

# CHIEFS + PETTY OFFICERS MESS

## DINNER SEP 1981

### GUEST SPEAKER ADMIRAL WOODS

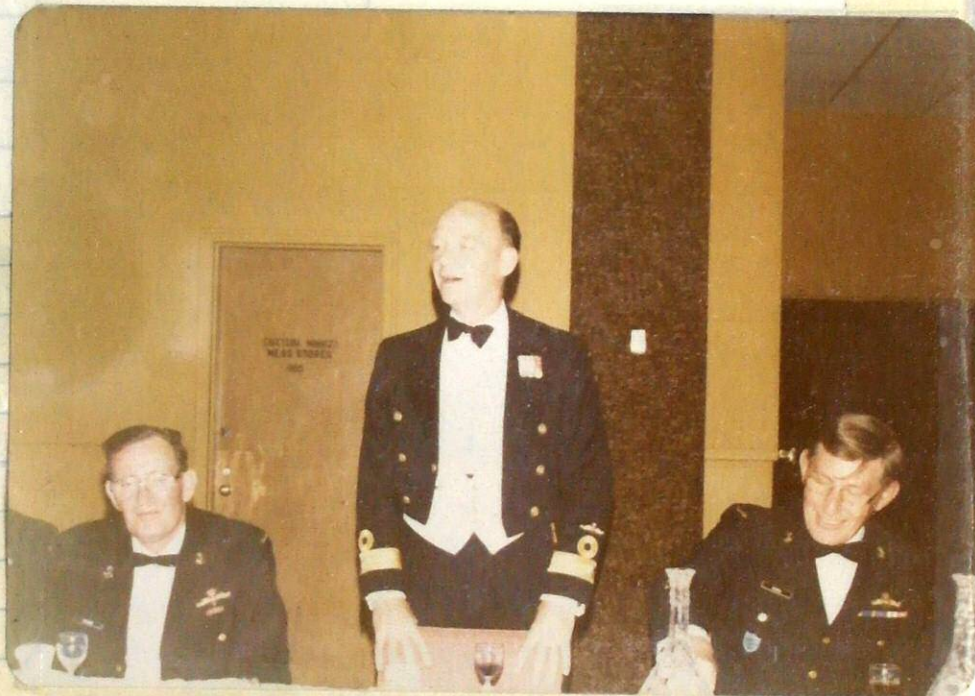
(ADMIRAL WOODS WAS A C.O. OF)  
(HMCS OSIBWA FROM AUG 1967 TO AUG 1969)

ADMIRAL WOODS

L to R  
L. CERA BILL RITCHIE

C. THEN COMMANDORE WOODS

R. CERA BUSTER BROWN

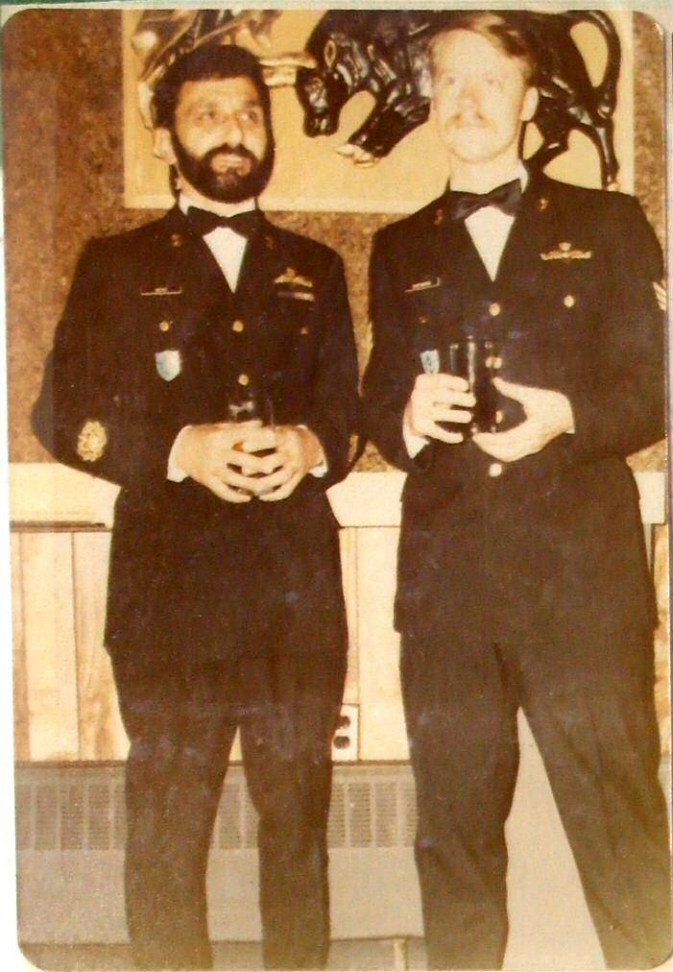


L. CHIEF BROWN

C. COMMANDER PE

R. COXN SUB SQDR SHERGOLD.  
INCIDENTLY COXN SHERGOLD'S  
FATHER IS THE MOST DECORATED  
OFFICER IN RCN.





L. CERA SELKA R. P.O. CASCADDEN



L. PO WHELAN C. COMMODORE Woods

PO. HALKORSEN CERA RITCHIE  
PO ANDREW

"TRAMP" + his just deserts



L. PO. BRADSHAW

R. PO. BRENNAN



COXN GARDNER (ONONDAGA)

COXN SULLIVAN (OKANOGAN)

COXN GLOVER (OSIBWA)



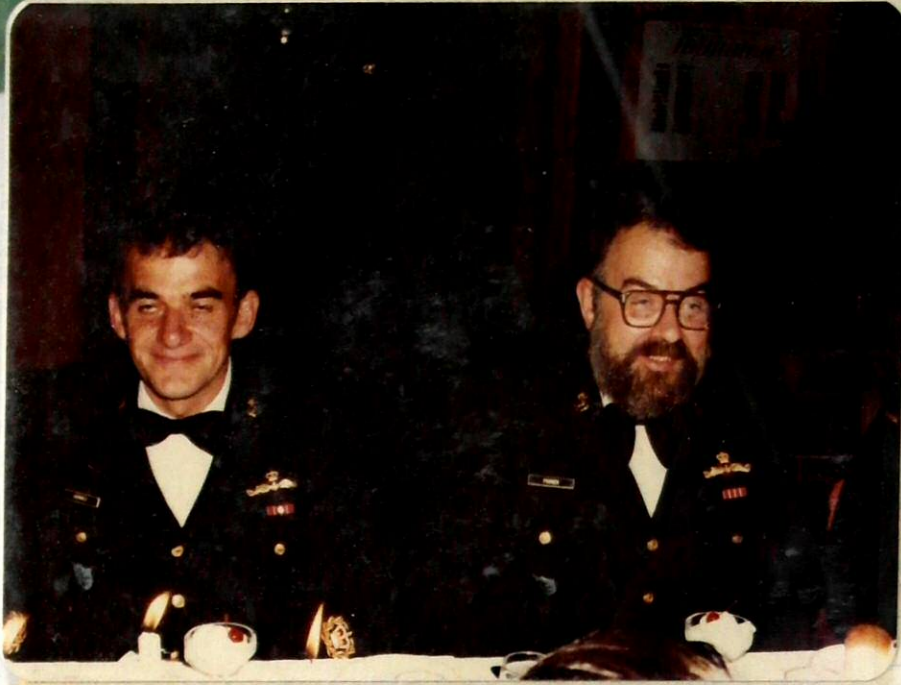
L. PO TUG WILSON

C. PO OINK ALBERTS

R. CPO RODY, NEW COX'N OSIB

FEB 1982





L. SLOGGY TEAR BEAR SHERG

R. PO. GIL POIRIER



L. JJ SURETTE

R. PO BEAST ESTABROOKS



SUB SQDN SENIOR ELECTRICIAN

+

COMMODORE WOODS

- L to R  
1 GIL POIRIER  
2 DOC HOGG  
3 RICK SELKA  
4 AL WHELAN



Head Table after 3rd course



One of four tables





L. Bvzusk (Aussi) ALMOST  
C. CHEA RAISINS  
R.



L. PO  
L. PO VROOMAN  
R. PO DUKE SNIDER



L. DOC  
R. FREDDY SHAMBLES SHATZ

2nd of four tables  
L. CALDWELL,

R. MIZUIK, DOC SHACKLE, BEAST,



L. WAYNE

R. DAVE BERRY (RN)

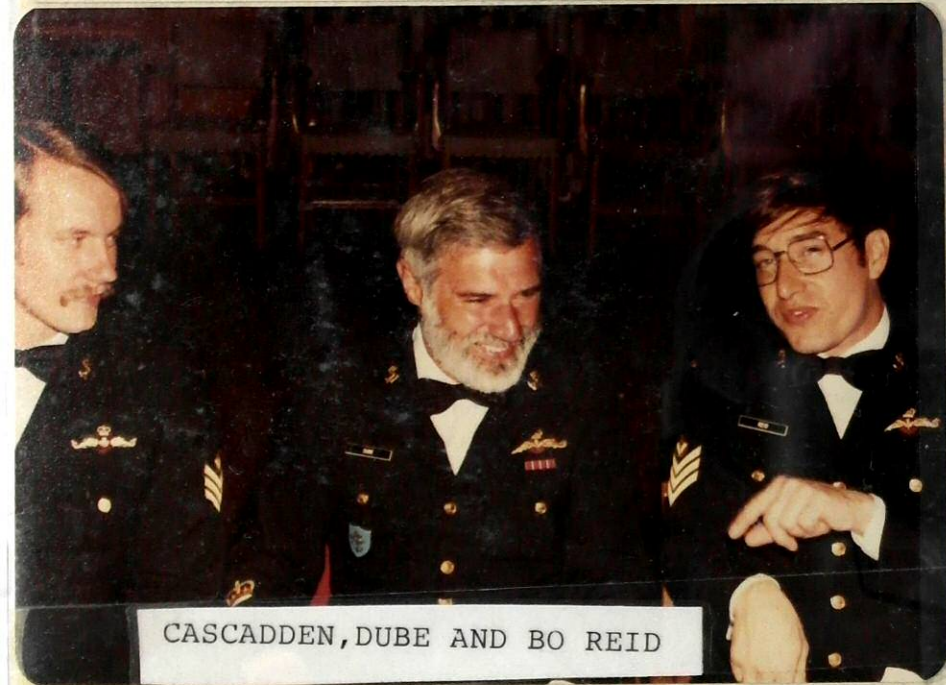


L. DOC

C. FREDDY

R. CAS





CASCADDEN, DUBE AND BO REID





GEORGE GALLEY Ex R.N.



Head Table



L.  
C.  
R. KEN IRVING





L. WAYNE PRESLEY  
DAVE BERRY  
DAVE YEO  
LENNY BECK  
TRAMP

R. WILSON



Head Table



Tramp  
Bill Bradshaw  
Jim Brennan

SHACKLE  
MIZUIK



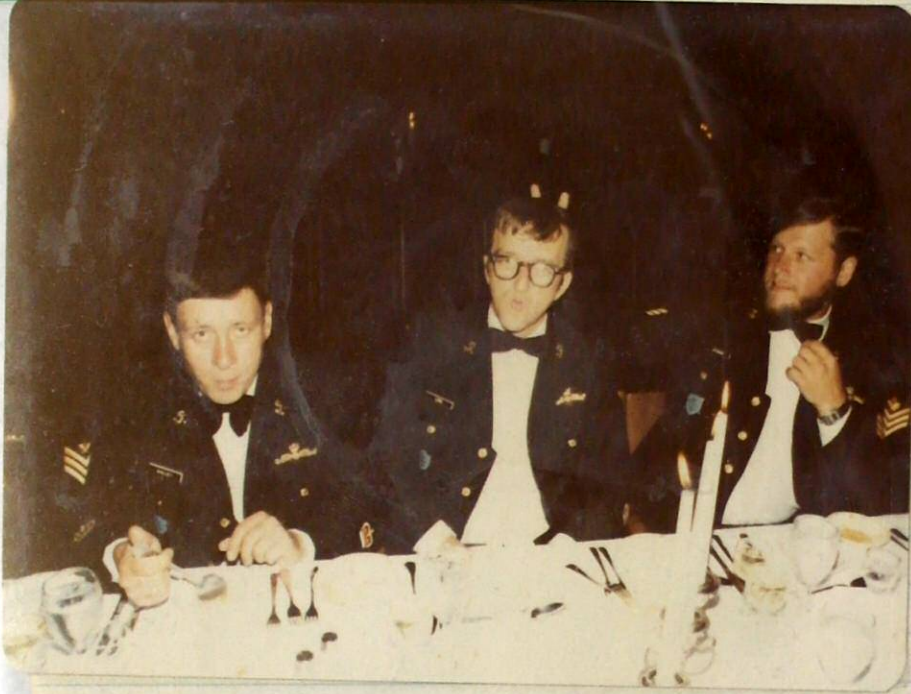
RITCHIE  
WOODS  
BROWN  
PERKS  
SHERGOLD  
POIRIER



Beast Estabrooks

Doc Schackle





Po GALLEY  
Po LEWIS  
Po BYZUSKI



Gus  
George  
Fred  
Tony



GORDIE HAMILTON

KENNY IRVINE  
JIM FARLEY





(Telegram photo)

### Crowded quarters

Submariners are a "tight knit group" as they live and work together for months at a time in very confined quarters as is evident in this photo of the forward torpedo room of HMCS Ojibwa which is paying a four - day courtesy visit to St. John's. The 295-foot diesel - electric powered sub has a complement of 10 officers and 64 crewmembers, all of whom are volunteers and described by their commanding officer as "a special breed of men".

Ont., and started his submarine career as an acting sub lieutenant at HMS Dolphin in July, 1958. He served aboard several CAF subs before being appointed as commanding officer of Ojibwa in July this year.

The Ojibwa, built and equipped at a cost of about \$15 million, is 295 feet in length and has a displacement of 2,400 tons. She has a complement of 10 officers and 64 crew members and will leave St. John's on Monday to conduct "exercises" prior to returning to base at Halifax.

All submariners are "volunteers" and, in the opinion of Lt. Cmdr. Falstrom, are a "special breed of men." Each man receives six weeks training prior to boarding the sub, and officers four months. They then spend the next eight months learning about the submarine and while they are unable to take over every job as individuals, the officers point out that they know the function of each area of the ship. Submariners, Lt. Cmdr. Falstrom notes, are a "tight knit group" as each man is responsible for each other because one wrong move could mean the "end for all."

The Ojibwa officers and crew held a children party this morning for 30 children from Mt. Cashel Orphanage. No open house is being held aboard the vessel.

# Submarines becoming "ship of the future"

The role of a submarine as part of the Canadian Armed Forces is "coming into its own," says Lt. Cmdr. C.E. Falstrom, commanding officer of the HMCS Ojibwa.

The Ojibwa, one of four conventional powered submarines which comprise the CAF's submarine fleet, is in St. John's for a four-day courtesy call.

In an interview on board the submarine Friday, Lt. Cmdr. Falstrom said submarines are becoming the ship of the future— not so much the diesel-electric ones like the Ojibwa, but nuclear-powered subs. The Americans and Russians, he points out, are "going heavy" on subs.

Said the commanding officer: "Subs give much better value for money" than surface vessels. They require less crew yet can do most

naval jobs as well as or better than surface ships. They have "an element of surprise and the big thing in submarines is surprise." In addition, they provide a more stable platform on which to work since they operate submerged thereby escaping most of the heavy seas.

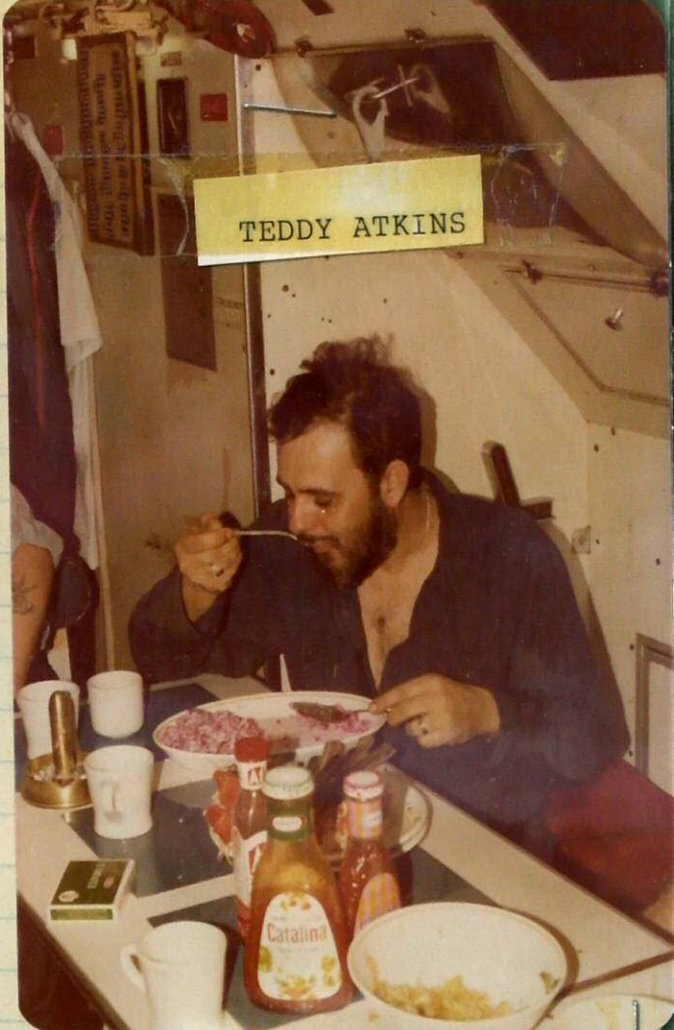
Asked why the Canadian Armed Forces have not become more heavily involved in the use of submarines, Lt. Cmdr. Falstrom pointed out that it has only been in the last six years that the CAF obtained its first submarine and it could be that "we don't have enough people in senior places to appreciate subs yet."

He felt this might change as "they look around and see what other navies are doing."

Lt. Cmdr. Falstrom, 34, was born in Parry Sound,



Lt. Cmdr. Falstrom



TEDDY ATKINS



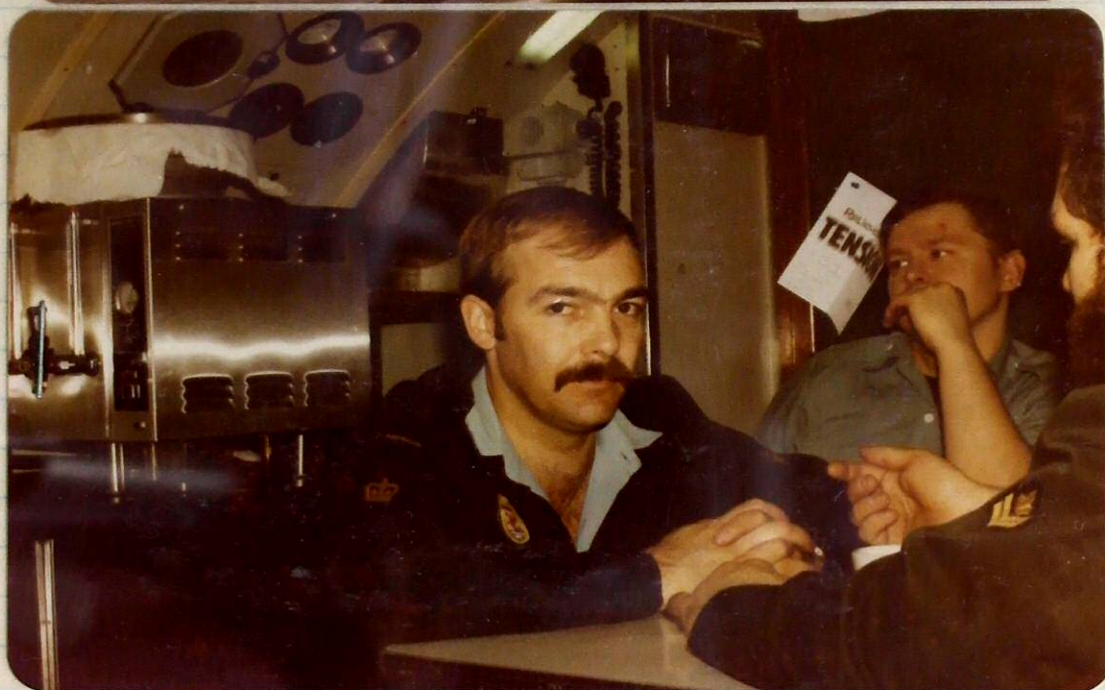
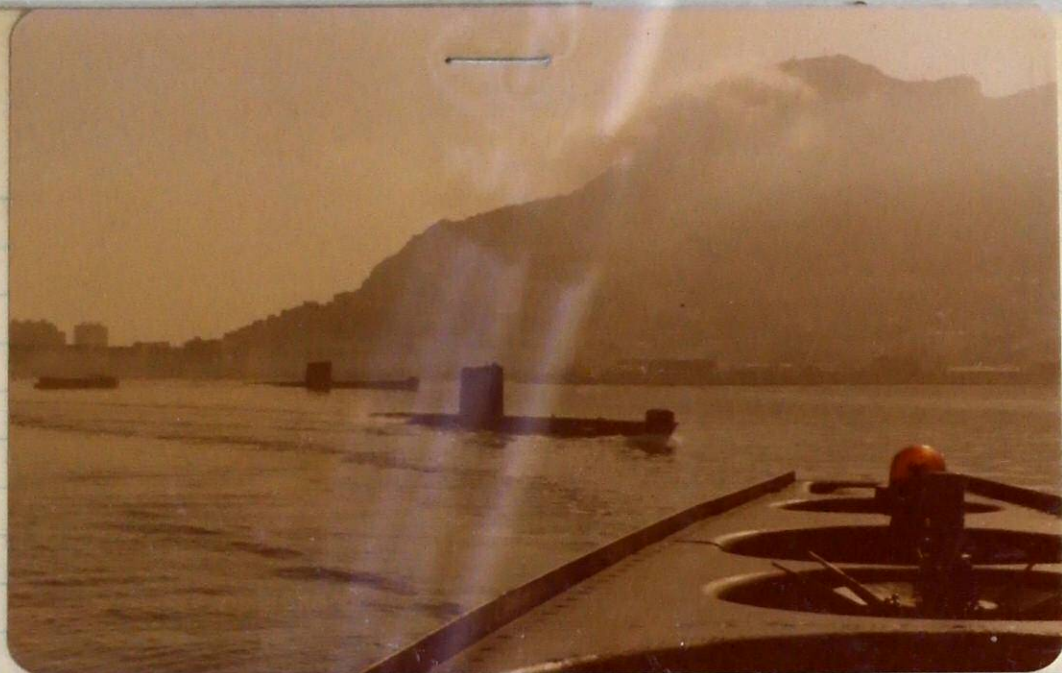
COMMANDER HUNT

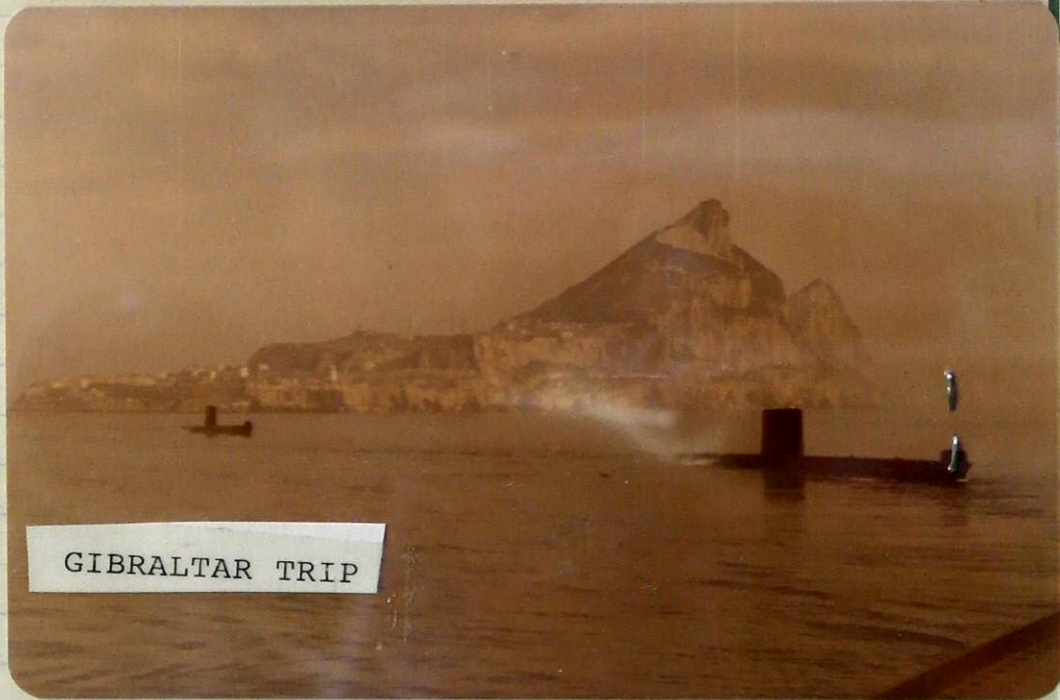
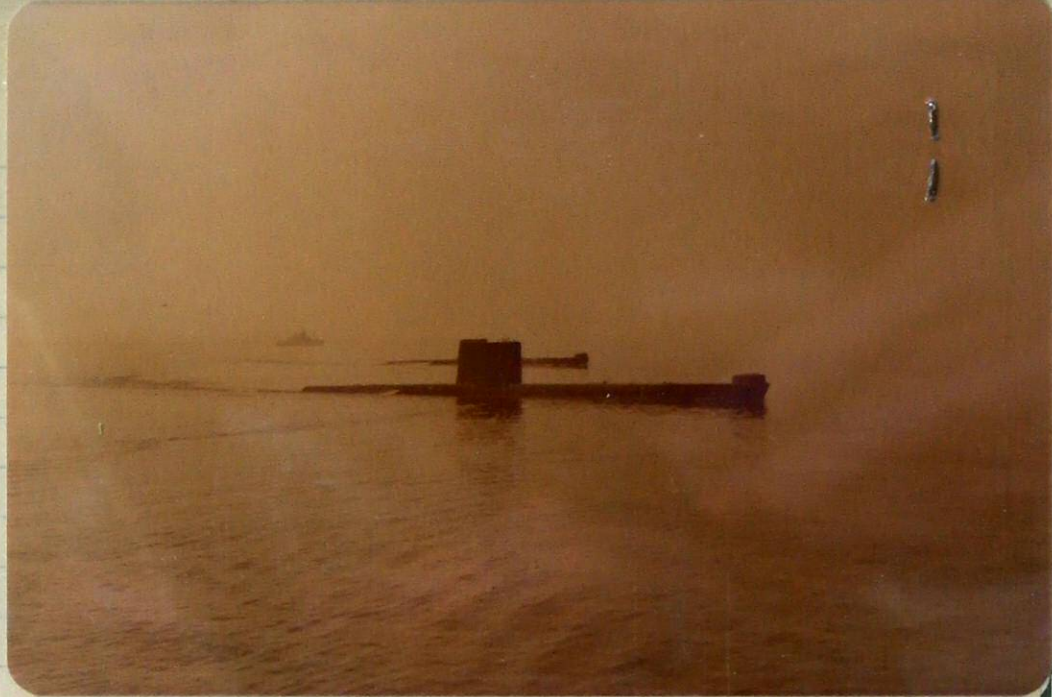


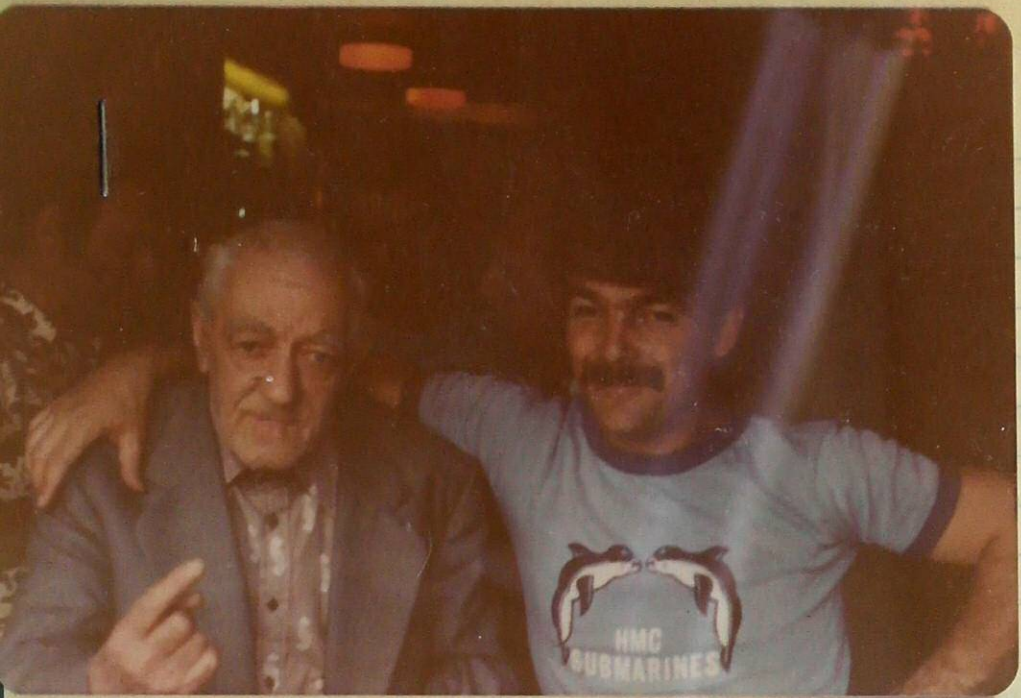






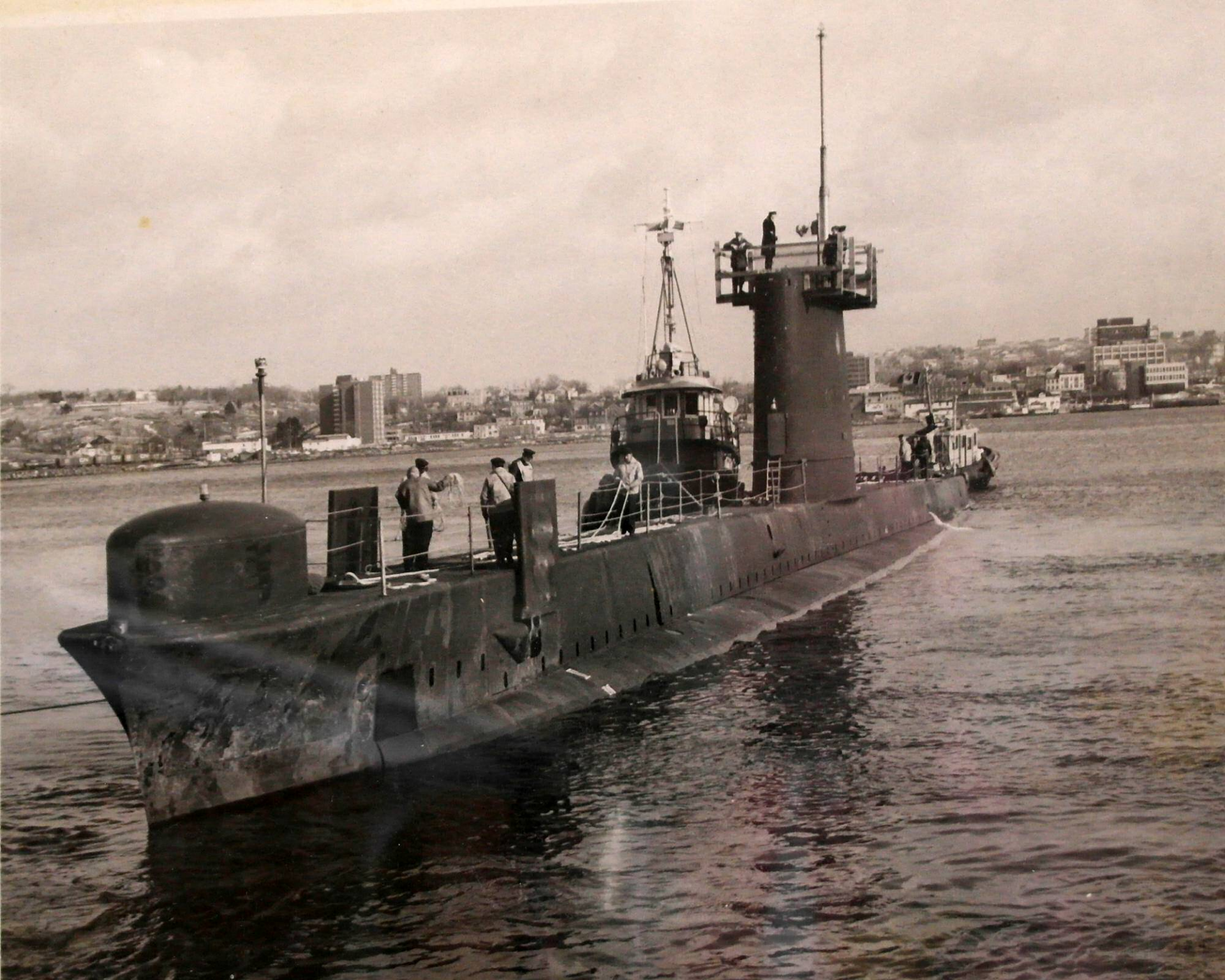




















Fairwell Ojibwa  
You were the best  
THE GO BOAT

THE CHRONICLE HERALD

BRAVO ZULU, OJIBWA

SATURDAY, MAY 26, 2012



Former submariners Howard Morgan and Shawn Preston salute the decommissioned Canadian submarine HMCS Ojibwa as it is towed from its Dartmouth berth on Friday. Today, the submarine will begin its journey to its eventual new home at the Elgin Military Museum in St. Thomas, Ont., where it will be on permanent display. Go to our website, [TheChronicleHerald.ca](http://TheChronicleHerald.ca), to watch a video.

