

rtsmouth England 1978

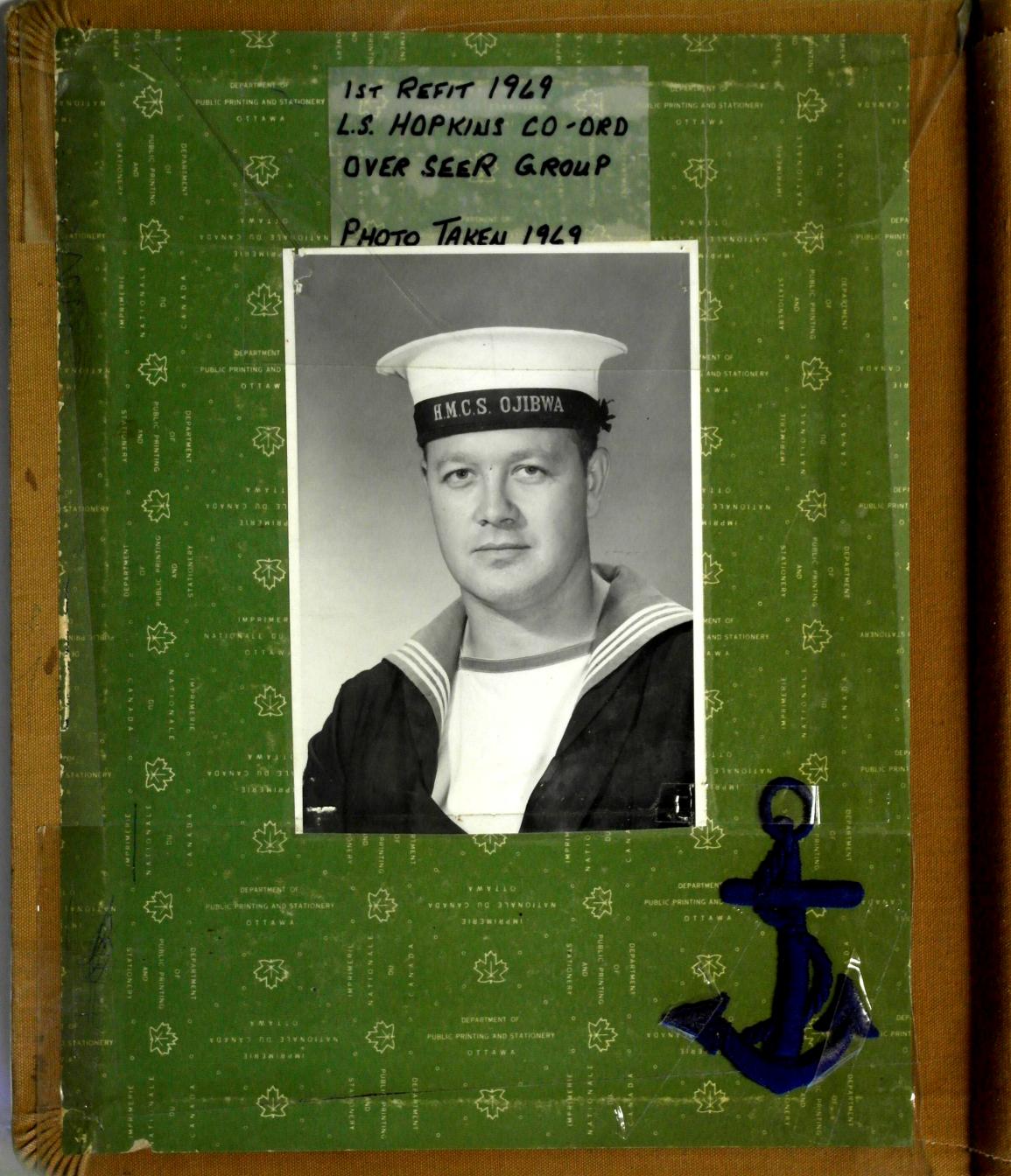
H.C.M.S. Ojibwa

Wight & Logan

SINGE COMMISSIONING

23: SEPT 1955

PROPERTY OF PURPLINS





H.M.G.S. OJJBWA

INTO THE ROYAL CANADIAN NAVY

we The Navy Department of The United Kingdom Ministry of De
have constructed H.M.C.S. Ojibwa for the Royal Canadian Navy in
accordance with approved specifications, and do hereby agree that the provisions contained in
Form D 448 are correct, and therefore, handed over H.M. C.S. Ojibwa at
1500 hours this Twenty-third day of September, one thousand nine hundred and Sixly-five at 56.00. Dockyard, Chatham, Engla
On behalf of Ministry of Defence (Naw
on behalf of Ministry of Defence (Naw Signed Steen Vivi
H.M.C.S. Ojibwa has been accepted into the Royal Canadian Navy
without prejudice to outstanding liabilities, from The Navy Department of The United Kingdom Ministry of Defence this Twenty-third day of September, one thousand nine hundred and Sixty-five
The United Sungdom Ministry of Defence this of worly-Third day of deplember,
one thousand nine hundred and County-five.
Signed AS Soldwell Technical Services
CHIEF OF LECHNICAL SERVICES
TRANSFER OF RESPONSIBILITY
1, Samuel George Tomlinson accept responsibility for the transfer
of H.M. C.S. Ojibwa into the Fleet this Twenty - third day of
September, one thousand nine hundred and Sixty-five, from
the Chief of Technical Services.
CND 2274 (FEB 65) Signed Gommanding Officer
CND 2274 (FEB 65) 7820-21-797-1246

Commanding Officers

Tomlinson, S.G.	LCdr	23 Sep 1965 - 14 Nov 1966
Rodacanachi, J.	LCdr Cdr	15 Nov 1966 - 30 Jun 1967 01 Jul 1967 - 25 Aug 1967
Wood, J.C.	LCdr	26 Aug 1967 - 17 Aug 1969
Bell, J.E.D.	LCdr	18 Aug 1969 - 17 Jul 1971
Falstrem, C.E.	LCdr	12 Jul 1971 - 01 Jun 1972
Perks, R.C.	LCdr	01 Jun 1972 - 03 Jul 1974
Bell, J.E.D.	LCdr	23 Sep 1974 - 15 Jan 1975
