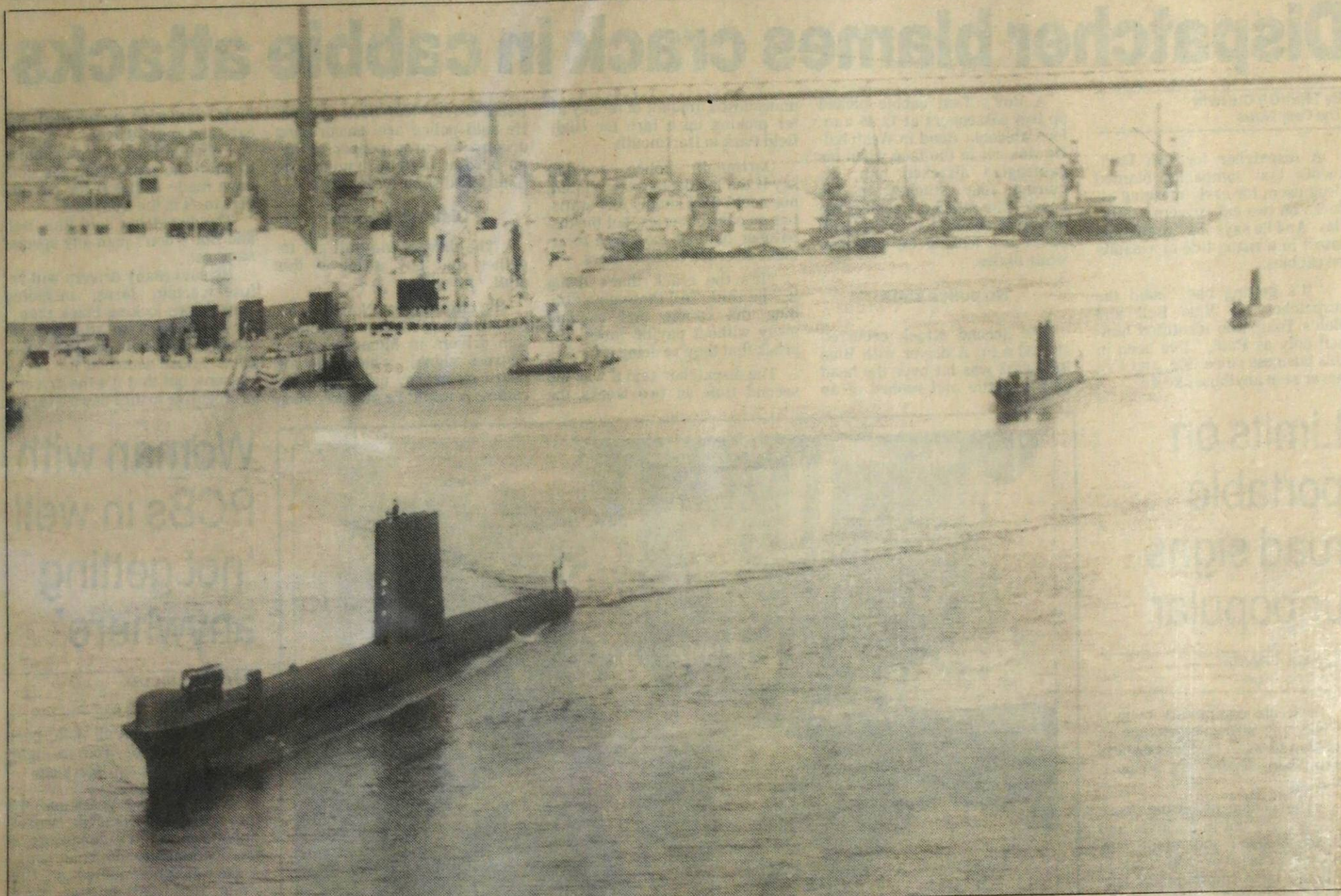
1. I would like to nominate PO2 Gary Hopkins K12-004-672, English, white male, for consideration in being awarded the Canada 125 Commemorative Medal.
2. PO2 Hopkins enrolled in the RCN on 25 March 1958. He volunteered for Submarine Service and has remained in the submarine community since 1962. PO2 Hopkins is presently employed as the Naval Reserve Diesel Mech instructor for Class 'A Tickets'. PO2 Hopkins performs his duties in a superior manner and experiences great success in the number of Naval Reserve 'D Mech' qualifiers. The high rate of successful awards is a direct reflection of his hard work and excellent instructional ability. He spends many hours of his own time after a normal work day and on weekends providing individual assistance to those Reserves experiencing difficulties. PO2 Hopkins readily assumes any duties required of him. His past experience and enthusiastic support is greatly appreciated. PO2 Hopkins is well liked by his peers both Naval and civilian. He is active in his community as the area representative of the 4H Club.
3. I am confident PO2 Hopkins meets all the requirements to be presented with the Canada 125 Commemorative Medal.



PROTECTED A

BOB EVANS  
KEITH ESTABROOKS

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HMCS Ojibwa, shown leading the rest of the Canadian submarine fleet out of Halifax Harbour several years ago, recently returned from fishery patrol duties.

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# Sub seeks out rogue scallopers

By PETER HAYS  
The Daily News

An absence of Soviet nuclear submarines in the Eastern Atlantic has given Canada's small submarine fleet time to seek out other intruders — U.S. scallop fishing boats.

HMCS Ojibwa recently returned to Halifax from a patrol of Georges Bank where rogue New England fishermen are encroaching on the rich Canadian scallop fishing grounds south of Nova Scotia.

"We went out to the Hague line with a fisheries officer on board, in what was the first of what will probably be a series of patrols using submarines," says navy spokesman Lt.-Cmdr. Jeff Agnew.

Twelve U.S. boats were found near the line, and three New England crews were surprised to see a submarine surface beside them.

"The Americans were warned off the line," says Agnew.

Industry officials estimate Americans are taking scallops worth up to \$1 million a month from the Canadian side of the Hague line, established in 1984 to split territorial waters of the U.S. and Canada from the Bay of Fundy to the 200-mile limit.

The American fleet of more than 200 vessels has all but de-

## *With Soviet underwater threat gone, focus shifting to U.S. fishing boats*

pleted stocks on their side of the line. By contrast, Canadian scallop stocks have been protected by limiting quotas to 50 scallop boats.

"The American scallopers have largely fished out their resource, which has driven them to near-bankruptcy in many cases. So they see two alternatives: either go bankrupt, or try to steal scallops from Canada," says Steve Greene, spokesman for Clearwater Fine Foods Inc.

### **Nighttime sting**

For months, Canadian scallop fishermen pressured the federal Department of Fisheries and Oceans to stop the New Englanders, but regular patrols by fisheries vessels failed to catch the rogue boats.

In January, the department launched a nighttime sting using airplanes and helicopters to find and photograph 21 scallop boats inside Canadian territory. Several were charged by U.S. authorities when they reached home port, under a reciprocal agreement that recognizes illegal fishing in Canadian waters as an offence under U.S. law.

Activity cooled off along the line after the January sting, but that didn't last long, says Mike Pittman, manager of Clearwater's Lunenburg-based scallop fleet.

"Now they'll come down to the line, three or four of them, and take a look. If there's nobody there, in they go. It only takes four or five hours for them to make it worthwhile."

Scallopers can earn up to \$100,000 from a single run into Canadian waters, so U.S. fishermen sailing old boats have little to lose, Pittman says. He questions how effective patrols will be unless there's a constant navy presence on the line.

While it can't be there every day, the Canadian navy is indeed stepping up its work in the fishery. Fishery patrols by navy ships will rise to 280 sea days from 200 in 1991-92. Air patrols by Maritime Air Group will rise to 3,100 hours in 1992-93, from 2,300 the previous year.

With the much-diminished threat of Soviet nuclear submarines off Canada's East Coast, the navy's three diesel-electric Oberon submarines are now

available to join the effort.

"One of the benefits of the end of the Cold War is that we have the ability to utilize submarines as well as surface vessels on fishery patrols, because the threat has diminished rather significantly with respect to Soviet submarines," says Agnew.

### **Surveillance vehicle**

Fishing vessels carry radar, and can detect the approach of other surface vessels, but a submarine staying underwater would be undetectable.

Sending submarines to Georges Bank cashes in on the age-old deterrent quality that comes when the other side doesn't know where you are, says Danford Middlemiss, a military analyst at Dalhousie University's centre for foreign policy studies.

"Otherwise, it's difficult to say that a submarine is a particularly good surveillance vehicle. It can go where concentrations of fishermen might be and stay in the area, but it could never overhaul one, especially submerged."

Submarines generally steer

clear of fishing areas to avoid getting caught in nets. Scallopers use grates to scoop up their catch, but there is still a risk.

"For safety and operational reasons, you couldn't stay there forever," says Middlemiss. "This may have been a bit of a stunt in that regard. Submarines are not the ideal surveillance vehicle, except from that unknown, ambiguous factor. I would be very surprised that this was a regular thing."

The effectiveness of Ojibwa's first patrol is now being analyzed, says Neil Bellefontaine, DFO's regional director-general.

"The submarine has excellent ability to move at night without being seen or heard of," he says. "The illegal fishing that has been going on along the bank has been largely after dark, under cover of fog. So this is the best deterrent effect that we've seen under these conditions."

Last month, a U.S. judge fined a New England scalloper \$100,000 and suspended his licence for 90 days for poaching in Canadian waters. With more than 30 other U.S. boats still facing charges, Bellefontaine hopes the U.S. pressure along the Hague line will diminish.

Even if it does, he says surveillance by fisheries patrols — perhaps by the occasional submarine — will continue.

THE DAILY NEWS, FRIDAY, APRIL 7, 1989

## Submariners dive into four-day party

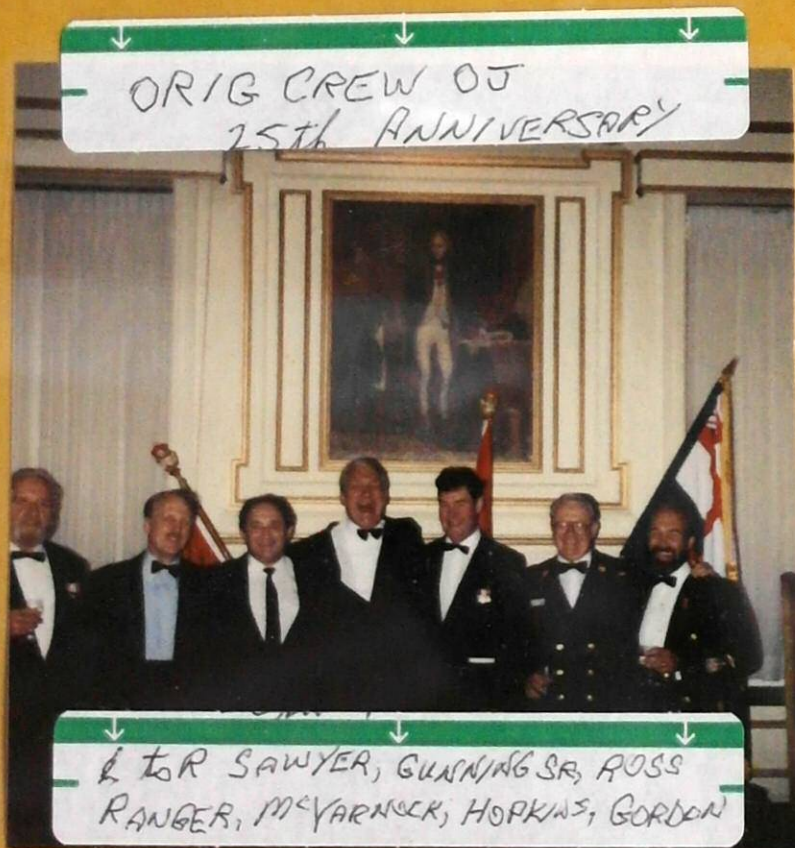
Former and current submariners from across Canada, parts of the United States and Britain kicked off a four-day anniversary-reunion bash in Halifax last night.

Hundreds of submarine veterans and their spouses are in the city celebrating the Canadian sub service's 75th birthday.

Events scheduled include a cocktail party last night, a ball, museum exhibition and church service. A highlight for the public is an open house tomorrow on the HMCS Okanagan. The boat is Jetty NC6 and visiting is from 10 a.m. to 2 p.m.

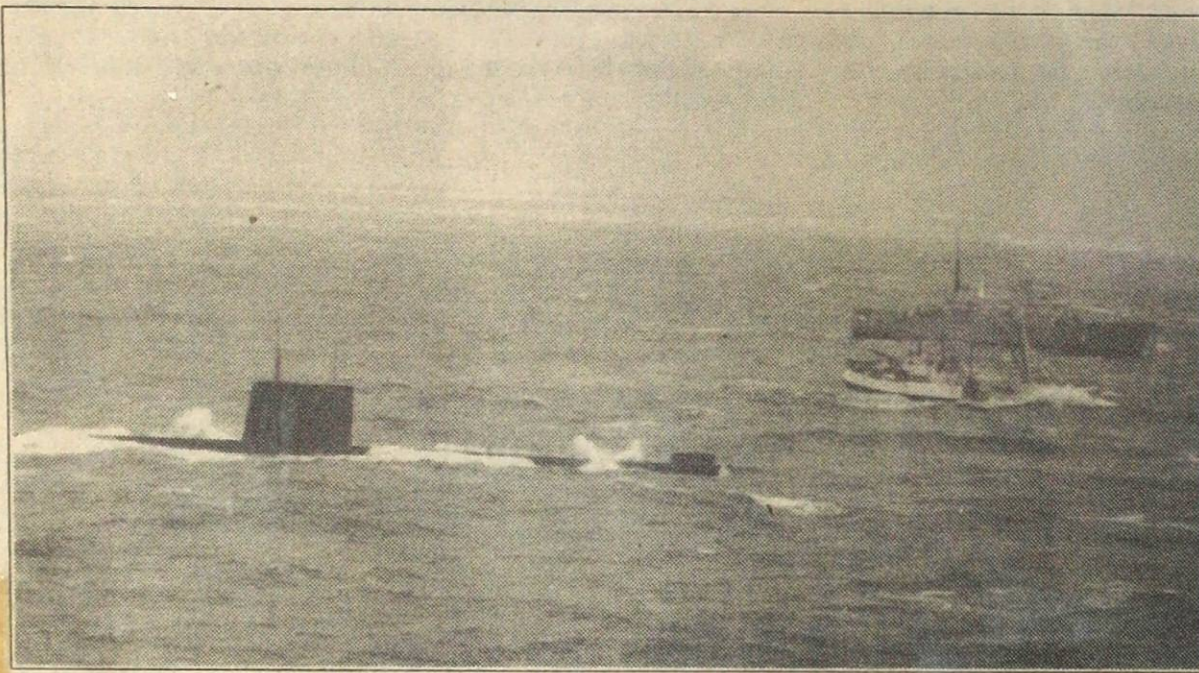
Lt.-Cmdr. John Meehan, a 22-year sub veteran with the British and Canadian navies, said that Canada had never had a continuous submarine service until it acquired the O-boat in the 1960s.

Canada bought three Oberon class subs from the British — the Okanagan, Onondaga and Ojibwa.





# HMCS Ojibwa used in fishery patrol



HMCS Ojibwa conducted a surveillance fisheries patrol in the Gulf of Maine recently. A Department of Fisheries and Oceans (DFO) officer was onboard the submarine. Here, a Canadian scallop dragger agreed to participate in an exercise with Ojibwa and a DFO vessel.

For the first time ever, the navy has used a submarine in the monitoring of fishing activities.

Carrying a Department of Fisheries and Oceans (DFO) officer, HMCS Ojibwa conducted a surveillance patrol in the Gulf of Maine area. According to DFO officials, the patrol reported 12 American vessels near Canadian waters and after warnings were issued, they backed off. Vessels which stray over the Hague line are arrested by DFO officials or, if they refuse to surrender, are apprehended by the Canadian Coast Guard.

The navy intends to continue this type of patrol in the future.