(TIM KROCHAK / Staff)

# Fairwell Ojibwa

You were the best

## THE GO BOAT

HOPPY *Gary Hopkins*

NOVA SCOTIA

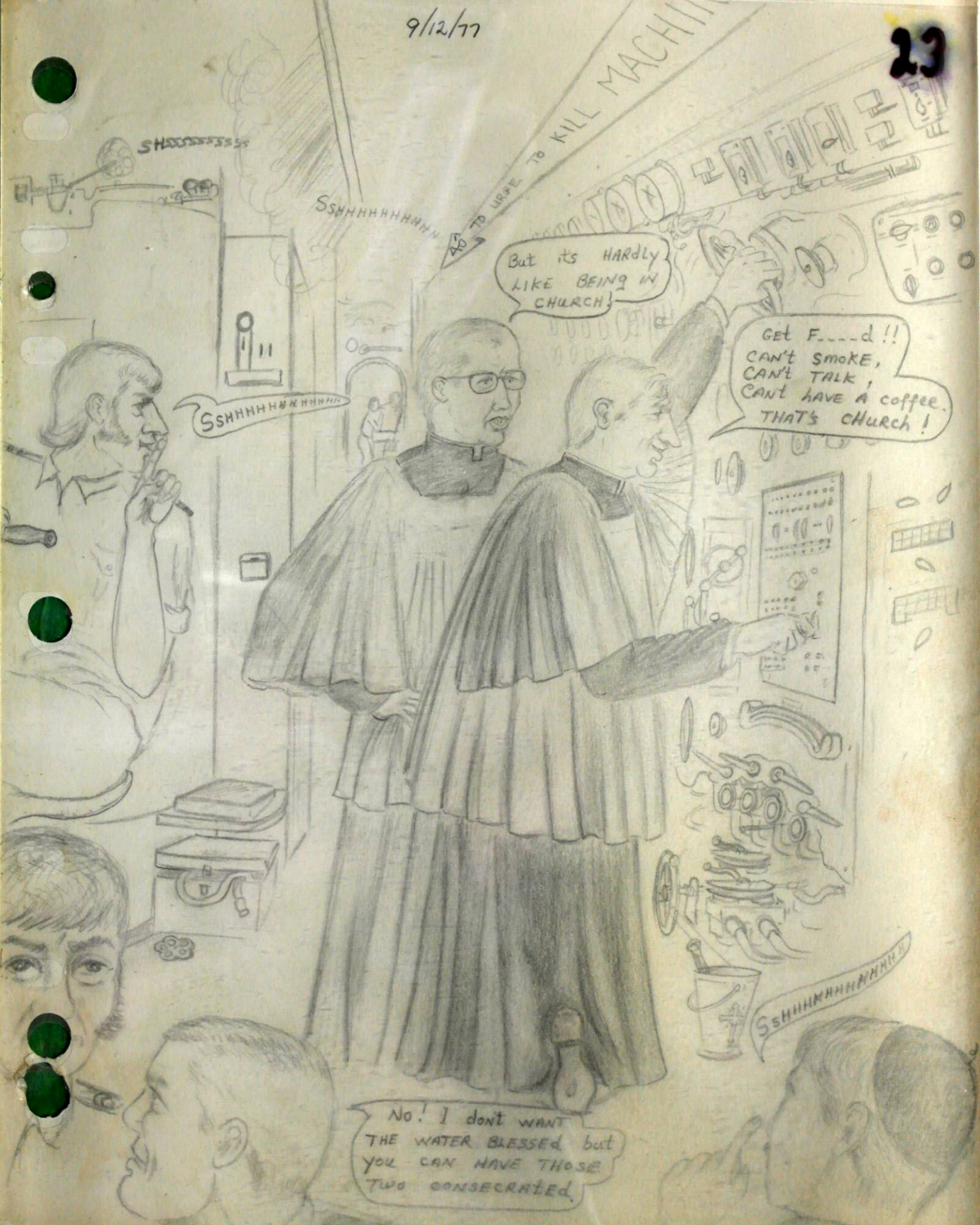
THE CHRONICLE HERALD



Truro-Bible Hill NDP MLA Lenore Zann sings with some of the kids at the Bible Hill Village Preschool Society. The province released a discussion paper on Friday and wants to hear from the public as it develops a new strategy for early childhood education.

(MICHAEL GORMAN / Truro Bureau)

9/12/77



TO USE TO KILL MACHINES

SSHHHHHHHHHH

SSHHHHHHHHHH

But its HARDLY LIKE BEING IN CHURCH!

GET F...d!!  
CAN'T SMOKE,  
CAN'T TALK,  
CAN'T HAVE A coffee.  
THAT'S CHURCH!

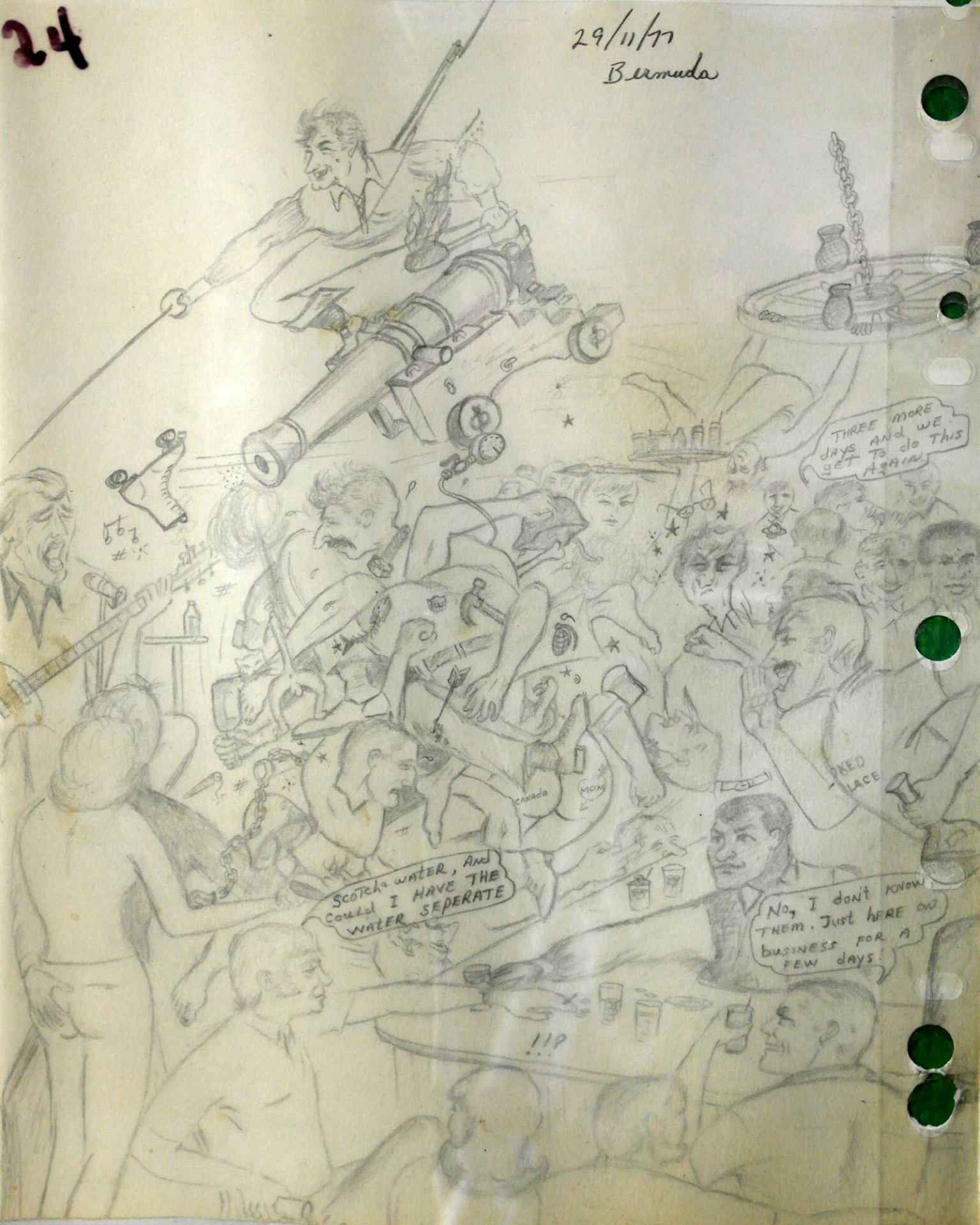
SSHHHHHHHHHH

SSHHHHHHHHHH

No! I dont want THE WATER BLESSED but YOU CAN HAVE THOSE TWO CONSECRATED.

24

29/11/77  
Bermuda



THREE MORE  
DAYS AND WE  
GET TO DO THIS  
AGAIN

SCOTCH WATER, AND  
COULD I HAVE THE  
WATER SEPERATE

NO, I DON'T KNOW  
THEM. JUST HERE ON  
BUSINESS FOR A  
FEW DAYS

WED  
FACE

CANADA

MON

!!!  
...

666  
#

THE FIRST THING  
I'LL CHANGE IS THE  
REDUCES BAR HOURS  
ON THE OJIBWA.



SO THAT'S WHERE I WENT WRONG!

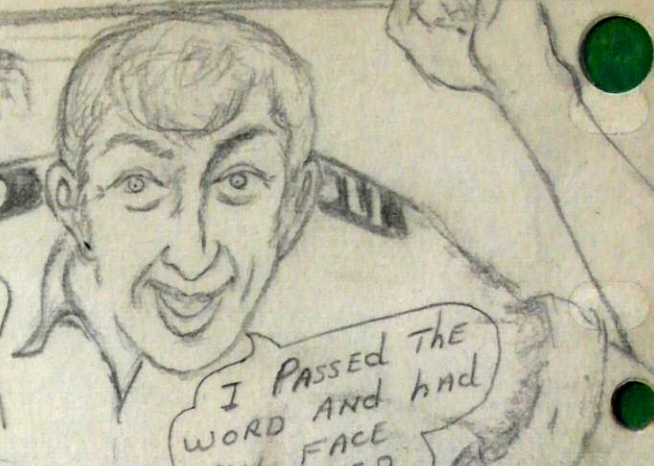


RED ONE  
22 MINUETS

BEARING THAT

RANGE THAT

RIGHT! ITS THE 187 DOME



I PASSED THE WORD AND HAD MY FACE LIFTED..

LIKE IT?

SEE! THE OLD MUSHROOM TRICK. NEVER FAILS

BASTARDS JUST SHIT ON MY BOAT

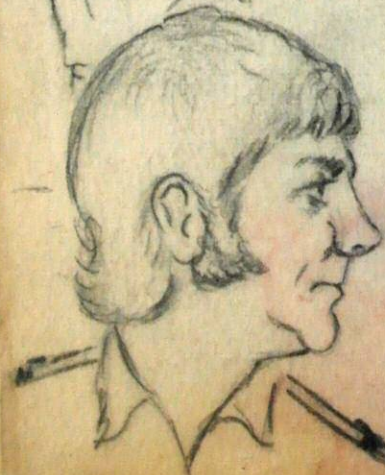
I STILL THINK THEY DESERVE A WELL DONE

CUTE EH! MAKE A GOOD WRECKER TOO!!



WE WOULD LIKE THE PORT ENGINE FOR SEVEN MONTHS FOR A ROUTINE

TELL THAT OUTSIDE SHOWER TO CLEAN UP THIS OIL.





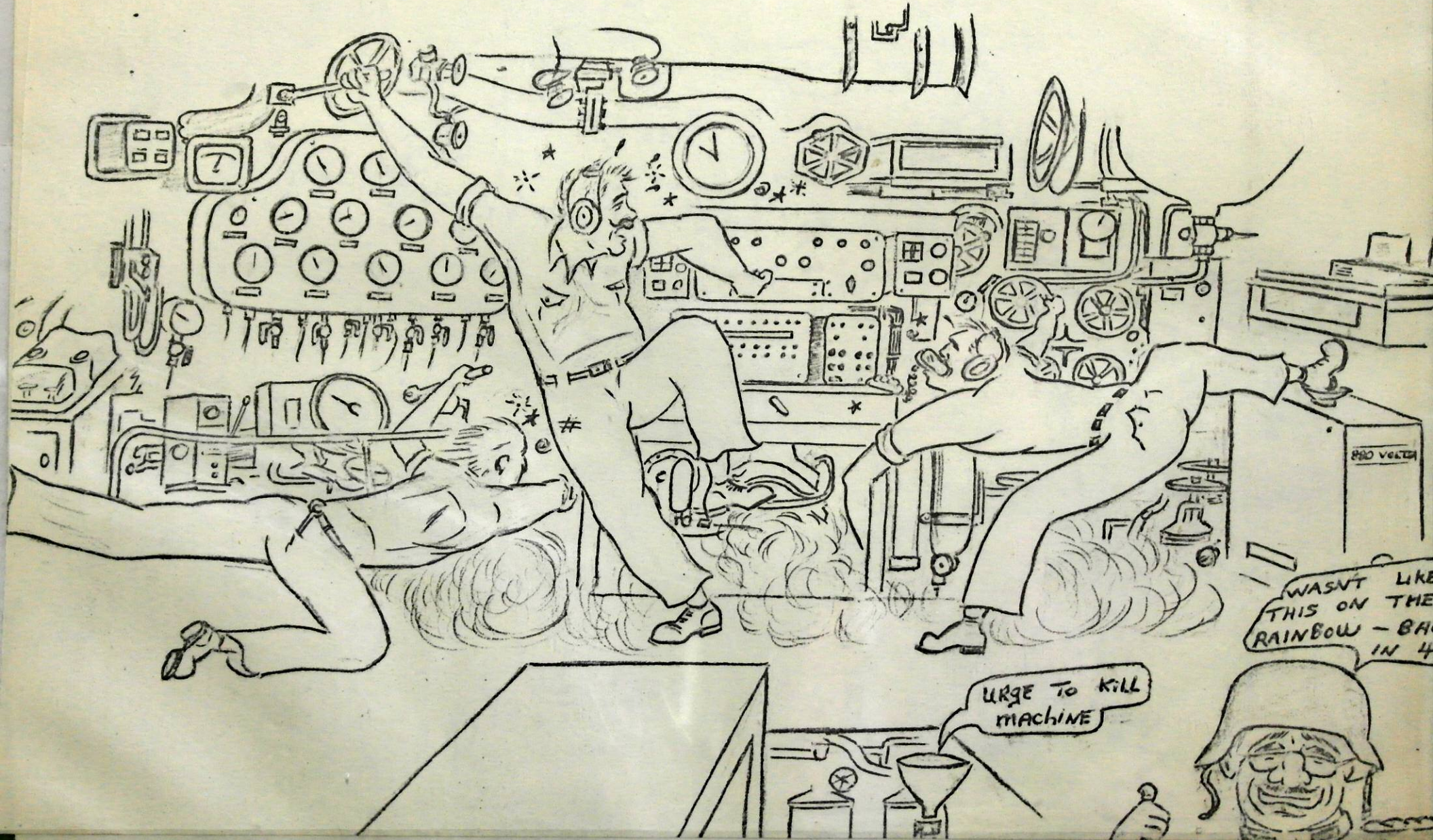
STOP SNORTING! STOP SNORTING! STOP SNORTING!!

ENGINE RM. - CONTROL

SECURE THE AIR CHARGE, REPORT

THE OILY BILGE, FOR THE THIRD TIME BALLAST PUMP

PAY ATTENTION TO YOUR INDICATOR; RAGS TO THE CONTROL ROOM !!!



File

# TWO MORE DAYS COMRADES



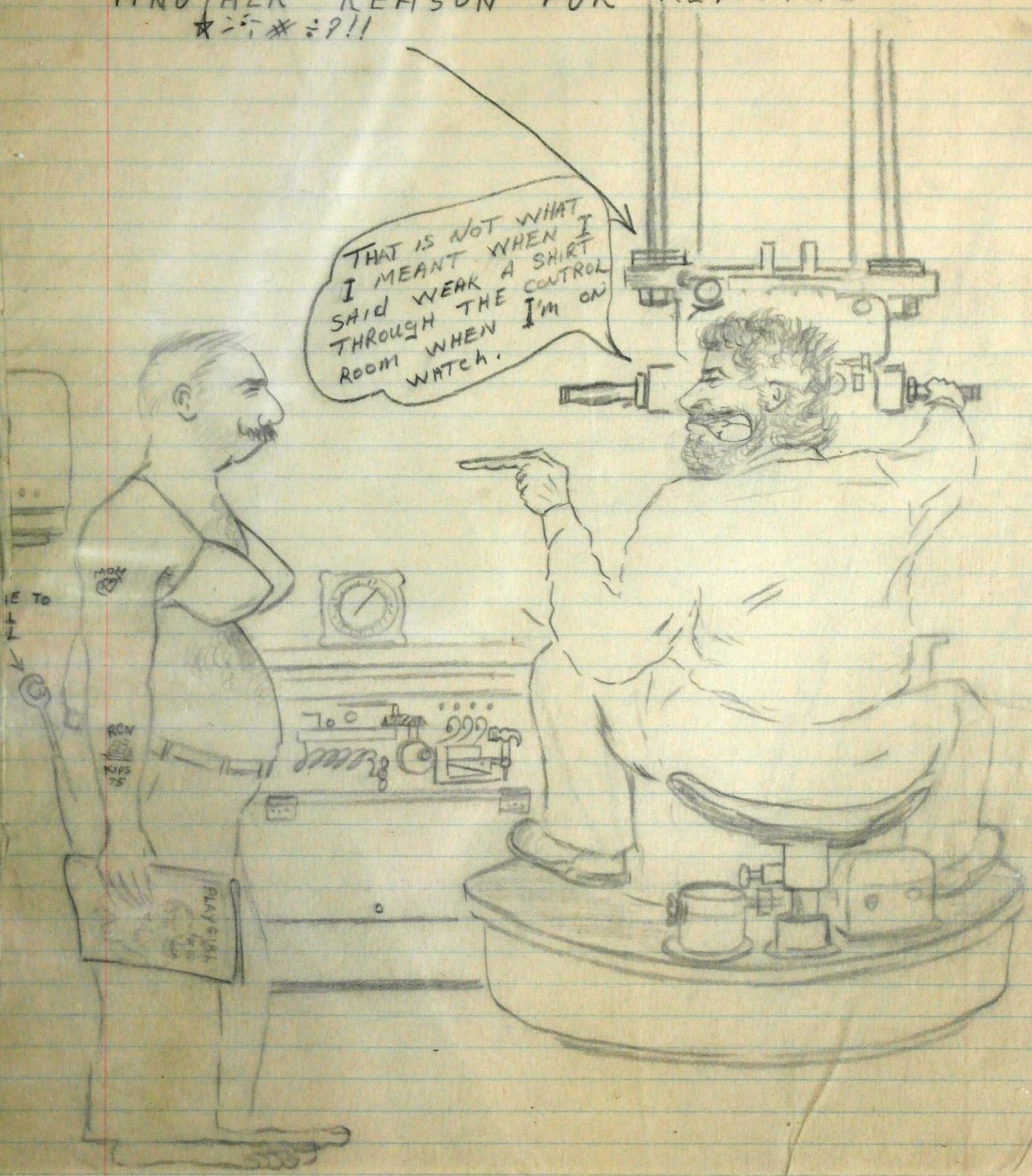
Now HERE IS  
WHAT I WANT PO.  
THE SCHOOL WAS  
WRONG YOU THAT  
ETC ETC  
TSK TSK

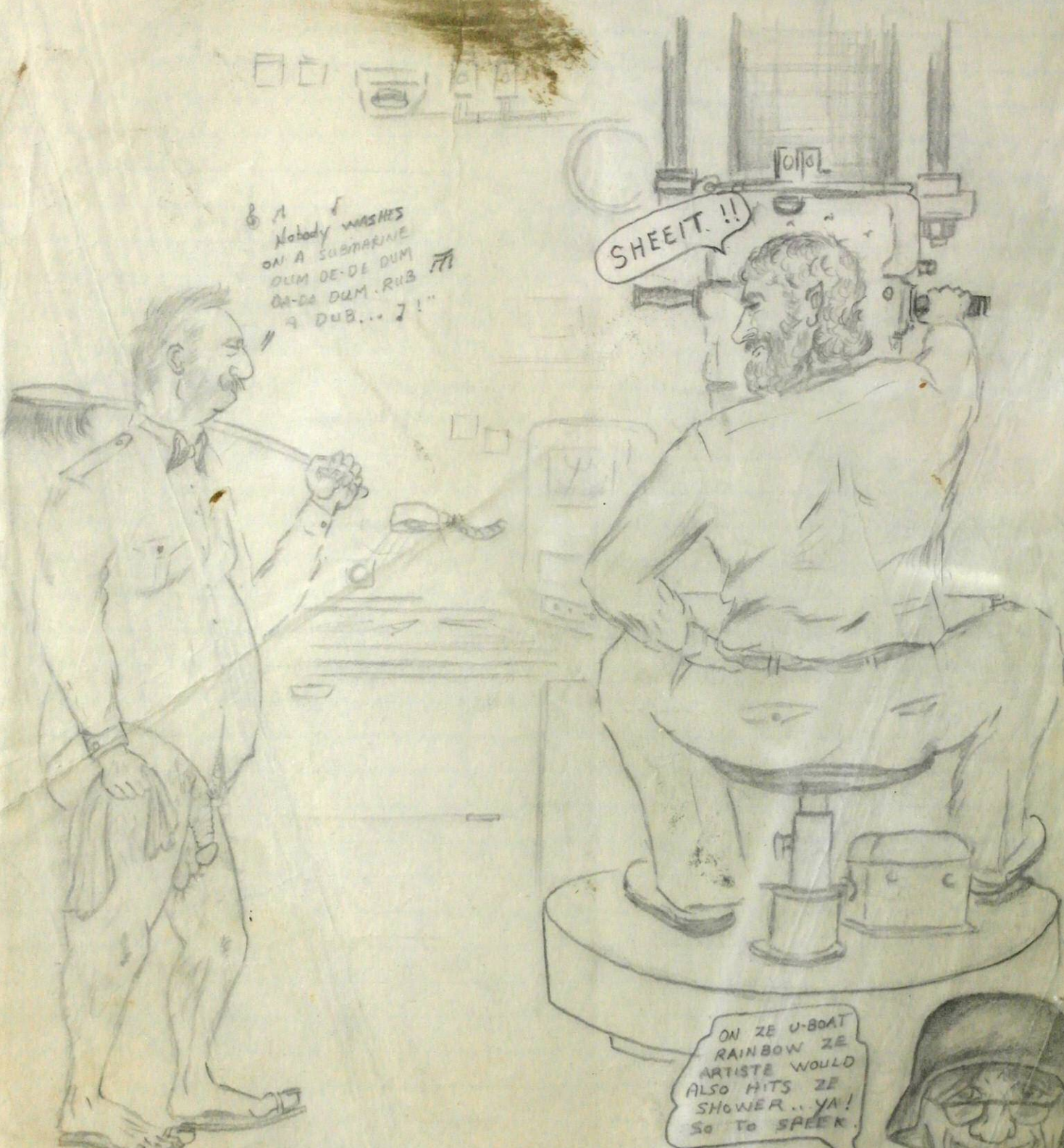
SELF  
EXPLANATORY

WASNT LIKE THIS  
ON THE RAINBOW.

# ANOTHER REASON FOR LEAVING

\*:-\*#:#!!

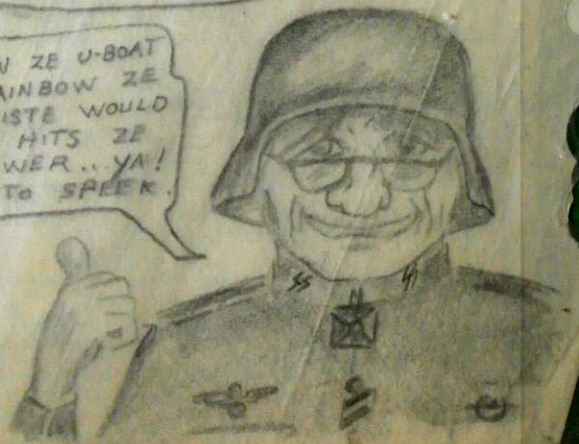


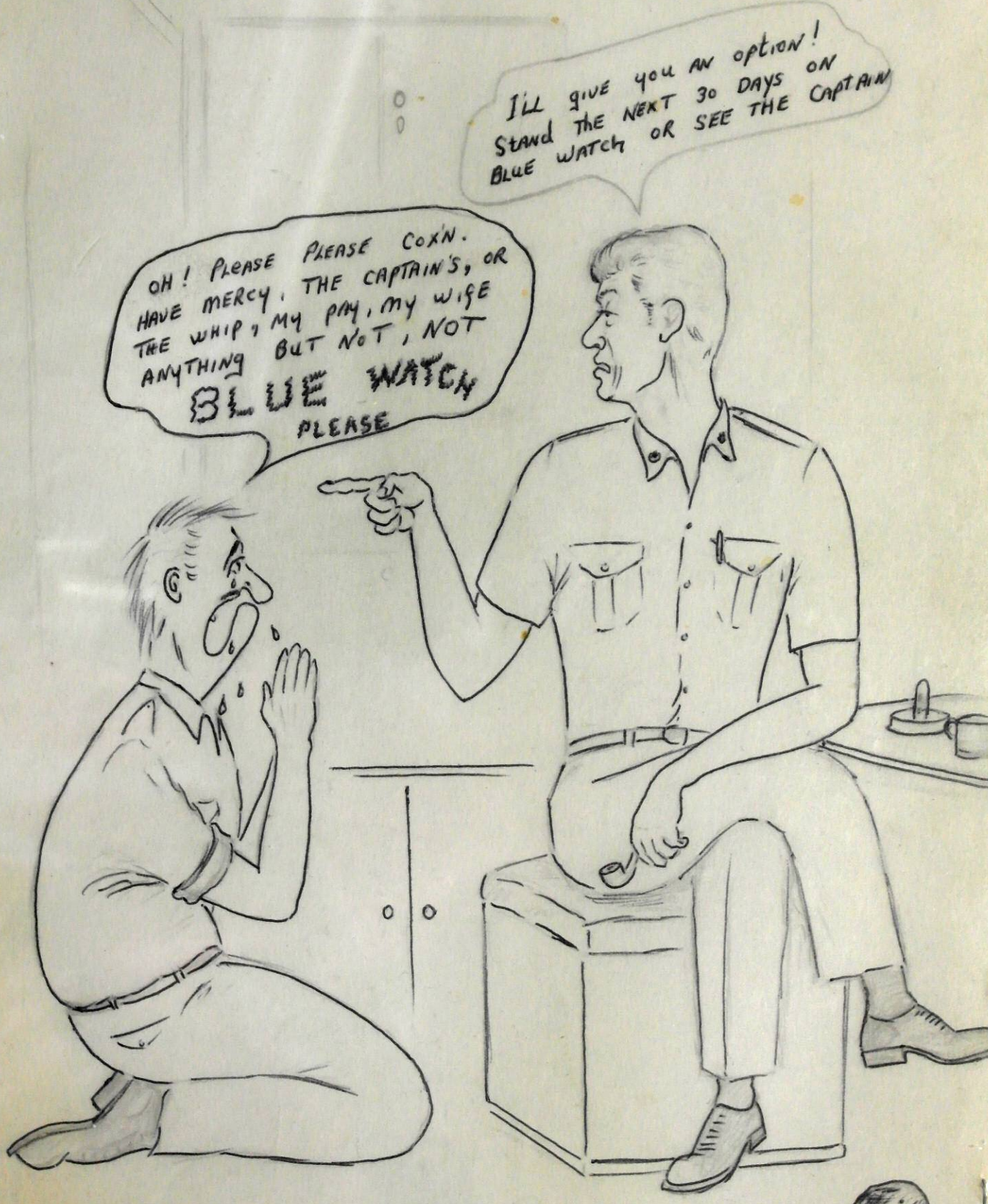


& A  
 Nobody WASHES  
 ON A SUBMARINE  
 DUM DE-DE DUM  
 DA-DE DUM. RUB  
 A DUB... J!"

SHEET!!

ON ZE U-BOAT  
 RAINBOW ZE  
 ARTISTE WOULD  
 ALSO HITS ZE  
 SHOWER.. YA!  
 So To SPEEK.