Barnes, L.W.	LCdr	15 Jan 1975 - 08 Mar 1976
Sloan, W.J.	LCdr	08 Mar 1976 - 01 Aug 1977
Jones, J.T.O.	LCdr	01 Aug 1977 - 09 Jul 1979
McMillan, K.F.	LCdr	09 Jul 1979 - 01 Dec 1979
Ewan, J.M.	LCdr	01 Dec 1979 - 24 Jun 1980
Nicolson, N.P.	LCdr	24 Jun 1980 - 06 Jan 1984
Webster, E.P.	LCdr	06 Jan 1984 - 09 Apr 1985
Irvine, W.C.	LCdr	09 Apr 1985 - 22 Sep 86
Plante, J.A.Y.	LCdr	22 Sep 1986 - 03 Aug 87
Soule, C.D.	LCdr	03 Aug 87 - 30 Apr 88
MacDonald, A.L.	LCdr	30 Apr 88 - 02 Feb 89
Bush, R.E.	LCdr	02 Feb 89 - 05 Aug 89
Davidson, R.A.	LCdr	05 Aug 89 - 05 DEC 90
. Marsaw D.C.	LCdr	05 DEC 90 - 29 DET 23
KAVAMGH	LT(N)	29 NOV 93 - 01 JAN 94
	LCdr	46 MAC 10

OJIBWA COMMANDERS

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23 SEP 65 LCDR. TOMLINSON S.G.
         CDR. RODACONACHI J. BECAME ADMIRAL
15 NOV 66
          LCDR. WOOD J.C.
25 AUG 67
                                 BECAME ADMIRAL EAST COAST
         LCDR. BELL J.E.D.
08 AUG 69
12 JUL 71 LCDR. FALSTRUM C.L.
01 JUN 72 LCDR. PERKS R.C.
                                  BECAME ADMIRAL
14 JAN 75 LCDR. BARNES L.W.
09 MAR 76 LCDR. SLOAN W.J. BECAME COMMORDORE
01 AUG 77 LCDR. JONES J.T.O.
09 JUL 79 LCDR. MCMILLAN K.F.
24 JUN 80 LCDR. NICHOLSON N.P.
06 JAN 84 LCDR. WEBSTER E.P.
09 APR 85 LCDR. IRVINE W.C.
22 SEP 86 LCDR. PLANTE J.
03 AUG 87 LT(N) SOULE REFIT OIC.
30 APR 88 LCDR. MACDONALD A.L.
02 FEB 89 LCDR. BUSH R.E.
05 AUG 89 LCDR. DAVIDSON R.A.
05 DEC 90 LCDR. MARSAW D.C.
29 NOV 93 LT(N) KAVANAUGH P.T. REFIT OIC.
16 DEC 94 LCDR. DUSSAULT J.G.M.
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23 SEPT. 94 OJIBWAS 25TH. ANNIVERSARY AT THE NOVA SCOTIA HOTEL HALIFAX. 7 ORIGINAL COMMISSIONING CREW WERE IN ATTENDANCE. CHARLES GUNNING ENG. OFF. GARY HOPKINS ABER ENG. TOM SAWYER CHIEF ELECT. JIM GORDON ABSN SONAR TEX RANGER PO2 ELECT. JOHN ROSS LSLT VERNE FRANKTON PO1 ER.