"This was a trial run to see if submarines in this role would be

effective," said Lt.-Cmdr. Jeff Agnew, a navy public affairs officer. "It is also excellent training for us." He added that both the navy and DFO are currently evaluating this initial patrol.

Fisheries patrols are an increasingly important activity for the navy. It is expected that fisheries patrols by navy ships could rise to 280 sea days from 200 in 1991-92. Air patrols by Maritime Air Group will rise to 3,100 in 1992-93, from 2,300 the previous year.

Although fishing vessels carry radar and can detect the approach of other surface vessels, submarines have the unique ability to remain undetectable by staying underwater.



1983 OFF OF OJIBWA  
SWIMMING AT SEA



Herring Cove native Bernie Sullivan on HMCS Ojibway. Mr. Sullivan was the first Fisheries officer to conduct a fisheries patrol from a Canadian submarine. Robert Smith/Clark Photographic

# In-depth surveillance

## DFO officer aboard sub spooks U.S. fish raiders

By Parker Robinson  
STAFF REPORTER

Even though he was several fathoms below sea level in a Canadian submarine, Bernie Sullivan could picture the reaction caused by his warning to the crews of U.S. scallop ships.

The Department of Fisheries and Oceans surveillance veteran could sense widening eyes and dropping jaws aboard two American vessels as his voice came out of nowhere, ordering them not to stray further into Canadian waters.

"There was a long silence," after the radio warning, said Mr. Sullivan, back in his 17th-floor Halifax office after spending March 5-12 under water in HMCS Ojibway in the Georges Banks fishing grounds.

"They never said anything, but you could hear it in their voices. It was like, 'Is this guy for real?'"

Mr. Sullivan's warning was as real as the tremendous pressure DFO is under in the Atlantic region to combat American raiding of Canada's relatively rich side of the Georges Bank.

The supervisor of the department's offshore surveillance group says that pressure will likely mean the submarine will be used again to watch potential American scallop pirates.

"In the last six to eight months, we've had a lot of complaints from the Canadian industry," said Ross Jones. "Every morning when I come in the office there are four or five calls from fisherman asking, 'What are you guys going to do?'"

The same question is being asked of the Canadian navy.

With the dwindling threat from Soviet submarines, some fishermen are demanding the navy provide a greater presence along the Hague line, the international boundary established in 1984 by the World Court that divides Canadian and American fishing grounds.

Ojibway tracked 12 U.S. scallop vessels near the Hague line. The Hustle and the Endeavor were warned away in the early hours of March 11.

While navy, Canadian Coast Guard and fishery air and sea patrols have been stepped up in the last few months, the further use of submarines could be an important psychological weapon in deterring raiding by U.S. scallop ships.

After the stretch of silence that followed the radio warning, "there was a lot of chatter on the U.S. radio," said Mr. Sullivan. The submarine did not surface by the ships, which were just inside Canadian waters.

"They were saying, 'Now



they're using a submarine, what's next?" Another guy said, 'They're throwing everything at us now.'"

Mr. Sullivan was the first Canadian fishery officer to work from a submarine, a project that had been in the works for about six months. The 16-year veteran has monitored foreign fishing vessels from the air, from the sea and now from beneath the waves.

"The most difficult part was the rush for dinner," he joked in an interview Wednesday. "There are two sittings and the first bunch usually gets the best grub."

The fishery officers were impressed by Ojibway's sonar operators.

"They can identify the boats by sonar, they can identify what the boats are doing, whether they are trawling, dragging or whatever," said Mr. Jones.

"Each vessel has its own specific sound. Once they identify it, they have a record and two months down the road they can tell if it's that vessel again."

Fisheries department officials in Ottawa are currently reviewing a report of Mr. Sullivan's patrol aboard the submarine.

# Sailing into the sunset?

**TAX BURDEN?:** A naval analyst suggests the end of the Cold War may have made Canada's submarine fleet an extravagance that taxpayers will no longer want to pay for.

**By Parker Robinson**  
STAFF REPORTER

The Canadian navy's history of submarine service may be in its final chapter, says a defence analyst who feels buying new undersea boats cannot be justified.

Joel Sokolsky of the Royal Military College of Canada said Canada doesn't need new submarines while the naval assets of its former Soviet navy foe sit at home, rusted and broken. The political science professor recently presented a paper on future military policy to the Conference of Defence Associations in Ottawa.

"The Canadian public has not been willing to spend enormous amounts of money to wave a flag, especially when it is under water," said Mr. Sokolsky, who is also a senior fellow at Queen's University Centre for International Relations. "I don't think we're going to buy new submarines and I certainly don't think we're going to build them," he said in an interview Monday.

But a Canadian navy spokesman warns it might be too early to write off subs, which Canada has operated off and on since the British Columbian government bought two from the U.S. Navy in 1914.

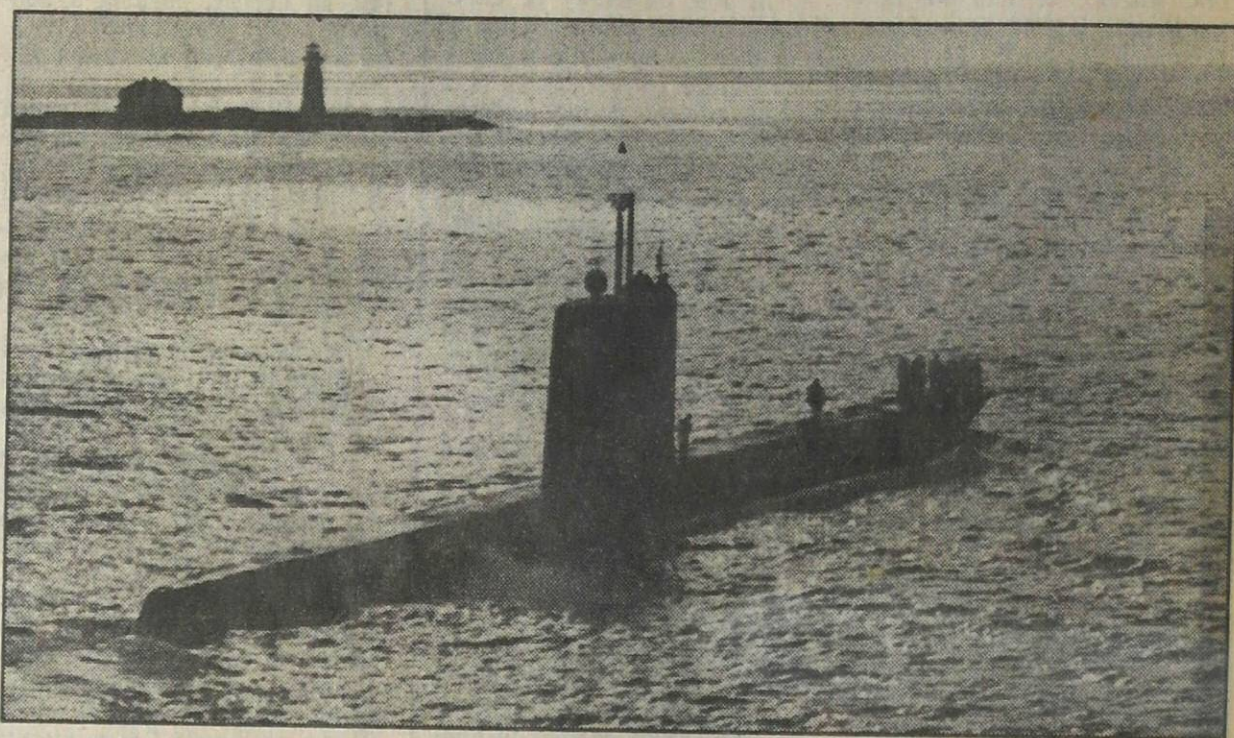
"Acquiring submarines is our number one priority project in the navy right now," said Capt. Jay Plante, director of navy requirements. "The money is identified within our own defence services program to fund that project."

The cost of a new submarine program would be in the billions of dollars. But new boats are crucial to creating a balanced anti-submarine warfare component, said Capt. Plante.

A September 1991 defence statement by former Defence Minister Marcel Masse called for three of an eventual six conventionally-powered submarines to replace the three 1960s-vintage boats now in service. Those subs will probably be taken out of service around the turn of the century.

That submarine commitment was reinforced in an April 1992 military statement, but Mr. Sokolsky says the public may not accept another large-scale defence purchase following the decision to spend \$4.4 billion on 50 EH 101 helicopters.

"The army is already screaming because it only gets 15 per cent of the capital budget and it has the



The Canadian Forces

One of Canada's aging submarines sets sail out of Halifax Harbour. Changing military goals and tightening purse strings may ensure this generation of Canadian submariners is the last.

most demands on it. You can't just look at submarines and what the navy needs."

Capt. Plante says the navy has been neglected, explaining the navy is getting new ships, helicopters and possibly new submarines at about the same time because the purchases were put off for so long.

But Mr. Sokolsky said oceans can be monitored without submarines. With 12 new frigates and 35 new anti-submarine warfare helicopters on the way — on top of existing Aurora reconnaissance aircraft — he says Canada will know more about its waters in the year 2000 than it has for the past 20 years.

And North America's maritime approaches simply don't have the same strategic value they had years ago, said Mr. Sokolsky. That's underlined by a Soviet navy

that stays docked and the U.S. Navy's cancellation of its new Sea Wolf submarine program.

Despite that, navy spokesman Lt.-Cmdr. Jeff Agnew had a list of reasons Monday why Canada needs submarines.

"Submarines are cost effective," he said. "One sea day for a ship is equivalent in . . . costs to two hours of Maritime Patrol aircraft flying time."

Subs also create what's called a force multiplier, he said.

"By the fact you have them, and no one knows where they are, you instantly control a much larger space."

Submarines can also assist other government departments, and the vessels also help train surface ship and aircraft crews for anti-submarine warfare, he added.

Still, Mr. Sokolsky is not the only authority who feels

submarines should not be part of future Canadian military policy.

Navy Capt. Robert Thomas completed a navy policy paper last year which recommended that submarines need not be a priority.

And Liberal External Affairs critic Lloyd Axworthy said last fall that the navy should not expect any new submarines if a federal Liberal government comes to power in the next election.

*Working under the waves is cramped and casual, but Canada's sub seamen say there's no life like it*

# That sinking feeling...

By RICHARD DOOLEY  
The Daily News

**T**orpedoes may not be everyone's idea of the perfect roommate, but for Ordinary Seaman Jeff Dietrich they make fine bunkies.

"They stay cold, and believe me, when we are submerged it can get pretty warm in here," said the Portage La Prairie, Man., native.

Dietrich is one of the 70 crewmembers of the Canadian submarine HMCS Ojibwa, now berthed at the Maritime Museum of the Atlantic.

The ship has opened her hatches to the public to commemorate the 75th anniversary of submarines in the Canadian navy. Tourists and the curious have been diving aboard the submarine to glimpse the world of the underwater warrior.

Dietrich has been a submariner for nearly two years. "It is a lot better than being on a skimmer," he said. Skimmer is the term submariners give to surface ships.

"The first week I was on submarines I banged my head on everything," he said. Now he avoids the overhead hazards as if it were second nature.

Dietrich said that as far as the submariners are concerned there is no life like it.

## 'We are very informal'

"We are very informal on board ship," he said. "We use first names and everyone has to clean up after themselves. It is because we have to live so close together."

The quarters are cramped. The forward torpedo room, for instance, houses up to 20 torpedoes, air filtering and purifying equipment and bunks for the 10 or more junior ratings.

The men sleep next to the torpedoes, which rest in huge cradles suspended next to the bunks.

Although submarines have been in the navy for 75 years, the Ojibwa is not quite that old. She was built in England and commissioned in 1965.

The fact that the sub is closing in on her 25th year of active

service doesn't bother Dietrich. "She was completely overhauled in 1986," he said. "It's a good ship."

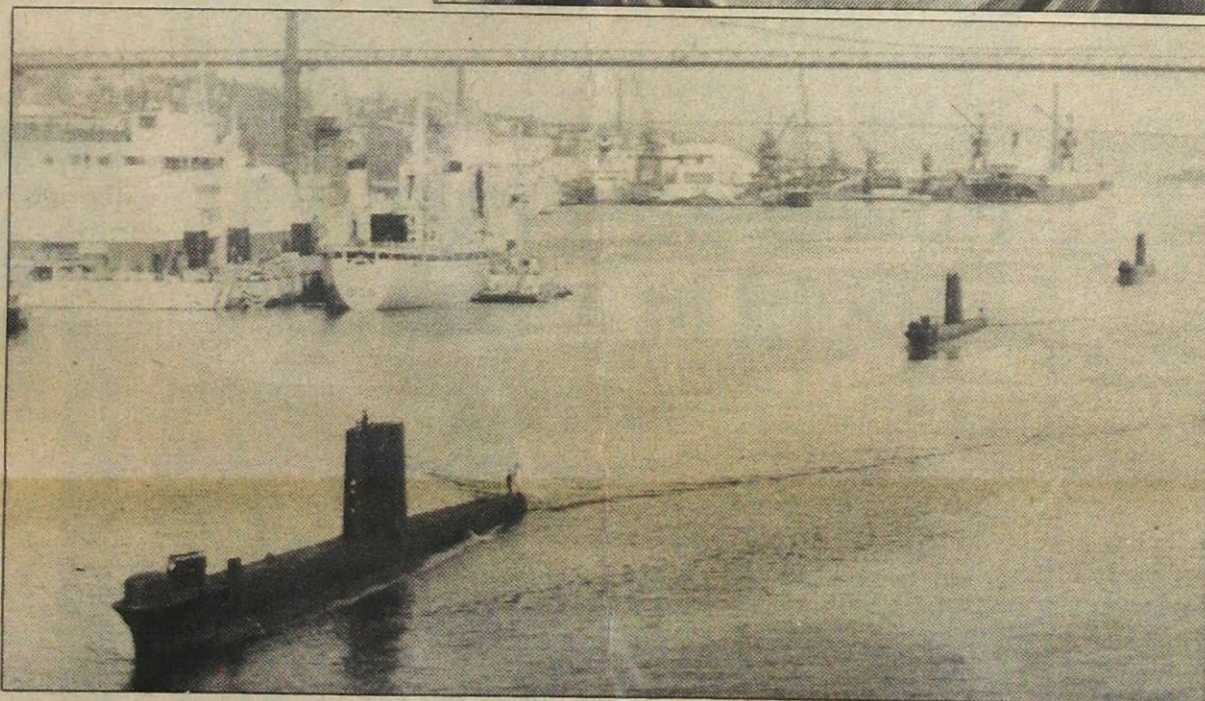
Immediately aft of the torpedo room are the accommodations for the junior officers. This small area, not much bigger than the average bedroom, contains bunks for eight men.

When you lie in a bunk, the bed above you is barely six inches from your nose and the hull brushes your shoulder. This room is also the dining area for 30 more men.

## Men eat in shifts

"We eat in shifts," the seaman explained. "The on-going watch eats first, then the off-duty guys and then the watch coming off the deck."

"It gets pretty hectic in here. Every man on board this ship has to know the job of everyone



else. It isn't unusual for the guy who does the cooking to go up and help in the engine room for example. You have to know the ship inside and out."

Even using the toilet is a complicated experience.

"When you flush the toilet or use the shower, you have to vent the waste water outside the ship," Dietrich said. "In order to do that you have to pressurize the holding tank and then flush it out. You have to remember to



Ordinary Seaman Jeff Dietrich (top) says serving on HMCS Ojibwa is 'better than skimming.' The Ojibwa (left) leads Canada's Oberon-class subs in Halifax harbor.

sible for doing his own dishes as well.

## 'A hard life'

Among the 500 people who toured the ship Saturday were Haligonian Ian Wright, his four-year-old daughter, Ashley, and his brother Peter, who is visiting from London, England.

"I was impressed with the ship, especially the engine room," Ian Wright said. "I didn't know that they could stay submerged that long, either. They really have a hard life, those submariners."

The Ojibwa is open for tours of the torpedo rooms, control rooms and periscope and engine rooms today from 10 a.m. to 5 p.m.

re-pressurize or you might blow up a toilet."

The control room of the submarine looks more like the cockpit of a supersonic jetliner than the bridge of a ship. The controls of the ship make it handle more like an aircraft when submerged.