OH! PLEASE PLEASE COXN.  
HAVE MERCY, THE CAPTAIN'S, OR  
THE WHIP, MY PAY, MY WIFE  
ANYTHING BUT NOT, NOT  
**BLUE WATCH**  
PLEASE

I'll give you an option!  
STAND THE NEXT 30 DAYS ON  
BLUE WATCH OR SEE THE CAPTAIN

EXERCISING WITH PROTECTORS of AIRCRAFT



DEC. 14/75

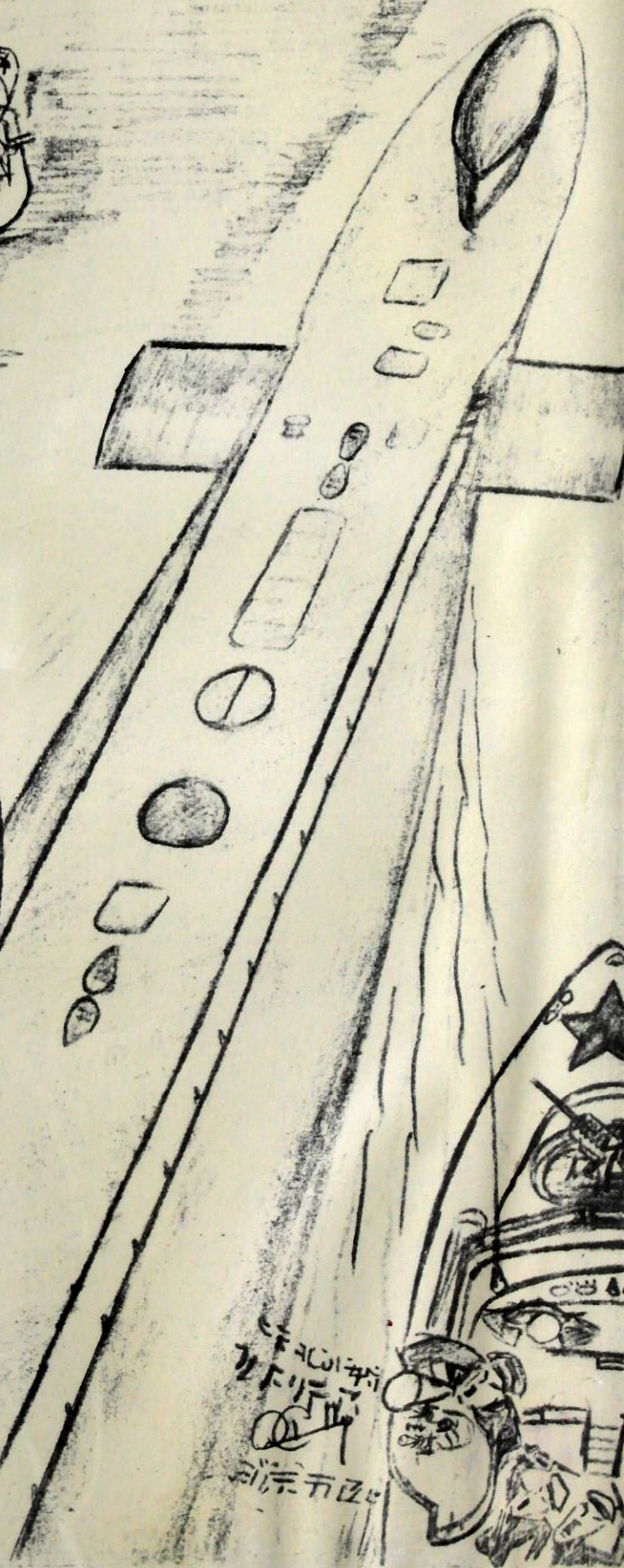
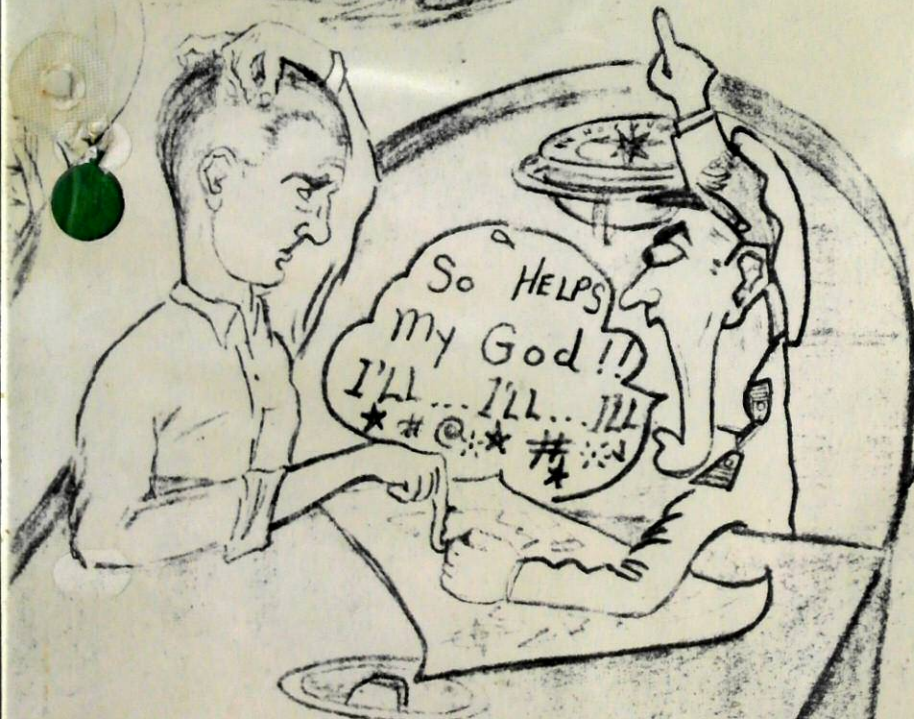
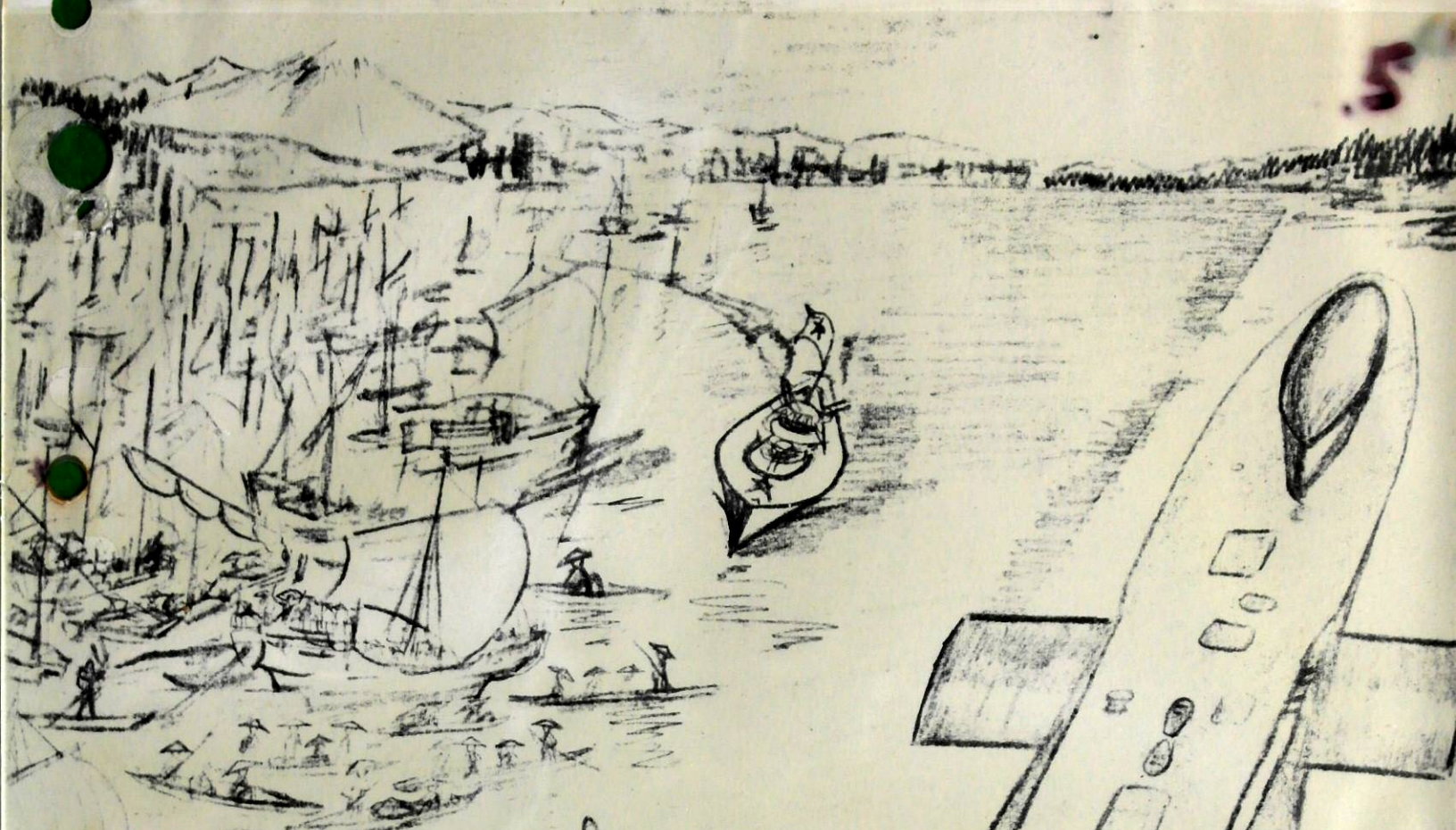
SUPPORT  
SUBMARINERS  
LIP.  
BAN THE  
BRIT.

OK! OK! OK!  
How about withdrawing  
EIGHT REQUESTS AND YOU  
CAN PASS THROUGH THE  
CONTROL ROOM WITH NO  
SHIRTS . . . NO! THEN HOW  
ABOUT FIVE AND NO SHORTS





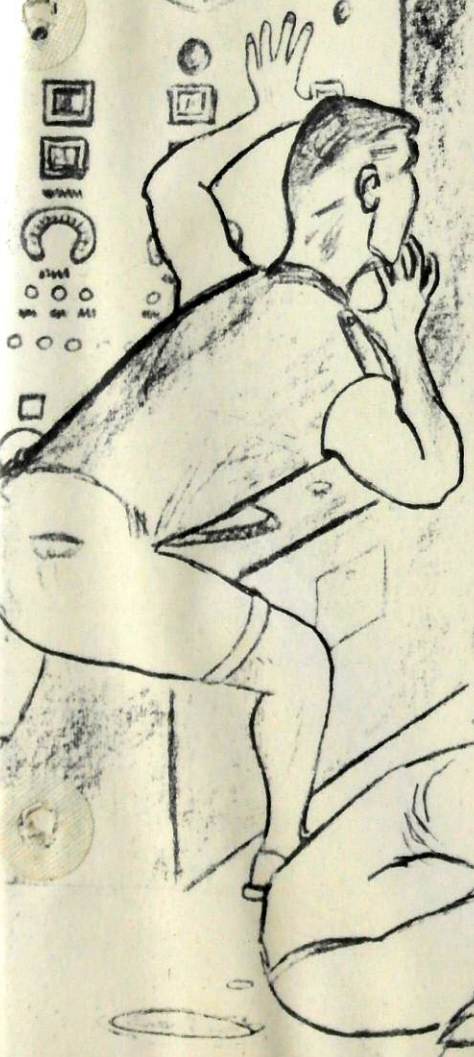
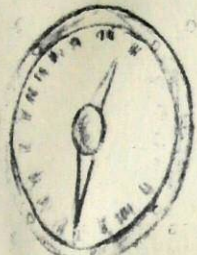






PRINCE EDWARD ISLAND  
IS HEAVEN TO MEEEEE

RUCK RING RING  
PLUCK-A PLUCK  
PLUNK PLINK  
PLUK





Good EVEN! IS THAT WATER  
COMING DOWN THE TUNDISH



LY AIR FORCE  
BASE

POST EXCHANGE

CANADIANS

OK! YOUSE  
DIRECT TRAFFIC  
AND YOU, GET THE  
CROWDS BACK.  
BOY! ISH A GOOD  
TING DERES SOME R.N.  
TRAINED SUBMARINERS  
TO TAKE CHARGE

SAY!! COME ON IN  
LET ME BUY YOUSE  
A R...d....

HUEY

LUCKY

adly



PSSSSSSST!  
STUMPS!!

SO DOES  
BLOOD  
BE + A  
DONER

JESUS  
SAVES

STUMPER  
MOTHER

14732-H  
DND.

IF YOU DONT TELL  
ME WHO ILL HAVE  
YOU KEEL HAULED

L.S. STAUBER

DO NOT  
DITCH

NEEDLE  
CANADIAN SWIMMER  
BAPPLES WORLDS  
MEDICAL PROFESSION



EVER NOTICE THE FORE-ENDS  
FIRST WEEK OUT.....

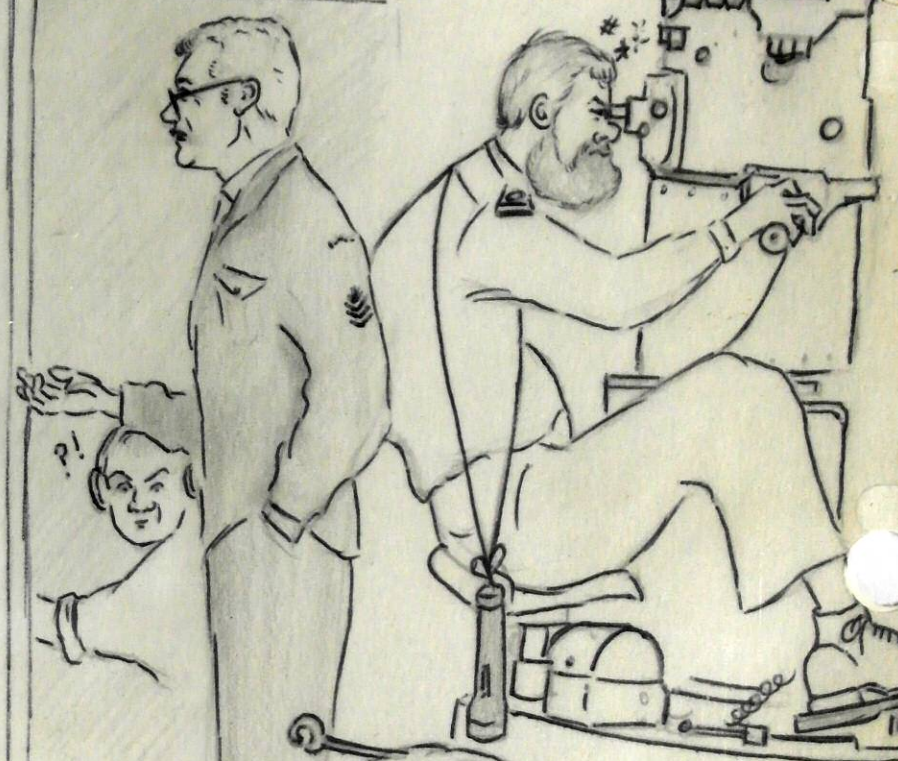


WELL SR: IT ALL started when H.P. AR  
BLUE WATCH WAS REVERTING THE LIKE The  
SYSTEM BACK TO NORMAL, Seems lube oil  
old man got A FULL BORE of THE whistle  
IN his SINK, FREON coming OUT THE ENGINE Rm!!  
And CHRIST you should SEE THE ENGINE Rm!!

And Im ONLY  
CAPTAIN FOR  
A DAY

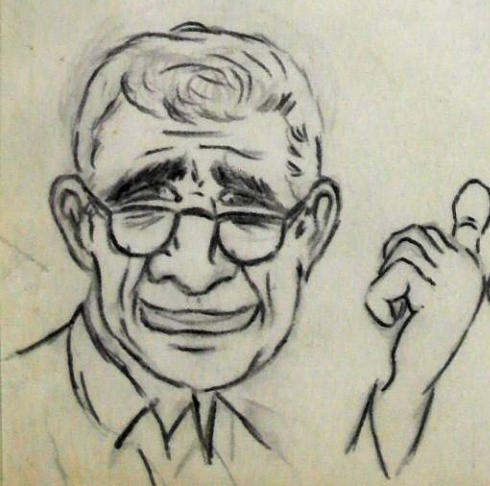
??!

RADAR

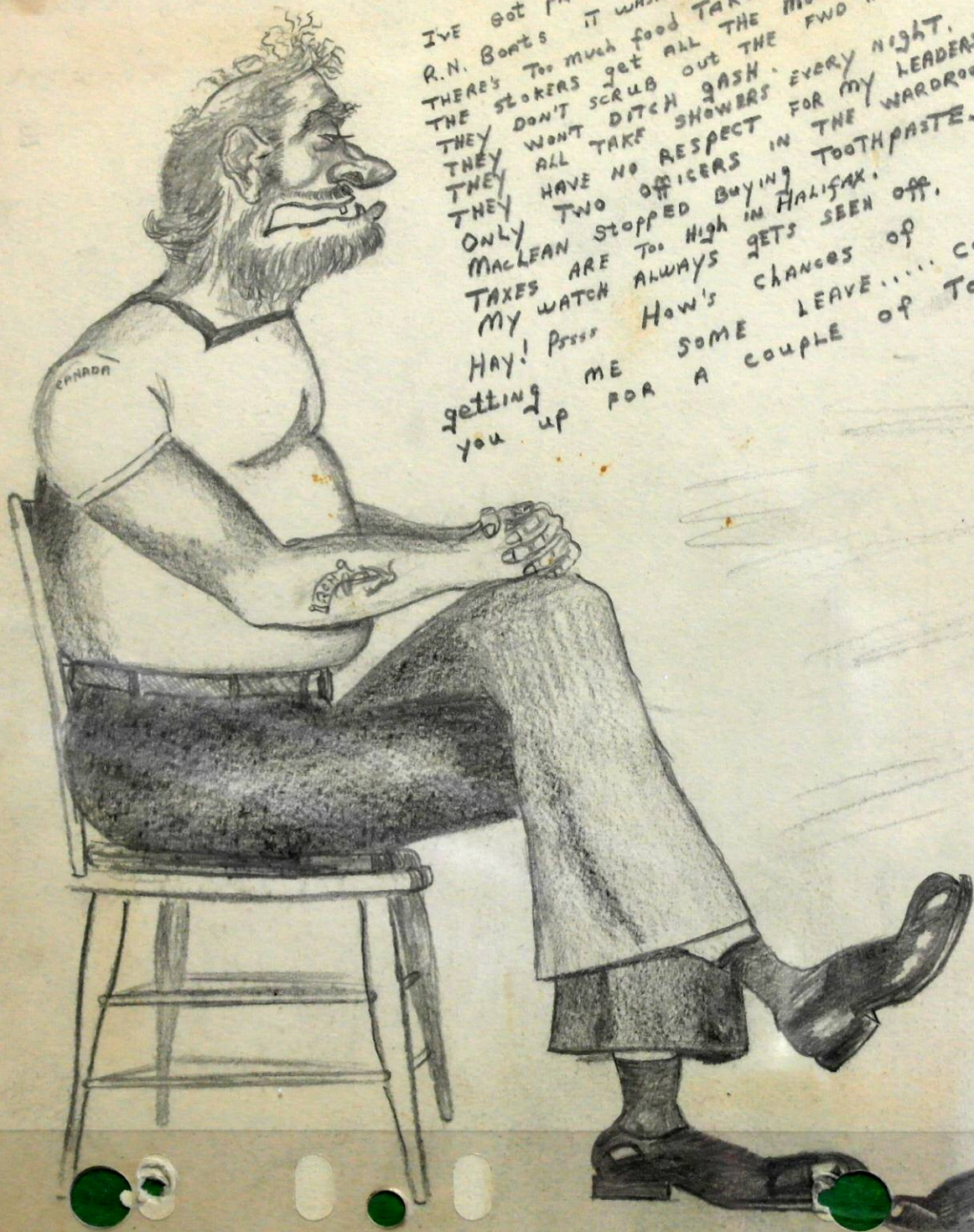


BLUE WATCH #

THINGS WERN'T  
LIKE THIS ON  
THE RAINBOW

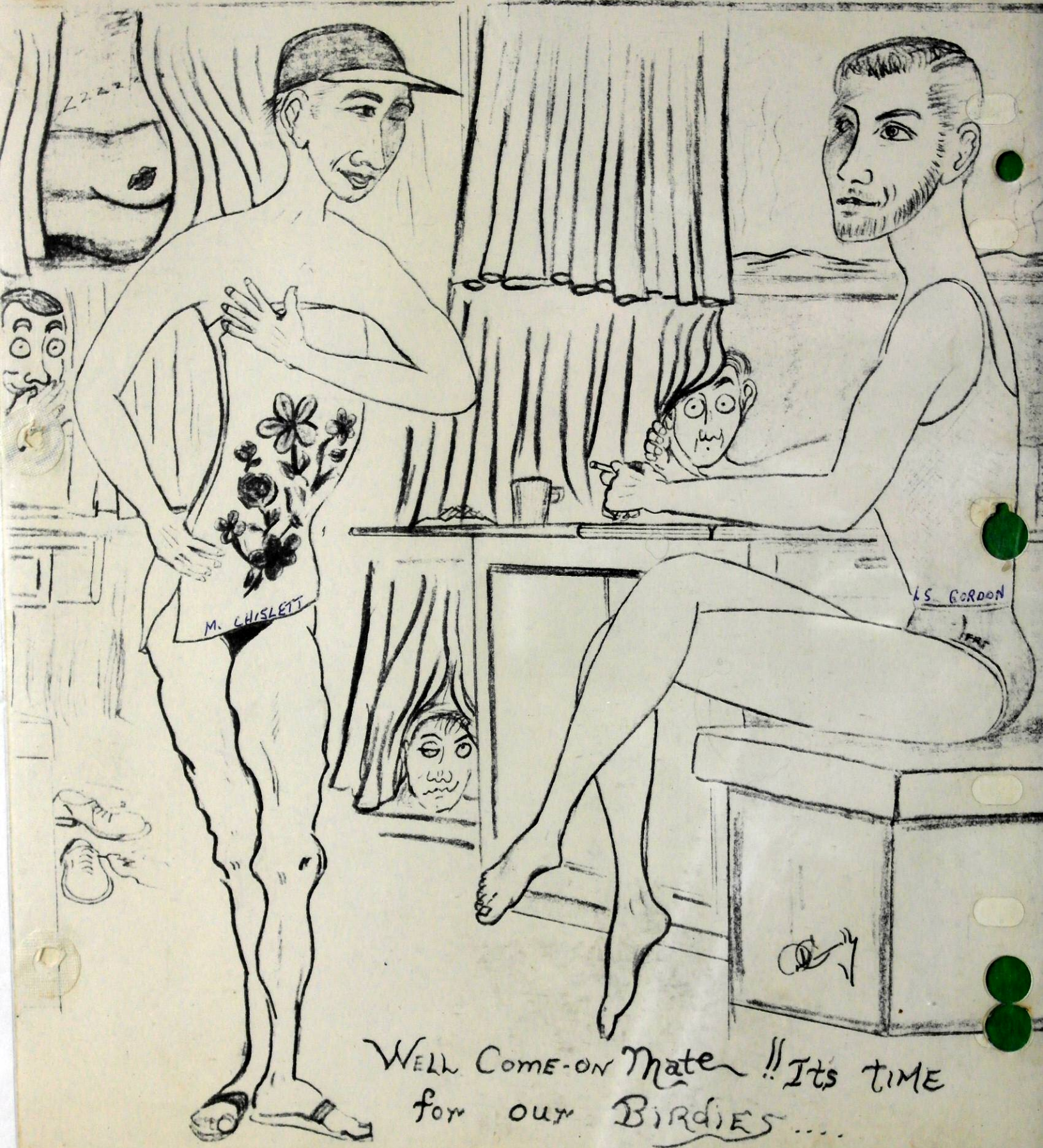






"LISTEN VICAR!"  
I'VE GOT PROBLEMS!! BACK IN  
R.N. BOATS IT WASN'T LIKE THIS  
THERE'S TOO MUCH FOOD TAKEN AFT.  
THE STOKERS GET ALL THE MOVIES.  
THEY DON'T SCRUB OUT THE MOVIES.  
THEY ALL TAKE SHOWERS FOR MY MESS.  
THEY HAVE NO RESPECT FOR MY LEADERSHIP QUALITIES.  
ONLY TWO OFFICERS IN THE WARDROOM SMOKE.  
MACLEAN STOPPED BUYING EVERY NIGHT.  
TAXES ARE TOO HIGH IN HALIFAX.  
MY WATCH ALWAYS GETS SEEN OFF.  
HAY! PERS How's CHANGES OF  
GETTING ME SOME LEAVE..... COULD FIX  
YOU UP FOR A COUPLE OF TOTS.





WELL COME-ON Mate !! Its TIME  
FOR OUR BIRDIES....



ME WORRY? SHIT!

I ASKED FOR MONTREAL AND GOT THE DISTILLER.  
HAD ONE BEER AND I'M AN ALCHOLIC. EVERYONE SLEEPS  
WHEN THEIR TIRED BUT I'M CALLED LAZY. HAVE TO  
RE-QUALIFY EH! SIXTEEN YEARS IN SUBMARINES. YUK! YUK!  
SOME PIGS ORPHAN PUT TWO TURNS ON THE CARBONTREAD  
NOW THE FANISTRON IS SEIZED UNDER THE POTENTOMETER.  
ALMOST GOT A BIT LAST NIGHT BUT SHE PUT IT BACK  
IN HER HANDBAG. HERE WE GO AGAIN UP AND DOWN  
LIKE A WHORE'S DRAWERS. WORRY EH! SHIT.

\* @ \*  
\* \* \*  
\* \* \*



NICE CLEAN SHINY  
PANEL THAT NEVER  
WINS ON FRIDAY  
ROO-TIMES

2

WHAT'S A NICE BROAD LIKE YOU DOING IN A PLACE LIKE THIS

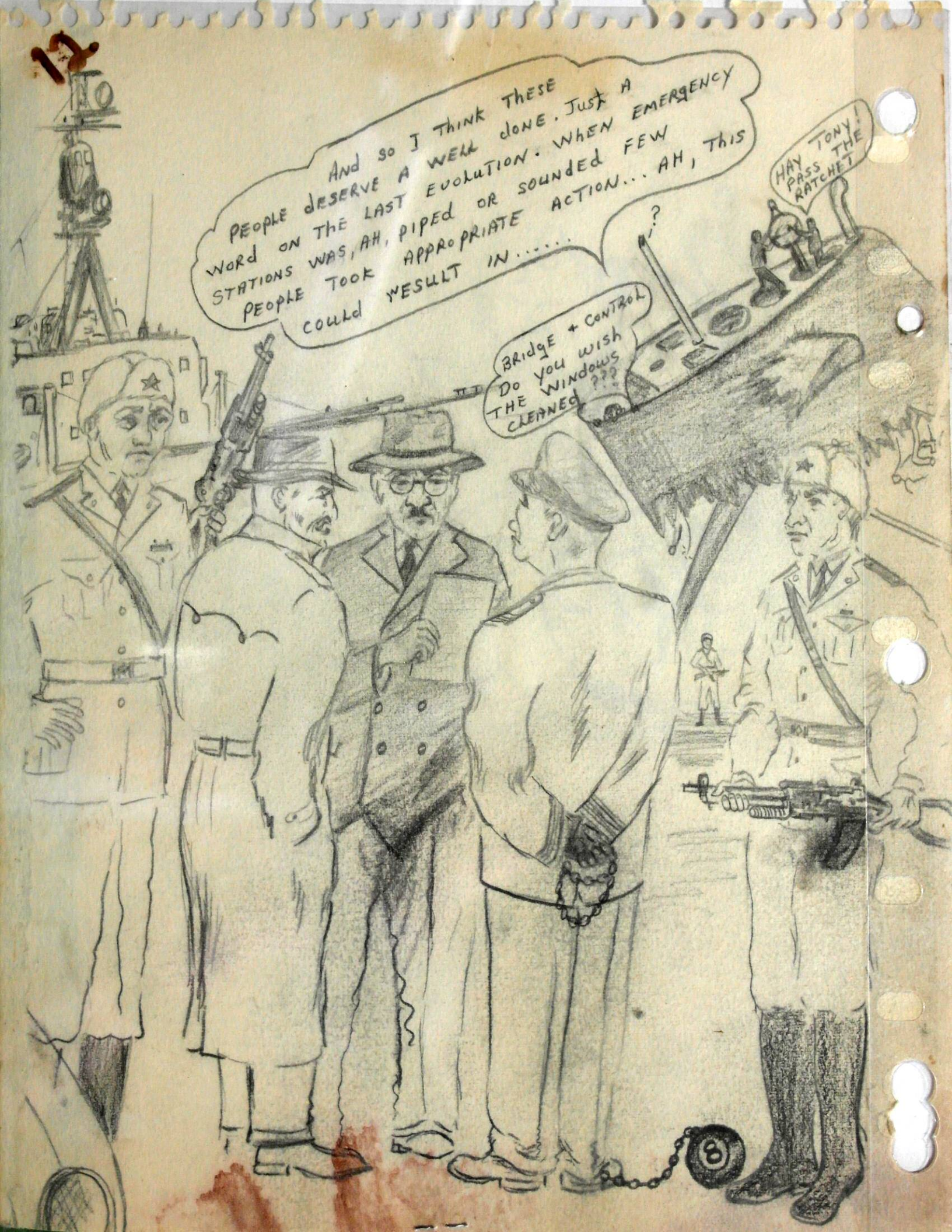


12

AND SO I THINK THESE PEOPLE DESERVE A WELL DONE. JUST A WORD ON THE LAST EVOLUTION. WHEN EMERGENCY STATIONS WAS, AH, PIPED OR SOUNDED FEW PEOPLE TOOK APPROPRIATE ACTION... AH, THIS COULD RESULT IN.....

BRIDGE + CONTROL  
DO YOU WISH THE WINDOWS CLEANED???

HAY TONY!  
PASS THE RATCHET





72



72



**HMCS OJIBWA Commissioning 50<sup>th</sup> Anniversary  
23 September 1965 - 2015**

*Hi Boys. Have fun tonight!  
I'm wearing my Dolphins just for you!*

*Ojibwa was always my favorite!*



**Commanding Officers**

- LCdr S.G. Tomlinson, RCN - 23 Sep 1965 - 15 Nov 1966
- LCdr John Rodocanachi, RCN - 15 Nov 1966 - 25 Aug 1967
- LCdr J.C. Wood, RCN - 25 Aug 1967 - 08 Aug 1969
- LCdr J.E.D. Bell - 08 Aug 1969 - 12 Jul 1971
- LCdr Carl Edwin Falstrom - 12 Jul 1971 - 01 Jun 1972
- LCdr Ronald Charles Perks - 01 Jun 1972 - 14 Jan 1975
- LCdr Lloyd William Barnes - 14 Jan 1975 - 09 Mar 1976
- LCdr W.J. Sloan - 09 Mar 1976 - 01 Aug 1977
- LCdr J.T.D. Jones - 01 Aug 1977 - 09 Jul 1979
- LCdr Kenneth F. McMillan - 09 Jul 1979 - 01 Dec 1979
- LCdr J.M. Ewan - 01 Dec 1979 - 30 Jun 1980
- LCdr N.P. Nicolson - 30 Jun 1980 - 06 Jan 1984

- LCdr Ernest Philip Webster - 06 Jan 1984 - 09 Apr 1985
- LCdr W.C. Irvine - 09 Apr 1985 - 22 Sep 1986
- LCdr J.A.Y. Plante - 22 Sep 1986 - 03 Aug 1987
- LCdr C.D. Soule - 03 Aug 1987 - 30 Apr 1988
- LCdr A.L. MacDonald - 30 Apr 1988 - 02 Feb 1989
- LCdr R.E. Bush - 02 Feb 1989 - 05 Aug 1989
- LCdr R.A. Davidson - 05 Aug 1989 - 05 Dec 1990
- LCdr D.C. Marsaw - 05 Dec 1990 - 29 Oct 1993
- LCdr P.T. Kavanagh - 29 Oct 1993 - 20 Jul 1994
- LCdr J.G.M. Dussault - 20 Jul 1994 - 27 May 1997
- LCdr J.R.L. Pelletier - 27 May 1997 - 21 May 1998
- LCdr D. Mullholland - OIC - 21 May 1998 - unk



**C.F. 'O' CLASS SUBMARINES**



**TRAINING NOTEBOOK**

SUBMARINE PRINCIPLES

# coasts, two stories



**UNDER THE SEA:** Glyn Sharp takes data notes on underwater reef balls.

raise the money," said Enemark who once tried to organize a national artificial reef society. "There's no federal program to support it, there's no provincial money to support it."

## N.S.: First step the hardest

For 10 years, *HMCS Terra Nova* and *HMCS Gatineau* have sat dockside in Dartmouth, waiting. Decommissioned, they have three possible fates awaiting them: sold to an artificial reef society, sold to a museum, or scrapped for metal.

The head of the local artificial reef society said a number of Nova Scotian communities are lined up and eager to get ships for their own artificial reefs.

Welsford tells them: "Until you have a ship in hand or at your port, you don't have a project. That first step seems to be the hard one."

Back in the early '90s, the *Saguenay* was donated and the society could manage the fundraising themselves. Now the ships are sold.

Just the gift of a ship would get the artificial reef project going again, says Rick Welsford.

Welsford says ACOA won't hand over any money because of a policy that grants or loans can't end up back in the hands of the government.

"Just because it's good for one coast, apparently it's not good for the other coast. That's a shame," he said.

Alex Smith, ACOA's communications director, says they have never received an application for funding from the society. Nor do they have a policy like the one described by Welsford.

"We do have a number of other guidelines set in place to assess applications, a due diligence process, but that's not one of them," said Smith.

As for the province, the Tourism Department decided to fund other projects, such as golf and hiking, instead of scuba diving.

On top of all that, Environment Canada has set out new guidelines

that the military must remove all the wiring in the ships before they sell the ships to be sunk. It has to do with PCB contamination from the innards of the wires. This procedure doubles the cost of the cleaning.

It's not that the military doesn't want to sell the ships for artificial reefs; in fact, they love the idea. It's cheaper than scrapping them, and it preserves military history.

"If a vessel was broken up for scrap metal, it's gone forever. You might have a few pieces of brass left over in a museum," said Lt. (Navy) Paul Pendergast. "In this case, if it's sunk as a reef, for many, many decades to come people will be able to go down and see it in person."

But right now, the priority is the operational fleet, and not decommissioned ships.

"The surplus vessels pose no threat to people or the environment where they're stored, and they cost very little to maintain," said Pendergast.

"Our preference is to wait for proposals from artificial reef societies or museums — or

we're also looking at the scrapping option, as well."

Welsford said the delay comes with a price.

"When the navy says it's not cost-



**DECOMMISSIONED:** Retired subs and warships sit in Halifax Harbour.

ing us anything, it is costing us all that economic opportunity that we're missing, year in and year out that we're not using them."

All plans for new artificial reefs are on hold — on both coasts — until the Defence Department can figure out how to comply with the new wiring rules.

"As my dad used to say," said Enemark, "It's hard to organize a horse race if you don't have any horses."

Pendergast said they're conducting an experiment with the *Annapolis* on the West Coast. They're in the process of stripping the wiring from the vessel to test how much it costs and how long it takes.

Work on *Annapolis* started early this year, and is about half complete.

"The lessons we learn on doing the job on the *Annapolis*, we're planning to apply to the other vessels," Pendergast said.

"Hopefully, we'll work our way through them in a reasonable amount of time, and they'll be made available for proposals from people like the Nova Scotia Artificial Reef Society."

Think artificial reefs couldn't work in Nova Scotia? Well, one has. Read about it in tomorrow's *Daily News*.

## WHAT DO YOU THINK?

What do you think of artificial reefs? E-mail [onassignment@hfxnews.ca](mailto:onassignment@hfxnews.ca)

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# Math

continued from / B1

school are doing substantially different things than any other schools."

But the report's author, Bobby O'Keefe, suggests teachers and students across the province can still learn a lot from each other by comparing school-by-school results.

"Unfortunately, the phones at St. Pat's remain quiet because no one knows of its results except the school itself," he wrote. "It would seem to make sense to examine what these schools are doing right and share that knowledge with other schools that are struggling."

In his report, entitled *The Numbers Don't Add Up: Is it the province and not the students failing math in Nova Scotia?*, Mr. O'Keefe points a finger directly at the provincial government for what he calls "bad reporting."

"The way the province is reporting their results, they're marking a sample of the exams that are written as opposed to all of the exams that are written," he said in an interview Friday.

He said other provinces mark all exam scores and report school-by-school results.

Results in the Education Minister's Report to Parents, released in April, only show a comparison among the province's eight school boards, he added. "Without getting into the school-level reporting, you don't really have a good picture of what's happening."

According to the minister's report, the average mark for the Grade 12 Academic Math exam was only 39 per cent, while the average for the Advanced Math exam was just 51 per cent.