29 SEPT. 95 OJIBWAS 30TH. ANNIVERSARY MURPHYS ON THE WATER-FRONT, HISTORIC PROPERTIES HALIFAX. ORIGINAL COMMISSIONING CREW IN ATTENDANCE WERE:



Brantford Seaman In Submarine Crew

When the Canadian sub-marine Ojibwa commissions today at Chatham, England, one of her crew will be Able Seaman Gary Hopkins, 24, formerly of Brantford. Son of Mr. and Mrs. Earl K. Hopkins of 7 Janet Street, he began his naval training

K. Hopkins of 7 Janet Street, he began his naval training as a sea cadet, first in Wind-sor and later in Brantford.

sor and later in Brantford.

He joined the Royal Canadian Navy in 1956 after graduating from the BCI. For the past two years he has been attached to the British Navy for submarine training. His rife Millie, who accompanied

him to England, has returned with their three young sons to her native Halifax.

The Ojibwa, first of three "O" class submarines to be built at Chatham for the RCN,

will have a crew of 60, drawn from eight provinces.

All RCN submariners are volunteers. Those selected to serve in the Ojibwa have completed extensive submarine training with the Royal Navy or the United States Navy and most have had one or more tours of duty in submarines.

marines.

Personnel serving in submarines receive a special allowance in addition to their regular pay, depending on

Non-qualified personnel receive an allowance while serving on casual duty in a submarine in commission.



Lieutenant-Commander S. G. Tomlinson Commanding Officer

Lieutenant-Commander J. O'N. Fitzgerald Executive Officer Lieutenant-Commander C. T. Gunning Lieutenant G. H. Jackson Lieutenant D. J. Neal Lieutenant J. E. Bell Lieutenant J. F. Aspin

PETTY OFFICERS A. R. Hawkins

THE SHIP'S

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 FW. Ritchie

Chief Petty Officer A. R. Hawkins 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 Engineering Officer Weapons Officer Operations Officer Navigating Officer Assist. Eng. Officer Coxswain

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



ABLE SEAMAN HOPKINS OFFICIALLY JOINED OJIBWAY IN CHATHAM DOCKYARD, JAN. 30th/1964

SUBMARINE QUALIFICATION CERTIFICATE



Petty Officer G.G. Hopkins

Having successfully completed the professional requirements for qualification in submarines, and having gained a thorough knowledge of submarine construction and operation, I hereby certify that he is

Qualified in Submarines

Given this 23rd day of January. 1964

In HMCS __OJIBWA

J. O. Jones, LCdr COMMANDING OFFICER

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.

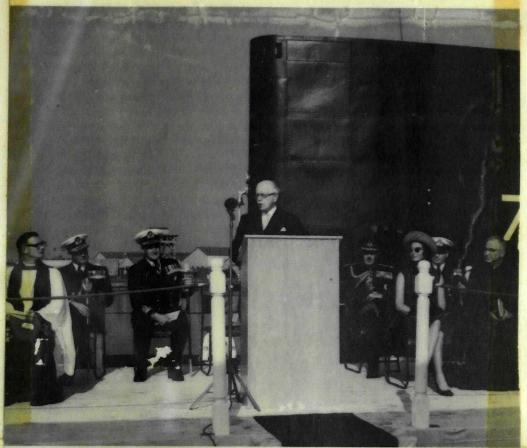
The group is now one of the largest remnants of the indigenous population, and the second largest group of Indians in Canada.