The ship can stay submerged for 24 days at a time. When running under water, the sub is powered by a huge bank of lead acid batteries. The ship has to send

up a snorkel every couple of days to bring in fresh air and to recharge the batteries.

"Things can be pretty smelly in here by the time you get to the surface," Dietrich said. "The only people allowed to take a shower are the cook and the steward."

Crew members share the bathroom, except for the captain, who has his own cabin and washroom. Each man is respon-

# Canada in a quandary about nuke sub options

## Tough choice ahead

By JONATHAN MANTHORPE  
Southam News

OTTAWA

**T**HE GOVERNMENT is looking out over a sea of unappealing options as it contemplates what to do about its nuclear-powered submarine program. And the difficult conclusion the government is facing is that some form of the nuclear submarine program may be the least unpalatable of the choices.

As a symbol of defence spending it will be hard to exclude the \$8-billion price tag for the 10 or 12 boats from the drive to cut the government's \$28.6-billion deficit.

Yet anything short of a complete junking of the program will only have a marginal effect on the ultimate cost and next to no effect on the relatively small sums that would be spent before the next election.

And junking the program presents as many problems as it avoids.

An alternative plan for the navy involving conventional diesel-electric submarines or the still-evolving "hybrid" designs would probably be at least as costly as the nuclear-propelled submarines.

Reverting to some form of conventional submarines would also involve such a total reversal of everything the government and Department of National Defence has been saying in the last two years as to be beyond credibility.

There is also the separate, but clearly associated question of Canada's credibility with its allies.

How the government decides to track its way out of this labyrinth will probably be signalled this spring by the new defence minister, Bill McKnight. There are suggestions he will make a major statement early in May.

Some sources close to the scene say this may be a revised white paper. Others say that would be too much of a slap at his predecessor and fellow minister, Perrin Beatty, whose new defence policy was tabled only 19 months ago.

A more likely scenario, it is suggested, is that McKnight, under the guise of issuing a progress report on implementation of the Beatty white paper, will signal some changes of course.

What those are will in part be determined by the results of the infighting on the new cabinet committees aimed at constraining expenditure.

If Finance Minister Michael Wilson and, presumably, Prime Minister Brian

Mulroney decide that as a demonstration of defence's commitment to restraint the submarine program should be spread out on the table for amputation or euthanasia they will create another set of problems.

Euthanasia without an alternative to the nuclear-powered submarines is not an option. It would leave Canada with only 12 surface ships by the end of the century, half of what it has now.

The figures so far produced by the Defence Department and the promoters of the two contending submarine designs, the British Trafalgar class and the French Rubis-Amethyste, are widely disputed. Some analysts say the \$8-billion



Many experts expect new Defence Minister Bill McKnight (left) to change the course on the submarine program. His predecessor, Perrin Beatty (right), tabled a policy just 19 months ago.



price tag will end up being twice as much and perhaps more.

Even if that is the case, relatively little money will be spent in the first few years, at least until after the next election.

A cash flow chart obtained by Southam News shows only \$160 million being spent over the first four years after the winning design is chosen. Over the following 24 years the project would cost an average of around \$300 million a year.

The government may well feel, however, that the public's perception is more important than the reality of money saved.

One way to do this would be to halve the number of submarines to five or six.

But while this might look good it wouldn't save much money. A lobbyist for one of the submarines said it might save \$3 billion because the same costly infrastructure would have to be constructed to build 12 submarines as five.

These costs could be cut by buying completed submarines from France or Britain, but then Canada would lose out on industrial spin-off and jobs.

If the government accepts the premise that Canada needs a mixed navy with both submarines and surface ships, a return to conventional diesel-electric submarines is not an easy option.

Having left in the lurch some of the six

companies contending for the "conventional" contract before it decided to "go nuclear," the government will find it hard to get a real competition going again.

There would also be much pressure from the navy that in order to maintain a credible long-range fleet it needs more surface ships, and frigates cost considerably more than submarines.

Although three Canadian companies are researching "hybrid" submarines which would have some capacity to operate under the Arctic ice, the Defence Department has said repeatedly these ideas are too far from fruition and costs of development would be huge.

## Cutting subs would sink credibility

By JAMES FERRABEE  
Southam News

LONDON

**C**ANADA'S CREDIBILITY as a reliable military ally will be shot if the Mulroney government cancels the nuclear-powered submarine program, military analysts and diplomats warn.

Signals from Ottawa suggest the \$8-billion sub program may be sunk in a cost-cutting drive.

"If the program is cancelled it would undermine the credibility of Canada in Europe," says military analyst Jim McCoy of the London-based International Institute for Strategic Studies.

Adds a senior official with the North Atlantic Treaty Organization:

"If the government decided not to go ahead, we would look decidedly flaky."

McCoy, who once trained with the Canadian navy and now works for one of

Europe's best-known and respected military think-tanks, says the 1987 defence white paper which proposed acquiring from eight to 12 nuclear subs was "an amazing step change" for Canada.

It was welcomed in the alliance and seen as a sign Canada was catching up with its commitments, although Canada's reputation as a backslider on military spending led to skepticism among its allies.

"Most of NATO didn't expect it to come to much," said McCoy. "Sure, they believed it would be good if it happened, but few believed it would happen."

"Put it this way. Everyone was very surprised but somewhat skeptical even though what (former defence minister) Perrin Beatty proposed was absolutely right."

Officials in London see Beatty's move from the defence to health portfolio and the deficit-cutting priority of the Mulroney government as two red flags.

"They set loose well-fed speculation here and in NATO," says a government

official who monitors defence matters closely.

The British still hope to win the submarine contract from the French.

"If the British don't win the order, that would be one thing," said the official here who didn't want to be identified.

"But if the government decided not to build the submarines at all, there would be a much worse reaction. Canada would be seen, especially by someone like Prime Minister Thatcher, as a mushy ally."

The British and other partners in NATO still remember the decision by Prime Minister Pierre Trudeau to halve Canada's military commitment in Europe in the early 1970s.

Trudeau and the Liberal government never recovered their reputation in NATO. Since 1984 the Mulroney government has beefed up the military in Europe but not to its former strength.

The 1987 white paper, the Tories boasted, would finally convince the Europeans and Americans that Canada was ready to pay its way in the alliance.

## Sub's captain u

Probe launched into alleged reign of fear

By Malcolm Dunlop  
STAFF REPORTER

Sailors and officers of a Canadian submarine have told The Chronicle-Herald of assaults, verbal and mental abuse and unsafe diving conditions at sea during the command of her most recent captain, who was posted off in October.

And the navy has ordered a mili-

tary police investigation into allegations against the captain and some of his officers.

"The allegations made ... are being taken very, very seriously," navy spokesman Lt.-Cmdr. Jeff Agnew said Wednesday.

Lt.-Cmdr. Agnew said the investigation was ordered as a result of queries made by this newspaper into reports from submarine

squadron sources about conditions and incidents aboard HMCS Ojibwa, which is based in Halifax.

"Personal safety, individual integrity and operational effectiveness are all matters which have been called into question," Lt.-Cmdr. Agnew said.

"As a result, Rear-Admiral Lynn Mason, Commander Maritime Forces Atlantic, has directed a mili-

and two people were sent to hospital Tuesday following a head-on collision between two cars on Highway 6.

An Amherst RCMP spokesman said Linda Dianne Chappell, 42, of Amherst, died from injuries sustained in the accident that occurred about 10 kilometres east of Amherst at about 5:50 p.m.

Ms. Chappell was the lone occupant of one car. Two seniors were in the second car.

Ms. Chappell was trapped in her vehicle and Amherst and Truemanville firefighters had to use the jaws of life to free her.

She was rushed to hospital in Amherst but pronounced dead on arrival.

The occupants of the second vehicle, Bill and Ruth Burke of Amherst, were also rushed to hospital in Amherst. Mr. Burke was treated for fractured ribs and released. His wife was transferred to Moncton City Hospital suffering from spinal injuries. Her injuries are not life-threatening.

Police said rainy weather created poor visibility.

### Niagara Falls mayor becomes pinup boy

NIAGARA FALLS, Ont. (CP)

Difficult economic conditions for everyone — including unions, those organizations, those government insurance provincial governments to share the pain, suggested Wednesday.

Transfer payments are unlikely to be a priority for the new Liberal



## Submarine cruelty charges probed by military police

By JIM ROSSITER  
The Daily News

LCDR  
MARCEAU

Military police are investigating allegations of mental and physical abuse aboard the Halifax-based HMCS Ojibwa submarine.

A media report yesterday quoted anonymous submariners complaining about "hellish" conditions and a disliked captain on the vessel. The captain, removed in October, has reportedly left the province.

"The navy takes such allegations very seriously. Personal safety, individual integrity and operational effectiveness are all matters which have been called into ques-

tion," said a Forces release.

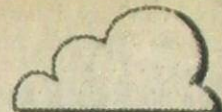
Canada's new defence minister said outside the House of Commons he wasn't aware of the allegations.

"That's a new one for me and I'll have to ask my officials if there's any truth to this kind of report," said David Collette.

Ojibwa's seaworthiness is no immediate concern since the vessel is in refit, said the release.

Maritime Forces Atlantic is refusing to discuss the matter or release the captain's name.

Ojibwa, with a crew of around 70, is one of Canada's three diesel-electric Oberon subs built in the 1960s.



# Sub's captain under scrutiny

*C.O. LCDR MARSEAU 1990-1993*

## Probe launched into alleged reign of fear on Ojibwa

**By Malcolm Dunlop**  
STAFF REPORTER

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"Personal safety, individual integrity and operational effectiveness are all matters which have been called into question," Lt.-Cmdr. Agnew said.

"As a result, Rear-Admiral Lynn Mason, Commander Maritime Forces Atlantic, has directed a mili-

tary police investigation into criminal and disciplinary allegations be started immediately."

Military investigations are subject to the Charter of Rights and Freedoms, Lt.-Cmdr. Agnew said, and both the interests of the military and individual rights will be taken into consideration.

"There are no immediate safety concerns with respect to Ojibwa," he

said, "as the vessel is in refit and none of the allegations extend to other submarines in the fleet."

Four veteran submariners, who spoke only on condition their names not be released, said the captain's command, which lasted nearly three years, was hellish. Two submariners from Ojibwa have described in detail a reign of fear aboard the 30-year-old, O-class sub while two others confirmed that events occurred.

■ See Ojibwa / A2

**'Personal safety, individual integrity and operational effectiveness are all matters which have been called into question.'**

Lt.-Cmdr. Jeff Agnew  
Navy spokesman

# Sub skipper charged

A former captain of the submarine HMCS Ojibwa faces charges of on-duty physical and verbal abuse.

The military has laid seven charges against Lt.-Cmdr. Dean Marsaw, navy spokesman Dan Bedell said yesterday.

Marsaw faces two assault charges under the Criminal Code, stemming from allegations of two physical assaults against junior officers, he said.

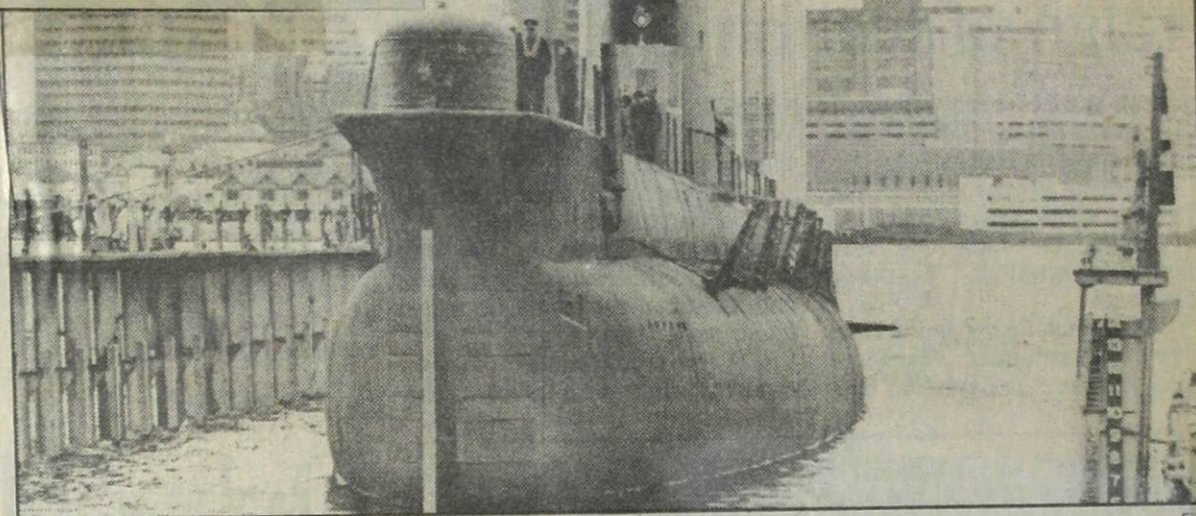
Five more charges under the National Defence Act include disgraceful conduct, conduct unbecoming an officer and ill treatment of subordinates.

Those stem from allegations of general verbal abuse and one derogatory comment against a junior officer, said Bedell.

The incidents are alleged to have happened between 1991 and 1993 when Marsaw captained the Ojibwa, now in a \$10-million overhaul.

Prompted by a news article published by the Halifax Herald Limited, the military police launched its investigation in December.

Marsaw has a minimum of seven days to respond to the charges. He's still on duty in Halifax, but not with submarine operations.



File

Complaints of assaults, verbal and mental abuse and unsafe diving conditions at sea are being investigated aboard the submarine HMCS Ojibwa based in Halifax.

## Ojibwa probe

■ continued from / A1

Others among the 100 or so who served on the boat's 72-man crew, and elsewhere in the squadron, at different times between December 1990 and October 1993 indicated they would speak but only to naval authorities.

They said morale was low in the tight-knit squadron of 300. The rate of turnover was high, even for a submarine.

Most submariners contacted would not comment, possibly because of an order given the crew

not to speak to the press after this newspaper began asking questions.

The captain, contacted about the allegations while on course out of province, declined comment.

The navy will conduct a separate investigation into allegations that the boat sailed while in unsafe condition.

Lt.-Cmdr. Agnew said recent court decisions about the Westray mine disaster preclude running two investigations at the same time, and the criminal investigation takes precedence.

### OBERON-CLASS SUBMARINES

Diesel-electric submarines, while potentially effective weapons platforms because of their quietness, are miserable places to work.

The Oberon-class boats, which have 1960s technology, are cramped and stuffy, and the smell — the stench — of diesel fuel is everywhere.

Conditions are primitive; service is marked by up to 30 days at a time at sea, most of it submerged.

Foul air, no privacy, no showers and very limited water for washing — a smallish sink a day, at best — heavy workloads and

lots of sea time (200 days a year or more) are the submariner's lot.

And of course, the work is very dangerous — those are live torpedoes in racks beside sailors' bunks.

But most submariners grin and bear it and are justifiably proud of their boats, their reputation among allies and adversaries, and their service.

Said one recently: "There's a real team spirit in a good boat; it's almost a family. I've never worked in a coal mine, but I imagine it's like that. Except miners get to go home at night."

### MARITIME FORCES ATLANTIC STATEMENT

"Allegations concerning abuse of authority, personal harassment and unsafe operation of HMC Submarine Ojibwa by members of the Navy have been brought to the attention of Canadian Forces authorities by Chronicle-Herald (and Mail-Star) reporter Malcolm Dunlop.

The navy takes such allegations very seriously. Personal safety, individual integrity and operational effectiveness are all matters which have been called into question.

As a result, Rear-Admiral Lynn Mason, Commander Maritime Forces Atlantic, has directed that a military police investigation into criminal and disciplinary allegations be started immediately.

Investigations under military law are subject to the Canadian Charter of Rights and Freedoms with both the interests of military society and individual rights taken into consideration.

Due to the recent decision rendered in the Westray mine disaster case, a service investigation into the operation of the vessel has been deferred until completion of the military police investigation.

There are no immediate safety concerns with respect to Ojibwa as the vessel is in refit and none of the allegations extend to other submarines in the fleet.