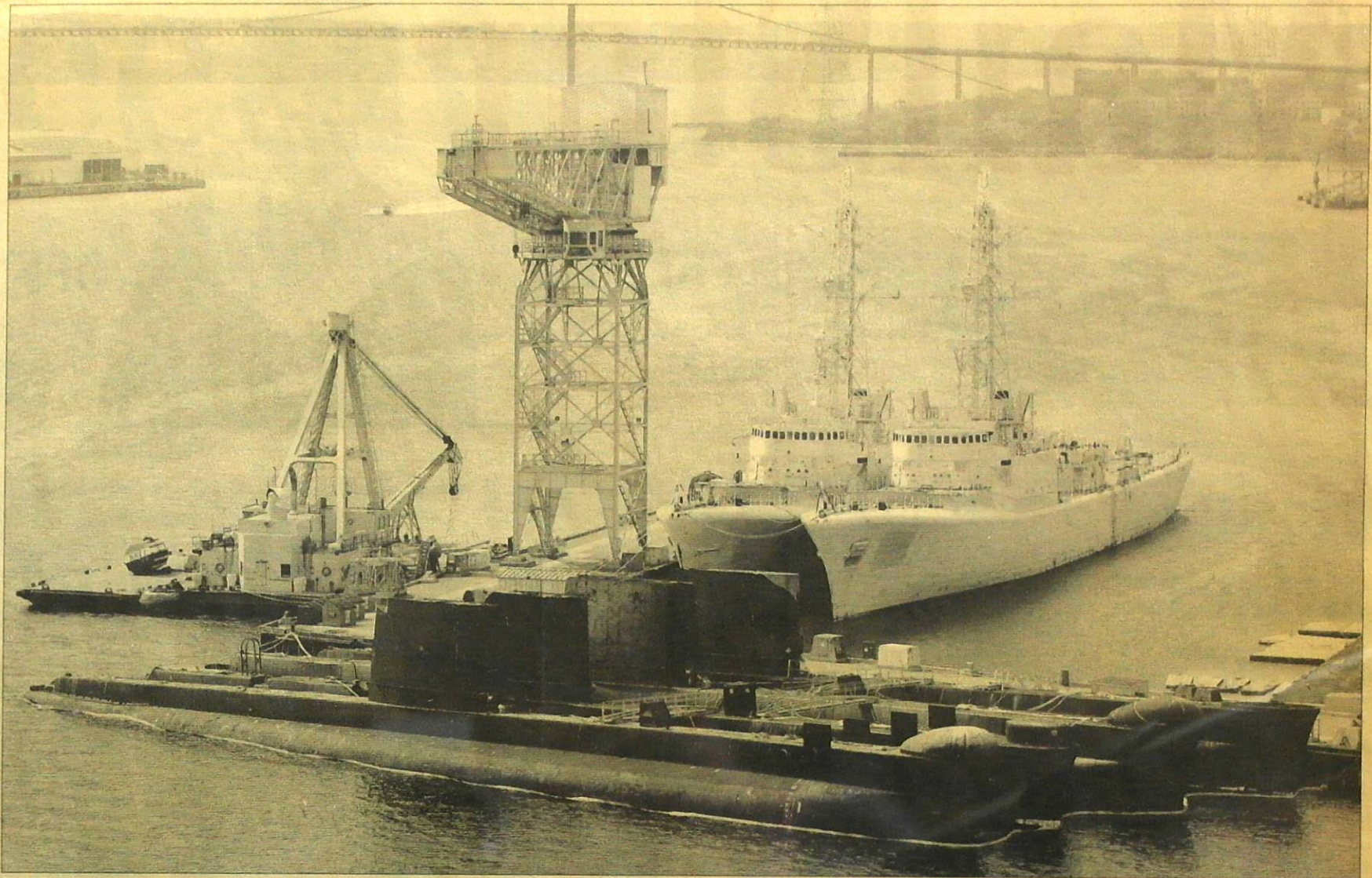
But the institute's school-by-school comparison shows an average of 47.8 per cent on the Academic Math exam and 55.5 per cent for Advanced Math testing. The think-tank got access to the data through a long-awaited Freedom of Information request.

"The results that the province is reporting on the exams that they mark are very different than the exam results that the teachers are marking," Mr. O'Keefe said. "There's no way to identify a best practice from the board-level data."

Vince Warner, director of evaluation services for the Education Department, said Nova Scotia schools and their boards already have the information they need to improve student learning.

"This information that (the institute) published in the report — where did they get it from? They got it from the schools," he said.

Mr. Warner said the department prepares and provides standard exams and



Mothballed Canadian Oberon-class submarines rest at the Naval Dockyard Annex in Dartmouth on Friday. Interests representing the Dartmouth Yacht Club offered to buy the decommissioned vessels to sink for use as breakwaters, but the proposal was voted down.

(CHRISTIAN LAFORCE / Staff)

## Cost torpedoed yacht club's sub plans

By LAURA FRASER

The Dartmouth Yacht Club has sunk its plans to buy three of the Oberon-class submarines sitting in Halifax Harbour after the project's cost skyrocketed to \$2.2 million.

The club wanted to use the vessels to extend the breakwater surrounding the marina.

But the cost forced management to choose another option, said David Langlois, chairman of the club's breakwater committee.

"You can get a submarine for a couple of dollars," said Mr. Langlois, referring to a vessel that was sold to a Quebec museum for \$4. "But to take them

from under the bridge, transport them to the ... yacht club and get them cleaned up and onto (special) beds turned out to be too expensive for us."

Instead, a floating breakwater will protect the marina from heavy northerly winds, and members approved this \$250,000 project at a late-night meeting Thursday.

This spring, the yacht club contacted the Department of National Defence, saying members were interested in buying the submarines. The department received a proposal but no decision had been reached, said Tina Crouse, a department spokeswoman.

The club will soon revoke the request, Mr. Langlois said. "We will send

a letter acknowledging that we no longer have any interest in (the submarines)."

One of the club's neighbours, Mary Schumacher, said people who live in the area should have received more information about the decision process.

"We would not have had the angst we've had for the last month with rumours flying one way and the other, and really causing a lot of turmoil," Ms. Schumacher said.

For more than 51 years, she has looked out her sunroom window at the 49 square kilometres of peaceful seawater in Wrights Cove. So it came as a complete surprise to learn that the

cove might be marred by rusted submarines, she said.

"They said they could acquire them for \$400 apiece, which I thought was ridiculous," she said. "(Since then) I have rattled chains all over this country about this (without) getting any feedback ... about what's going on."

Mr. Langlois said letters will be sent out shortly to inform people in the area about the club's plans.

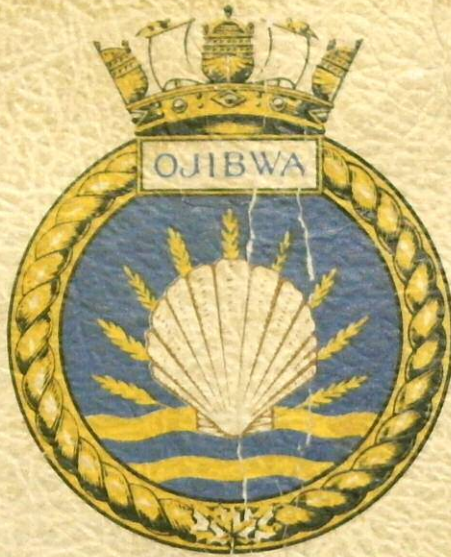
When a reporter told Ms. Schumacher that the yacht club had opted for a floating breakwater, she laughed.

"So the \$400 submarine deal wasn't very real, was it?"

(lfraser@herald.ca)

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W.A.A.K.



THE COMMISSIONING  
OF  
**HMCS OJIBWA**

**23 SEPTEMBER, 1965**

IN HER MAJESTY'S DOCKYARD, CHATHAM, KENT, ENGLAND.

*H. Apple*



1964 AUGUST L to R LS HOPKINS; MRS HOPKINS; PO PENNY  
AB SEAMAN RICHARDSON - CREW OF  
"A" CLASS S/M AENEAS PLYMOUTH ENG.



1963 Empress of Britain Liner: GREENOCK SCOTLAND  
ABEM LAGA HOPKINS enroute to LIVERPOOL ENG to

The welcoming of a new ship into the service of Canada is always an auspicious occasion. Both the importance of the event and the pleasure of taking part in it are enhanced, in this instance, because this is the first submarine ever to be built expressly for the Royal Canadian Navy, and also because the commissioning of HMCS *Ojibwa* represents a significant step in the creation of the fleet that will serve Canada in the years ahead.

The primary task of the *Ojibwa*, and of her two sisters to follow, will be to provide the anti-submarine ships and aircraft of the Canadian Maritime Command with practice in the detection, location and tracking of submarines. It is a highly important task, and one for which there is no substitute, in the training of the men, ships and aircraft that make up the anti-submarine team. At the same time, this submarine has been so designed and equipped, and her officers and men will be so trained, that she will be able to move readily into an operational role should circumstances require it.

To those in Britain who designed and built this ship, and to those in Canada who worked long and hard to make her a reality, we extend congratulations on a job well done. To those who will sail in her go our admiration, confidence and sincerest good wishes.

*Paul T. Hellyer*

MINISTER  
OF NATIONAL DEFENCE

*Les Carrière*

ASSOCIATE MINISTER  
OF NATIONAL DEFENCE

The commissioning of HMCS *Ojibwa* marks yet another step in the process of shaping our Navy for the most effective discharge of its principal function – to develop to the fullest possible extent the skill and means of performing the anti-submarine role.

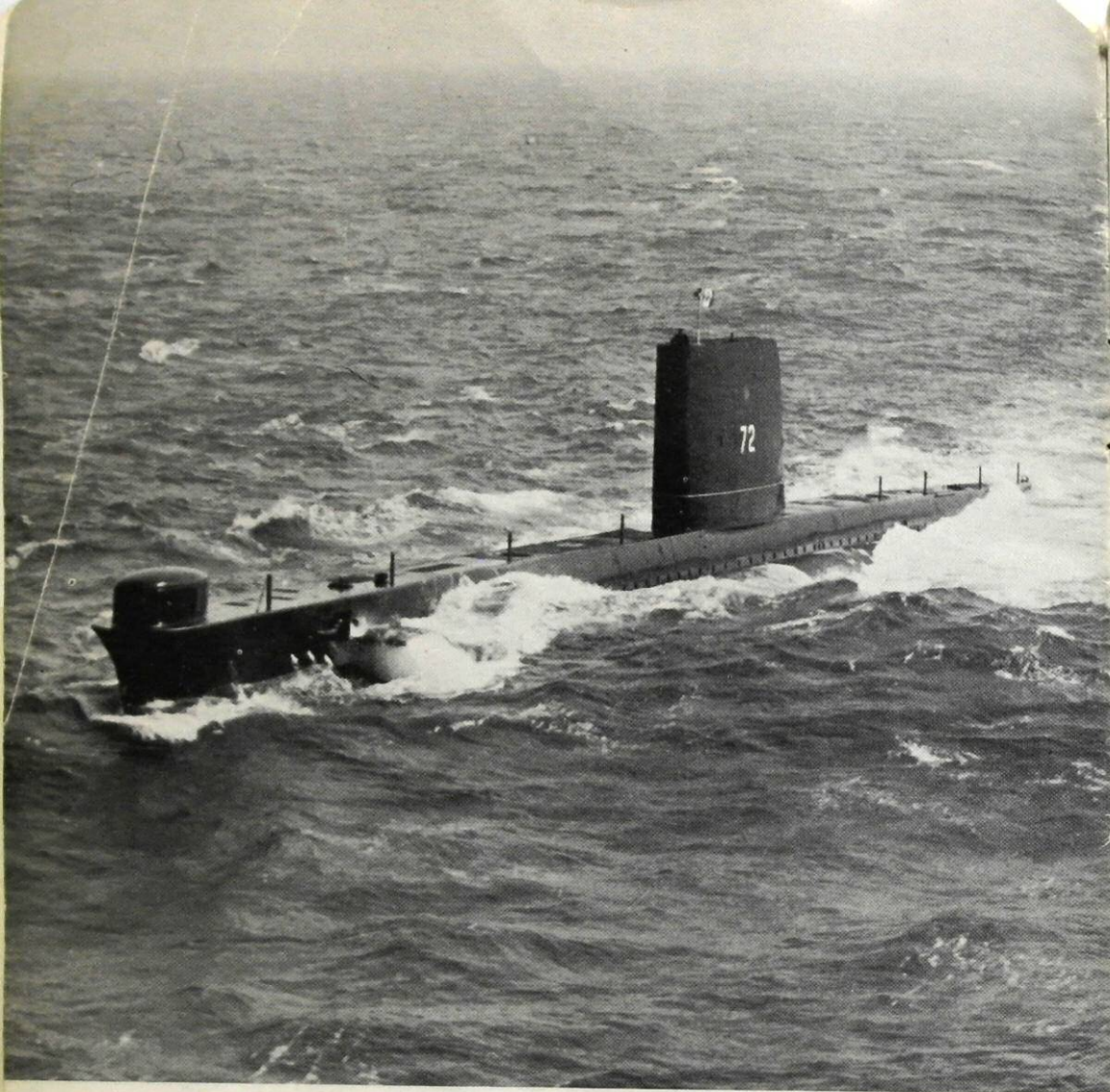
HMCS *Ojibwa* is the first of three submarines of her class to be built in Britain for Canada. She incorporates the latest developments in hull and machinery design, weapons, communications equipment, and provision for the comfort and well-being of her crew.

It has been recognized that the submarine is an essential part of the functional pattern necessary to meet the threat of undersea attack. It is also vital to the effectiveness of the air and surface anti-submarine forces that they should be trained against actual submarines under realistic conditions. In both these capacities these new submarines will make a valuable contribution to the readiness and over-all efficiency of our maritime defence forces.

To the commanding officer and ship's company whose privilege it is to man HMCS *Ojibwa* for this first commission I wish good sailing and every success. I know they will set a worthy tradition for those who are to follow. I know also that they will join with me in applauding the work of all those who designed and built this fine ship and made her ready for her task. To those for whom this commissioning is the end of an endeavour, and those for whom it is an endeavour begun, I offer my warmest congratulations and good wishes.

*A. Miller*

AIR CHIEF MARSHAL  
CHIEF OF DEFENCE STAFF



## THE SUBMARINE

HMCS *Ojibwa*, the latest of the Oberon class and the first of three to be acquired for the Royal Canadian Navy, embodies all the improvements suggested by experience with previous ships of the class, and by continuing research into the techniques of anti-submarine warfare. She is capable of cruising for long periods at depth, and of bursts of high underwater speed. She has a wide range of equipment to increase her detection capability, and she packs an impressive punch.

### CONSTRUCTION

The *Ojibwa's* hull has been designed to withstand the pressure at great depths, and to travel at high speeds without generating noise that would betray her to a vigilant enemy. The hull was constructed by unit pre-fabrication, which permitted the building of the ship in sections and afforded maximum control of all phases of the work. H.M. Dockyard, Chatham, is at present the only yard in the United Kingdom capable of building submarines under cover.

Much thought and ingenuity have been devoted to using every scrap of space to maximum advantage. The 295 feet of the *Ojibwa's* length will be packed with complex equipment that must all be accessible and situated for the best performance of its functions.

### WEAPONS

The *Ojibwa* has six bow tubes capable of firing either steam-driven or electrically driven torpedoes. Two tubes at the stern fire electrically driven torpedoes only. Spare torpedoes are stowed in both torpedo rooms.

## PROPULSION

The main propulsion plant comprises two diesel-generator combinations and two large storage batteries. The generators and batteries, separately or in combination, drive the motors that propel the submarine.

Each engine-generator combination consists of a 16-cylinder V-construction diesel engine of the Admiralty Standard Range, driving an English Electric 1280 KW generator. The engines, rated at 1840 HP, were designed and built in Chatham Dockyard.

The main storage batteries, manufactured by the D.P. Battery Company Limited, consist of two 224-cell groups. These in turn are divided into two sections of 112 cells, which can be operated separately, in series, in series-parallel, or in parallel, to give a wide spread of power ranges for the motors.

The double-armature main motors, manufactured by English Electric, produce 3000 horse-power per shaft.

## AUXILIARY MACHINERY

A Caird and Rayner distilling plant in the generator room produces 20 to 25 gallons of fresh water per hour for domestic use and for the main storage batteries.

Two 4-stage Reavell air compressors, also in the generator room, produce the high-pressure air to operate the air systems. This air is stored in five main accumulator groups, one outside the pressure hull and the others inside the submarine. It is used for blowing the main ballast tanks, and also supplies the interior service air system. A low pressure blower in the auxiliary machinery space provides the large volume of air required to complete the blowing of the main ballast tanks after surfacing.

The high capacity (400,000 BTU) air conditioning plant in the air conditioning space operates in conjunction with spot coolers in all the compartments. In the same space is a freon refrigeration unit for the cold and cool rooms.

Two pumps supply the hydraulic system through two accumulators. This system operates main vents, exhaust valves, snort masts, periscopes, steering gear and hydroplanes.

## ELECTRICAL EQUIPMENT

The electrical and electronic systems are complex. There are two of each of the following types of motor-generators: 100 kw; 15 KVA, 115V, 60-cycle, 3-phase; 15 KVA, 200-volt, 400-cycle, 3-phase. Several smaller motor generators supply special services, such as the gyro compass and the fire control systems.

## ELECTRONICS

The *Ojibwa* has radio equipment for transmitting and receiving over a wide range of frequencies. She has five different sonars, all capable of passive listening and one able to make transmissions. There are three underwater telephones, two of which are for escape purposes. The navigational and warning radar antennae are on a retractable mast, and may be used on the surface or at periscope depth. One periscope has an antenna that enables radar ranges to be taken while only the periscope is exposed.

## HABITABILITY

A great and sustained effort has been made to provide the best living and working conditions possible, both in designing the whole submarine to make the maximum space available for her crew, and in providing equipment and services to ensure their health and comfort. Particular effort has gone into the improvement of air conditioning, sanitation and waste-disposal.

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.

An all-electric stainless steel galley of the latest design, and improved messing arrangements, have made possible a modified cafeteria style of messing. The compact equipment can provide meals that compare favourably with those in surface ships.

Arrangements for recreation include a library, a movie projector, and a tape recorder.

## PROVISIONS

There is refrigerated and dry storage space for a 90-day supply of provisions, and the submarine can be self-sufficient in food, water and fuel for several weeks on patrol at a stretch.

## SAFETY

The ship's company of HMCS *Ojibwa* has been trained in the free-ascent escape technique. Emergency escape arrangements and indicator buoys are fitted at both ends of the submarine. A messenger buoy for use in the diving bell method of escape is fitted forward.



Standing: L to R: Lt.-Cdr. G. A. Kastner, Lt.-Cdr. F. Finlay, Petty Officer T. N. Tully, Lt.-Cdr. J. D. Agnew, Lt. P. S. P. Muir, Chief Petty Officer E. W. Colwell.

Seated: L to R: Mrs. E. P. Delaney, Mr. G. Bowness, Captain W. B. Christie, Miss J. C. Masters.

## CANADIAN NAVAL SUBMARINE TECHNICAL REPRESENTATIVE

During construction of the *Oberon* class submarines in the United Kingdom for the Royal Canadian Navy, technical and contractual control on behalf of Canadian Forces Headquarters and the Department of Defence Production is exercised by Captain W. B. Christie, RCN, the resident Canadian Submarine Technical Representative (CANAVSUBREP) and his staff. This team works in direct liaison with dockyard authorities and the Ministry of Defence (Navy) in the detailed interpretation of Canadian requirements, and represents the RCN at all trials, tests and inspections.

The team also assists in the development of adequate support facilities for submarines in Canada by taking part in programmes for the establishment of logistic support and the training of maintenance personnel.



E. W. Tucker, Esq., B.Sc.  
General Manager,  
HM Dockyard,  
Chatham.



H. J. Fulthorpe, Esq.,  
RCNC, MRINA.  
Production Manager,  
HM Dockyard, Chatham.



Rear-Admiral I. L. T. Hoggs,  
CB, DSC and Bar.  
Admiral Superintendent,  
HM Dockyard, Chatham.

## THE BUILDERS HM DOCKYARD, CHATHAM

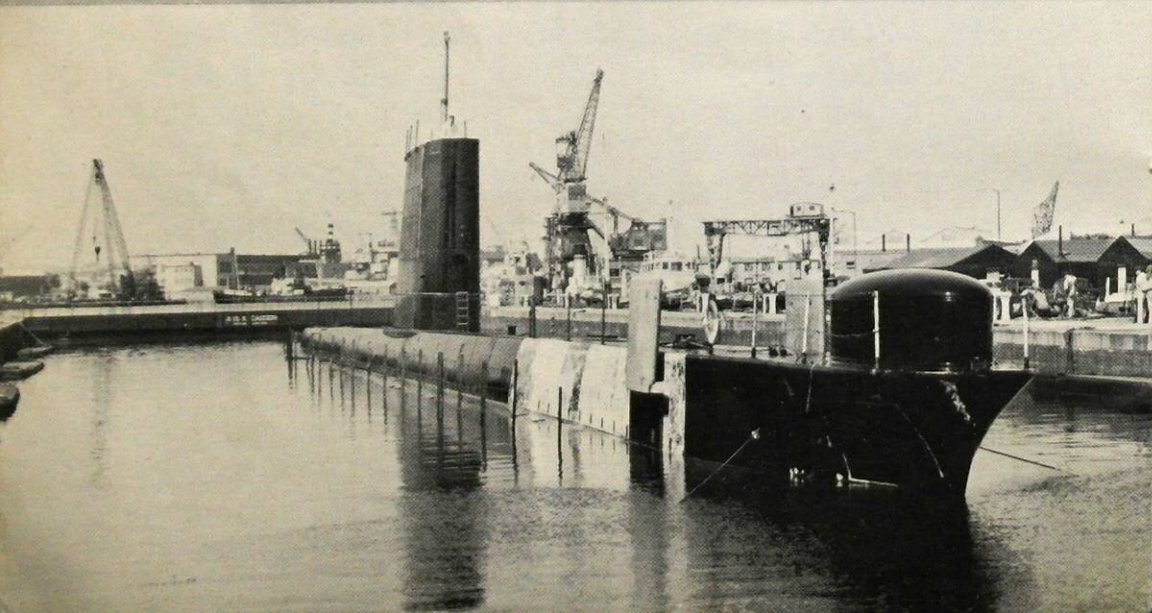
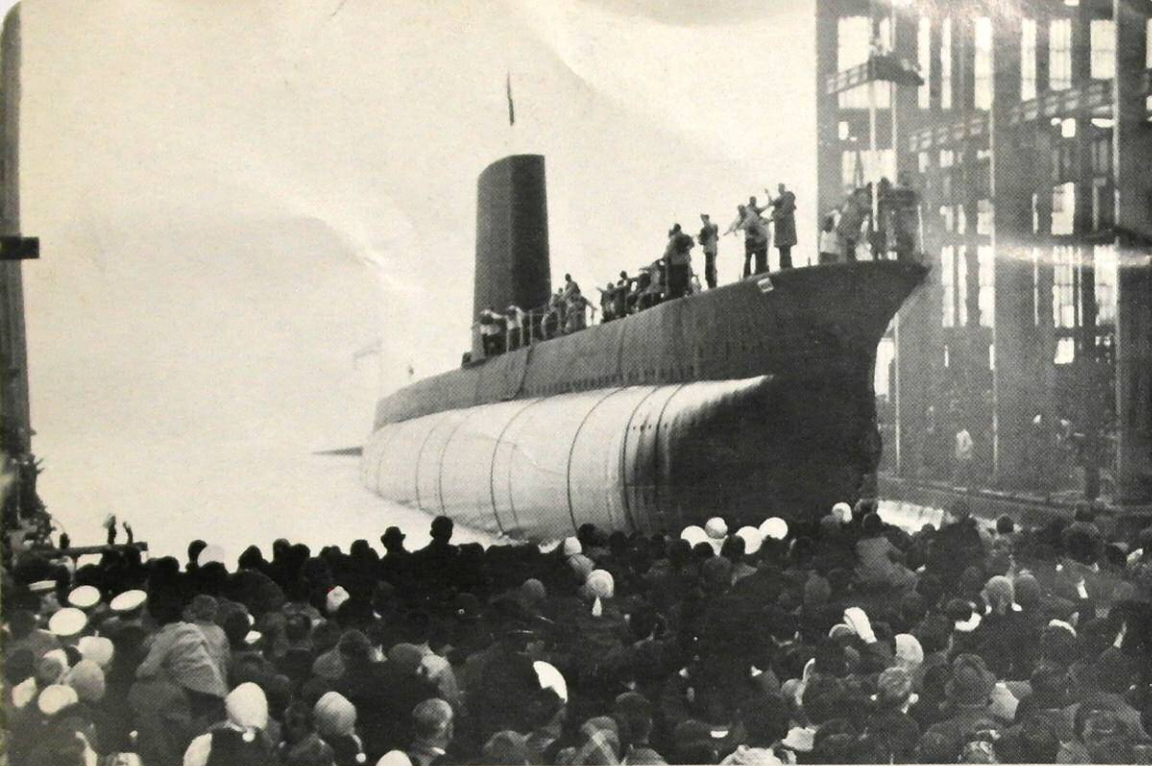
HMCS *Ojibwa* is the 55th submarine to be built at Chatham. She has many modern refinements, and the men who built her are no less proud of their achievement than were their predecessors who two hundred years ago built HMS *Victory*, the most famous warship of all time.

The first Queen's ship was launched at Chatham in 1585. From then on, the dockyard expanded, taking the building of ships of growing complexity in its stride. The yard's first submarine, C 17, was built in 1908. Since then, Chatham has been renowned for submarine building.

Compared with the *Ojibwa*, C 17 was very small. She displaced about 300 tons and was only 142 feet long, as opposed to the *Ojibwa's* 2,000 ton displacement and 295-foot length.

In 1911, Chatham began building diesel engines for the 'D' class, the first fully sea-going submarines, and has specialized in submarine diesel engine construction ever since.

When HMCS *Ojibwa* sails from Chatham, it will be with the good will of all who had a hand in building her. Management, designers and workmen wish her a long and successful career.



*Commiss  
23 Sept 65*

## 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 PETTY OFFICERS

A. R. Hawkins  
M. A. Olsen  
T. Sawyer  
N. Yakubowich  
H. Chase  
L. S. Burnett  
J. Rogers

### PETTY OFFICERS

V. M. Frankton  
F. R. Howell  
M. Kruger  
F. J. Lenk  
J. O'Brien  
A. Whittaker  
B. Daly  
P. Devitt  
D. J. Kearns  
M. Leeming  
W. Ritchie

R. MacKay  
J. G. Piche  
L. Ranger  
M. Watkin

### LEADING SEAMEN

J. Anderson  
G. Brailsford  
V. T. Carney  
R. G. Davidson  
A. Dykstra  
A. Gowthorpe  
R. Hardick  
W. F. Howatson  
P. Gingras  
P. Johnstone  
M. P. Keough  
G. L. Lucier  
D. R. McDonald  
T. McVarnock  
M. Moore  
G. B. Ormsby

D. Patterson, BEM  
J. M. Ross  
W. E. Sherring  
C. Spurr  
K. H. Stauber  
T. Tidd  
E. P. Turner

### ABLE SEAMEN

D. Arthurs  
B. A. Dagenais  
L. Gordon  
A. Hartoon  
G. Hopkins  
J. Krivoshein  
A. Murphy  
L. E. Orr  
B. Thomas  
D. Thompson  
T. Trigg  
B. Watt  
D. A. Morrison

*July 18  
1983*

*Posted to Ojibwa Jan 30th, 1965  
Left Ojibwa July 18, 1983*



# THE COMMISSIONING CEREMONY

- 1440 – Invited guests to be seated.  
1450 – Guest of Honour and official party arrive.  
Inspection of the guard by the Guest of Honour.  
1500 – Commissioning ceremony begins.

*Introduction by Captain W. B. Christie, CD, RCN. Canadian Naval Submarine Technical Representative.*

*Address by Rear Admiral I. L. T. Hogg, CB, DSC and Bar, RN, Admiral Superintendent, HM Dockyard, Chatham.*

*Address by Representative of the British Government.*

*Address by Lieutenant-General Geoffrey Walsh, CB, DSO, CD. Vice-Chief of the Defence Staff.*

*Address by the Guest of Honour, The Honourable Paul T. Hellyer, PC, MP, BA, Minister of National Defence.*

*Transfer of the submarine to the Royal Canadian Navy by Vice-Admiral Sir Raymond Hawkins, KCB, RN, Chief of Naval Supplies and Transport.*

*Acceptance of the submarine by Rear-Admiral J. B. Caldwell, MBE, CD, RCN, Deputy Chief of Technical Services.*

## THE COMMISSIONING SERVICE

Conducted by the Reverend C. H. Maclean, CD, BA, DD, RCN, Chaplain of the Fleet (P).

Brethren, seeing that in the course of our duty, we are set in the midst of many and great dangers, and that we cannot be faithful to the high trust placed in us without the help of Almighty God, let us unite our prayers and praises in seeking God's blessing upon this ship and all who serve in her, that she may sail safely under God's good providence and protection.

HYMN: (To the Tune Melita)

O Father, King of Earth and Sea,  
We dedicate this ship to Thee;  
In faith we send her on her way,  
In faith to Thee we humbly pray, —  
O hear from Heaven our sailors' cry,  
And watch and guard her from on high.  
And when at length her course is run,  
Her work for home and country done;  
Of all the souls that in her sailed,  
Let not one life in Thee have failed;  
But hear from Heaven our sailors' cry,  
And grant eternal life on high.

AMEN

Then shall the Captain of HMCS  
*Ojibwa* say to his ship's company in  
the words of "The Gaelic Blessing":

I call upon you to pray for God's blessing  
on this ship. May God the Father  
bless her.

Ship's Company: Bless our ship.

Captain: May Jesus Christ bless her.

Ship's Company: Bless our ship.

Captain: May the Holy Spirit bless her.

Ship's Company: Bless our ship.

Captain: What do ye fear seeing that  
God the Father is with you?

Ship's Company: We fear nothing.

Captain: What do ye fear seeing that  
God the Son is with you?

Ship's Company: We fear nothing.

Captain: What do ye fear seeing that  
God the Holy Spirit is with you?

Ship's Company: We fear nothing.

Psalm 107 (Verses 23 to 31, 43) to  
be read by the Chaplain RN.

23. They that go down to the sea in  
ships, that do business in great  
waters;

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

25. For he commandeth, and raiseth  
the stormy wind, which lifteth up  
the waves thereof.

26. They mount up to the Heavens,  
they go down again to the depths;  
their soul is melted because of  
trouble.

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

28. Then they cry unto the Lord in  
their trouble, and He bringeth  
them out of their distresses.

29. He maketh the storm a calm, so  
that the waves thereof are still.

30. Then are they glad because they  
be quiet; so He bringeth them  
unto their desired haven.

31. Oh that men would praise the  
Lord for His goodness, and for his  
wonderful works to the children  
of men!

43. Whoso is wise, and will observe  
these things, even they shall un-  
derstand the loving-kindness of  
the Lord.

## THE PRAYERS

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

### THE 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 her Dominions, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Commonwealth 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.

### THE LORD'S PRAYER

Our Father, who are in heaven, Hallowed be thy name; Thy kingdom come; Thy will be done; In earth as it is in heaven. Give us this day our daily bread. And forgive us our trespasses, As we forgive them that trespass against us. And lead us not into temptation; But deliver us from evil; For thine is the kingdom, The power, and the glory, for ever and ever. Amen.

## THE BENEDICTION

Conducted by the Reverend J. A. MacLean,  
Chaplain of the Fleet (R.C.)

**BENEDICTIO NAVIS** V. Adjutorium nostrum in nomine Domini.  
R. Qui fecit caelum et terram.  
V. Dominus vobiscum.  
R. Et cum spiritu tuo.

Oremus.

Propitiare, Domine, supplicationibus nostris, et bene + dic navem istam dextera tua sancta et omnes qui in ea vehentur, sicut dignatus es benedicere arcam Noe ambulantem in diluvio: porrige eis, Domine; dexteram tuam, sicut porrexisti

beato Petro ambulanti supra mare; et mitte sanctum Angelum tuum de caelis, qui liberet et custodiat eam semper a periculis universis, cum omnibus quae in ea erunt: et famulos tuos, repulsis adversitatibus, portu semper optabili, cursuque tranquillo tuearis, transactisque, ac recte perfectis negotiis omnibus, literato tempore ad propria cum omni gaudio revocare digneris: Qui vivis et regnas in saecula saeculorum.  
R. Amen.

**BLESSING THE SHIP** V. Our help is in the name of the Lord.  
R. Who made heaven and earth.  
V. The Lord be with you.  
R. And with thy spirit.

Let us pray.

Be attentive, O Lord, to our supplications, and bless + this ship and all who sail hereon, as Thou was wont to bless Noah's Ark in the Deluge. Stretch forth Thy hand to them, O Lord, as Thou didst reach out to Peter when he walked upon the sea. Send Thy holy Angel from heaven to watch over it and those on board, and keep it safe at all times from every disaster. And When threatened perils have been removed, comfort Thy servants with a calm voyage and the desired harbour. And having successfully transacted their business, recall them again when the time comes to the happiness of country and home. Thou who livest and reignest forever-more.  
R. Amen.