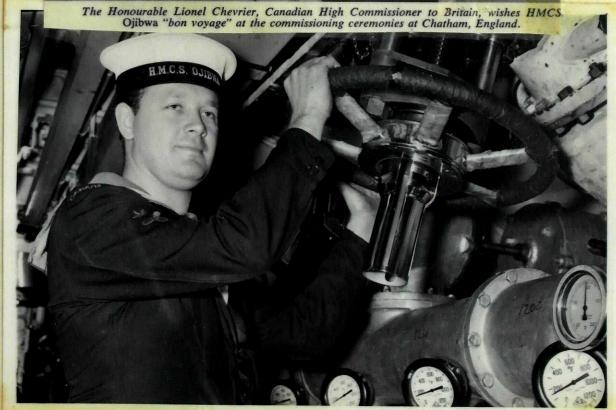
Ojibwa (also rendered "Chippawa") means "people whose moccasins have puckered seams".

HMCS Oilbwa in the first RCN ship of the name.

I wish HMCS Ojibwa, and the officers and men who will sail in her . . . on and under the sea . . . a long life of successful service and in every sense "bon voyage".

The Hon. Lionel Chevrier





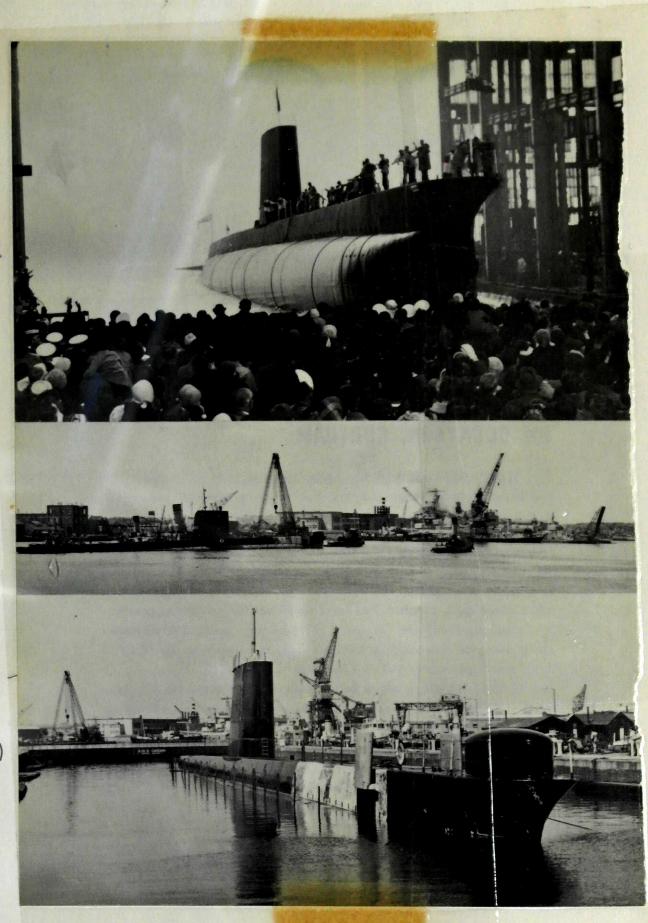
PICTURE
THEN BERONING

CHATHAM ENGLAND

OJIBWA'S LAUNCHING

MOVED BY TUGS

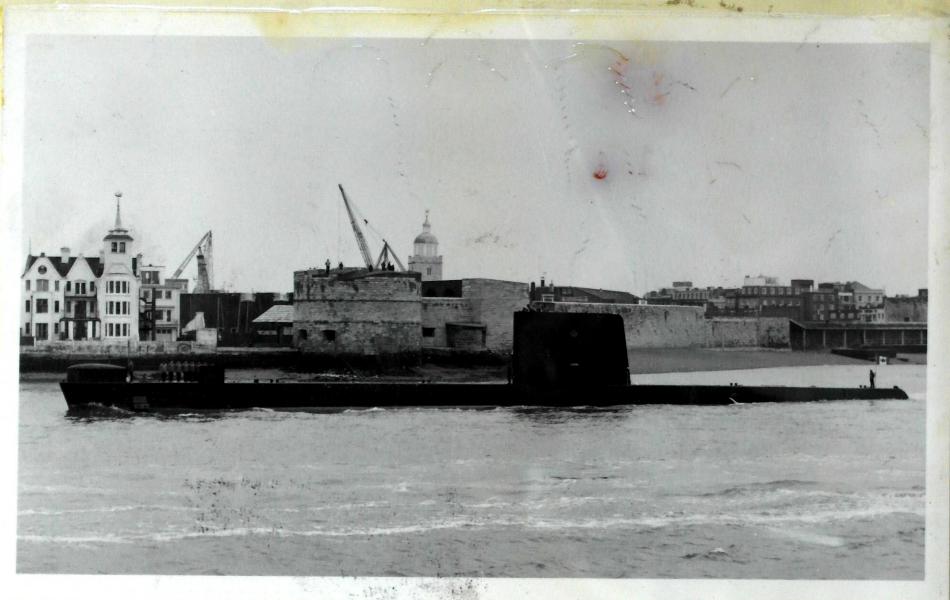
FIRST DINE (TRIAL)