As the military investigation deals with criminal and disciplinary allegations and concerns over the application of the Privacy Act and the Access to Information Act, no further statements will be made pending resolution of this matter."



by PO2 Linda Croteau - On Assignment

What could a submarine possibly have to do with reservists?

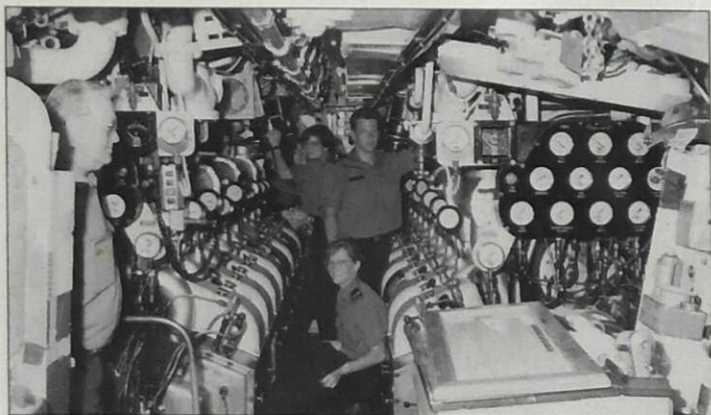
And what's with this passion that some people have for being crammed like sardines into a thin, black, metal box?

Yes, 'passion'. What other term could you use to explain why someone would spend 28 years onboard a submarine as an engineer. Okay, for those of you who long to be in wide-open spaces, 'crazy' might be better.

Bur, regardless of how you feel, hearing PO2 Gary Hopkins talk about submarines is intoxicating. His passion for the subject is captivating, and you can be quickly caught up in a story. You can almost feel the tension onboard a submarine as it creeps through a coral reef, or is hunted by another submarine.

But, as I asked earlier, what's a reservist got to do with a submarine? Well, when we reach a certain point in our careers, there are choices to be made. For PO2 Hopkins, his passion for submarines got the best of him: he is now a Naval Reserve diesel mechanic instructor onboard *Olympus*, a decommissioned submarine that now serves as a dockside training vessel in Halifax.

*Olympus* is a class 'O' submarine, similar to *Ojibwa*. It was purchased from Britain in 1989 on the condition that she be used strictly for alongside



LS Patricia Wolicki, Charles Stuart and Sylvia Shielle under the supervision of PO2 Gary Hopkins in the engine room -photo PO2 Linda Croteau

## From inside Olympus

training. It has two diesel Admiralty Ring-1 engines, which produce 18,040 horse-power each.

After 32 years of service – which included deployment during the Falklands War – *Olympus* will end her career here as a training platform for regular force and reserve mechanics. OS to LS engineers learn to use the different systems onboard, including electrical, fire and high and low pressure systems.

Reservists who train onboard *Olympus* complete their level 2 and prepare for their 'A' ticket. According to three LS who spent part of their summer onboard *Olympus* – Patricia Wolicki from *Carleton*, Sylvia Shielle from *Prevost* and Charles Stuart from *Scotian* – working on the ship is a fantastic experience.

They found, for example, that training on dry land before heading out to open sea helped build their confidence. Another advantage was not having to stand any watches. And they also felt that after having worked on the big Admiralty engines, they could face any diesel engine and pass their 'A' ticket exam.

More than 30 reservists have received at least part of their training onboard *Olympus* in Halifax.



*Olympus* exceptionally on drydock -photo PO2 Linda Croteau

And please, PO2 Hopkins, tell us more about your passion for submarines.

You mean you were there when *Ojibwa* was commissioned in 1965, and that you'd already been training in England since 1962? And what about life onboard a submarine? You become a big family? I understand; it's demanding but you and your shipmates form solid bonds. Of course, 72 men living in a space that's 17 feet in diameter...

Oh! You mean that glove box on the wall is your locker? I see. And how deep do you normally dive? One hundred and twenty feet? Mmmm. And the maximum depth...? Wow, 620 feet. And tell me, is that foul diesel smell always present?

Personally, I could never live onboard a submarine. But when you follow PO2 Hopkins down that long passage way that runs the length of the submarine, and when you see how nimbly he moves past the phalanx of objects and levers that protrude from the bulkheads, you can easily imagine yourself in a movie or in a battle. And you find yourself anxiously listening for the famous "ping" of an enemy's sonar striking the hull...



THE TRADE

1914-18

SEA WARFARE

THEY BEAR IN PLACE OF CLASSIC NAMES  
LETTERS AND NUMBERS ON THEIR SKIN.  
THEY PLAY THEIR GRISLY BLINDFOLD GAMES  
IN LITTLE BOXES MADE OF TIN.  
SOMETIMES THEY STALK THE ZEPPELIN,  
SOMETIMES THEY LEARN WHERE MINES ARE LAID,  
OR WHERE THE BALTIC ICE IS THIN.  
THAT IS THE CUSTOM OF 'The Trade'

FEW PRIZE-COURTS SIT UPON THEIR CLAIMS.  
THEY SELDOM TOW THEIR TARGETS IN.  
THEY FOLLOW CERTAIN SECRET AIMS  
DOWN UNDER, FAR FROM STRIFE OR DIN.  
WHEN THEY ARE READY TO BEGIN  
NO FLAG'S FLOWN, NO FUSS IS MADE  
MORE THAN THE SHEARING OF A PIN.  
THAT IS THE CUSTOM OF 'The Trade'

THE SCOUTS QUADRUPLE FUNNEL FLAMES  
A MARK FROM SWEDEN TO THE SWIN,  
THE CRUISERS THUNDEROUS SCREW PROCLAIMS  
HER COMING OUT AND GOING IN:  
BUT ONLY WHIFFS OF PARAFFIN  
OR CREAMY RINGS THAT FIZZ AND FADE  
SHOW WHERE THE ONE-EYED DEATH HAS BEEN.  
THAT IS THE CUSTOM OF 'The Trade'

THEIR FEATS, THEIR FORTUNES AND THEIR FAMES  
ARE HIDDEN FROM THEIR NEAREST KIN;  
NO EAGER PUBLIC BACKS OR BLAMES,  
NO JOURNAL PRINTS THE YARN THEY SPIN  
(THE CENSOR WOULD NOT LET IN!)  
WHEN THEY RETURN FROM RUN OR RAID.  
UNHEARD THEY WORK, UNSEEN THEY WIN. .  
THAT IS THE CUSTOM OF 'The Trade'

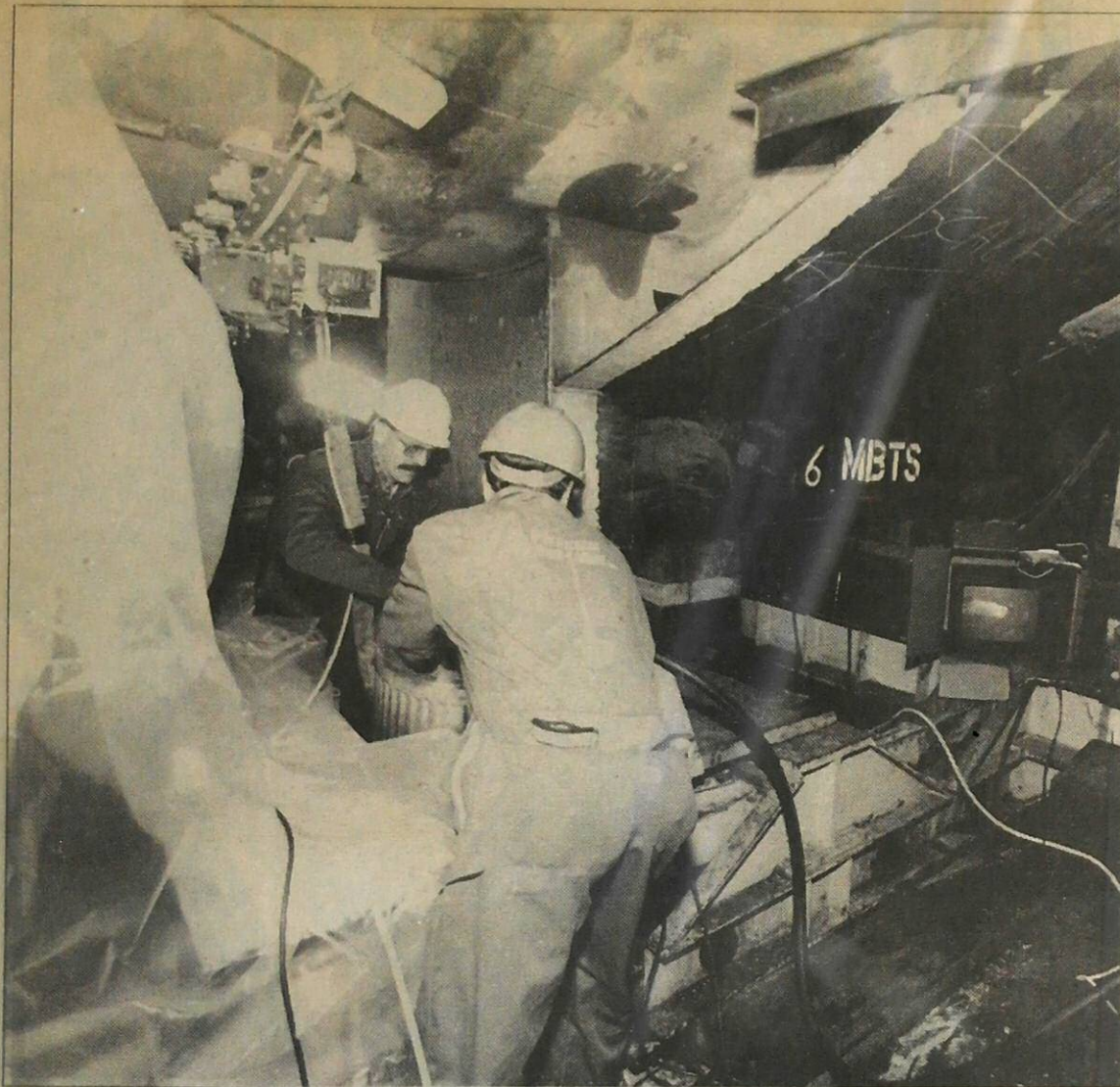
'Tin Fish'  
1914-18

Sea Warfare

THE SHIPS DESTROY US FROM ABOVE  
AND ENSNARE US BENEATH.  
WE ARISE, WE LIE DOWN, AND WE MOVE  
IN THE BELLY OF DEATH

THE SHIPS THEY HAVE A THOUSAND EYES  
TO MARK WHERE WE COME...  
BUT THE MIRTH OF A SEAPORT DIES  
WHEN OUR BLOW GETS HOME.

Rudyard Kipling.



PAUL DARRROW

Workers prepare high-pressure water gun, which will cut HMCS Ojibwa in half.

## Sub gets water-jet 'surgery' to install new (to us) engines

By MICHAEL LIGHTSTONE  
*The Daily News*

Workers began doing "surgery" on a Halifax-based navy sub yesterday — with water.

The HMCS Ojibwa is getting new engines; workers are using a high-powered water gun to open the submarine up.

Heat from a cutting torch could damage the sub, navy spokesman Dan Bedell said yesterday: "You can't use heat on a submarine because on either side of the cut you may damage the metal, which might compromise safety when you dive back down."

The high-pressure water jet — 30,000 pounds

per square inch — uses water containing graphite particles. That will produce "a surgically-clean cut around the entire hull," he said.

"There are high-pressure pumps involved that take the water in, mix it with the graphite and use it to cut. You can almost picture it like a sand-blasting machine, only it's water instead of just air," he said.

A Trois-Rivieres, Que. firm is doing the cutting work. The sub's old engines will be removed; two used ones purchased from Britain's Royal Navy will replace them.

"It's very hard to do a major overhaul of an engine inside a submarine because the space is just so confined," Bedell said.

## Metro

### Sub division: Boat chopped for new engines

By Rick Conrad

Some people might say Canada's submarines are so old you could shoot water through them.

Military officials are doing just that this weekend on the Halifax waterfront. But they're not trashing another Canadian naval antique.

They're trying to get at its decaying engines by cutting the vessel in half using a new, high-pressure water process to cut through steel.

The HMCS Ojibwa, one of Canada's Oberon-class subs, is undergoing a two-year refit in Halifax, which includes upgrading its two 32-tonne diesel engines.

The high-pressure water process uses a mixture of tap water and grit directed at the sub's hull at a pressure of 30,000 pounds per square inch.

It's applied about one centimetre from the skin of the sub, cutting about 2.5 centimetres per minute.

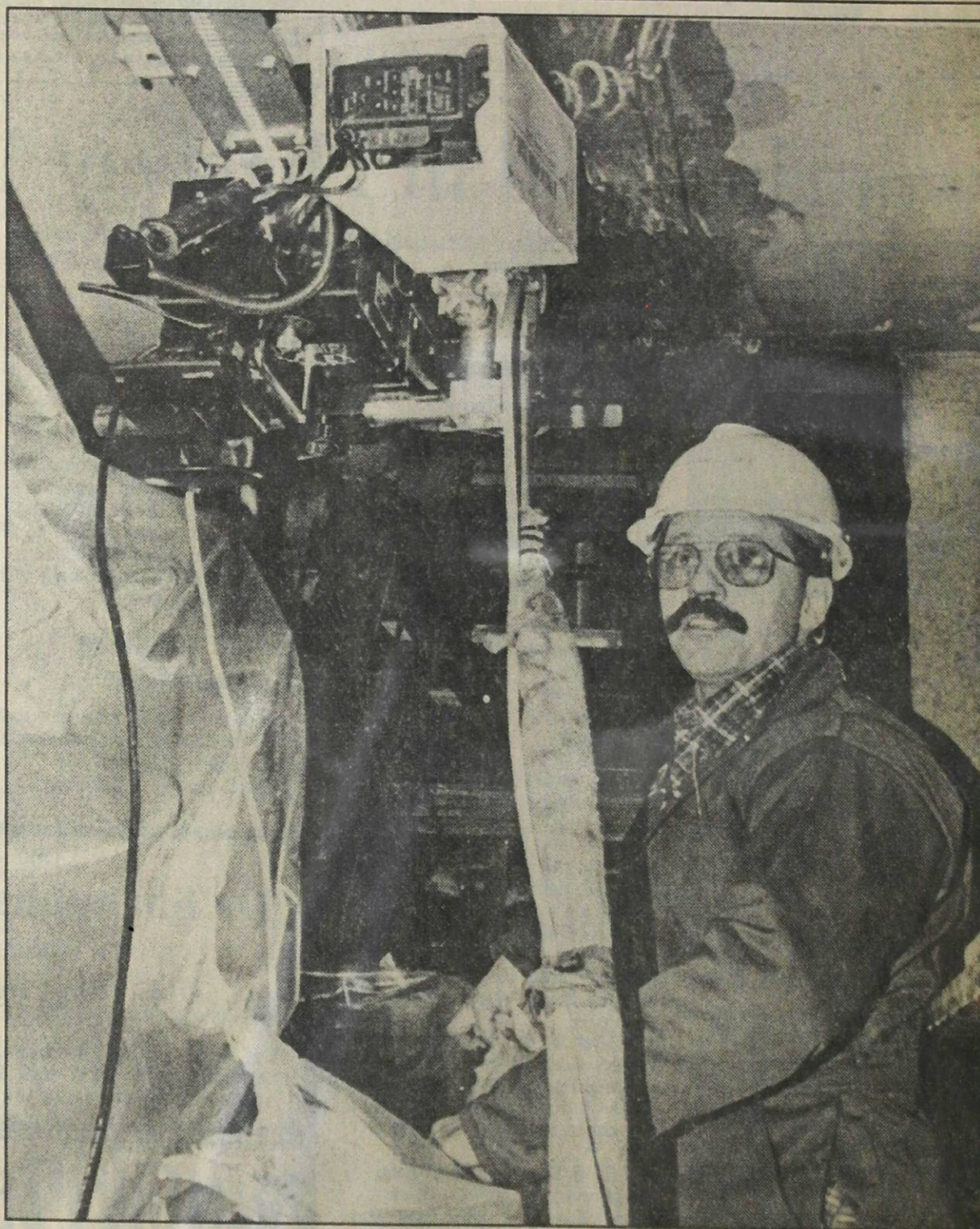
"It gives a cleaner cut," said Capt. Roger Chiasson. "There's no heat-affected zone, which makes it technically far superior."