### PRAYER FOR SAILORS (to St. Brendan)

St. Brendan, named "Patron of Seafarers," help those who fight our battles on the waters. You were fittingly called "God's Voyager," because you spread His Gospel by long and dangerous voyages and gave that Gospel of salvation to many. As our fathers were brought through the Red Sea and carried in safety through the overflowing waters, so grant that through your intercession our sailors, marines and those who guard our nation's coasts may be preserved from all dangers of the sea. may be protected on their course and come safely into port. Amen.

Her Majesty's Canadian Ship *Ojibwa* Commissions.

The Commanding Officer, Lieutenant-Commander  
S. G. Tomlinson, CD, RCN, speaks to the Ship's Company.

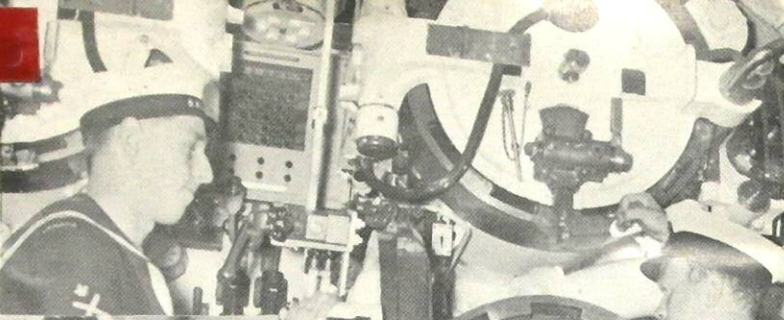
The Ship's Company embark.

The Commanding Officer is piped on board.

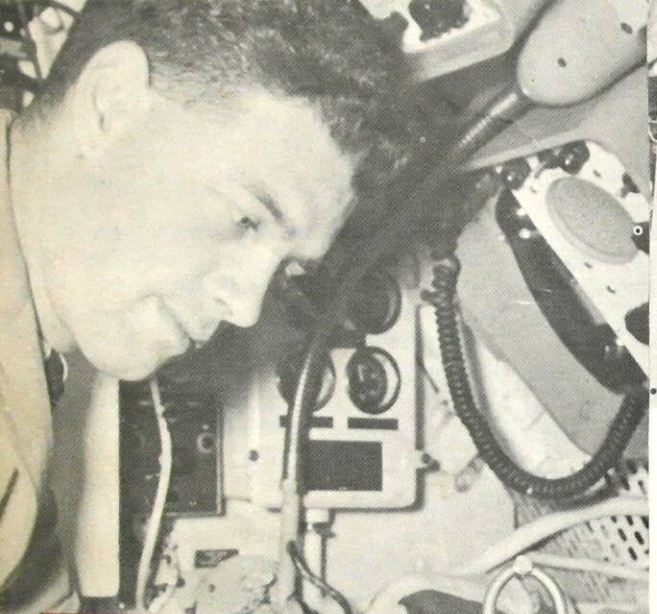
The Guest of Honour and Official Party tour HMCS *Ojibwa*.

1630 - 1800 Official Reception in ships of the  
First Canadian Escort Squadron.

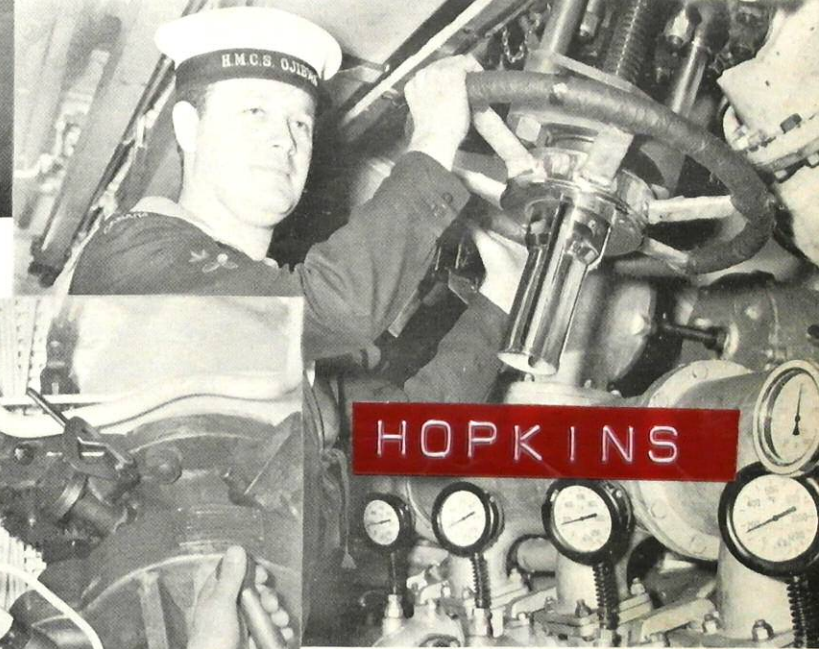
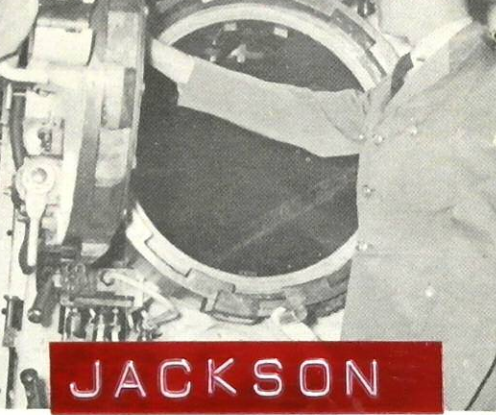
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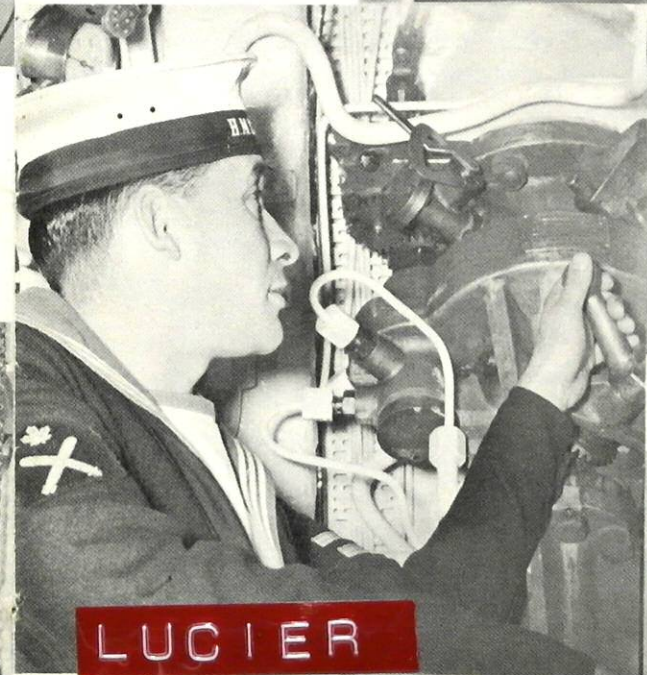


JACKSON



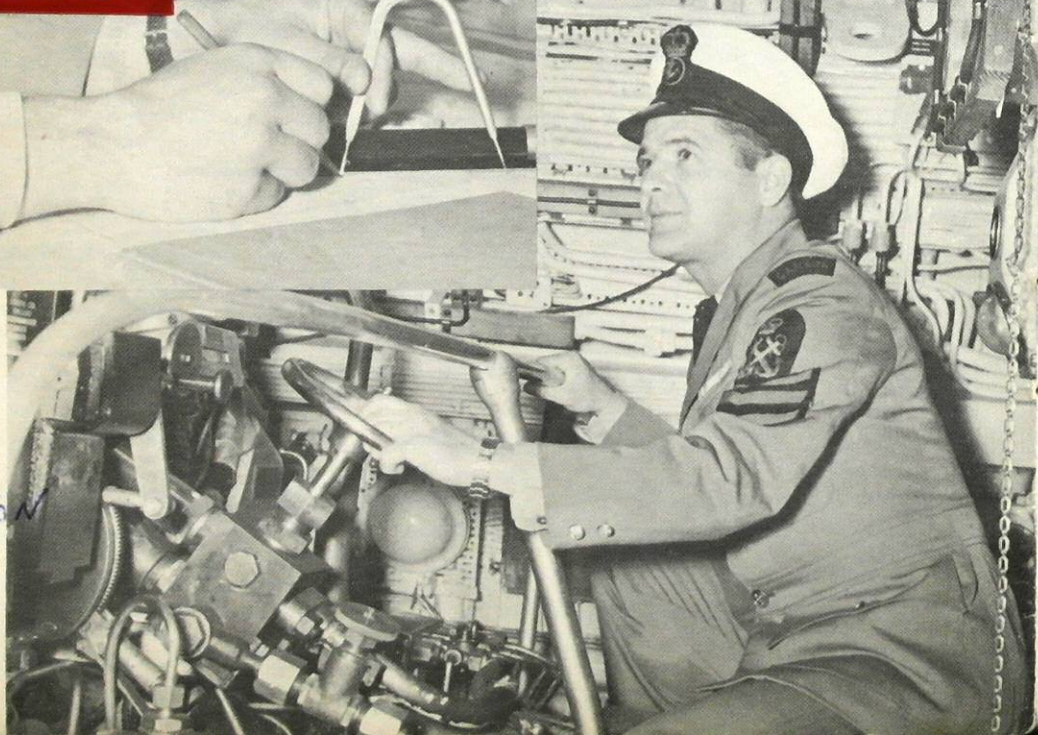
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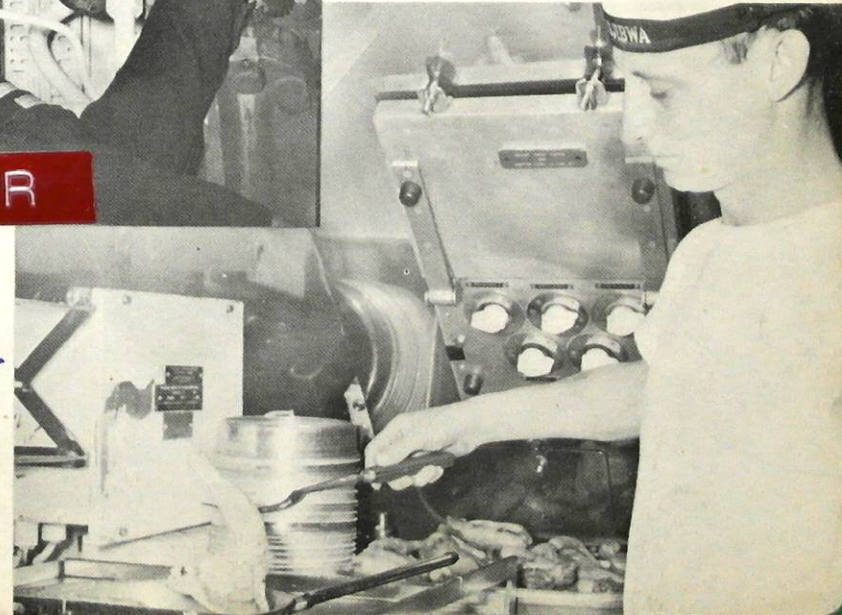
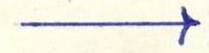


LUCIER

VERN FRANKTON



JOHNSTONE





## THE SHIP'S BADGE

### BLAZON:

Azure, an escallop shell erect Argent irradiated by nine ears of wild rice Or, all issuing from two barrulets wavy of the last in base.

### SIGNIFICANCE:

The design of this badge is derived from an Ojibwa legend concerning the migrations of the tribe, through the centuries, from the Atlantic to Lake Superior and beyond. This legend forms the basis of part of the ceremony of initiation of novices into warrior status.

These migrations were controlled, the legend has it, by the rise and fall of the great Megis, or sea-shell. When the great Megis rose out of the waters it reflected the rays of the sun from its glossy surface, giving warmth and light to the Red Man's race and bringing prosperity. When it sank back into the depths it brought hard times, misery and death to the people of the tribe, causing them to move in search of happier conditions.

At one period during these migrations the tribe settled around Lake Ontario and the region to the north. The wild rice growing in abundance around the shores of the lakes became one of their staple foods, which they claimed had been given them because the great Megis had once more risen from the waters to shed its beneficent radiance over the land.

**SHIP'S COLOURS:** White and blue.

**MOTTO:** "NE KE CHE DAH" (Let Us Be Prepared).

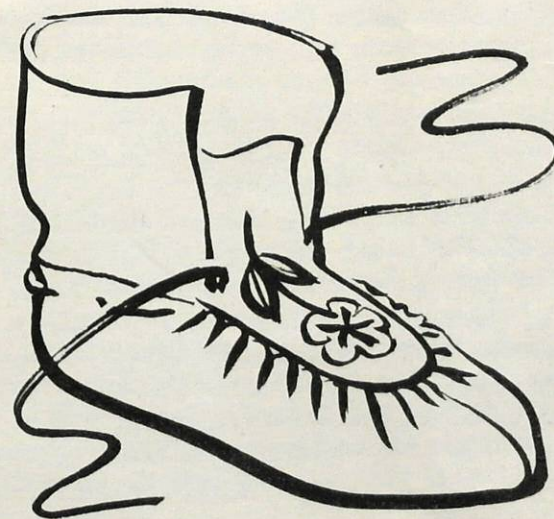
## THE NAME

HMCS *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, with reserves in Ontario, Manitoba, Minnesota and Wisconsin.

The group is now one of the largest remnants of the indigenous population, and the second largest group of Indians in Canada.

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

HMCS *Ojibwa* is the first RCN ship of the name.



## THE OJIBWA STORY



In the time of their ascendancy the Ojibwa were a powerful people, controlling the northern shores of Lakes Huron and Superior from Georgian Bay to the edge of the prairies, and holding sway in all the lands to the northward until their territory merged with that of the Cree, on the heights where the rivers rise for the plunge to Hudson Bay.

The Ojibwa comprised several large groups, some of which were of sufficient size and importance to be regarded as tribes in their own right. There were the Ojibwa proper, of the Lake Superior region; the Ottawa ("traders") and Algonkin to the east, around Georgian Bay; the Potawatomi ("people of the place of fire"), living to the west of Lake Huron; the Mississauga ("people of the large river mouth") occupying Manitoulin Island and the basin of the Mississagi River; and the Saulteaux of western Ontario and eastern Manitoba. The Ojibwa, Ottawa and Potawatomi formed a loose confederacy known as the Council of the Three Fires.

Among the Ojibwa, the family was of great importance, and formed the basis of the social structure. The tribe was made up of small bands leading nomadic lives on their own hunting territories. The bands had normally no formal chiefs, but there were always warriors whose superiority was recognized, and whose leadership was sought in time of war. There was no chieftain of the whole tribe, and alliances between bands were made as expedient. A messenger bearing the pipe of war would be sent to the neighbouring bands. He would deliver the message of his chief and then pass the pipe. Those who smoked it were committed to join the war party; those who declined to fight passed the pipe without smoking it. To smoke and not to fight was a great disgrace. The principal enemies against whom such alliances were necessary were the Iroquois and the Sioux.

Ojibwa warriors were brave and well disciplined. Their weapons were the bow and arrow, knobbed wooden clubs, knives and round moosehide shields. Warriors tried in war were distinguished by an eagle feather in their hair.

The Ojibwa, being migratory, did not practise agriculture, but they gathered and stored the abundance of wild rice that grew in the shallows, preserved a variety of berries, and made maple syrup by boiling it in clay pots, or by dropping hot stones into birchbark kettles of sap. Their seasonal hunting of moose, beaver and smaller game, and their fishing, dictated the nomadic manner of their living.

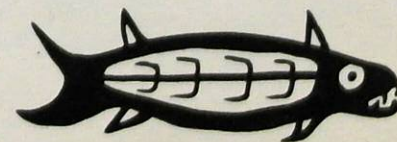
For shelter, they built birchbark wigwams. Their clothing was of skins, and their tools were of stone and wood. Birchbark was used for canoes, cooking utensils, and various other purposes, and therefore played an important part in the economy.

The Ojibwa found many occasions for feasting and celebration: the sugar-making in spring, the rice harvest, the killing of a bear, the first kill of a youthful hunter, the naming of a child — all these were times for gathering and making merry. Often the feasting was accompanied by dancing, lacrosse and other games, or gambling with bone dice. An important celebration each autumn was the Festival of the Dead, when food was burnt for the shades of the departed, and the people danced and feasted through the night.

The event of the year among the Ojibwa was the Midewiwin, the celebration of the "Grand Medicine Society," a religious organization which included the principal medicine men (and women) of the communities. Religion was largely a personal affair, centred around belief in the perpetuation of the soul and in the existence of spirits, subordinate to the sky god, to whom one could turn for help. Assistance in every day life could be had from a medicine man or shaman who had communication with the spirit world, from which all power for hunting, fighting and happy and successful living, was derived. The great spirit for good was Kit-chee maa-nih-too, and for evil, Mah-chee Maa-nih-too.

The dead were dressed in their best clothes and buried in the ground, with four days' supply of food and tobacco for the journey to the land of souls in the south, where they would dance and feast. Their tools and equipment were buried with them, so that the souls of these things could accompany them.

In the early days of European settlement, the Ottawa tribe of the Ojibwa had control of the main route to the lower St. Lawrence, and the territory where the early settlers, coming by way of the Ottawa River, established their trading posts. The hostile Iroquois blocked the upper St. Lawrence, and they eventually drove the Ottawa west towards Lake Superior and south to take refuge with the Potawatomi. Many later



returned to Manitoulin Island and the north shore of Lake Huron, where their descendants still live. As game grew scarce, and the Iroquois gradually lost their power, the Ojibwa tribes began to spread, forcing out their former persecutors and occupying wide tracts in Manitoba, Wisconsin, Minnesota and the Great Lakes area of Ontario.

The Ojibwa have a long and distinguished record of loyal service to the Crown in time of war. Some 2,000 of them fought under the great Shawnee leader Tecumseh in the War of 1812. Another war party paddled the whole length of Lake Superior to join General Brock at Queenston Heights. John Simcoe especially distinguished himself in service at Detroit, Queenston Heights and Moraviantown, for which he received the British Medal. He later served with the loyalist forces in the Rebellion of 1837.

The two world wars demonstrated that the Ojibwa had lost neither fighting ability nor loyalty. Some of the bands sent virtually all their eligible men to the front, and the average rate of enlistment throughout the tribes was exceptionally high. Most of them served in the 52nd ("Bull Moose") Battalion, the commanding officer of which stated on several occasions that the Indians were some of his very best soldiers. As might be expected, they distinguished themselves particularly as snipers and scouts.

So many were the Ojibwa heroes in these two conflicts that it is possible to mention only a small portion of them. Exemplary, however, was the record of Corporal Francis Pegahmagabow, of the Parry Sound district, who was awarded the Military Medal and two bars. In addition to his extraordinary record as a sniper, he was cited for his leadership at Passchendaele, where he led his company through an engagement with only one casualty, and subsequently took 300 prisoners. Also remarkable was the record of the McLeod family of Cape Croker. John McLeod, the father, after serving in the First war, again enlisted in the Second, along with his six sons and his daughter. Two of his sons never returned, and two were wounded. Many are the similar stories of heroism and devotion. Apart from Corporal Pegahmagabow's decorations, there were at least seven other Military Medals, a British Empire Medal, a Distinguished Conduct Medal, and various other decorations, including one from the Russians.

There can be no doubt that the qualities for which they have been renowned in the past will enable them, under the developing federal plans for the encouragement of the indigenous cultures, to enrich, equally, their country's future.

The drawings on pages 1, 20 and 21 are by Ojibway artist Norval Morrisseau from his book "Legends of My People the Great Ojibway" and are reproduced by courtesy of the Ryerson Press.



CC 2

## SUBMARINES IN CANADA

How Canada acquired her first submarine, nearly fifty years ago, is one of the most colourful stories in the history of the Royal Canadian Navy.

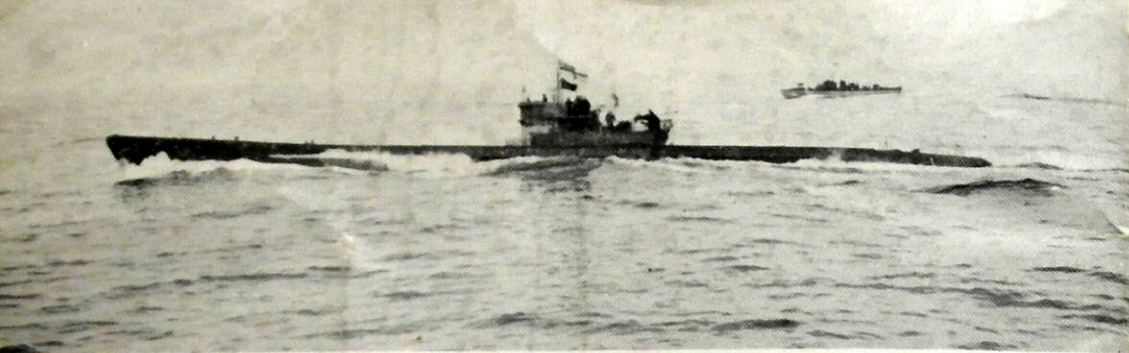
At the outbreak of the First World War, the government of British Columbia, greatly concerned over the lack of naval protection on Canada's west coast, acted on its own initiative and purchased two submarines that had originally been laid down in a Seattle shipyard for the Chilean navy.

After dark on 4 August, 1914, the two submarines sailed secretly from Seattle, manned by shipyard personnel. At sea they were met by two naval officers acting for the government of British Columbia. The officers accepted the submarines and handed over a cheque for \$1,150,000, and the submarines proceeded, wearing the white ensign, to Esquimalt.

On 7 August the federal government, faced with a *fait accompli*, ratified the purchase of the submarines. As CC 1 and CC 2 they served on the Pacific Coast until 1917, when they were transferred to Halifax. They were scrapped in 1920.

Less well known is the story of the submarines built in Canada during the First World War. Winston Churchill and Admiral Lord Fisher, at the Admiralty, commissioned an American company to build twenty submarines of the American 'H' class. The neutrality of the United States prevented the company from building the vessels in American yards, but undeterred, they quickly made an agreement with Canadian Vickers, and built ten of the submarines in their Montreal yard. Within days of this agreement, the first keel was laid. Seven months after this keel laying, the first four 'H' class submarines were on active service in the Mediterranean, and the remainder were at Halifax waiting to sail. These submarines, and particularly H1, made a distinguished contribution to the war at sea. So successful were these submarines that fourteen more were built in Canada, eight for Italy and six for Russia.

Two of the same class, built in the United States, were given to Canada by Britain in 1919. They served with the RCN until 1922, when they were paid off as part of the naval retrenchment program.



U-190

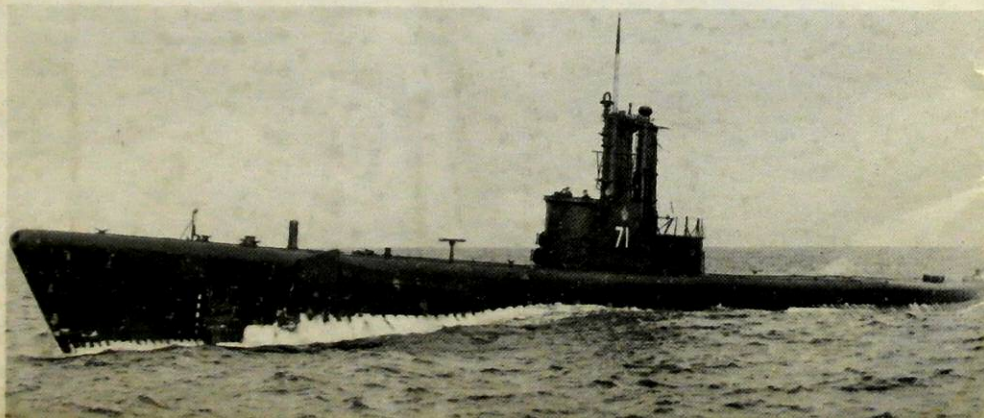
The RCN did not operate any more submarines until after the Second World War, but Canadian personnel served during the war in British submarines, some of them in the renowned 8th Flotilla under Commander A. C. G. Meirs, VC, RN. Submarines of the Royal Navy were based at Canadian ports to provide anti-submarine training for Canadian ships.

When Germany capitulated in 1945, two submarines, U-190 and U-889, surrendered to Canadian warships in the Western Atlantic and were commissioned into the RCN. The U-190 was operated by the RCN for testing and evaluation, and was eventually sunk by RCN ships and aircraft off Halifax on Trafalgar Day, 1947. The U-889 was turned over to the USN.

The era of the submarine in the RCN did not really begin until 1961, when HMCS *Grilse* (the former USS *Burrfish*) was commissioned at Groton, Connecticut. She has since been kept extremely busy in the training of ships and aircraft in anti-submarine warfare on Canada's Pacific Coast. During the same period, the Royal Navy's Sixth Submarine Division has provided similar training on the east coast.

HMCS *Ojibwa* is thus the eighth submarine to be commissioned into the RCN, but she is the first to be built for Canada.

GRILSE



MILL 3 TIME AT SEA DIVED ON OJIBWA

1984

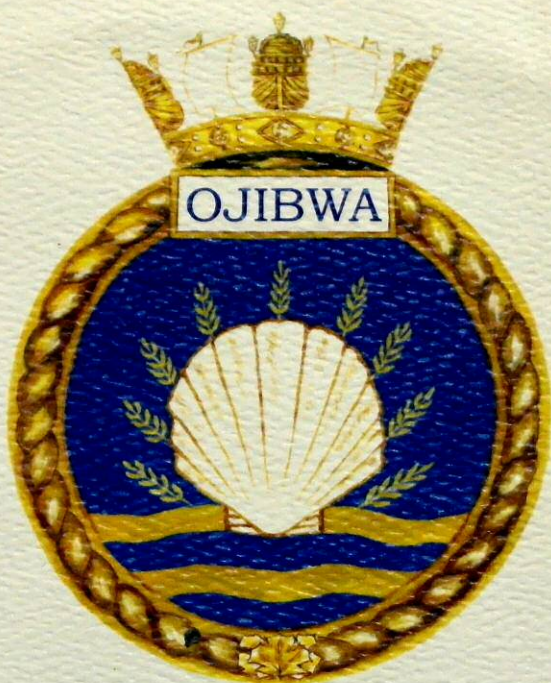
Last year on OJ.

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THE OFFICIAL OPENING  
OF

# HMCS OJIBWA

THE MUSEUM OF NAVAL HISTORY  
SATURDAY JULY 6, 2013

## HMCS Ojibwa - The History Maker

HMCS Ojibwa, the first submarine purpose-built for Canada, participated in many clandestine actions during her 34 years in service. The Oberon Class boats, or "O-boats", were recognized for their astonishing capacity for stealth making them key players for Canada and NATO during the Cold War. Few Canadians are aware of the remarkable and often dangerous missions undertaken by our submarine service.

Glorified in movies, but hidden beneath the waves in service, submarines have an indefinable mystique. They left harbour in the dark of night and returned the same way, their crews coming and going quietly, dressed simply as regular dock workers. It was for good reason that Canada's Cold War submarine service was known as the "real secret service".



Those secrets are beginning to come out of the shadows with the arrival of Ojibwa in Port Burwell. Visitors will be able to explore the submarine's nooks and crannies, learn about her inner workings and hear the extraordinary stories from the submariners who lived them.





## Welcome from Joe Preston, MP

As your Member of Parliament for Elgin-Middlesex-London, I would like to welcome you to the Elgin Military Museum of Naval History. Located in the beautiful Harbour of Port Burwell and home to the historic HMCS Ojibwa, this museum is an incredible tribute to Canadian military heritage.

I would like to personally thank the Municipality of Bayham for their vision and partnership with the Elgin Military Museum. This naval artefact will be a premiere tourism attraction for the region.

Also deserving of a very special thank you is the Honourable Peter MacKay, Minister of National Defence. His continued support for this project made the donation of the submarine to The Elgin Military Museum possible.

Through the Federal Development Agency of Southern Ontario and the support of the Honourable Gary Goodyear, the project received financial aid taking it from paper to reality.

Most of all, I would like to thank The Elgin Military Museum and the Project Ojibwa team. Your continued efforts and determination brought this project to life. I look forward to visiting HMCS Ojibwa often and enjoying this rich piece of Canadian history right here in our community.



## Welcome from Jeff Yurek, MPP

Welcome to the official opening of the HMCS Ojibwa Museum. I am very excited that the submarine is now officially open allowing people from all over to explore and learn about Canada's Naval Heritage. I had the privilege and pleasure of touring Ojibwa a few months ago. I was able to experience first-hand the life of a submariner: their confined living spaces, the captain's quarters, the housing of a torpedo, the setting and controls that powered Ojibwa and so much more. HMCS Ojibwa holds an abundance of Canadian history that may not be known to the every-day person. It will allow us to learn about Canada's Cold War and the mysteries that took place deep beneath the ocean.

I encourage all individuals near and far to tour Ojibwa to experience "life on a submarine" and learn something new about Canada's Naval Heritage.



## Halifax to Port Burwell - Massive Move

Ojibwa's journey from Halifax to Hamilton took place in May/June of 2012 with standing room only at Seaway locks to see her pass by. At the Heddle Marine Services shipyard in Hamilton exhibit and transport cradles were attached, tanks cleaned, and the exterior scrubbed down and painted. The final leg of her journey, from Hamilton to Port Burwell, Ontario took place in November of 2012. 300 feet long and five stories high, Ojibwa created a sensation as she went through the Welland Canal, causing traffic jams as people crowded to see her.

In Port Burwell, she was brought ashore by Mammoet on Self-Propelled Modular Trailers that rolled her off the barge and 400 meters overland where she was carefully maneuvered onto her permanent foundations. Interior restoration was begun over the winter in preparation for today's opening.



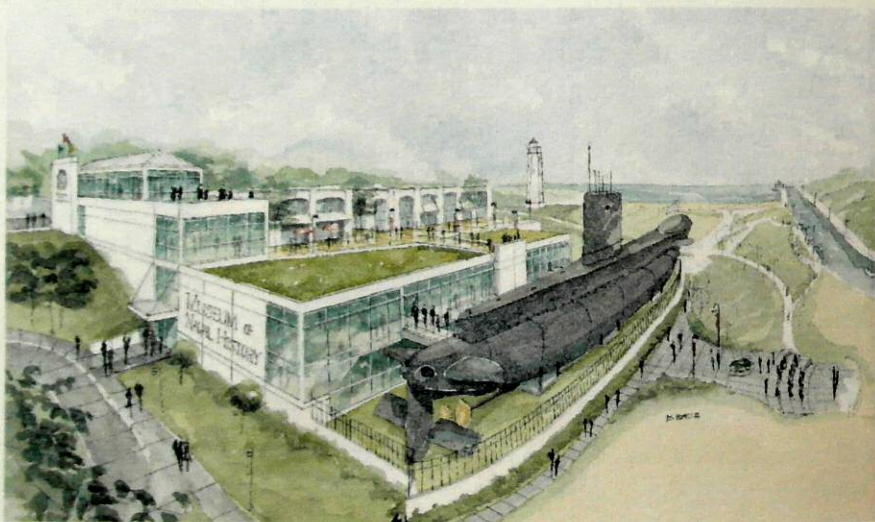
## An End and a Beginning

Today is a day both to look to the past and to reach for the future. Project Ojibwa was born out of a dream four years ago – we went for a tank and came home with a submarine. There were lots of hard times and stressful moments over the years; but, seeing Ojibwa sitting here today, we know without question that it was worth all the effort.

The World War II veterans who started the Elgin Military Museum 35 years ago believed that anything could be accomplished by harnessing the power of community spirit, mutual support and determination. True to that philosophy, the Museum may have accomplished what many thought was impossible, but we didn't do it on our own. It was done with the help of an army of politicians, engineers, consultants, a ship yard, heavy lift experts, veterans, many, many businesses, a formidable group of volunteers and the support of a community. Thank you all.

HMCS Ojibwa will educate generations about the service of the courageous submariners of the Canadian Submarine Service.