The technique eliminates any chance of the vessel's metal hull warping from the heat of a torch in the normal cutting process.

Workers from B. Prieur Hydro-Laser should be finished the work tonight, Capt. Chiasson said.

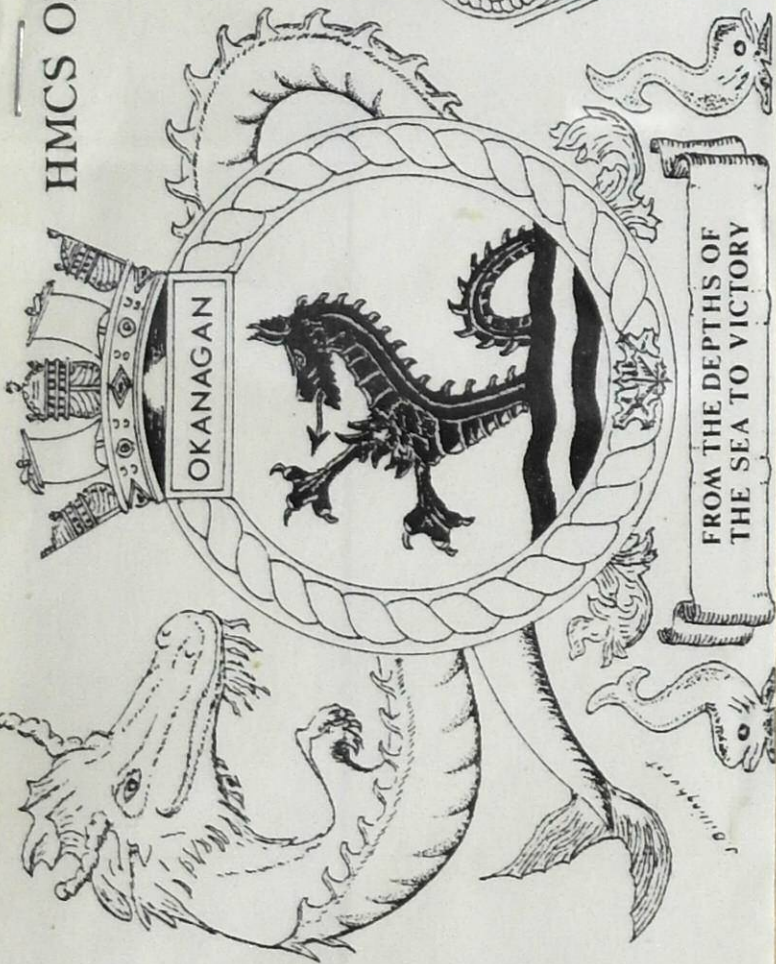
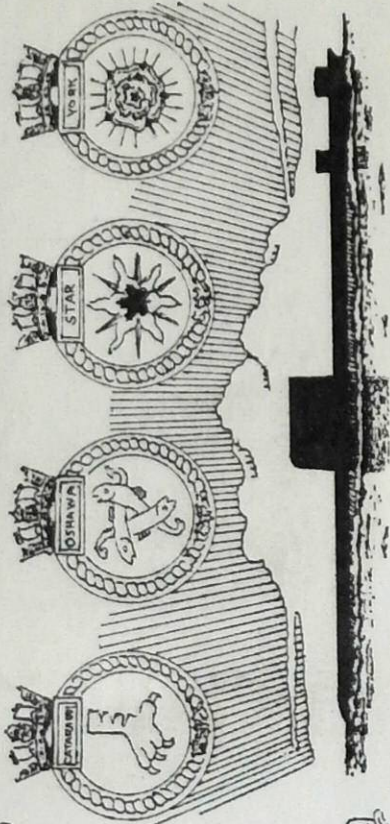
The rear part of the sub will be removed and the two engines rolled out on to a low-bed truck for transport to Dartmouth. They will be replaced with two newer engines.

The navy is using the new technology to shorten the engine replacement process, he said.



Bob Smith/Clark Photographic  
Bernard Prieur, of Trois Rivieres, Que., adjusts the machine which will cut open the submarine HMCS Ojibwa over the weekend in preparation for the installation of new engines.

HMCS OKANAGAN VISITS LAKE ONTARIO  
NOVEMBER 1990



ORDER OF THE

To All and Sundry wherever ye may dwell, and to all pearl hunters, pirates, melon grazers, tropical bush-whackers, grave looters, pacific sunrisers, and other preying creatures of the Way Greetings:  
Know ye that on this 28th day of February 1977  
at the port of Cristobal the HMCS OKANAGAN  
crossed the Isthmus of Panama  
from Atlantic to Pacific through the many locks and Culebra Cut and sailed across Lake Gatun over the great Continental Divide bound Westward for San Diego

BE IT REMEMBERED THAT

Petty Officer GC Hopkins  
Having been found worthy to be numbered as an honorable member of her crew, has been duly initiated by giving a wide berth to the lowly yellowjack. He may, therefore, be regarded as in good standing of the grand **Order of the Locks**  
By virtue of the power vested in us, we do hereby command all our subjects to show honor and respect to him wherever he may be.  
Disobey This Order Under Penalty of Our Black Displeasure

**Ghost of Henry Morgan**  
The King of the Pirates  
**Panama Jones**  
Gate Manager

**Panama Hattie**  
Ruler of the Isthmus

At Balboa June 6th 1977 crossed Pacific to Atlanta  
By her servant  
commanding

# ORDER OF THE LOCKS

PANAMA CANAL

To All and Sundry wherever ye may dwell, and to all pearl hunters, pirates, melon grazers, tropical bush-whackers, grave looters, pacific sunrisers, and other preying creatures of the Way Greetings: Know ye that on this 28th day of February 1977 at the port of Cristobal the Ames OXBWA crossed the Isthmus of Panama through the many locks and Culebra Cut and sailed across Lake Gatun over the great Continental Divide bound Westward for San Diego

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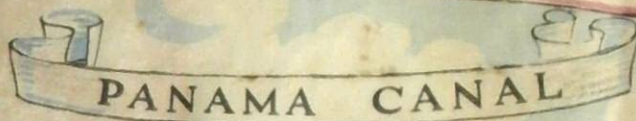
Ghost of Henry Morgan  
The King of the Pirates

Panama Jones  
Gate Manager

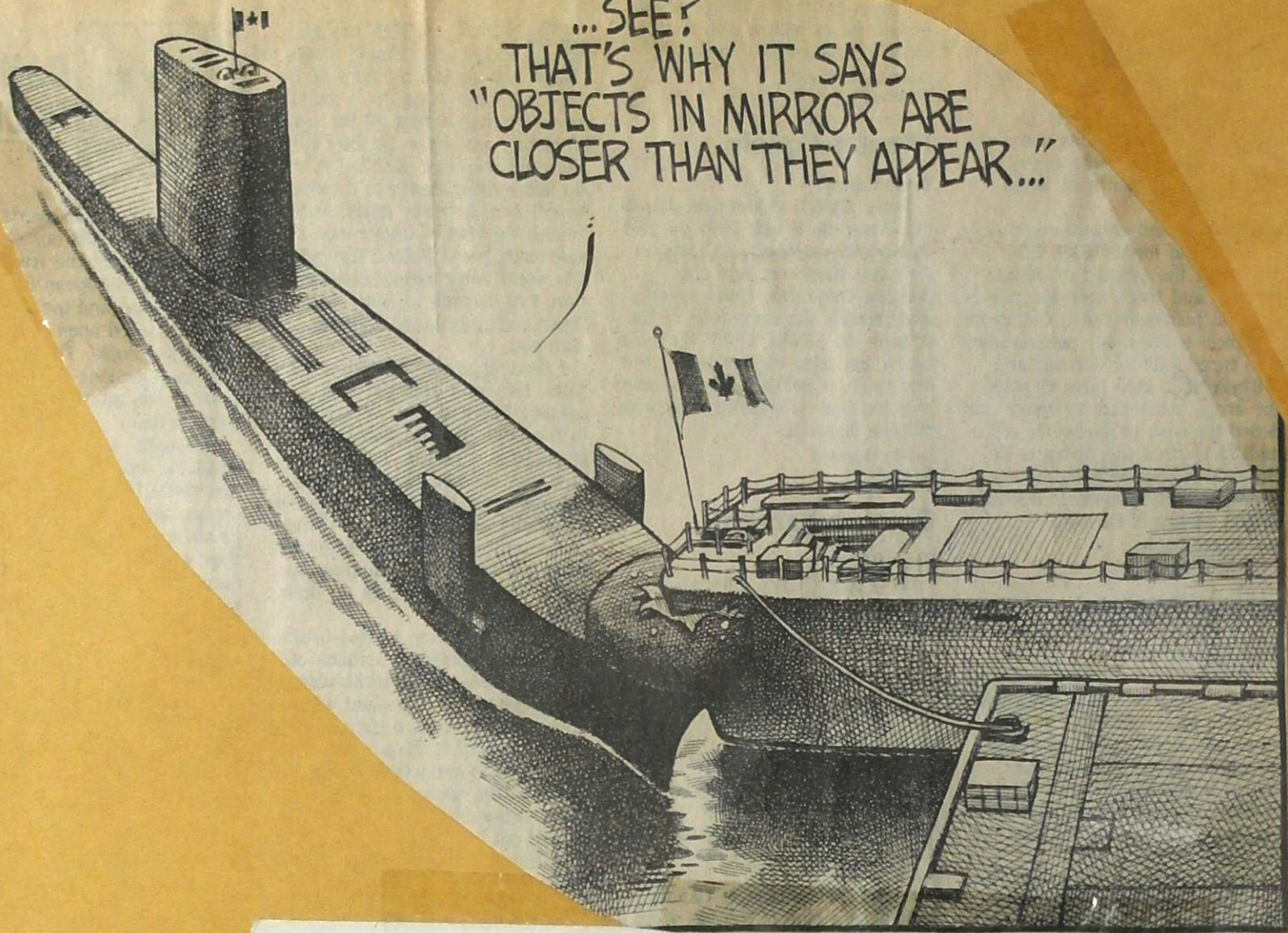
At Balboa June 6th 1977 crossed Pacific to Atlantic

Panama Hattie  
Ruler of the Isthmus

commanding



...SEE?  
THAT'S WHY IT SAYS  
"OBJECTS IN MIRROR ARE  
CLOSER THAN THEY APPEAR..."

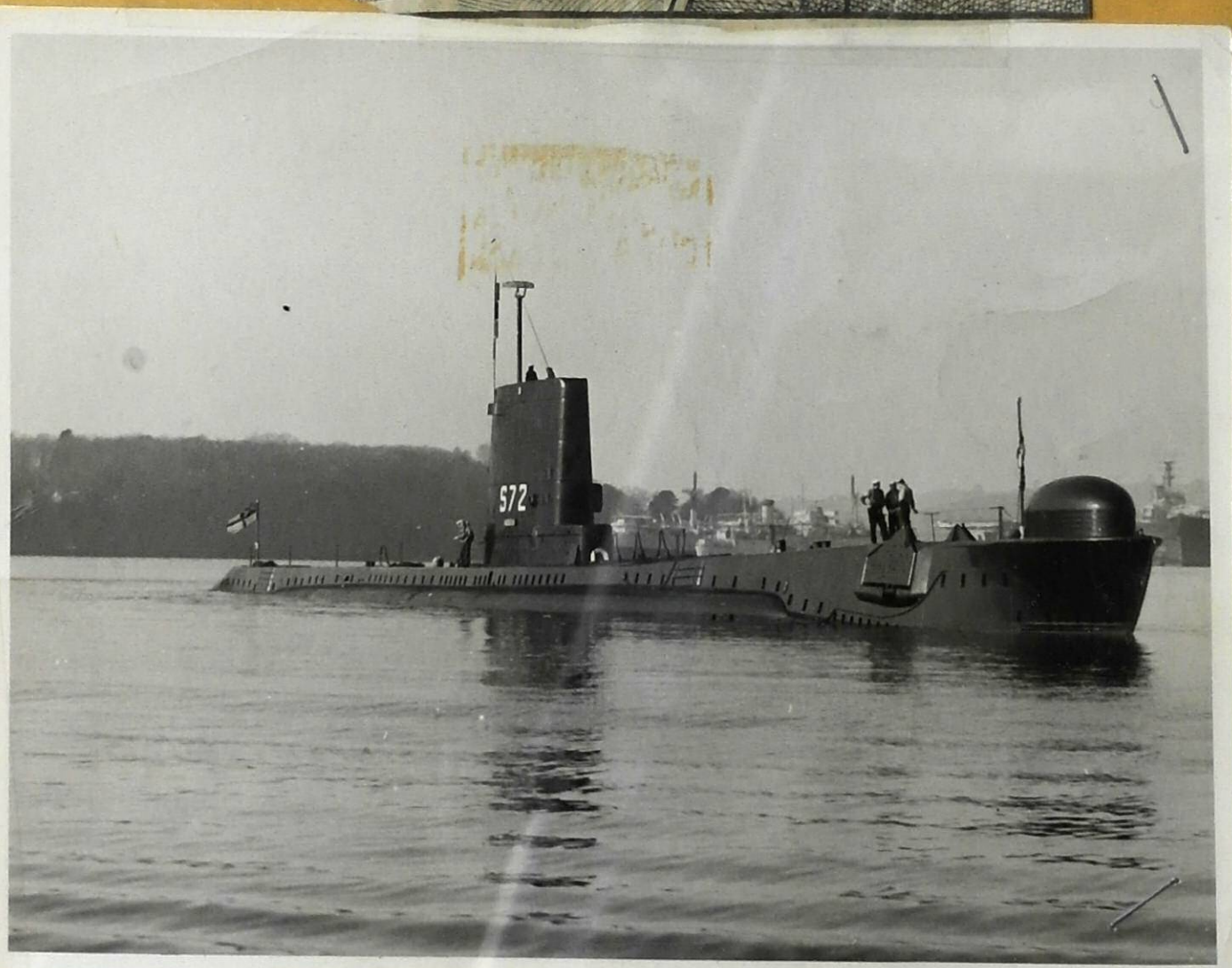


MY FIRST  
BOAT. 1963  
HMS AENEAS

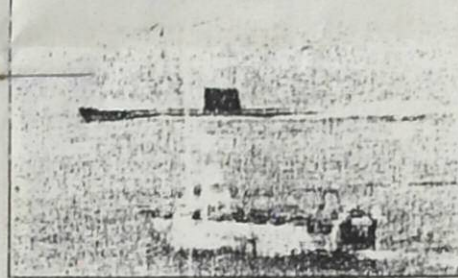
NOTE: FIN No.  
572.

OJIBWA'S  
WAS 72

A class sub.  
Made a 6½ month  
TRIP AROUND  
AFRICA 1964



Keeping tabs on illegal fishing is only one of the reasons Defence department is pushing for submarine deal



— Fisheries and Oceans photo

**SURPRISE;**  
HMCS Ojibwa surfaces near U.S. boat illegally fishing scallops off Nova Scotia in March 1993

# \$1 billion under the sea

By David Pugliese  
Citizen national staff

To the American fishermen it must have seemed like a scene right out of *Twenty Thousand Leagues Under the Sea*.

Half a kilometre into Canadian waters they were about to illegally gather up Canadian scallops. Nothing was on the horizon. No Canadian coast guard boats were in sight.

And without warning, up from the depths rises the HMCS *Ojibwa*, a 30-year-old Canadian Navy Oberon-class submarine more at home tracking Russian subs in the frigid North Atlantic than prowling the scallop beds off Nova Scotia.

But on this rainy March day in 1993 the *Ojibwa*, in a first for a Canadian sub, was hunting illegal fishermen. The submariners were on the radio to the Americans: Leave Canadian waters immediately.

Depending on whom you ask, the hapless Americans were witnessing Canadian sovereignty protection in action or the start of a military propaganda project to justify the purchase of new submarines.

Sometime next month or so the *Ojibwa's* patrol might just pay off for a Navy that has been busy justifying a role for submarines in everything from fisheries patrols to peacekeeping. The Liberal cabinet is expected to make a decision shortly after its February budget on whether to spend about \$1 billion on four second-hand British submarines.

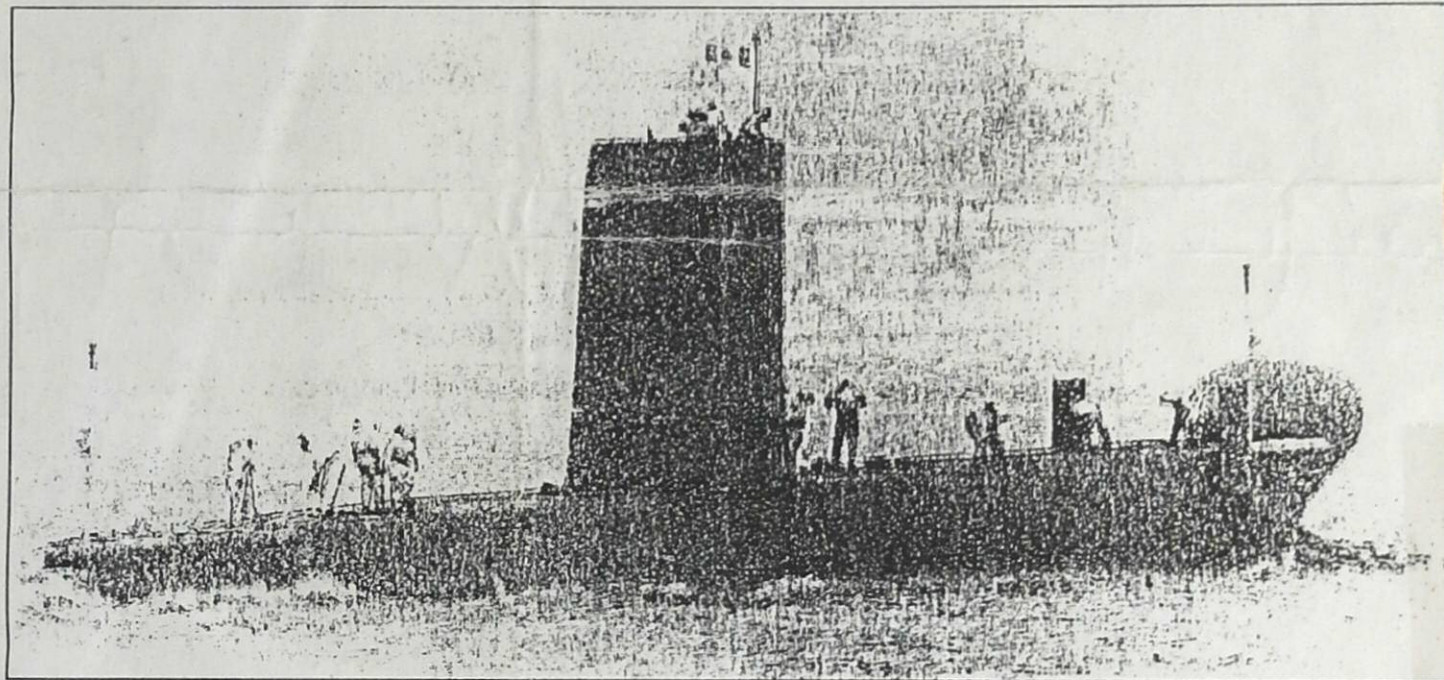
In these days of fiscal restraint and program review does Canada really need a billion dollars' worth of submarines prowling the seas?

Naval expert Peter Haydon, of Dalhousie University, says no piece of military equipment can beat the submarine, dollar for dollar, in terms of operating costs and versatility. The former naval officer says subs can track drug runners and participate in UN blockades. They are virtually undetectable and are loaded with surveillance equipment that can be used to support Canadian sovereignty.

But Bill Robinson, a defence analyst with the disarmament group, Project Ploughshares, calls the purchase a massive waste. The military, he says, is desperately searching for new roles to justify buying what is essentially a weapon of war.

"Short of combat there is little use for subs," Robinson says. "You can't fire a shot across someone's bow. All you can do is send a torpedo into their hull. There's no middle ground."

There is also no middle ground in the arguments for and against the purchase. You either buy the subs or you get out of the game for good, say the analysts. Here are a few of the pros and cons of the billion-dollar program:



— CP file photo

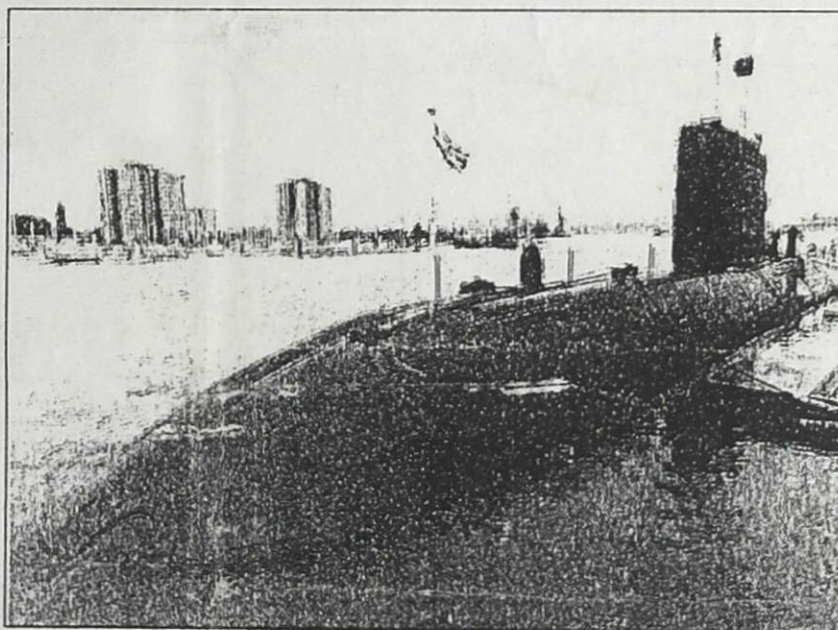
**OBERON-CLASS SUB:** Canadian Navy is asking for \$1 billion to replace this 30-year-old sub and others like it

A "great deal:" Defence cuts are forcing the British to unload their four conventional Upholder-class subs (they also operate a fleet of nuclear-powered submarines). Sub supporters say the purchase of the Upholders for a billion dollars is as good as it gets. At one time Canada was looking at buying six similar submarines for \$5 billion. The British boats originally cost more than \$2 billion to build and are, for the most part, brand new.

The Navy has been told a sub purchase will only be approved if the money comes out of its existing budget. Supporters say when the payments are stretched out over a 15-year period the cost is peanuts. There would also be no political squabbling between regions in the country over who would get a lucrative contract to build new subs. Maintenance on the Upholders would probably be done on the East Coast where the Oberons are maintained now.

Commodore Jim King, who examines equipment needs for the Navy, says that price-tag could drop further. The Navy would phase out its Oberons and some older destroyers that are costly to maintain.

Opponents say a billion dollars is still a lot of money. It could be used to finance peacekeeping missions and equipment, new job programs or to reduce the deficit.



— DND photo

**UPHOLDER CLASS:** Due to spending cuts, the British Navy is looking to unload four conventional subs like the one shown here. The British boats originally cost \$2 billion to build and are almost brand new.

The "Be Prepared" theory and the "Third World Threat:" It took several years after the Cold War ended but DND now acknowledges the threat of Soviet submarines has significantly diminished. But the "Be Prepared" theory argues the present situation could change and the Russians, or some other enemy, may return to menace North America. In short, no one knows where or when the next war or international

crisis will start and the submarine could play a part in such a conflict.

The military's desire for subs is also supported by the Commons Special Joint Committee on Defence. MPs on that committee concluded that Canada needs to maintain combat capable and flexible forces for the future.

Then there are the Third World countries such as Iran and North Korea which are buying subs. While

those vessels are unlikely to threaten Canada directly, our Navy may operate in Third World waters on peacekeeping missions.

Critics say the Russian fleet is unlikely to return to its former strength. Future jobs for the Canadian Forces will probably involve peacekeeping missions, mainly on land. And besides, if war was to break out subs of the former Soviet Union wouldn't even have to leave their home waters; they could launch their long-range missiles from their own ports and still hit North America.

As for the threat of a Third World sub fleet there are those who contend the problem is only, at best, a minor one. In his 1993 book, *How to Make War*, strategist James Dunnigan writes even though the extent of the problem is small that hasn't prevented "a lot of anxious talk about the new submarine 'threat' from the developing world."

**Sovereignty:** Submarine supporters say underwater vessels are probably the cheapest way to watch Canadian coastlines and water. Unlike frigates, subs can stay out at sea for up to 40 days without resupply or refueling. And they can be operated for about a third of the cost of a frigate because of their small crew size and low fuel consumption.

SEA continued on page B2

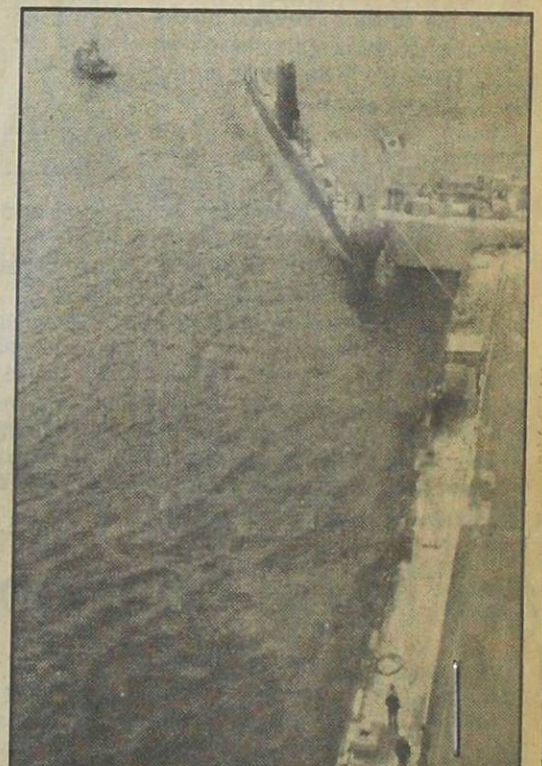
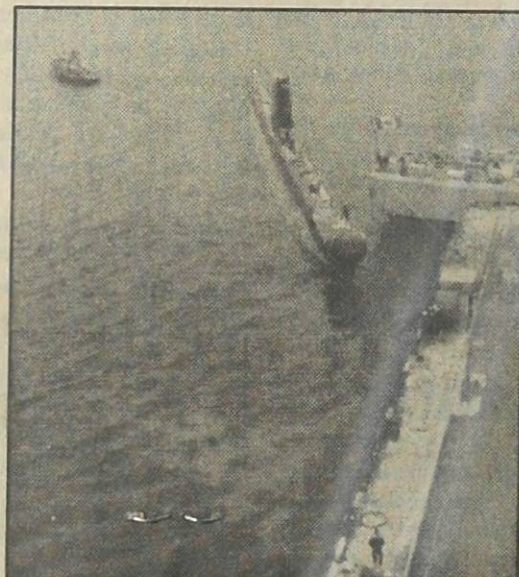
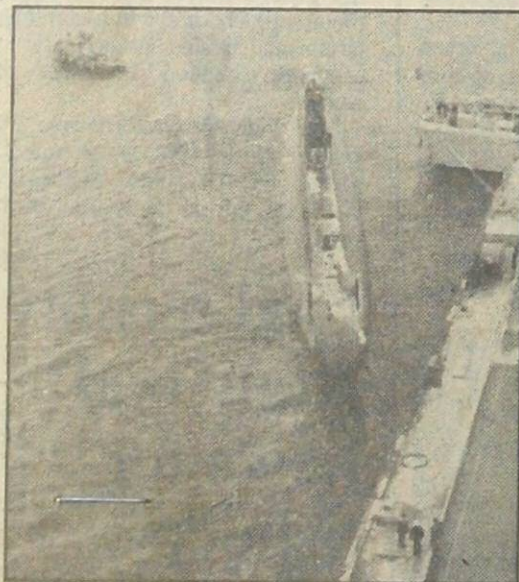




Malcolm Dunlop / Herald Photo

### Ouch! That smarts

Oops! Fender-benders were common Wednesday in Nova Scotia due to greasy roads, but there was also a collision in Halifax Harbour. The submarine HMCS Okanagan, under tow backing out of her jetty, was caught by a 45 km-h gust and her bow swung into the stern of HMCS Gatineau. A navy spokeswoman said damages of about \$2,000 to the sub's fibreglass sonar dome will take a week to repair.



# Meeting the new sub threat

by Capt. Jeff Manney

*Modern.* They are one face of the change sweeping the world. *Stealthy.* They lurk in more and more of the world's oceans. *Deadly.* They are the new generation of submarines.

In lieu of the peace it promised, the end of the Cold War has instead introduced an unstable world and an unchecked proliferation of arms. For those nations with a coastline and a restless foreign policy, the inexpensive diesel-electric submarine has become the weapon of choice.

Lying hidden in shallow water, amid the noise of coastal traffic, the diesel-electric sub can remain submerged and undetected for significantly longer periods than its predecessors. Able to block waterways and harass shipping, it has the potential to destabilize an entire region. As Operation Sharp Guard in the Adriatic Sea has suggested, it can pose a significant threat to a United Nations or multinational task force operating in areas close to shore.

In order to adapt to this ominous

development, a new co-operative training effort has emerged from 12 Wing at Shearwater, N.S. LACEX for short, the Littoral Anti-submarine Warfare (ASW) Co-operative Training Exercise is a 423 Squadron initiative designed specifically to meet the threat posed by a new generation of submarines operating in the non-traditional but very challenging shallow water (littoral) environment.

The philosophy of the LACEX is firmly embedded in today's context of joint or combined operations. As recent NATO deployments like Sharp Guard have shown, the key to ensuring security at sea lies in co-operation. The LACEX format therefore focuses training energies into that same spirit of co-operation. It stresses training together.

Co-operative training is nothing new: it occurs in all major exercises. It's the routine of the LACEX that's revolutionary. On a regular basis, units from Shearwater and Greenwood, N.S., will now be training

together against a subsurface target in the shallow coastal waters off Nova Scotia.

It's a remarkably simple idea.

"So simple that it's surprising no one's thought of it before," said Lt.-Col. Brian Akitt, 12 Wing's operations officer.

These joint operations have already proven so popular that in addition to Sea Kings and Auroras, LACEXs to date have featured United States Navy P-3 Orions and S-3 Vikings. Eventually, navy ships will add their towed array sonars to the shallow water - another set of ears straining through the noise of coastal traffic for the sound of a diesel-electric submarine.