Tim Barrett  
President, The Elgin Military Museum



## Program

Entrance of the Official Party

Welcome by Master of Ceremonies Brian Donlevy

Submariners enter led by Piper Dick Laurie and accompanied by Colour Parties from the Woodstock and Stratford Navy Veterans Associations

*Oh Canada* sung by Stephanie Roth

Ian Raven, Executive Director of The Elgin Military Museum

Joe Preston, MP for Elgin-Middlesex-London

Paul Ens, Mayor, Municipality of Bayham

Lynn Acre, former Mayor Municipality of Bayham

Mr. Ted Shelly, President, Royal Canadian Legion, Branch 524

HMCS Ojibwa through the years

Anthony Welsh – Chatham Shipyard

Jim “Lucky” Gordon – Commissioning Crew

Terry Jones, Commanding Officer

Jennifer Jones – on the bell

Anthony Parsons – Decommissioning Crew

Joe Preston, MP – Government of Canada

Dan McNeil – Project Coordinator, Project Ojibwa

Rick Heddle – Heddle Marine Shipyard

Dean Lewis – Restoration Technologist, submariner

Ian Raven – Executive Director, The Elgin Military Museum

Tim Barrett – President, The Elgin Military Museum

Flag Ceremony led by Tim Barrett,  
President, The Elgin Military Museum

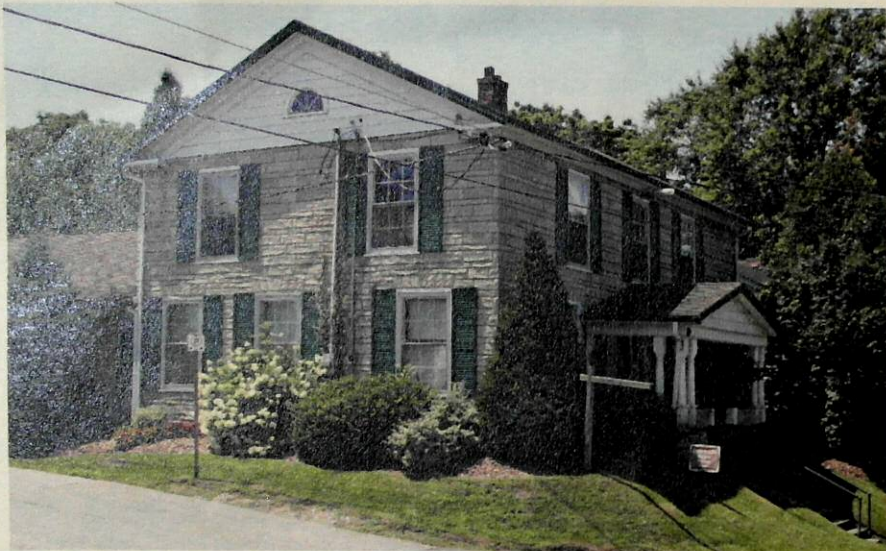
Dan McNeil, Rear Admiral Ret'd, Project Coordinator

Jim “Lucky” Gordon speaks on behalf of the submariners

Gary “Hoppy” Hopkins leads The Submariner's Prayer

Piper Dick Laurie leads guests into Ojibwa compound

Light refreshments and tours of Ojibwa



## The Elgin Military Museum – A Proud History

The Elgin Military Museum was created to collect, record, preserve, interpret and exhibit items of military history with an emphasis on Elgin County, its citizens and their role in Canadian military history. Founded by local veterans in 1979, the Museum recognizes the contribution of ordinary citizens who were called upon to meet the extraordinary circumstances of war.

Since opening in 1982, the Museum has operated on a foundation of solid financial management, hard work and careful planning. As a result, it has become the museum of choice for those looking for permanent homes for exceptional collections including some 600 UN and NATO badges described by one appraiser as “the best collection I have seen outside of the UN in New York”.

Project Ojibwa, bringing the decommissioned submarine HMCS Ojibwa to Port Burwell, Ontario as the first phase of the new Museum of Naval History is the largest project ever undertaken by the Museum. A 15,000 square foot “sub” station interpretative centre will be built beside the submarine to house a treasure trove of Canadian naval history.



Proud sponsor of  
Project Ojibwa  
and a proud part  
of the community

Watch the documentary about Ojibwa, her crew and her move from Halifax to Port Burwell on eastlink TV

Project **72**  
*Ojibwa*  
Saving a Cold War Warrior

### airdates

Wednesday, July 10<sup>th</sup> at 9 pm  
Saturday, July 13<sup>th</sup> at 2 pm  
Sunday, July 14<sup>th</sup> at 8 pm

[eastlink.ca](http://eastlink.ca)

The Elgin Military Museum would like to thank the all of the businesses and individuals whose combined efforts made today possible. We beg forgiveness from anyone inadvertently left off this list.

Al White  
Andrew Gunn  
The Bayham Family Table  
Bayham Fire and Rescue  
The Bayham SubMissions  
Bill Manchester  
Bill Todd  
Bob Lozon  
Bonnie Able and crew  
Bradfield's Marina  
Brenda Phillips  
Brian Donlevy  
Capstone Infrastructure  
Carl Bagshaw  
Catherine Raven


Connie Tolg  
Community Access Fund  
Dave Anderson  
Dave Robinson  
Dennis Timbrell  
Diane Breyer  
The Dorothy Palmer Estate  
Doug Park  
Duncan Murray MacQueen  
ecopower Inc.LED  
Electrozad  
Elgin Business Resource Centre  
Gerrie Electric Supply  
Gloria Wilson  
Gray Gables Bed and Breakfast



Greg Kerr  
Greg McAlpine  
Hydro One Beachville  
Hydro One Networks Inc.  
The Inn on the Harbour  
ISW Systems  
Jim Malpass  
Joe Preston, MP  
Kathy Gregson  
Karen Vecchio  
Kevin Clements  
Kingfisher  
Koolen Electric  
Lande Associates  
Marg Rushton  
Maryellen Miller  
McKeil Marine  
Melissa Ballint  
Nancy Lozon  
Nedco  
Paul Kraft  
Payne and Margaret Kipp  
Randy Breyer  
Red & White  
Reg Kerr  
Robin Kraft

Rush Creek Wines  
Sandplains Community Development  
Fund  
Schooners Galley  
Siemens  
Simply Scoops  
Stan Rushton  
Steve Grosse  
SWOTC  
T.A. Thomson  
T.A. Thomson Electrical Contractors  
The Aylmer Express  
The Lighthouse Restaurant  
The London Boat Show  
The Lunchbox  
The Ontario Provincial Police  
The Wood Connection  
Thomas Wilson Jr.  
Tillsonburg Fair  
Tom Wilson Sr.  
Trevor Taylor  
Van Pelt' Print Plus  
Vilma Barnavick  
Walter Buchannan  
Westburne Ruddy Electric



 **MAMMOET**



The Museum of Naval History, 3 Pitt Street, Port Burwell, Ontario, [www.projectojibwa.ca](http://www.projectojibwa.ca) - a "Sub"  
Station of: The Elgin Military Museum, 30 Talbot Street, St. Thomas, Ontario CANADA N5P 1A3  
A Registered Charity  
Telephone: 519-633-7641 Email: [info@projectojibwa.ca](mailto:info@projectojibwa.ca) Website: [www.elginmilitarymuseum.ca](http://www.elginmilitarymuseum.ca)



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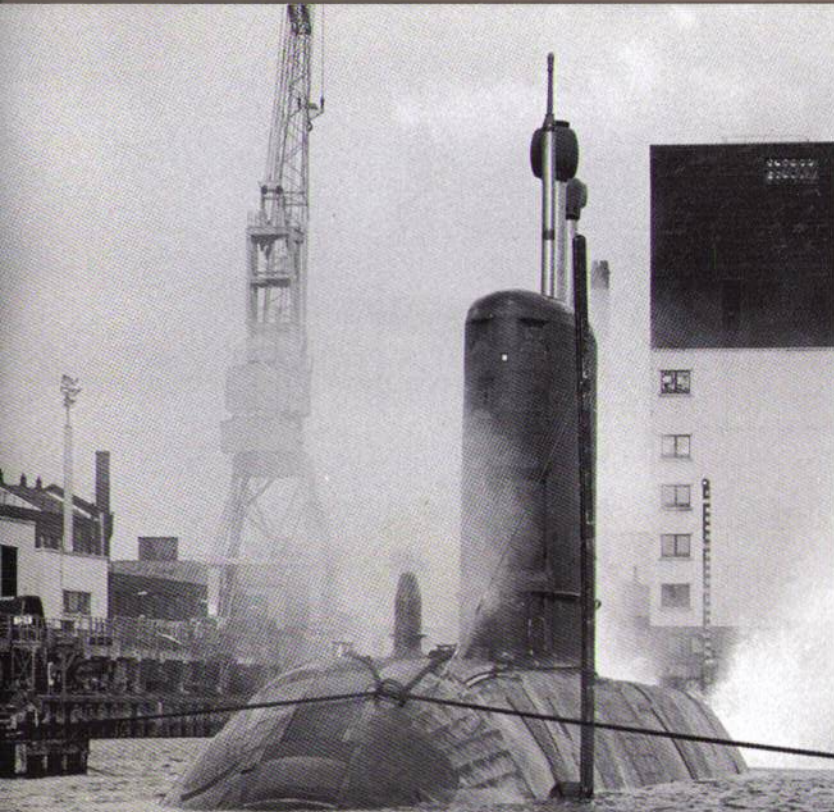
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**HMCS**



# **VICTORIA**

NAMING CEREMONY 6 OCTOBER 2000 AT BARROW-IN-FURNESS, ENGLAND





# MEN IN BLACK



**WOULD YOU TRUST THESE MEN WITH A MULTI-MILLION DOLLAR SUBMARINE?**

## **Captain's Comment**

*The past year and a half has truly been one of the most unique challenges of our careers. Our time together will be remembered by each of us in our own special way. Hopefully through the mists of time the pictures in this book will help us to reflect kindly on this once in a lifetime experience. It has been an honour to serve with each and every one of you.*

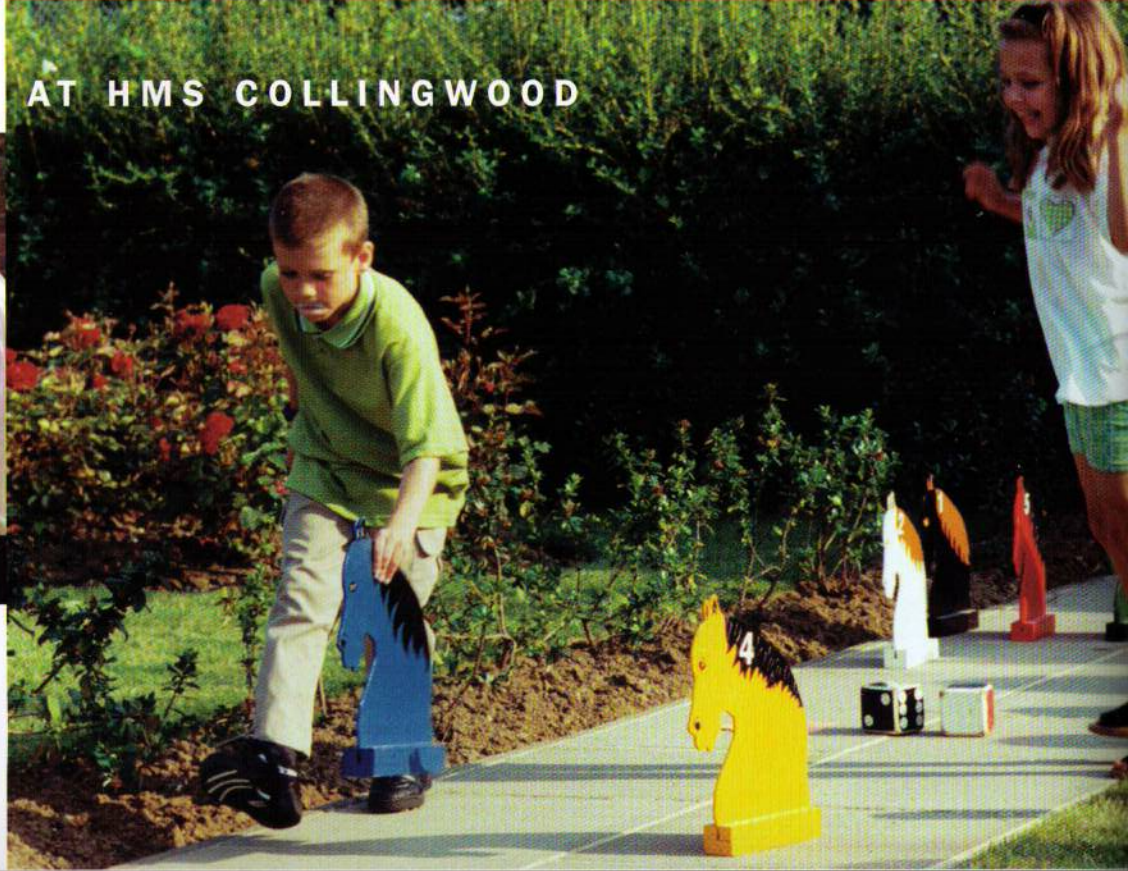
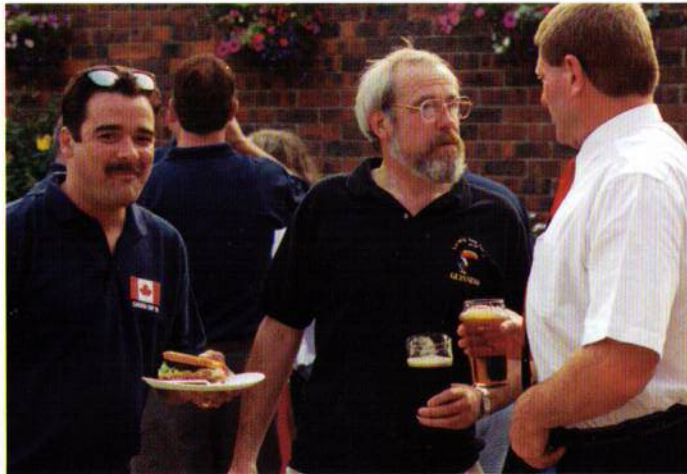
*Well done and Godspeed*

**W A Woodburn**  
Commanding Officer

# CANADA DAY



AT HMS COLLINGWOOD









# MESS DINNER





BRAMPTON

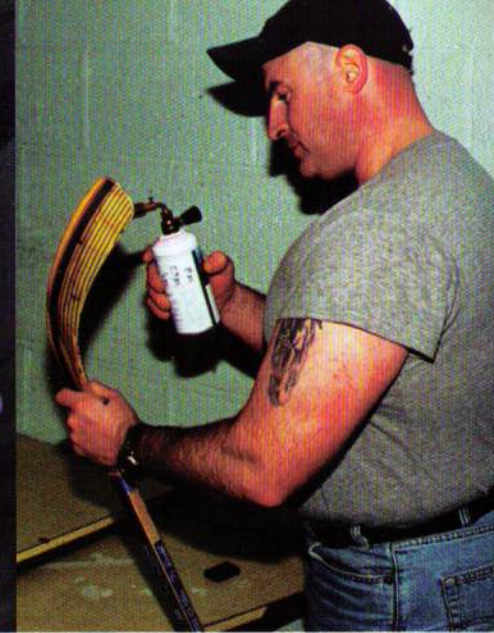
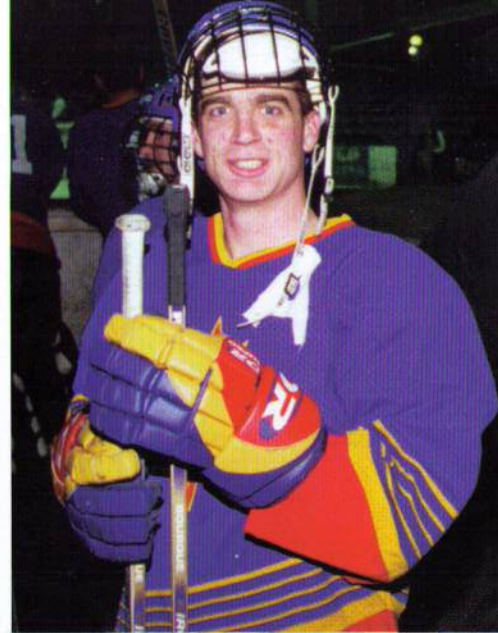
BLACKBURN

MANCHESTER



NEWCASTLE

GRIMSBY

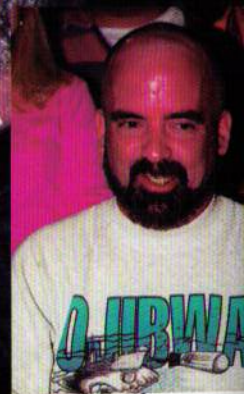
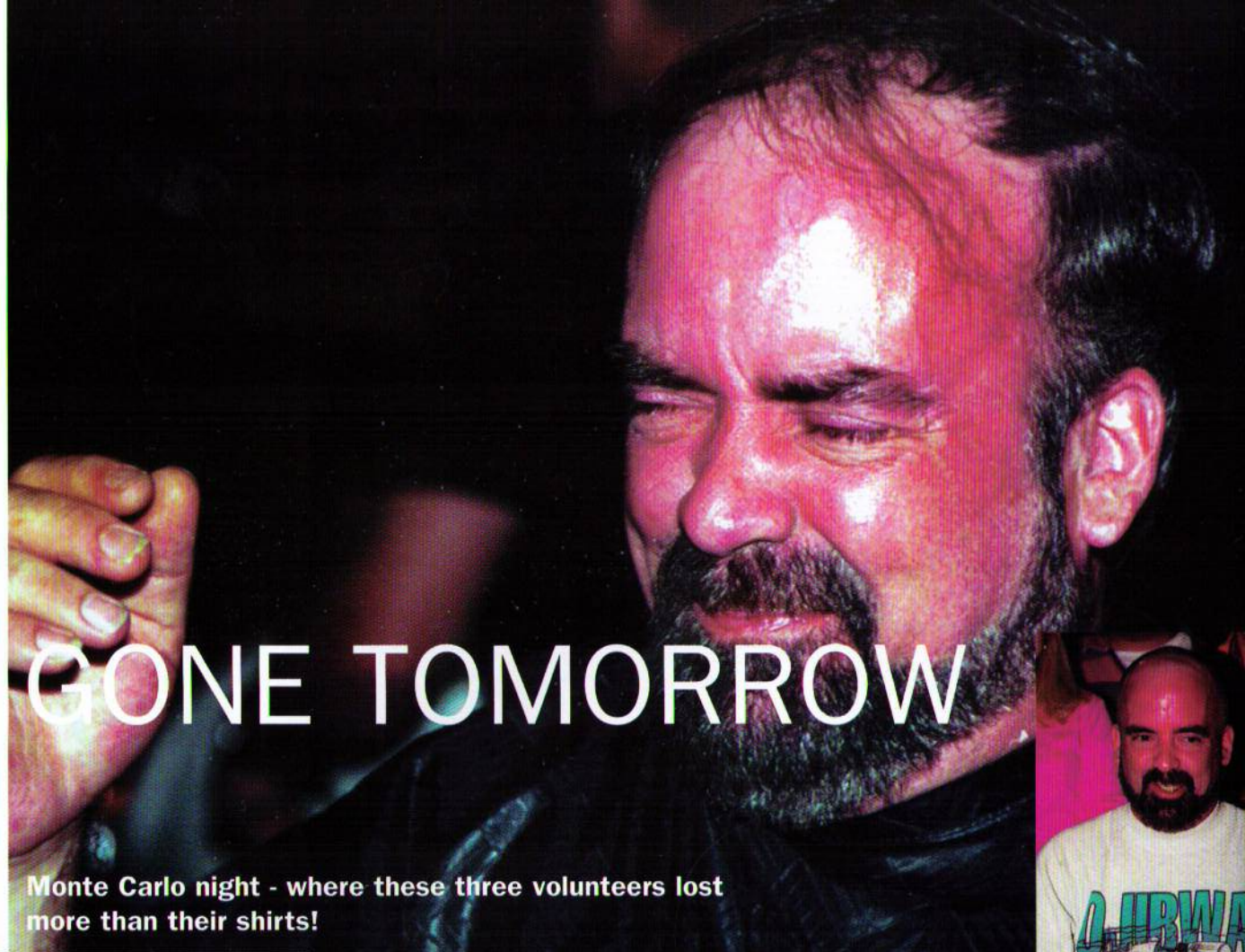
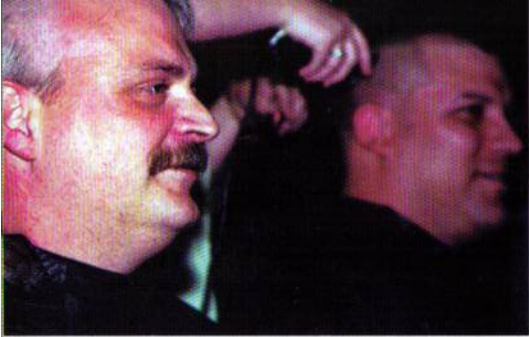


# ICE HOCKEY



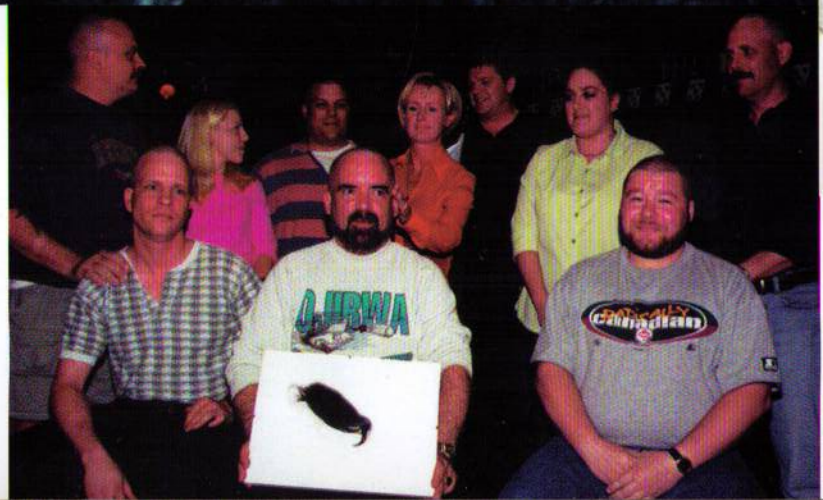
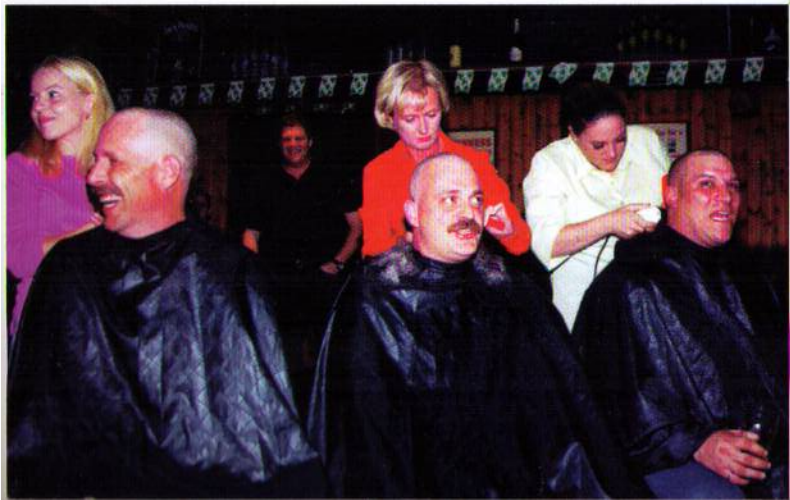






# HAIR TODAY GONE TOMORROW

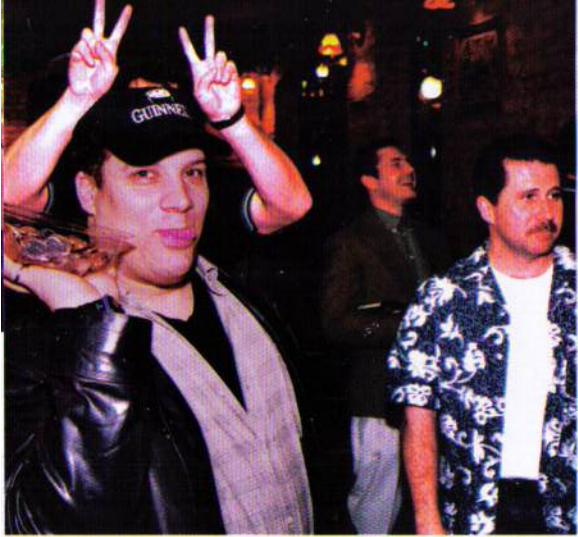
Monte Carlo night - where these three volunteers lost more than their shirts!





# BALL HOCKEY





**MONTE CARLO**

**OR BUST!**

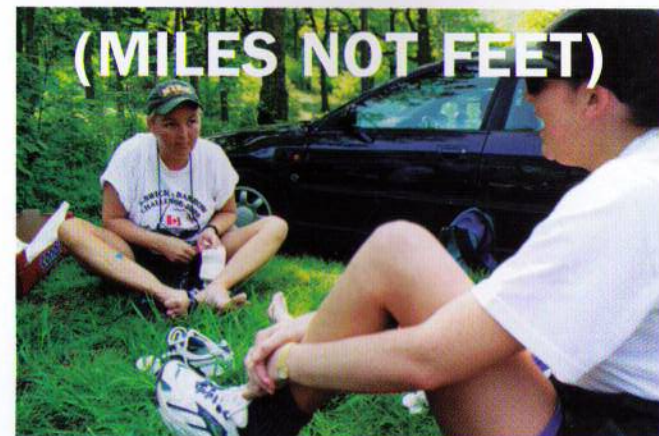


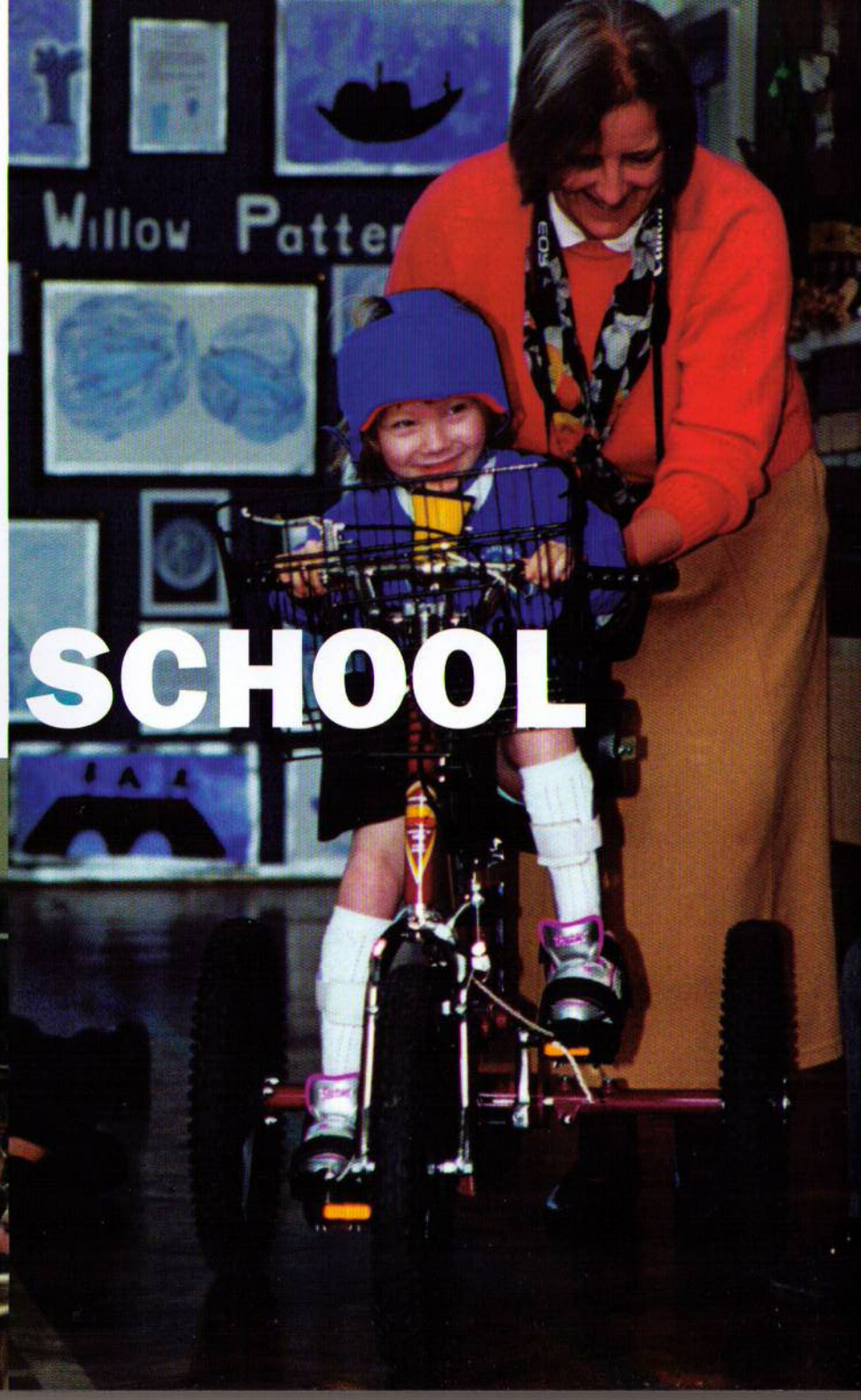


# **KESWICK TO BARROW CHALLENGE 2000**

## **40 BIG ONES!!**

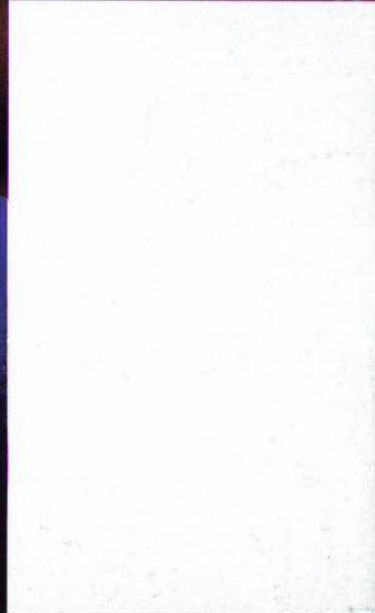
**(MILES NOT FEET)**





# VICKERSTOWN SCHOOL







HMCS VICTORIA  
Barrow-in-Furness





A ROLL CALL  
s 1999 - 2000







**BASEBALL - BUM SHOT!**

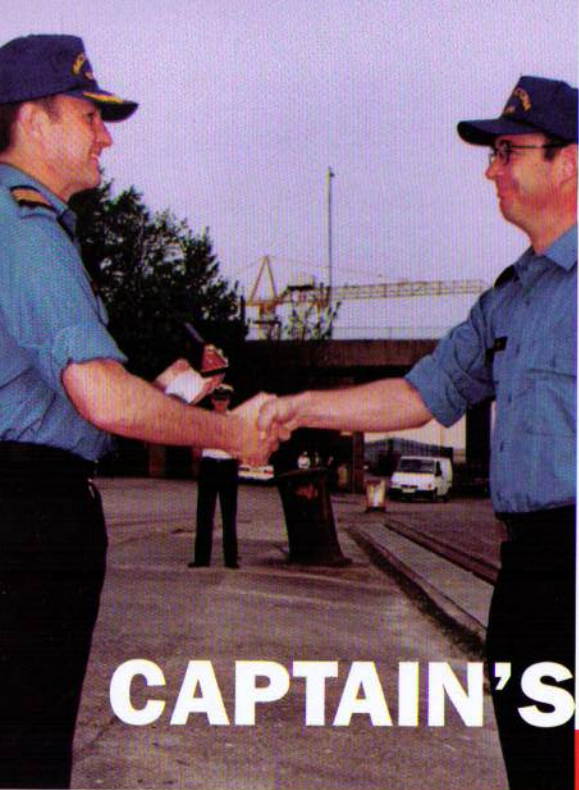


**I'M INCLINED TO THINK SHE'S IN GOOD TRIM!**





**12 years service -  
My God, where did the time go?**

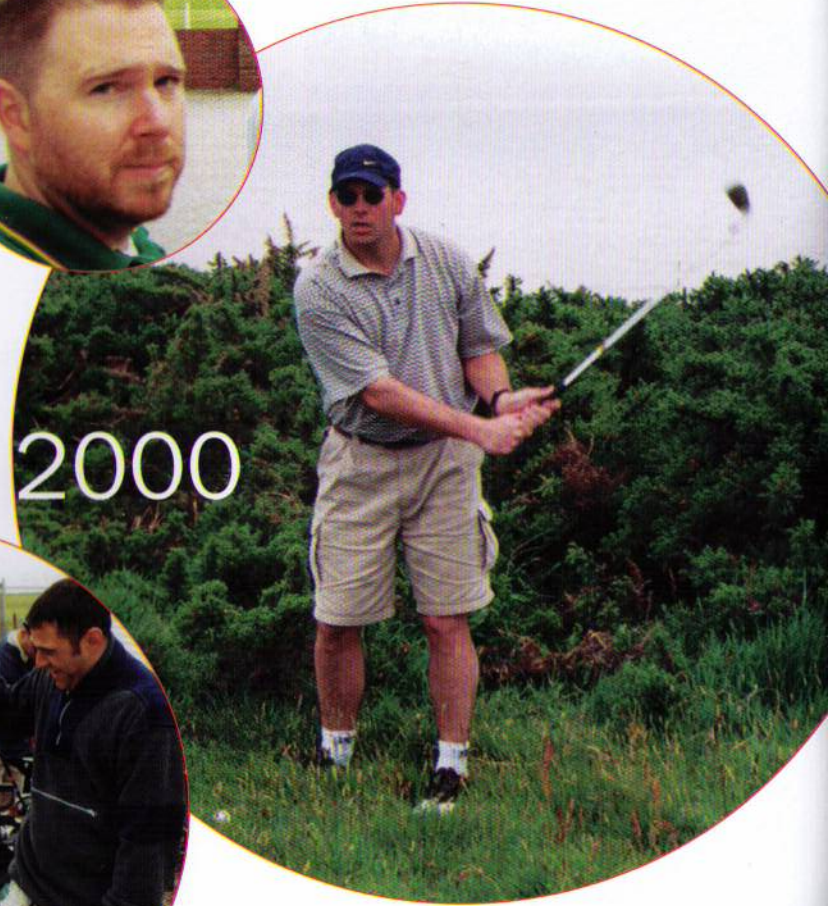


**CAPTAIN'S**

Doc, I think I've solved  
dinner tonight!!