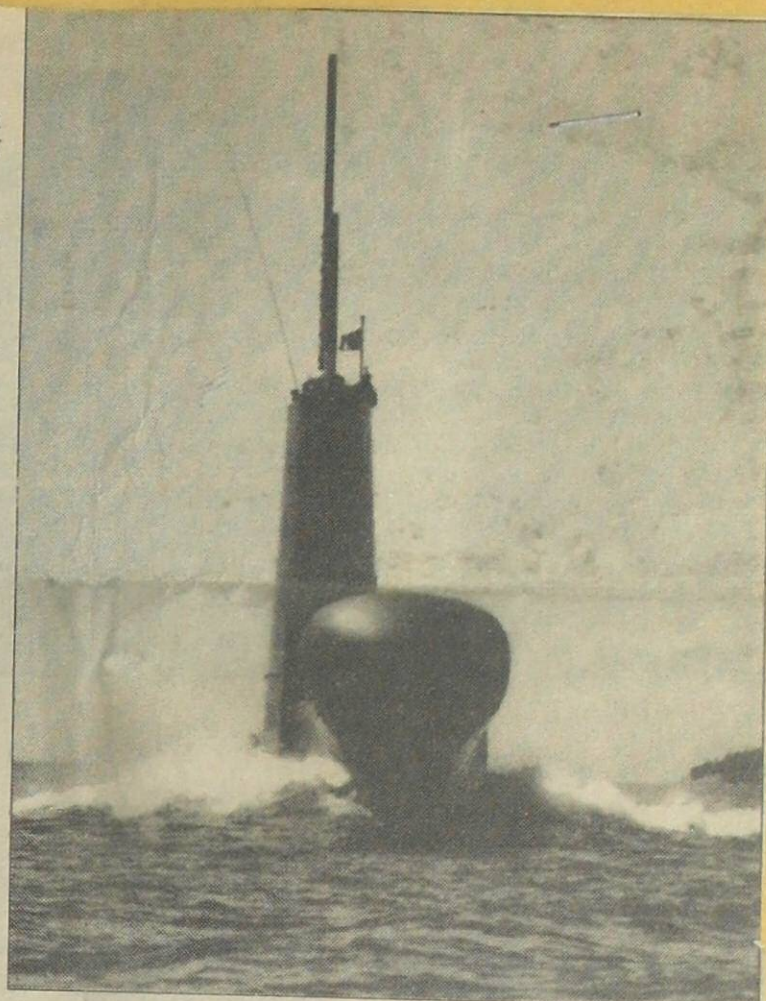
But what these sensors will actually hear is not a real submarine, but the technology that makes the LACEX possible: a significant new development in the world of underwater training aids called the Mark 39 Expendable Mobile ASW Target (EMAT). A generation ahead of the Mark 38, the Canadian Forces' standard target for many years, the EMAT's advanced technology has made regular joint training a realistic goal.

Capable of running random tracks and depths at a speed of up to eight knots for three hours, the Mark 39 simulates a submarine at a tiny fraction of the cost. It can provide four different acoustic signatures, give a synthetic sonar response that is aspect-dependent and increase its magnetic signature to the size of a full-scale submarine.

Able to go faster and farther than its predecessor, it is also easier to use.

"With the Mark 38, you had to nurse it into the water like you were releasing a fish that had just been caught," explains Capt. Jim Benninger, an Aurora tactical navigator now in 14 Wing Operations. "With the EMAT, you can launch it from a sonobuoy tube, at speeds consistent with normal operations."

A more realistic target means more realistic training. However, the



Cpl. C.H. Roy

Units from Shearwater and Greenwood, N.S., will now be training together against subsurface targets, like this Oberon-class submarine, in the shallow coastal waters off Nova Scotia.

EMAT has one major limitation. For a fully trained crew accustomed to tracking nuclear subs travelling in excess of 40 knots, the EMAT's eight knot maximum makes it a relatively easy target. But herein lies the strength of the LACEX format. Add another aircraft into the equation, and training with the EMAT enters a whole new dimension.

Combined operations are always a challenge to execute successfully. Add a moving target and, regardless of its speed, the organization required to successfully track that target will increase tenfold. Put all of this in a littoral region and the equation is further complicated because a submarine in the noise of shallow water is the most difficult target of all.

This is the essence of the LACEX: a chance to train together in a difficult environment, to develop the skills of co-operation so essential in these days of joint or multinational operations. With many units sharing a single resource, it is also extremely cost-effective.

The 1994 Defence White Paper concludes that the CF's "traditional roles - protecting Canada, ... participating in peacekeeping and other multilateral operations elsewhere in the world - should evolve in a way that is consistent with today's strategic and fiscal realities." With its emphasis on joint operations against a non-traditional threat, and its efficiency of resources, the LACEX is clearly part of that evolution. What is also clear is that this initiative is another example of the CF's continuing commitment to meet the challenges of an unpredictable world, no matter by what *stealthy* means they come upon us.

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# Undersea inspectors

## DFO using submarines to monitor foreign fishing boats

By MURRAY BREWSTER  
The Canadian Press

A Canadian submarine sent to monitor foreign fishing boats off the East Coast last fall was specifically looking for violations by trawlers from the European Union, according to federal government documents.

Copies of ministerial briefing notes from the Fisheries Department were obtained by The Canadian Press under the Access to Information Act.

The documents say Ottawa suspected some EU boats of moving from deep to shallow water at night to fish for protected species. But last fall, officials had said the submarine HMCS Okanagan was monitoring foreign trawlers in general.

"A number of vessels were tracked and although no violations were recorded, the patrol demonstrated that a submarine can track fishing vessels without being detected," the document said.

The operation took place around the Grand Banks off Newfoundland.

Fisheries Minister Brian Tobin is convinced subs are useful in his campaign against foreign overfishing.

"Foreign captains are never quite sure where it is. They're never quite sure who the sub is monitoring or where it's monitoring. That is an extremely effective deterrent," Tobin said in a recent interview before the release of the documents.

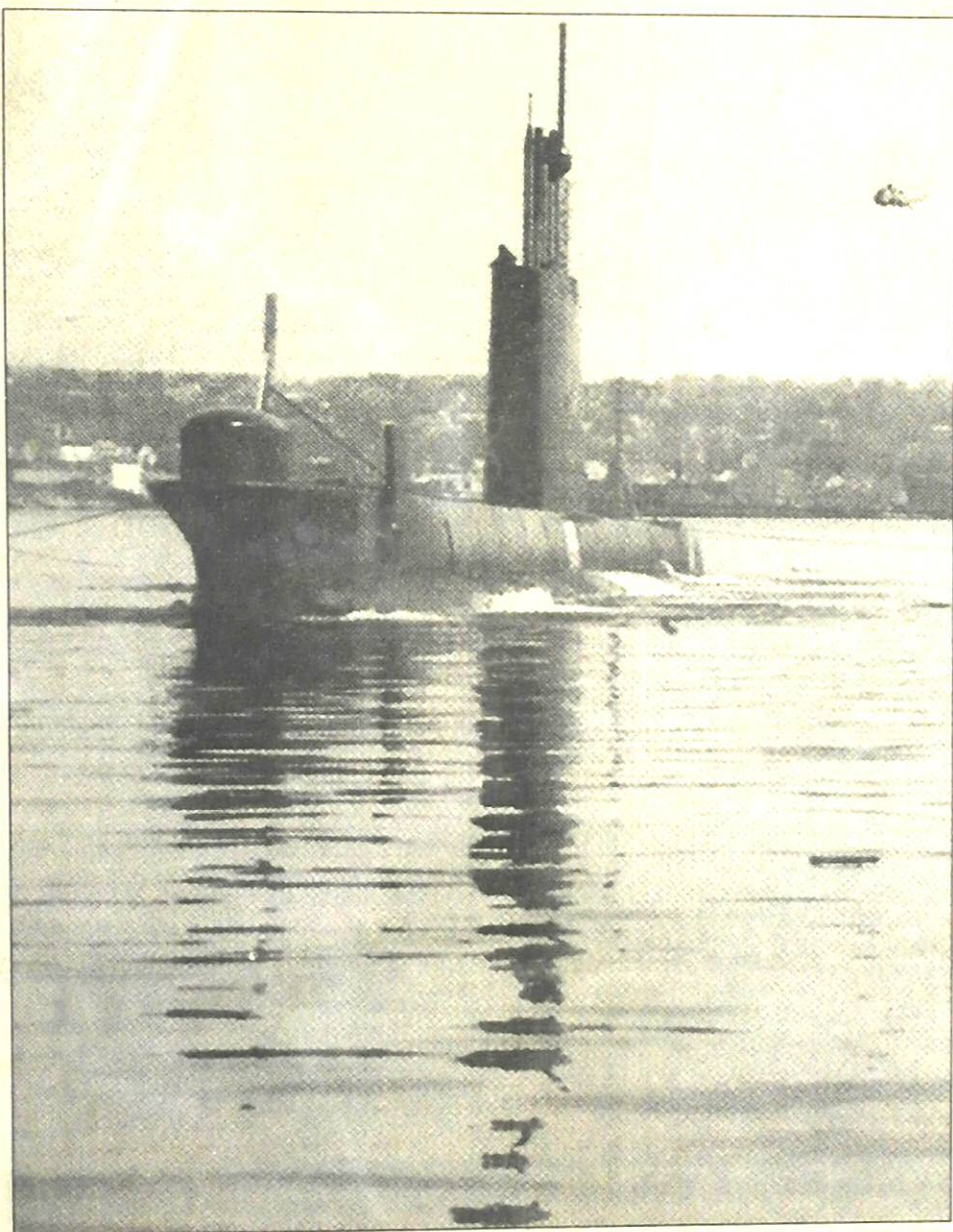
The assessment, prepared by the director of conservation and protection at the Fisheries Department, found subs perform some functions better than others.

"Submarines were found to be effective in specific tasks, e.g. tracking the movement of fishing vessels without being detected. In other respects, submarines are probably not as effective as (surface) patrol vessels."

Officials say future use of submarines will be limited to dealing with "specific problems" as opposed to general surveillance.

It's clear last fall's exercise won't be the last time a Canadian sub lurks among dwindling fish stocks.

"We're certainly going to be pursuing with the minister of defence, David Colenette, the possibility of making further use of a submarine fleet, in particular off the East Coast," Tobin said.



DND photo of Oberon-class submarine, same class as Ojibwa, Okanagan.

"I'll be saying 'pretty please, may I' on behalf of the fishermen of Canada with respect to the use of this equipment."

The operation involving HMCS Okanagan started last Sept. 26 and lasted for about a week. It was the second time

Canada's aging submarine fleet had been used on a fisheries patrol.

In early 1993, HMCS Ojibwa tracked U.S. scallop draggers off Nova Scotia and warned them about fishing too close to Canadian waters.

The Commanding Officer and Crew  
are celebrating the  
30th Anniversary of the Commissioning  
of HMCS Ojibwa

Friday, September 29th, 1995

Dinner at 1930 hours — Dance to follow  
Murphy's on the Water, Halifax, N. S.

\$50.00 per couple

## Submariners remembered

It's been nearly half a century, but Canadian submariners are remembering their own.

The Submarine Old Comrades Association along with serving members of the Canadian Navy unveiled a permanent memorial to the only Canadian Navy non-commissioned member to die on active duty in submarines.

Petty Officer Laverne Donald McLeod, of Goderich, Ont. and 12 of his shipmates were killed when *H.M.S Sidon*, a British submarine on a training mission with McLeod aboard, exploded and sank in Portland, England on June 16, 1955.

The dedication of the McLeod memorial at the Halifax Dockyards was the final ceremony in a four-day celebration marking the 30th anniversary of service for *HMCS Okanagan*. *Okanagan* has been decommissioned to make way for the new Upholder-class submarines.

McLeod was killed the morning he joined the *Sidon* as a submarine-trainee. The submarine was preparing for torpedo exercises

when the torpedoes exploded and crew members died.

McLeod, the only Canadian to die on duty, was buried in the Naval Cemetery in Portland harbour. He left two daughters and a son who attended the event.

## Navy bids adieu to HMCS Ojibwa

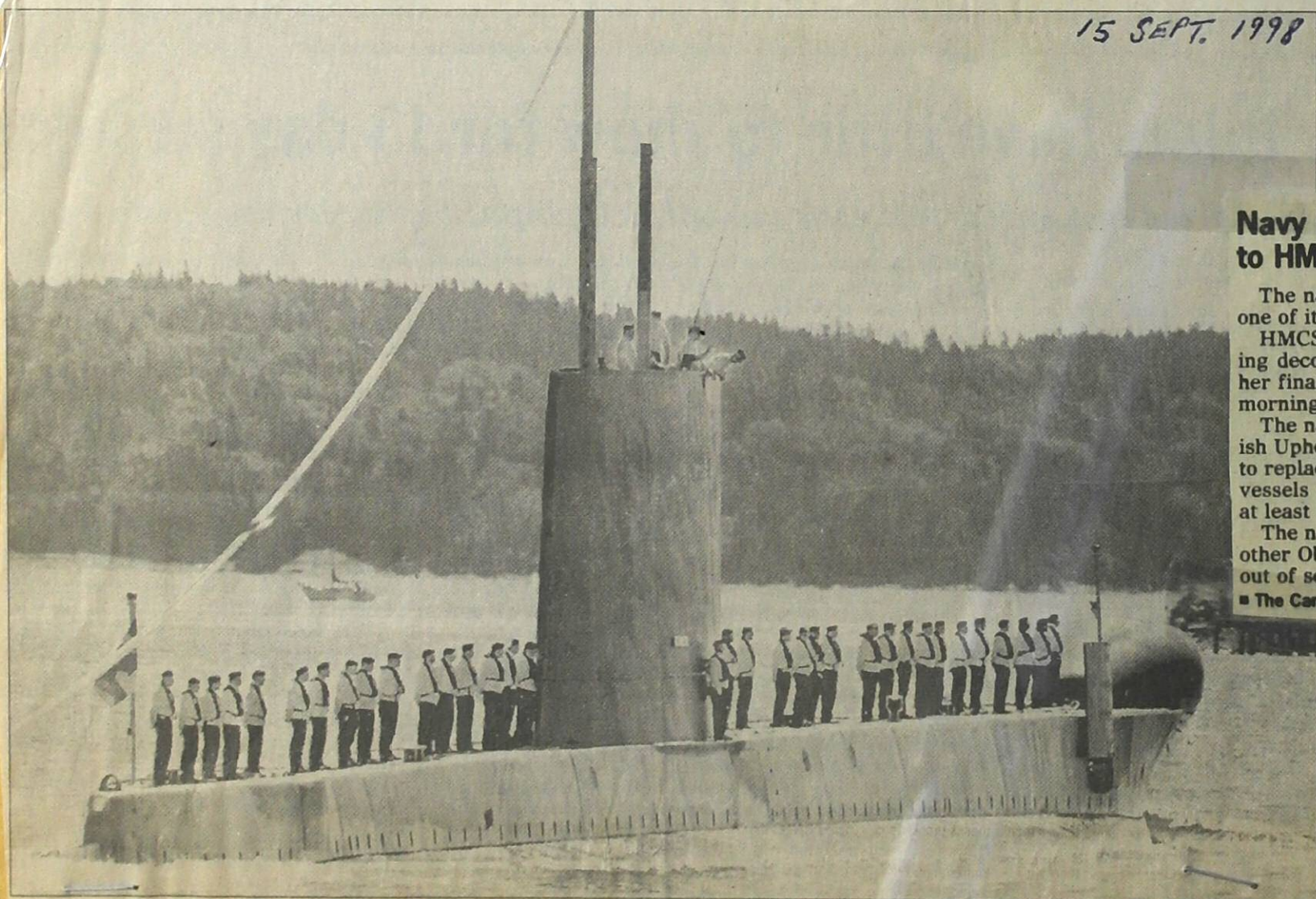
The navy has said goodbye to one of its aging submarines.

*HMCS Ojibwa*, which is being decommissioned, conducted her final sailpast Thursday morning in Halifax Harbour.

The navy is buying four British Upholder-class submarines to replace its aging fleet. The vessels won't start arriving for at least 18 months.

The navy will take its two other Oberon-class submarines out of service during that time.

■ The Canadian Press



HMCS Okanagan ends 30 years of naval service with a final voyage near Halifax yesterday. The submarine was kept in service for an extra week in order to support the search-and-rescue effort that followed the crash of Swissair Flight 111 near Peggys Cove on Sept. 2.