# **PRESENTATIONS AT HANDS FALL IN**





# GOLF TOURNAMENT 02 MAY 2000



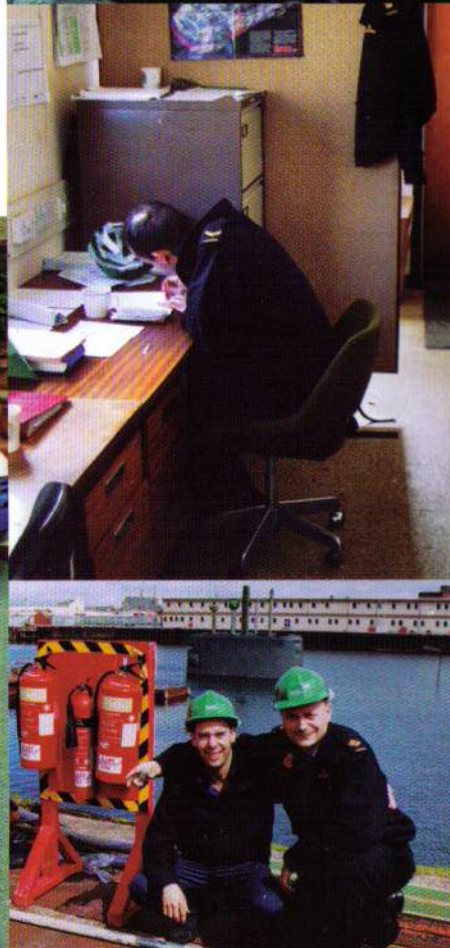


# GIVING BLOOD





# BOYS AT WORK





**...AND PLAY**





Bernie - off the bus  
and making new  
friends!!



**SPOT THE TOURIST**



**BARROW-IN-FURNESS** HOME FROM HOME





## BAE SYSTEMS

BAE SYSTEMS is a world-class company formed in November 1999 through the merger of the former Marconi Electronic Systems group of companies with British Aerospace. The new company is a Prime Contractor and Systems Integrator to customers worldwide in the Land, Sea and Air defence market sectors.

Based in the UK and having 60 sites nationwide, 39 overseas sites and home markets in nine countries, BAE SYSTEMS is the UK's largest manufacturing exporter, Europe's largest aerospace and defence contractor and the second largest defence contractor in the world.

BAE SYSTEMS has 99500 employees, and 111700 if including employees at Joint Venture (JV) companies. At the close of 1999, after the merger, the company had an order book of £36.6 Billion and a turnover of £8.929 Billion (including £1.886 Billion sales resulting from its JV interests).

The lead-up to the launch of BAE SYSTEMS provided a unique opportunity to review both founding enterprises, determine the unification strategy and select the best staff to lead the new organization and associated line management.

The company is committed to making optimum use of the combined resources and facilities available and of the new opportunities presented. They are capitalizing on the resultant synergies arising from the merger through Synergy Delivery Teams, several of which have already been installed to lever maximized benefits in areas offering potential savings, greater efficiency or business growth.

Looking forward with confidence, BAE SYSTEMS is dedicated to becoming the benchmark in each of its markets - a highly competitive and widely respected company and partner of first choice with global influence. The company is committed to providing world-class systems and products and to being acknowledged by customers as working for them and with them to achieve levels of service that not only meet but exceed their expectations.



## BAE SYSTEMS

The Operations business unit of BAE SYSTEMS comprises five major manufacturing Divisions: **Marine, Export Shipbuilding, Royal Ordnance plc, Underwater Weapons** and **Aerostructures**.

### MARINE DIVISION

BAE SYSTEMS Operations - Marine, is the UK's premier shipbuilding organization which comprises three major shipyards at Barrow-in-Furness, Scotstoun and Govan in Glasgow, with a wealth of ship and submarine design, build, testing, commissioning and support experience.

The shipyards have a combined pedigree of 400 years working at the forefront of the industry's development.



**Barrow** shipyard - established in 1871 - is the UK's only nuclear submarine builder and first-of-class naval surface vessel specialist with the capability to augment naval work with commercial shipbuilding contracts when required.

This shipyard has built 852 vessels in total, 335 of which were submarines for the Royal Navy and overseas navies. The first of the four Type 2400 Class submarines - HMS Upholder (RNCS Chicoutimi) - was built at Barrow and the other three boats of the Class were built at the company's Cammell Laird shipyard at Birkenhead. They have been acknowledged as the quietest submarines in the world and were highly regarded by their Commanders whilst in RN service.



HMCS Victoria in the Devonshire Dock Hall

### CUSTOMER SOLUTIONS & SUPPORT

#### LAND, SEA & C4I

The Land, Sea and C4I Business builds partnerships with its customers to provide long-term support services, ensuring that their infrastructure and equipment remains operational and at its optimum level of efficiency.

In support of the Victoria Class submarines, Customer Solutions & Support has established a dedicated office at Suite 700, 85 Albert Street, Ottawa and a waterfront facility in Halifax, Nova Scotia.

The company has a wealth of capability and expertise across the land, sea and C4I sectors. Services can be tailored to suit customers' needs - offering everything from consultancy advice to managing entire facilities and support operations.



**See Ya, Barrow.....**



**...sure am gonna miss the Gazza Strip!!**

Designed and produced by the Marine Publications Department for the crew of HMCS Victoria, October 2000

**BAE SYSTEMS Marine**

Barrow-in-Furness Cumbria LA14 1AF United Kingdom

Telephone: +44 (0)1229 823366 Facsimile: +44 (0)1229 874000

MS137-00



# 100 Years of Canadians in Submarines

2014 Commemorative Calendar

SUBMARINERS ASSOCIATION OF CANADA

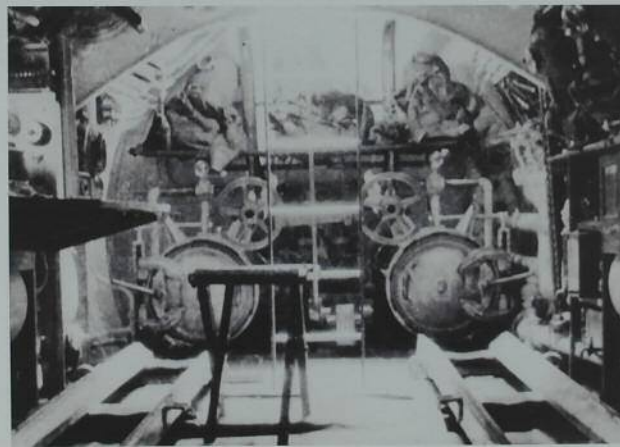
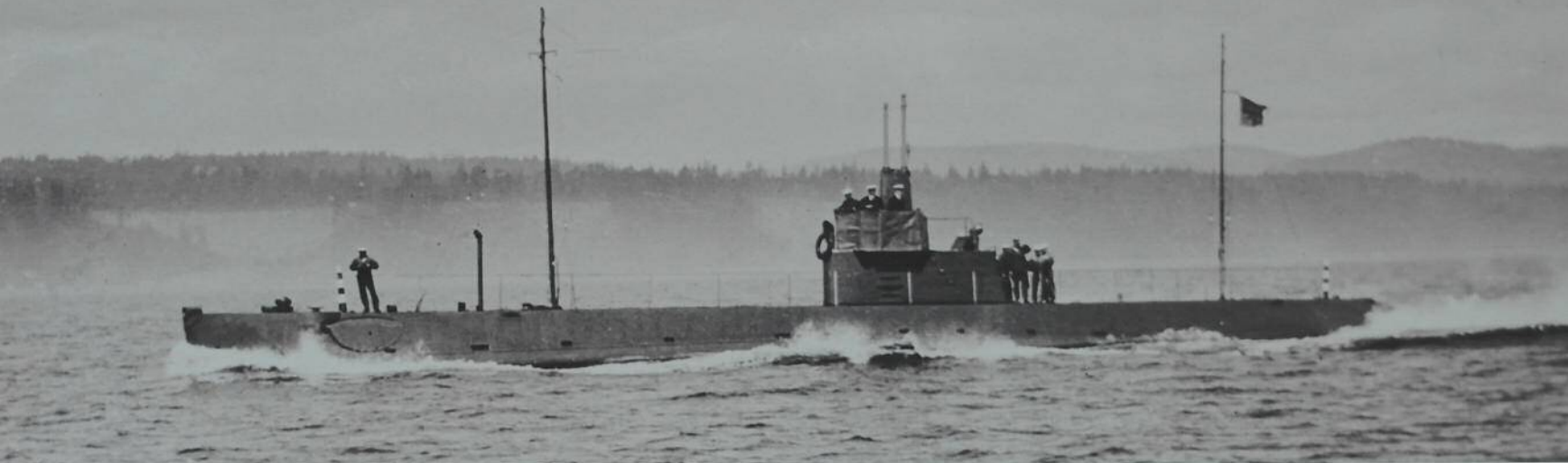




# CC1 & CC2

## CANADA'S FIRST SUBMARINES

When war loomed in 1914, the government of British Columbia became concerned that Canada's limited naval defences could not effectively guard the sparsely populated coastline. Unable to secure assistance from Ottawa, the Premier purchased from a Seattle shipyard two submarines intended for Chile.



These submarines, *Iquique* and *Antofagasta*, were renamed HMCS *CC1* and *CC2*, and they patrolled Canada's west coast for three years. In 1917, they were transferred to Halifax, being the first submarines ever to pass through the Panama Canal. Used for training on the east coast, and they were sold for scrap in 1920.

As well during the war, about a dozen Canadian naval officers served overseas in Royal Navy submarines. Four attained command of British boats. Lt B.L. Johnson became the first ever Canadian appointed to command a submarine, and was decorated for gallantry. Another, Lt W.M. Maitland-Dougall, became the first and only Canadian submarine captain to be killed in action when his submarine *D3* was lost with all hands.

# JANUARY 2014

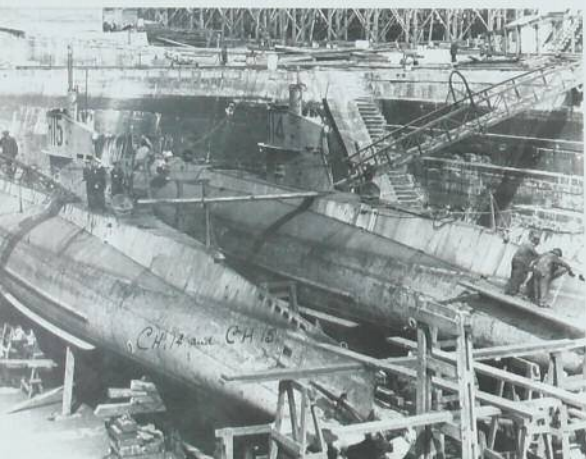
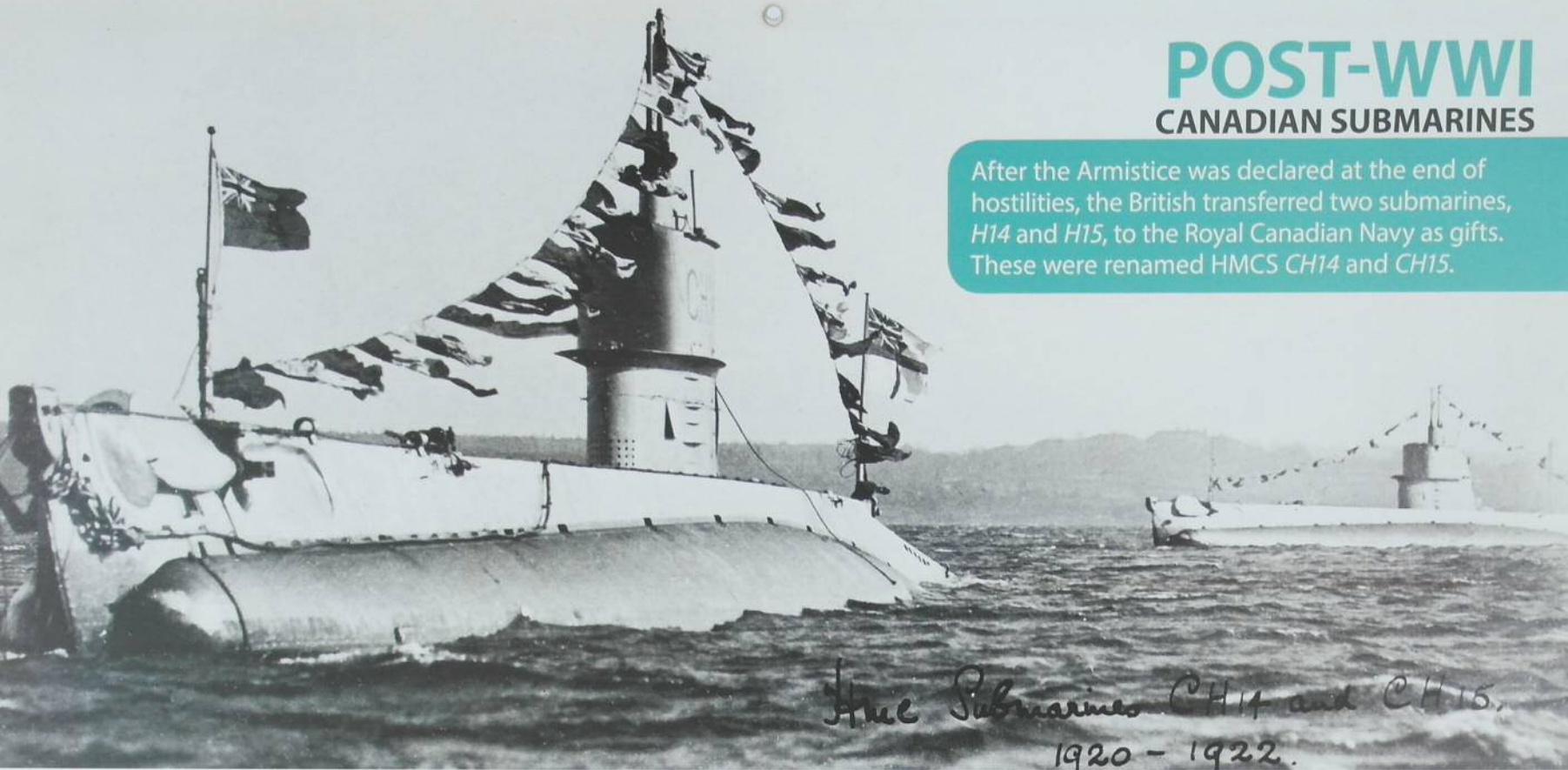
"donk shop horse" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
			1986 Canadian submarines cease to be an all-volunteer service	1955 Initial 40 of second block draft of RCN submarine volunteers departs for UK	1943 Ty/Lt C.E. Bonnell, DSC RCNVR perishes when HMS <i>P311</i> is lost	1955 Remaining 40 of second block draft of RCN submarine volunteers departs for UK
5	6	7	8	9	10	11
			1946 <i>Argonaut</i> collides with USS <i>Honolulu</i> and requires new bow			1915 Keels of 4 British submarines, <i>H1</i> to <i>H4</i> , laid in Montreal, QC
12	13	14	15	16	17	18
1946 <i>U-889</i> paid off and transferred to USN at Portsmouth, NH	2005 <i>Chicoutimi</i> departs UK for Halifax, secured to deck of <i>Eide Transporter</i>		1945 <i>Argonaut</i> is commissioned into USN at Portsmouth Naval Shipyard, NH	1994 <i>Onondaga</i> departs Halifax for 7-month deployment to West Coast	1970 <i>Ojibwa</i> completes first Oberon-class refit in Canada	
19	20	21	22	23	24	25
1918 Montreal-built <i>H10</i> strikes a mine and is lost with all hands	1982 <i>Okanagan</i> runs aground submerged in Halifax approaches				1955 Third block draft of 42 RCN submarine volunteers departs for UK	
26	27	28	29	30	31	
		2003 First Canadian submarine escape training at IMQ Rimouski				

# POST-WWI

## CANADIAN SUBMARINES

After the Armistice was declared at the end of hostilities, the British transferred two submarines, H14 and H15, to the Royal Canadian Navy as gifts. These were renamed HMCS CH14 and CH15.



Both submarines underwent major refits. By 1921, they were ready for service, but their commissions were short-lived. Both were paid off in 1922 during the post-war period of retrenchment.

After taking *CH14* and *CH15* out of service, RCN did not "own" any submarines again for 23 years.

# FEBRUARY 2014

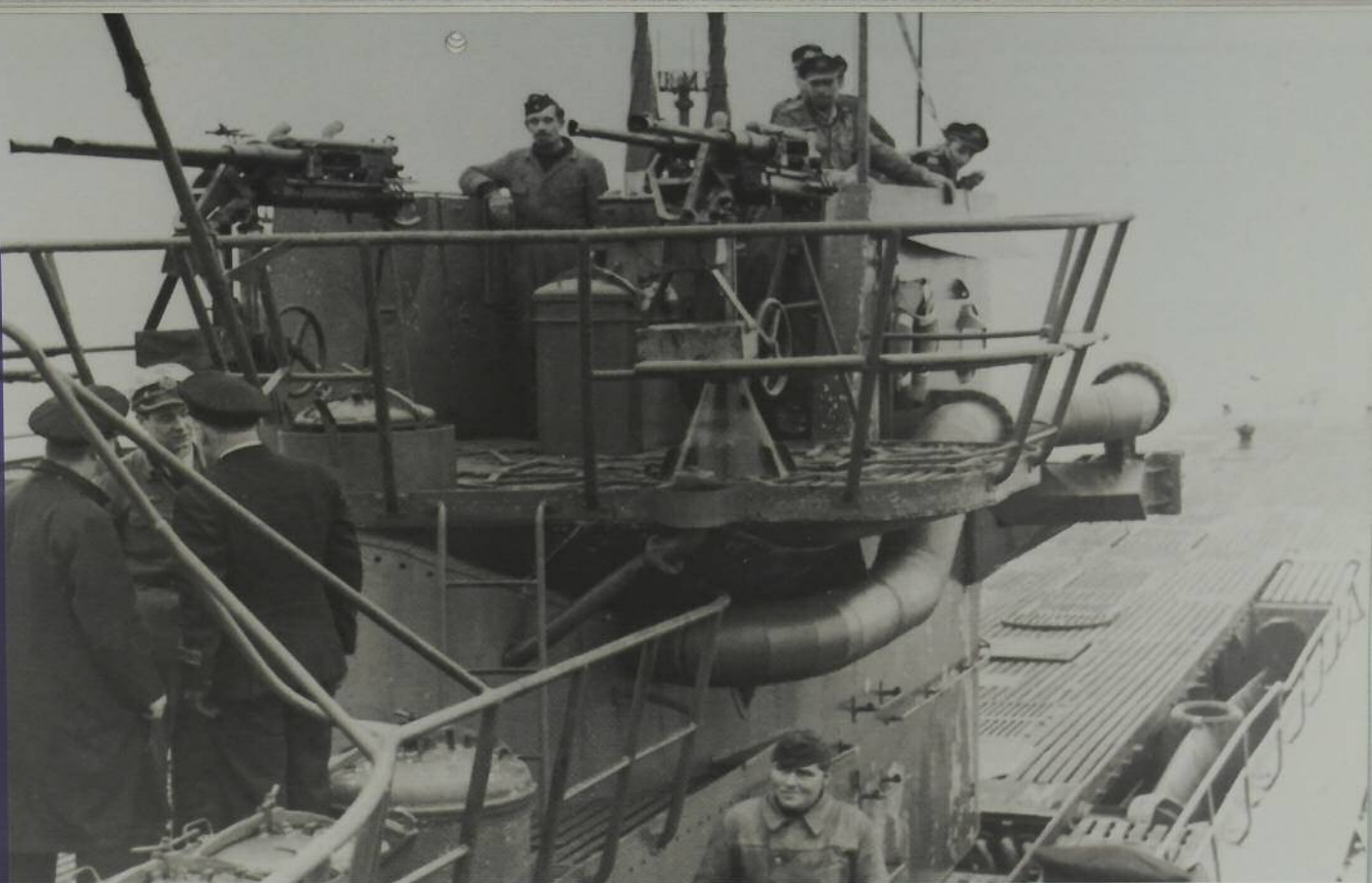
"lower deck trot" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1  <b>2005</b> <i>Chicoutimi</i> arrives at Halifax, secured to deck of <i>Eide Transporter</i>
2	3	4	5	6	7  <b>1970</b> <i>Ojibwa</i> deploys on first trans-Atlantic deployment (EASTLANT)	8  <b>1996</b> First Canadian Submarine Squadron disbanded
9  <b>1996</b> <i>Okanagan</i> fires first Canadian Mk 48 torpedoes	10	11	12  <b>2004</b> <i>Windsor</i> conducts post-Canadianization camber dive in Halifax	13	14	15
16	17	18	19	20	21	22
23  <b>1999</b> First wave of submariners arrive in UK for <i>Upholder</i> conversion training.	24  <b>1914</b> <i>Iquique</i> collides with log boom towed by tug <i>Warrior</i> in Bellingham Bay  <b>1943</b> Keel of <i>Burrfish</i> laid down at Portsmouth Navy Yard, NH	25	26	27	28	29  <b>1964</b> <i>Ojibwa</i> is launched at Chatham Dockyard, UK  <b>1983</b> Keel of <i>Upholder</i> laid down at Vickers Shipbuilding & Engineering Ltd, UK

# WWII

## CANADIAN SUBMARINERS

When the Second World War broke out, Canada had no submarines, and had no plans for construction. However, during hostilities, more than 20 RCNVR officers served overseas in British boats. Two of them, LtCdr F.H. Sherwood and Lt J.A. Cross, commanded Royal Navy submarines, and Sherwood was decorated in that role.



F.H. Sherwood

Other Canadians served with the Royal Navy as charioteers, or “human torpedoes.” One of them, Lt C.E. Bonnell, died when submarine *P311* was lost en route to a raid. As well, ten men from Newfoundland, not yet part of Canada, served in British submarines, and two were lost at sea.

At war's end in 1945, two German submarines, *U-889* and *U-190*, surrendered to Canadian warships in the western Atlantic. Once in Canadian custody these boats were crewed by Commonwealth personnel, and were exploited for publicity purposes. By 1947, the Royal Canadian Navy had disposed of both.

# MARCH 2014

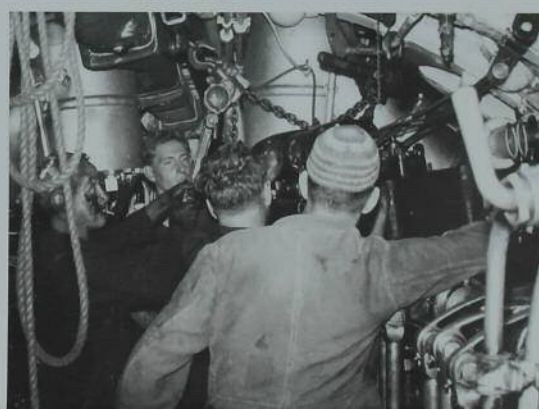
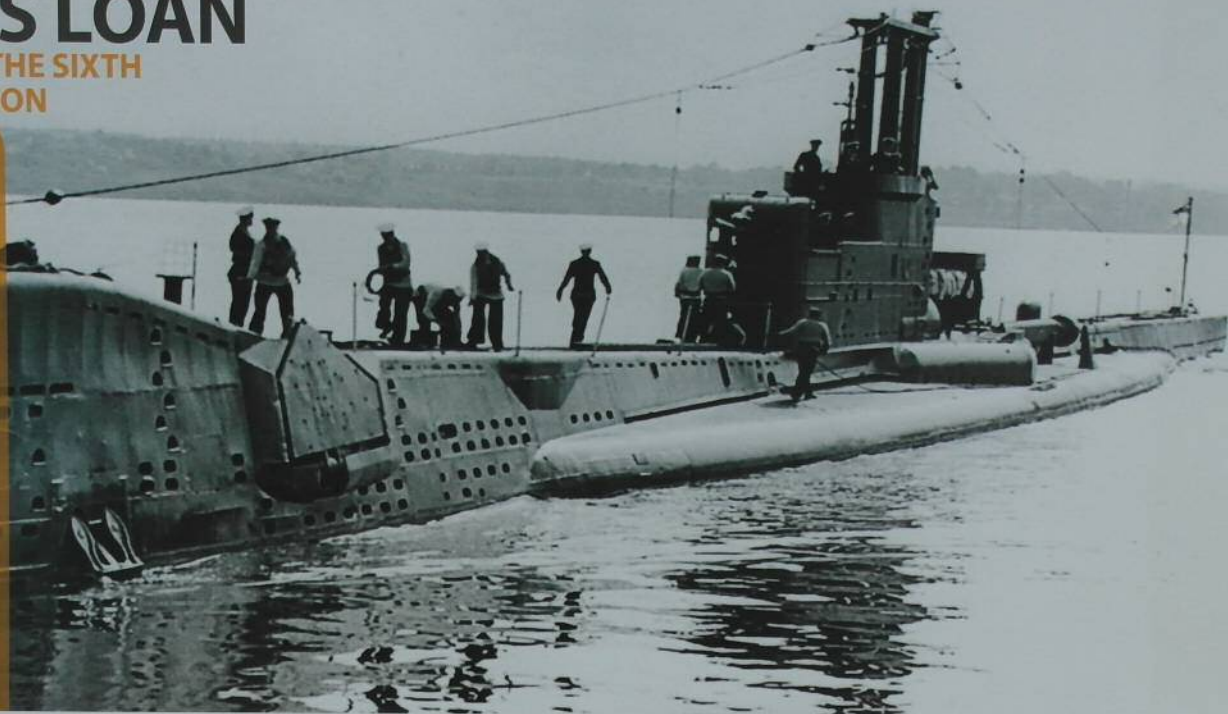
“flame out” 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
<b>1918</b> Montreal-built <i>H5</i> is mistaken for a U-boat, rammed and sunk by British freighter in the Irish Sea	<b>2003</b> MS Colleen Beattie becomes first Canadian qualified female submariner	<b>1996</b> - <i>Okanagan</i> accidentally loses indicator buoy while submerged, triggering full scale missing submarine search  <b>1960</b> - Keel of <i>Olympus</i> laid down at Vickers-Armstrong in Barrow-in-Furness, UK	<b>1993</b> <i>Ojibwa</i> commences highly publicized fisheries patrol on Georges Bank			<b>2001</b> Policy change announced allowing women to serve aboard Canadian submarines
<b>1927</b> Order-in-Council signed for disposal of <i>CH14</i> and <i>CH15</i>	<b>2003</b> - <i>Corner Brook</i> arrives in Halifax, NS after transatlantic passage from UK  <b>2003</b> - First “Perisher Breakfast” held for Canadian Submarine Command Course		<b>1918</b> Lt W.M. Maitland-Dougall RCN perishes when <i>D3</i> is lost  <b>1962</b> <i>Grise</i> embarks CBC film crew to shoot documentary “Contact”	<b>2000</b> Keel of <i>Unicorn</i> laid down at Cammell Laird, Birkenhead, UK	<b>1955</b> Royal Navy's Sixth Submarine Squadron formed at Halifax	<b>1943</b> Lt-Cdr F.H. Sherwood RCNVR assumes command of <i>P556</i>
	<b>1975</b> <i>Okanagan</i> sails to Grand Banks for first fisheries patrol by a Canadian submarine		<b>2012</b> <i>Victoria</i> is first of its class to fire Mk 48 torpedoes at Nanoose Bay, BC			<b>1916</b> Lt B.L. Johnson RNR raises <i>H8</i> from seabed after being sunk by a mine
<b>1943</b> Lt-Cdr F.H. Sherwood RCNVR is awarded Distinguished Service Cross	<b>1977</b> <i>Rainbow</i> is sold for scrap to Zidell Ship Dismantlers	<b>1965</b> Keel of <i>Okanagan</i> is laid down at Chatham Dockyard, UK			<b>2002</b> At sea, <i>Windsor</i> experiences a minor flood that is sensationalized in the media	
<b>1999</b> <i>Windsor</i> stood up officially as a unit in the Canadian Forces						

# CANADA'S LOAN

## OF SUBMARINERS & THE SIXTH SUBMARINE SQUADRON

By the early 1950s, the RCN appreciated the need for submarines to train for anti-submarine warfare. With no submarines in the order of battle since 1947, the services of training boats had to be obtained from allies. Increasingly, these services became more and more difficult to orchestrate.



An agreement was reached for the basing of British submarines in Canada by 1955. The Sixth Submarine Squadron, comprised of three "A" class submarines, was established in Halifax. It's shore support headquarters was known as HMS *Ambrose*.

As a condition of the agreement, over 200 Canadians served aboard Royal Navy submarines, some based in far-off locations such as Malta, Australia, and Singapore. Some even served aboard the British submarines based at Halifax. These men eventually would form the backbone of the post-war Canadian Submarine Service.

# APRIL 2014

"skimmer" 

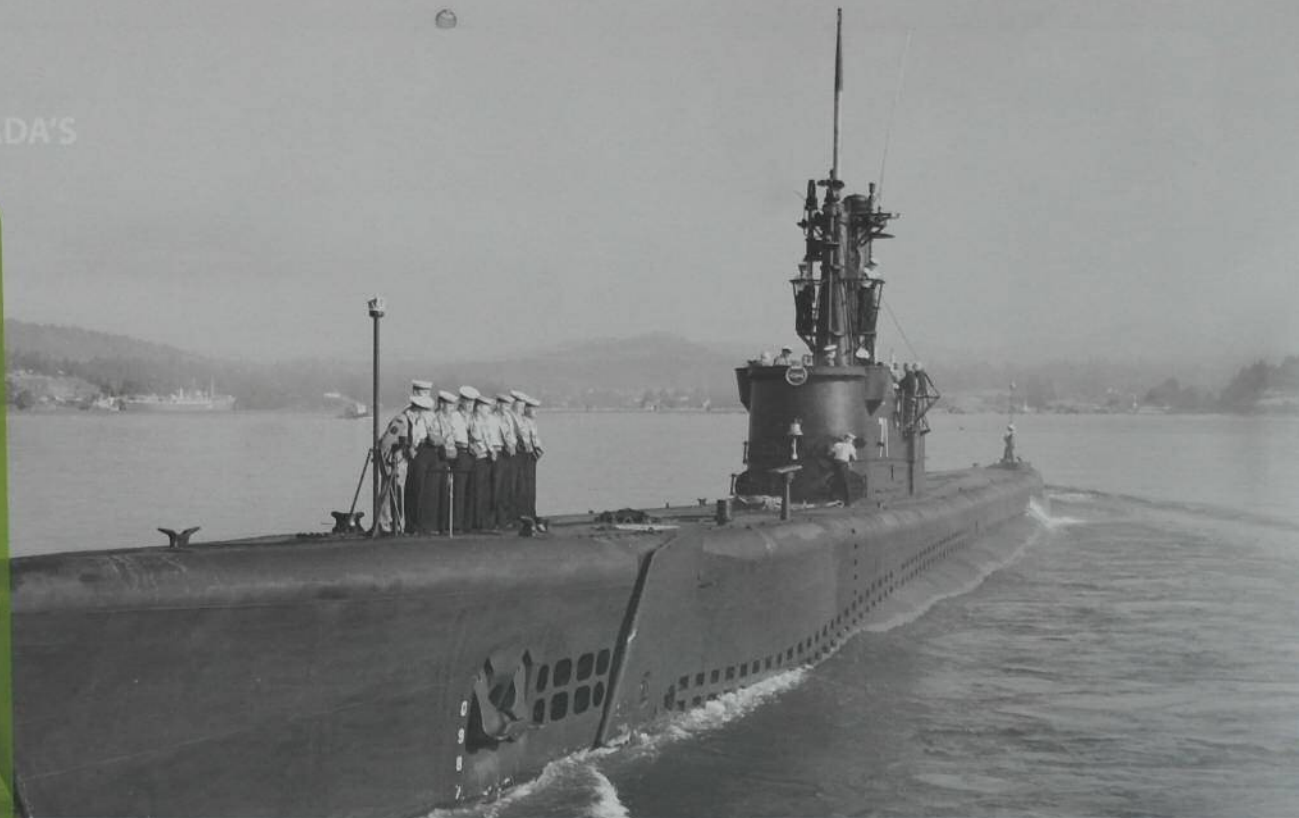
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 1921 <i>CH14</i> and <i>CH15</i> are commissioned into the Royal Canadian Navy	2	3	4 1955 <i>Astute</i> becomes first RN unit to join Sixth Submarine Squadron at Halifax	5 2009 <i>Chicoutimi</i> departs Halifax for Esquimalt, secured to deck of <i>Tern</i>
6 1998 Government announces intention to acquire <i>Upholder</i> class submarines	7 1984 <i>Onondaga</i> completes Submarine Operational Update Program (SOUP) refit 1981 <i>Ojibwa</i> runs aground submerged in Canadian waters	8	9	10 2003 <i>Victoria</i> conducts first-of-class camber dive in Canadian waters	11 1994 <i>Okanagan</i> enters Halifax harbour submerged	12
13	14 1996 Submariners Memorial Cairn unveiled at HMC Dockyard Esquimalt	15 1945 Lt J.A. Cross RCNVR assumes command of <i>Unseen</i>	16 1918 Montreal-built Italian <i>H5</i> sunk by mistake by British submarine <i>H1</i> 1984 <i>Ojibwa</i> completes Submarine Operational Update Program (SOUP) refit	17	18	19
20	21 1999 <i>Victoria</i> stood up officially as a unit in the Canadian Forces	22 1966 First Canadian Submarine Squadron formed & HMS <i>Ambrose</i> closed down	23 1916 Italian submarine <i>H6</i> launched in Montreal, QC	24	25 1916 Italian submarine <i>H5</i> launched in Montreal, QC	26 1916 Italian submarine <i>H3</i> launched in Montreal, QC 1989 Budget leak announces scrapping of CASAP (SSN) nuclear submarine program
27 1916 Italian submarine <i>H4</i> launched in Montreal, QC 2000 Harbour Training Submarine <i>Olympus</i> turned over for disposal	28	29 1998 Royal Navy decommissions <i>Upholder</i> 2009 <i>Chicoutimi</i> arrives at Esquimalt, secured to deck of <i>Tern</i>	30	31		



# GRILSE

## THE REBIRTH OF CANADA'S SUBMARINE SERVICE


As various options for future submarine acquisition were examined, the Six Submarine Squadron continued to satisfy naval requirements in the Atlantic, but could not address the needs of the west coast. Canada looked to the Americans for the loan of a submarine. A modified WWII Fleet submarine, USS *Burrfish*, was selected as the vessel most suited to RCN requirements.