ANDREW VAUGHAN/Canadian Press

# So long, Okie

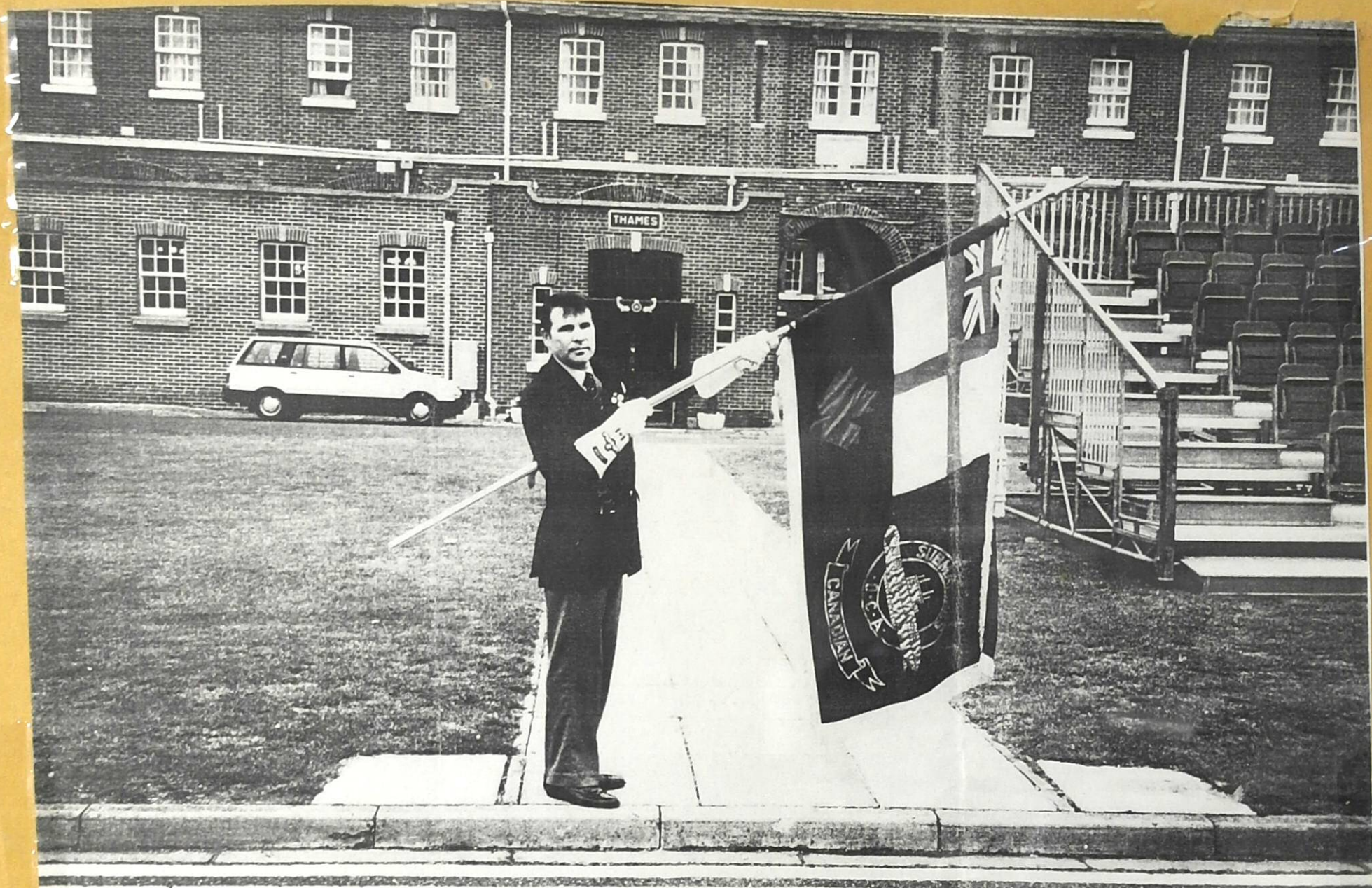


DARRELL OAKE

The navy and Halifax said goodbye to *HMCS Okanagan* yesterday after 30 years of service. The diesel-electric submarine has been stationed here since its commissioning. Its fellow Halifax-based, Oberon-class sub *Ojibwa*, was also paid off in May. Both are to be replaced by British Upholder-class subs. The four Upholders are to be delivered during the next two years.



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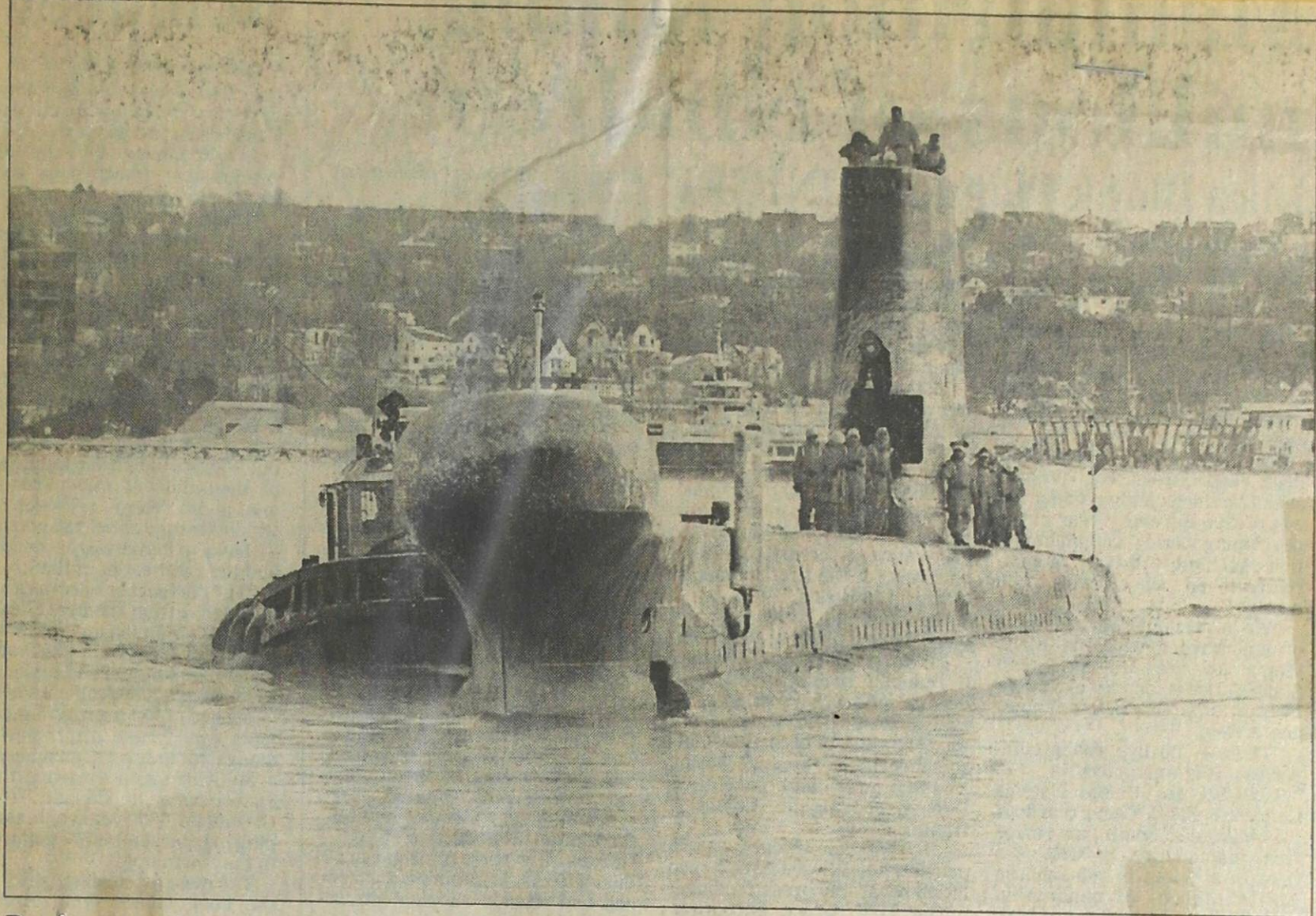
Submarine Old Comrades Assoc. (Canada)  
 Wilfy Bryden SOCA Standard Bearer. 1996



25th Anniversary of  
 Original Crew.

Rt to Left.

JIM GORDON CMO CWO  
 HARRY HOPKINS PO. INSTR ADM.  
 TOM McVARNOCK CWO ENS.  
 TEX RANGER PO. ELECT  
 MS RADAR  
 CHAS GANNING SR. LCDR  
 TOM SAWYER MWO ELECT



Darren Pittman / Herald Photo

## Return to sub-zero weather

A navy tugboat nudges the HMCS Ojibwa into port in Halifax on Tuesday morning. The submarine and its crew of 65 were returning from exercises in the Pacific Ocean, the first deployment in 3½ years to the West Coast by one of Canada's three Halifax-based submarines.

# Divers ask for old sub

By Paul Schneidereit  
Staff Reporter

By next summer, the phrase "Dive! Dive!" may apply to those outside — instead of inside — one Canadian submarine in Nova Scotia waters.

The Chedabucto Bay Artificial Reef Society hopes to buy the former HMS Olympus, a decommissioned British sub purchased by Canada in 1989 for use as a training vessel in Halifax, and turn it into a diving attraction near Guysborough.

A community fund-raising drive to raise \$50,000 to buy the nearly 40-year-old sub has just begun, says society member Glen Avery, who also works for the Guysborough County Regional Development Authority.



Ingrid Bulmer / Herald Photo

**Decommissioned** Oberon-class submarines are tied up at the Dartmouth naval dockyard.

The financial payback for the area would be at least \$1 million a year, Mr. Avery said.

"We're kind of hoping it'll bring in a little more, because it is so unique," he said. "You can compare a diver to a golfer. The average (spent by visiting divers) is something like \$400 a day. That's huge."

About 900 divers visited the Lunenburg area last year to explore the former HMCS Saguenay, a decommissioned destroyer

bought by the Artificial Reef Society of Nova Scotia and scuttled at the mouth of the town's harbour in 1995.

"We're hot after a submarine and we are talking to the navy," said Rick Welsford, president of the provincial society, which is helping the local group with the technical parts of acquiring, preparing and scuttling the vessel.

"We're hoping the navy is as enthusiastic as we are."

■ See Divers / A2

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FM NDHQ OTTAWA  
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SUBJ: HMCS OJIBWA (SS-72) FINAL SAIL PAST - 21 MAY 1998

1. AFTER MORE THAN 32 YEARS OF DEDICATED AND DISTINGUISHED SERVICE, HMCS OJIBWA, SS-72 (THE FIRST CANADIAN OBERON CLASS SUBMARINE), WILL LEAD THE WAY IN ASSUMING NORMAL READINESS STATUS IN PREPARATION FOR

THE NEXT GENERATION OF CANADIAN SUBMARINES TO ENTER SERVICE

2. OF THE REMAINING OBERON CLASS SUBMARINES IN SERVICE THROUGHOUT THE

WORLD, OJIBWA IS THE OLDEST. SINCE BEING COMMISSIONED ON 23 SEP 1965, UNDER 23 COMMANDING OFFICERS, OJIBWA HAS SAILED 290,100 NM SURFACED AND 216,938 NM DIVED (TOTALLING 507,038 NM), DIVING AND SURFACING ON OVER 400 OCCASIONS

3. OJIBWA IS A SUBMARINE OF MANY FIRSTS: IN 1970, OJIBWA DEPLOYED TO THE DAVIS STRAIT AND HUDSONS BAY, THE FURTHEST NORTH A CANADIAN SUBMARINE HAS DEPLOYED TO DATE. OJIBWA WAS THE FIRST CANADIAN SUBMARINE TO VISIT CANADAS PACIFIC COAST TWICE, INITIALLY IN

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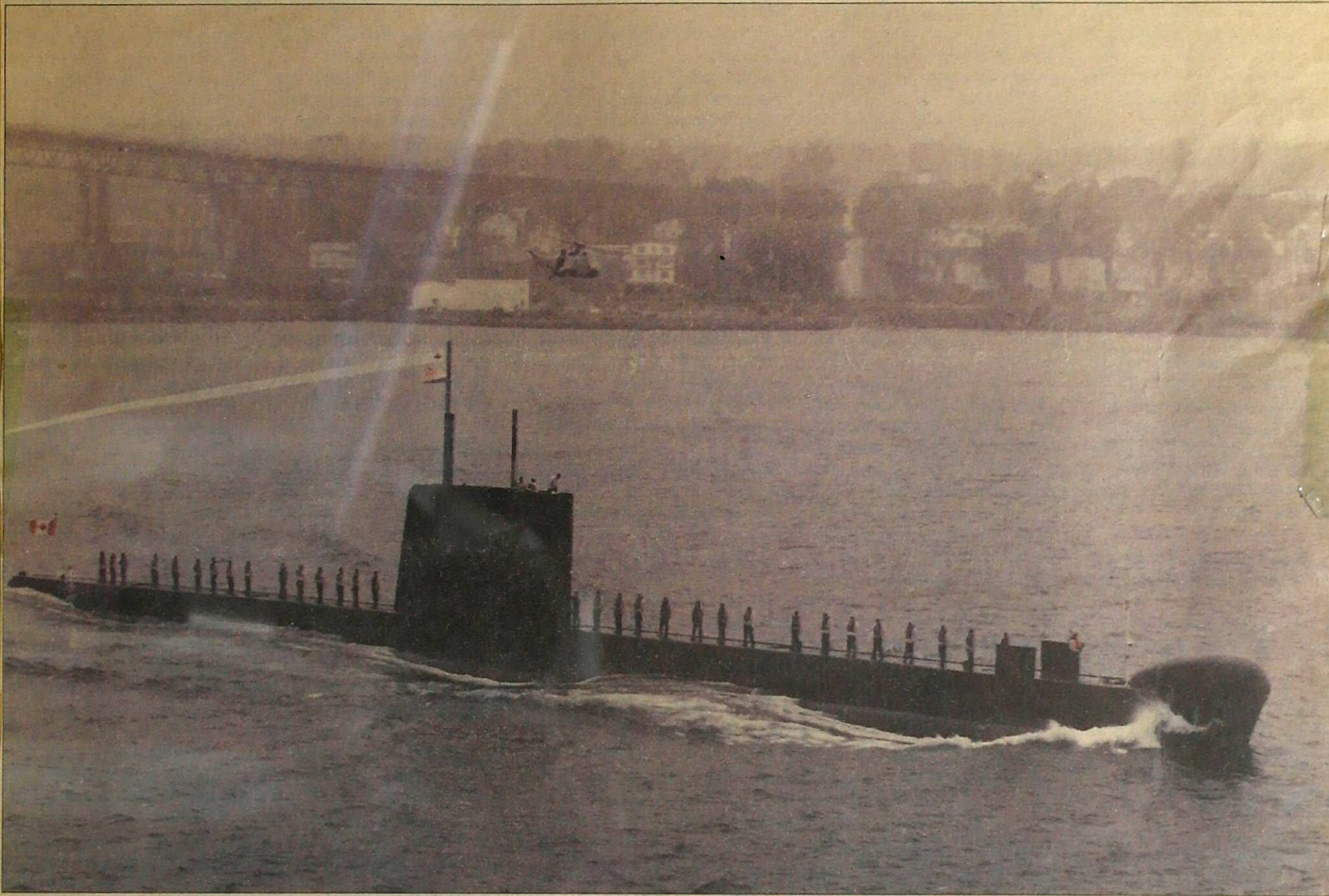
1977 AND AGAIN IN THE FALL OF 1997. OJIBWA WAS THE FIRST CANADIAN SUBMARINE TO RECEIVE AN EXTENSIVE MID-LIFE REFIT, COMPLETED IN APRIL 1982. ADDITIONALLY, IN 1989, OJIBWA WAS FIRST TO CONDUCT SUBMARINE WORKUPS IN CANADA. WITH EXPANDING ROLES, IN 1993, OJIBWA WAS THE FIRST SUBMARINE TO CONDUCT SURVEILLANCE OPERATIONS FOR THE DEPARTMENT

OF FISHERIES. RECENTLY, IN NOVEMBER 1997, OJIBWA CONDUCTED AN UNDERWATER PERSONNEL TRANSFER WITH A USN DEEP SUBMERGENCE RESCUE VEHICLE, ANOTHER FIRST FOR BOTH A CANADIAN SUBMARINE AND THE USN

4. OJIBWA'S FINAL SAIL PAST WILL COMMENCE IN BEDFORD BASIN AT 0900 HRS ON THURSDAY, 21 MAY 98 AND PROCEED SOUTHBOUND. RADM MILLER, COMMANDER MARITIME FORCES ATLANTIC, WILL TAKE THE SALUTE FROM NC



# Fair winds and following seas



Sgt Roy

East Coast sailors, former crew members and families gathered along the waterfront in Halifax's HMC Dockyard July 28 to bid HMCS Onondaga goodbye. The 33-year old submarine conducted her final sailpast Friday, as part of her decommissioning, in rainy Halifax weather.

Story P3, pictures P8-9.