The Navy assembled a prospective crew, and dispatched them to New London for training. *Burfish* was commissioned as HMCS *Grilse* in 1961, and provided submarine training services to the Canadian Pacific Fleet until she was decommissioned in 1969 and returned to the Americans.

*Grilse* was the first submarine that Canada had operated since the end of the Second World War and was, arguably, the rebirth of the Canadian Submarine Service.

# MAY 2014

"scratcher's dickey" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
				2003 <i>Victoria</i> proceeds to sea for first post-Canadianization SRIs		
4	5	6	7	8	9	10
	2005 Board of Inquiry into fire aboard <i>Chicoutimi</i> finds no fault in crew or captain		1915 Lt B.L. Johnson RNR in <i>H8</i> becomes 1st Canadian to command a submarine		1982 <i>Okanagan</i> embarks Prime Minister Pierre Elliott Trudeau for sea ride	1945 <i>U-889</i> surrenders to HMCS <i>Buckingham</i> and HMCS <i>Inch Arran</i>
11	12	13	14	15	16	17
1943 Lt E.K. Forbes RCNVR receives DSC  1945 <i>U-190</i> surrenders  1961 <i>Grilse</i> is commissioned into RCN			1945 <i>U-889</i> is commissioned into RCN		1981 <i>Onondaga</i> runs aground submerged in Scottish waters requiring emergency docking	
18	19	20	21	22	23	24
	1915 Keels of British submarines <i>H7</i> and <i>H8</i> laid in Montreal, QC  1945 <i>U-190</i> is commissioned into RCN		1998 <i>Ojibwa</i> conducts final sail past in Halifax harbour	1915 Keel of British submarine <i>H9</i> laid in Montreal, QC  1998 <i>Ojibwa</i> is decommissioned at Halifax	2008 <i>Corner Brook</i> is awarded Chief of the Defence Staff's CF Unit Commendation	1916 Italian submarines <i>H7</i> and <i>H8</i> launched in Montreal, QC
25	26	27	28	29	30	31
	2012 <i>Ojibwa</i> commences move by tug and barge from Halifax to Hamilton, ON				1983 <i>Ojibwa</i> "sinks" aircraft carrier <i>John F. Kennedy</i> exercise, sparking debate in US Congress	

# OJIBWA

## THE FIRST OF CANADA'S OBERONS

In 1962, the Navy's ship replacement program recommended the purchase *Oberon*-class submarines while another study investigated the feasibility of Canadian built nuclear-propelled submarines. Fiscal constraint and lack of Cabinet support negated the nuclear option, and the Government chose to procure three *Oberons*. In 1965, Canada took delivery of HMCS *Ojibwa*, the first of the new class.



*Ojibwa's* arrival at Halifax began the transition from the British submarine organization to the newly established First Canadian Submarine Squadron. Canadian personnel were gradually withdrawn from the Royal Navy to man their own squadron. By 1967, the Sixth Submarine Squadron had been disbanded, and the Royal Navy's submarines had returned home to the United Kingdom.

*Ojibwa* remained in the naval order of battle until 1998. Saved from the wrecker's yard in 2013, she lives on as a featured exhibit of the Elgin Military Museum at Port Burwell, Ontario.

# JUNE 2014

"the roof" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3 1913 <i>Iquique</i> launched at Seattle Construction and Drydock Co	4 1969 SEAL team locks in/locks out aboard <i>Rainbow</i> at Nanoose, BC 2011 <i>Corner Brook</i> runs aground submerged and is sensationalized by media	5 1943 Montreal-built Italian <i>H8</i> sunk by mistake by Allied aircraft	6	7
8	9	10	11	12	13 2009 Official opening of <i>Onondaga</i> as a museum at Rimouski, QC	14 2004 <i>Windsor</i> proceeds to sea for first post-Canadianization WUPs 1961 <i>Olympus</i> launched at Vickers-Armstrong in Barrow-in-Furness, UK
15	16 1955 PO2TD L.D. McLeod is killed by explosion aboard <i>HMS Sidon</i>	17 2003 <i>Victoria</i> proceeds to sea for DWUPs prior to deployment to Pacific coast	18 1943 <i>Burrfish</i> is launched at Portsmouth Navy Yard, NH	19 1961 <i>Grilse</i> departs New London for Esquimalt	20 1915 Keels of British submarines <i>H5</i> , <i>H6</i> and <i>H10</i> laid in Montreal, QC	21 1917 CC1 and CC2 leave Esquimalt for 7,300-mile journey to Halifax 1942 Ty/Lt(E) J.F. Magill RCNR and OSST A.E. Lidstone perish when <i>HMS P514</i> is lost
22 1964 <i>Onondaga</i> is commissioned into RCN at Chatham, UK	23	24	25	26	27	28 1944 Keel of <i>Argonaut</i> laid down at Portsmouth Naval Shipyard, NH 1981 <i>Okanagan</i> embarks Governor General Rt Hon Edward Schreyer for sea ride
29 1999 First members of <i>Victoria</i> crew qualify fully in <i>Victoria</i> -class 2003 <i>Corner Brook</i> commissioned in Corner Brook, Nfld. <i>Victoria</i> departs from Halifax for Esquimalt, BC	30 1922 <i>CH14</i> and <i>CH15</i> paid off at Halifax					

# RAINBOW

## SUCCESSOR TO GRILSE

In 1968, Canada purchased an American submarine, USS *Argonaut*. Previously a WWII Fleet submarine, *Argonaut* had completed one patrol during the war, and had undergone weapon and engineering upgrades in the intervening years.



Commissioned into the Canadian Navy as HMCS *Rainbow*, this boat replaced *Grilse*, and served faithfully in the Pacific, fulfilling primarily an anti-submarine training role until the end of 1974, when she was decommissioned and subsequently sold for scrap.

With the departure of *Rainbow*, no Canadian submarine was based permanently on the west coast for nearly 30 years, until the arrival of *Victoria* to Esquimalt.

# JULY 2014

"forward/after stick" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 <b>2000</b> <i>Chicoutimi</i> stood up officially as a unit in the Canadian Forces <b>2011</b> <i>Olympus</i> towed to Port Maitland for disposal	2	3 <b>1987</b> <i>Onondaga</i> runs aground submerged in Canadian waters	4 <b>1917</b> Crews of <i>CC1</i> and <i>CC2</i> parade in San Diego en route to Halifax	5 <b>1994</b> <i>Okanagan</i> "water ski" towing event that is later sensationalized in media <b>2001</b> <i>Unicorn</i> is transferred to the Canadian Forces and renamed <i>Windsor</i>
6 <b>2013</b> Official opening of HMCS <i>Ojibwa</i> Museum of Naval History at Port Burwell, ON	7	8	9	10	11	12 <b>1969</b> <i>Rainbow</i> commences surveillance patrol for Soviet target in Queen Charlotte Islands
13	14	15 <b>1918</b> Montreal-built <i>H3</i> strikes a mine in the Adriatic and is lost with all hands	16	17 <b>2012</b> <i>Victoria</i> sinks former USNS <i>Concord</i> with first warshot Mk 48 torpedo fired from a Canadian submarine	18	19
20 <b>1965</b> <i>Grilse</i> conducts 1000th dive since commissioning in 1961	21 <b>1943</b> LtCdr F.H. Sherwood RCNVR assumes command of <i>Spiteful</i>	22 <b>1915</b> Six Montreal-built <i>H</i> -boats sail for UK becoming first submarines to cross Atlantic under own power	23 <b>2003</b> <i>Victoria</i> "chops" to operational control of Maritime Forces Pacific	24 <b>1947</b> <i>U-190</i> is paid of at Halifax	25	26
27	28 <b>1973</b> Submerged <i>Okanagan</i> collides with RFA <i>Grey Rover</i>	29 <b>1914</b> Seattle shipyard president J.V. Paterson meets officials at Union Club in Victoria and suggests sale of Chilean submarines <b>2000</b> Final sail past of <i>Onondaga</i> at Halifax	30 <b>2000</b> <i>Onondaga</i> is decommissioned at Halifax	31		

# O-BOATS


The acquisition program's remaining submarines, HMCS *Onondaga* and *Okanagan*, were commissioned into service in 1967 and 1968 respectively and, with *Ojibwa*, were known collectively as "the O-boats." All were assigned anti-submarine warfare training duties and were based at Halifax.



The O-boats proved to be the workhorses of Canada's underwater fleet, serving as the longest running class of submarine in the Canadian Navy. Engaged in operations that ranged from Cold War surveillance of Soviet submarines to enforcement of Canadian sovereignty through anti-smuggling patrols, the O-boats facilitated the Canadian Submarine Service's coming of age, and established credibility with NATO Allies.

Undergoing a significant operational upgrade in the early 1980s, Canada operated the three O-boats almost exclusively in the Atlantic and Caribbean until they were phased out in the late 1990s. *Onondaga*, the last to decommission in 1999, is a museum now at the Site historique maritime de la Pointe-au-Père at Rimouski, Quebec.

# AUGUST 2014

"floating the load" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
						1952 <i>Alderney</i> dives in Halifax harbour for Navy Day celebrations
3	4	5	6	7	8	9
	1914 <i>Iquique</i> and <i>Antofagasta</i> depart USA secretly in darkness for Canada	1914 - <i>Iquique</i> and <i>Antofagasta</i> arrive at point off Victoria. Lt B.E. Jones accepts subs for Premier of BC  1982 - <i>Okanagan</i> enters Halifax harbour submerged	2000 <i>Victoria</i> crew assumes operational control of <i>Unseen</i> from Royal Navy	1914 <i>Iquique</i> and <i>Antofagasta</i> are commissioned as HMC Submarines <i>C1</i> and <i>C2</i>	1969 <i>Okanagan</i> embarks Prime Minister Pierre Elliott Trudeau for sea ride	
10	11	12	13	14	15	16
1970 <i>Ojibwa</i> commences first Canadian northern submarine patrol (Frobisher Bay and Hudson Strait)		1917 - <i>CC1</i> and <i>CC2</i> become first submarines to transit the Panama Canal  1959 - <i>Astute</i> surfaces in middle of Halifax harbor for Navy Day celebrations			1978 Canadian liaison position established at SUBLANT in Norfolk, VA	1963 <i>Grilse</i> fires first ever warshot torpedo at Kahoolawe Island (Hawaii) and records loud explosion and plume
17	18	19	20	21	22	23
	1997 <i>Ojibwa</i> departs Halifax on a 4-month deployment for Esquimalt	2009 <i>Corner Brook</i> embarks Prime Minister Stephen Harper for sea ride				1965 - <i>Grilse</i> is mistaken for a marine mammal & chased by <i>Western Whale 5</i> forcing submarine to surface  2003 - <i>Victoria</i> begins first-of-class dived transit of Strait of Juan de Fuca
24	25	26	27	28	29	30
2003 <i>Victoria</i> arrives in Esquimalt, BC after 8,091 mile transit from Halifax				2000 <i>Unseen</i> sails for sea trials	2008 <i>Onondaga</i> rolls over on its side while being pulled ashore at Rimouski, QC	
31						
1999 All members of <i>Victoria</i> crew are in UK and undergoing conversion training						



# TRAINING AFLOAT & ASHORE

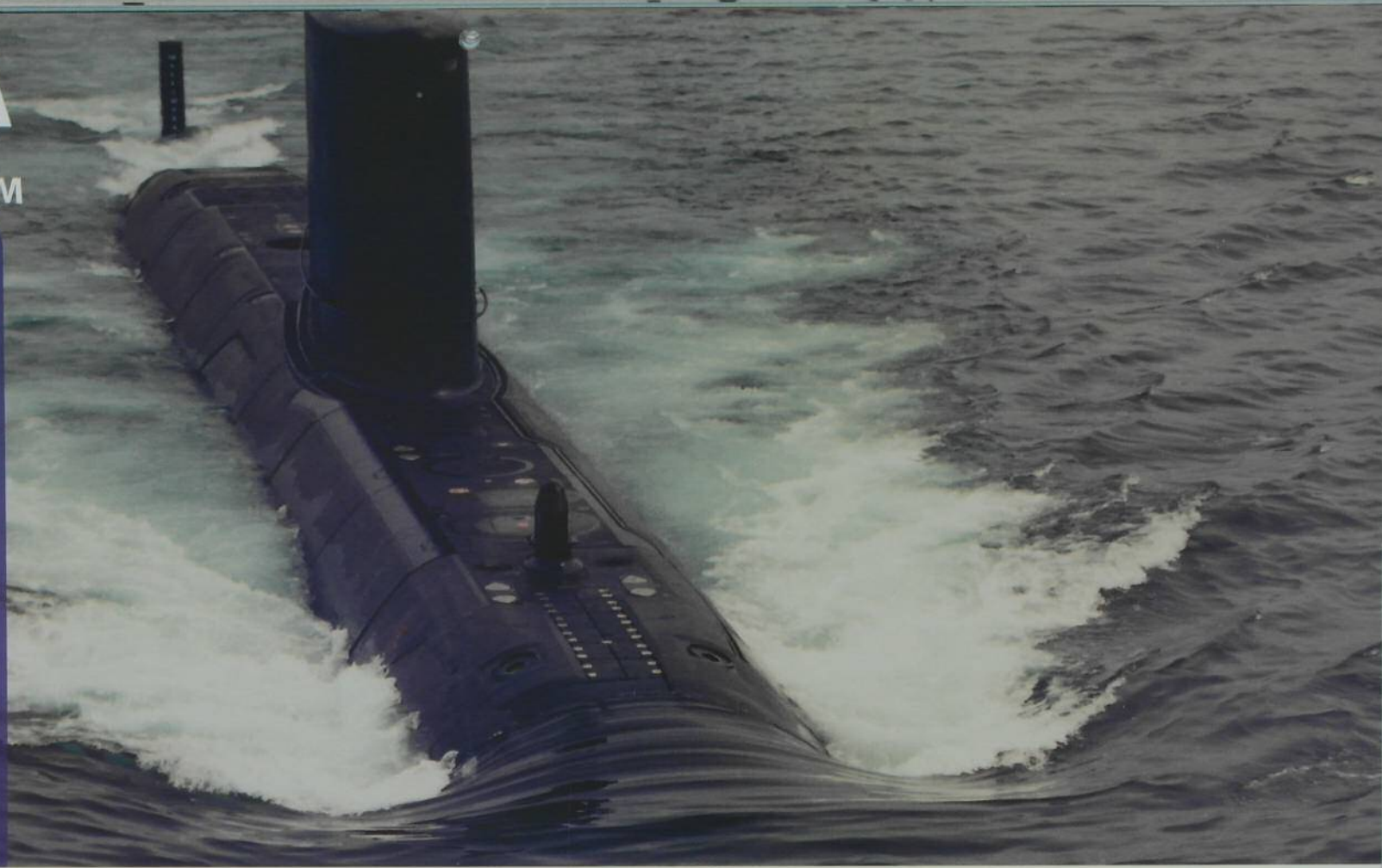
Driven mainly by the provenance of the submarines acquired, Canada depended upon allies for the training of its personnel. Basic and advanced training was undertaken abroad, usually in Britain or the United States. With the adoption of common weapons systems, Australia also became a training provider.



# VICTORIA

## SUBMARINE FOR THE NEW MILLENNIUM

In 1998, after a decade of uncertainty and a failed bid for nuclear boats, the Government announced the acquisition of four *Upholder* class submarines declared surplus by the British. As had occurred in the mid-1950s, Canadians undertook submarine training at various locations the United Kingdom, and on completion joined their submarines in Barrow-in-Furness.



Renamed the *Victoria* class, these submarines represented an advancement of two decades of technology over the O-boats. That said, each submarine required a lengthy docking to modify onboard systems to be able to function with other Canadian equipment and the heavyweight torpedo extant in the Navy's inventory.

The first-of-class, *Victoria*, arrived in local waters in 2000, and soon began an extended work period for the necessary Canadian modifications. Three years later, the boat was transferred to the Pacific fleet. In 2012, during a major naval exercise, *Victoria* made history when it sunk a decommissioned stores ship with a single torpedo.

# OCTOBER 2014

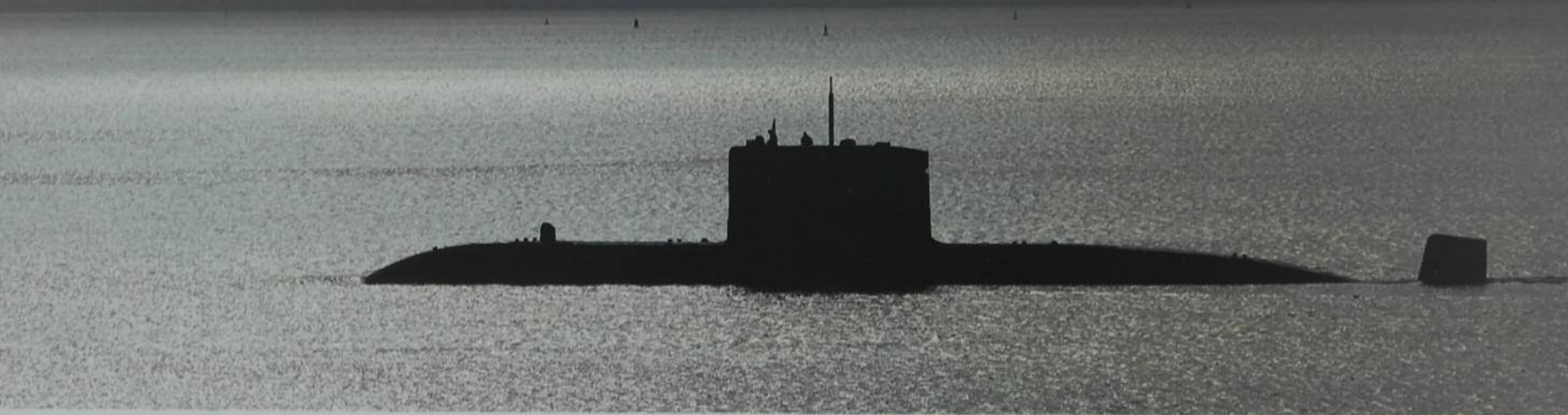
"Perisher" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
				<p><b>1969</b> <i>Grilse</i> is decommissioned at Vallejo, CA</p> <p><b>2004</b> <i>Upholder</i> is transferred to the Canadian Forces and renamed <i>Chicoutimi</i></p>		<p><b>2001</b> <i>Chicoutimi</i> departs UK for 12-day transatlantic passage to Canada</p> <p><b>2003</b> <i>Windsor</i> is commissioned in Halifax</p>
5	6	7	8	9	10	11
<p><b>2004</b> Electrical fire erupts aboard <i>Chicoutimi</i>, seriously injuring 3 crew members</p>	<p><b>1914</b> <i>C1</i> and <i>C2</i> are renamed <i>CC1</i> and <i>CC2</i></p> <p><b>2004</b> Lt(N) C.E. Saunders succumbs to fatal injuries sustained aboard <i>Chicoutimi</i></p>		<p><b>2001</b> <i>Windsor</i> departs UK for 12-day transatlantic passage to Canada</p>	<p><b>1975</b> <i>Ojibwa</i> transfers personnel to L1 SRV at 110 feet in the Gareloch, Scotland</p> <p><b>2000</b> <i>Victoria</i> departs UK for 14-day transatlantic passage to Canada</p>	<p><b>2004</b> After onboard fire, <i>Chicoutimi</i> arrives back at Faslane under tow by <i>Caroline Chouest</i></p>	
12	13	14	15	16	17	18
	<p><b>1966</b> First Canadian Basic Submarine Course starts</p>	<p><b>1917</b> <i>CC1</i> and <i>CC2</i> arrive in Halifax after 7,300 mile transit from the West Coast</p>	<p><b>1968</b> <i>Ojibwa</i> is first Canadian submarine to use new Synchrolift at Halifax</p>	<p><b>1916</b> Italian submarines <i>H1</i> and <i>H2</i> launched in Montreal, QC</p> <p><b>1945</b> King George VI presents Bar to DSC to Lt-Cdr F.H. Sherwood</p>		<p><b>1990</b> Soviet Vice-Admiral Komarov tours <i>Okanagan</i></p>
19	20	21	22	23	24	25
<p><b>2001</b> <i>Windsor</i> arrives in Halifax after transatlantic passage from UK</p>		<p><b>1947</b> <i>U-190</i> is deliberately sunk by RCN on Trafalgar Day</p>	<p><b>1979</b> <i>Okanagan</i> embarks film crew for 6-day shoot of movie <i>Virus</i></p>	<p><b>2000</b> <i>Victoria</i> arrives in Halifax, after transatlantic passage from UK</p>		<p><b>1989</b> <i>Okanagan</i> fires first Canadian Mk 48 torpedoes</p>
26	27	28	29	30	31	

# V-BOATS

## OUR CURRENT SUBMARINES

One by one, the remaining *Victoria* class submarines completed their reactivations, and set course for Canada. HMCS *Windsor* arrived at Halifax in 2001, followed by HMCS *Corner Brook* in 2003. The fourth boat, HMCS *Chicoutimi*, sustained an electrical fire en route to Canada, resulting the death of Lt(N) C.E. Saunders and injuries to other crew members.



Despite a series of controversial program setbacks, *Windsor*, *Corner Brook*, and *Victoria* over the past decade have executed a full gamut of submarine operations, taking part in multi-national naval exercises in continental, Arctic and European waters, working with special operations forces, and carrying out sensitive national missions.

*Corner Brook* and *Chicoutimi* have joined *Victoria* in the Pacific as part of an established deep maintenance schedule. As well, in 2011, centralized management of submarine forces within the Royal Canadian Navy was re-instituted by the creation of the Director Canadian Submarine Force appointment and his supporting staff in Esquimalt.

# NOVEMBER 2014

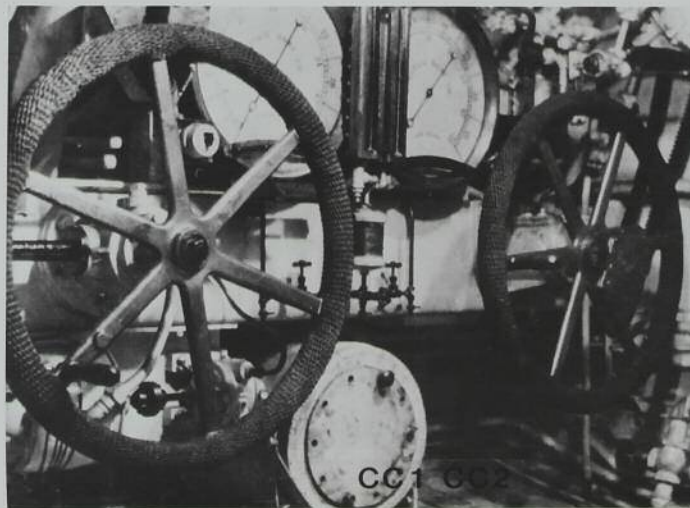
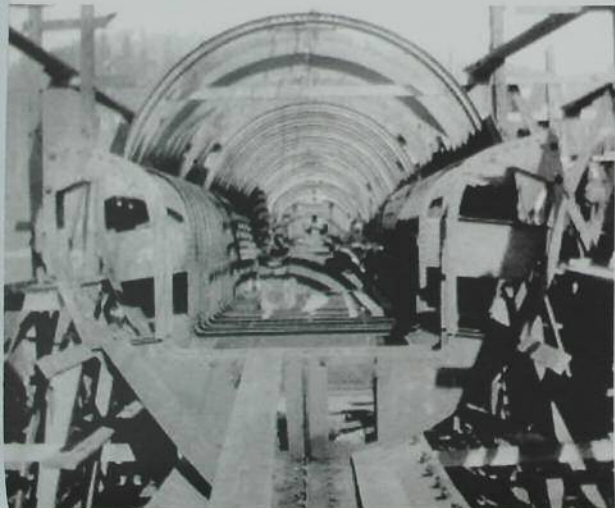
"outside wrecker" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1  1985 <i>Ojibwa</i> runs aground submerged in Notre Dame Bay
2	3  2011 Director Canadian Submarine Force organization formed at Esquimalt	4  1954 <i>Alcide</i> passes under Angus L MacDonald Bridge in Halifax harbour	5	6  1990 <i>Okanagan</i> carries out first Canadian submarine dive in Lake Ontario	7	8  2001 First-of-class Canadianization Work Period officially ends in <i>Victoria</i>
9	10	11	12	13	14	15
16	17	18	19  1969 Former <i>Grilse</i> sunk as target by USN off San Clemente Island, CA	20  2012 <i>Ojibwa</i> arrives by tug and barge at Port Burwell, ON to be hauled ashore	21	22
23  2005 <i>Chicoutimi</i> is awarded Chief of the Defence Staff's CF Unit Commendation	24  1917 Lt W.M. Maitland-Dougall RCN assumes command of <i>D3</i>  1994 LCdr J.G.M. Dussault is first graduate of Canadian Submarine Command Course	25	26	27	28  1954 First block draft of 50 RCN submarine volunteers departs for UK	29
30						

# CONSTRUCTION

## SUBMARINE BUILDING IN CANADA

While Canadians have been sailing aboard submarines for 100 years now, what is less well known is that, for a brief period in our history, Canada built submarines in addition to operating them.



By the end of 1914, European nations had a great demand for submarines. As such, under the oversight of the Bethlehem Steel Corporation, the Canadian Vickers Shipyard in Montreal constructed ten "H" class submarines for the Royal Navy, and between 1916 and 1918 a further eight boats of the same class for the Italian Navy.

During this same period, a small shipyard was set up in secret near Vancouver, British Columbia. The instigator of this initiative was J.V. Paterson, the same businessman who had built CC1 and CC2 in Seattle. His initial order was for five "H" class submarines for Russia, to be disassembled in kit form; an additional six were ordered in 1917, but the Bolshevik Revolution diverted them into the service of the United States Navy.

# DECEMBER 2014

"harbour cotters" 

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2 1968 <i>Argonaut</i> is decommissioned and <i>Rainbow</i> is commissioned into RCN at Norfolk, VA 2000 <i>Victoria</i> is commissioned into RCN	3 1968 <i>Rainbow</i> departs Norfolk, VA for Esquimalt	4 1942 Lt H.D.S. Russel RCNVR perishes when <i>Traveller</i> is lost with all hands	5	6 1917 CC1 and CC2 are torn from moorings due to explosion of <i>Mont Blanc</i> in Halifax
7 1990 <i>Upholder</i> is commissioned into Royal Navy	8	9	10 1984 <i>Onondaga</i> runs aground submerged in Canadian waters	11	12 1942 ABST C.W. Forward falls overboard from HMS <i>P512</i> and is lost	13 1918 CC1 and CC2 paid off at Halifax
14	15	16	17 1956 <i>Burrfish</i> paid off to reserve fleet at New London, CT	18	19	20
21 1968 <i>Rainbow</i> arrives in Esquimalt from Norfolk, VA	22	23	24	25	26	27
28	29	30	31 1913 <i>Antofagasta</i> launched in Seattle Construction and Drydock Co 1974 <i>Rainbow</i> paid off in Esquimalt			

# THE BOATS NOT MEANT TO BE

The post-war Canadian Submarine Service had its genesis in 1942 when the RCN first considered obtaining six submarines that lacked torpedo tubes or any other fighting capability. By 1943's end, after realizing the futility of this and another plan for midget submarines, an arrangement was reached for the rotation of Allied submarines through east coast ports and operations areas. This filled the gap until SM6 arrived in 1955. By 1958, with the Soviet underwater threat fully realized, the RCN began studying the creation of a nuclear-propelled submarine service. A year later came the formal recommendation for nuclear submarines; if those were deemed unaffordable, then a conventional submarine force of a proven British or American design was to be established.

In 1960, the RCN reviewed options for building in Canada six US *Barbell* class or purchasing abroad six UK *Oberons* and four general purpose frigates. In early 1963, RCN studies considered building six US *Thresher* class SSNs, but by October of the same year, the Government had chosen a three *Oberon* option.

In the early 1980s, deliberation began on replacement of the *Oberons*. Based on extant Cold War projections, the requirement was 12 to 16 submarines. In 1985 the Canadian Submarine Acquisition Project (CASAP SSK) was stood up, but restricted itself to acquiring only four hulls. Two years later, with the release of the 1987 Defence White Paper, the submarine program took a strangely familiar turn.

The White Paper called for the Canadian construction of 12 nuclear submarines. Quickly, CASAP SSK was shelved, and CASAP SSN was created. The UK *Trafalgar* class and the French *Amethyste* class became the two contenders. The British boat more closely met the statement of requirements, but necessitated an agreement for the release of US reactor technology. In the end, it didn't matter; CASAP SSN collapsed with the Berlin Wall and, with it, all focus on submarine replacement.





## SUBMARINE MUSEUMS IN CANADA

HMCS *Onondaga* was the first submarine museum to be established in Canada, located at Le Site historique maritime de la Pointe-au-Père. The attraction is open only during the summer months, from May until October.

1000, rue du Phare  
Rimouski, Quebec, G5M 1L8  
[www.shmp.qc.ca](http://www.shmp.qc.ca)

HMCS *Ojibwa* opened its hatches as a guided walk-through exhibit in July 2013. Construction of a "sub" station interpretation centre in proximity to *Ojibwa* is expected to start soon. This building will house the Elgin Military Museum of Naval History.

3 Pitt Street  
Port Burwell, Ontario, N0J 1T0  
[www.projectojibwa.ca](http://www.projectojibwa.ca)



## SUBMARINERS & HOLLYWOOD

Over the years, Canadian submarines have been used as sets in various big studio film productions, and a few submariners were given on-camera roles. None of the boatmen received Oscar or Genie nominations.

In 1972, *Onondaga* was featured in *The Neptune Factor*, starring Ben Gazzara and Ernest Borgnine. A few years later in 1979, *Okanagan* was a set for *Virus*, starring Chuck Connors and Bo Svenson. More recently in 2001, *Ojibwa* played the part of a Soviet *Whiskey-class* in *K-19: The Widowmaker*, starring Harrison Ford and Liam Neeson.



## ABBREVIATIONS

CASAP Canadian Submarine Acquisition Project  
DSC Distinguished Service Cross  
HMCS Her Majesty's Canadian Ship  
HMS Her Majesty's Ship  
NATO North Atlantic Treaty Organization  
RCN Royal Canadian Navy

RCNR Royal Canadian Navy Reserve  
RCNVR Royal Canadian Navy Volunteer Reserve  
RN Royal Navy  
RNR Royal Navy Reserve  
SM6 Sixth Submarine Squadron  
SRI Sea Readiness Inspection

SSK Submarine – hunter/killer  
SSN Submarine – nuclear  
USN United States Navy  
USQ Upholder Submarine Qualification  
WW World War

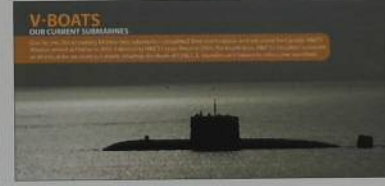
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