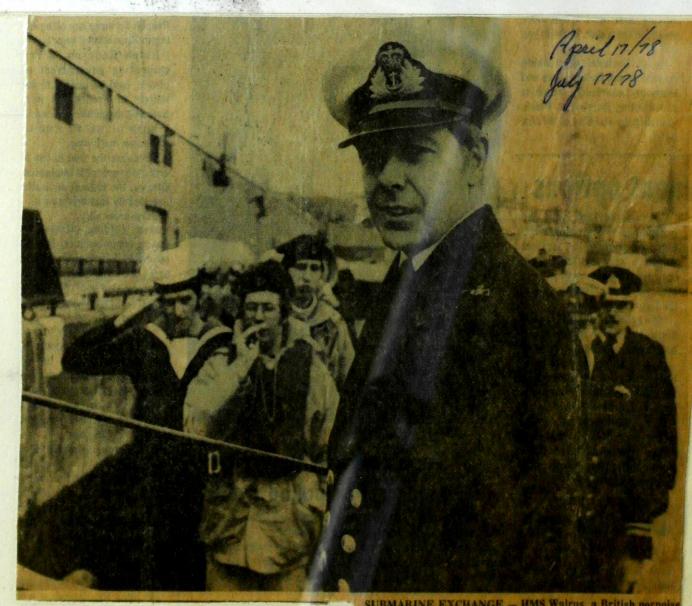
ON COMPLETION OF C.O. Q.C COURSE THE CAN DO BOATS RECIEVES

INFO MARCOMRUBRON ONE N A T O R E S T R I C T E D SIC KOH YOUR CHEERFUL PROFESSIONALISM, AND WILLING AND CAPABLE UND TAKING OF VARIED TASKS DURING YOUR R.N. EXCHANGE HAS BEEN VERY MUSH APPRECIATED. 2. I TRUST THAT YOU ALSO ENJOYED AND BENEFITTED FROM YOUR DEPLOYMENT. 3. BON VOYAGE SM3 TOA HICS OJIBWA INFO CANCOMSUBRON ONE SW1 BT UNCLAS DIG RFO FROM COCCOQC(A). 1. THANK YOU FOR YOUR HARD WORK, PROFESSIONALISM AND CO-OPERATION ON BEHALF OF THE PERISHERS OVER THE PAST TWO WEEKS. IT HAS BEEN A GREAT PLEASURE WORKING WITH A SPIRITED AND CHEERFUL SHIPS COMPANY WHO ARE OBVIOUSLY PROUD OF THEIR SUBMARINE. 2. ENJOY YOUR TIME IN THE SUN. GOODBYE AND GOOD LUCK WITH THE REMAINDER OF YOUR DEPLOYMENT. BT UNCLAS BT UNCLAS	DE	FOSM
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BT		
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United to the second se		
DIG RFO		
		FROM THE PERISHERS. 1. YOUR GREAT ASSISTANCE AND

2. OJIBWA WILL CERTAINLY FEATURE IN THE NEXT EDITION OF THE MICHELIN GUIDE.



OJIBWA
STARTS 3
MONTH EXCHANGE WITH
H.M.S.
WALRUS
APRIL 17/78
JULY 17/78



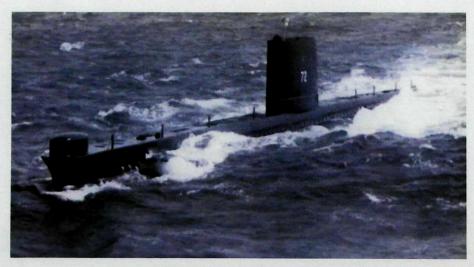
SUBMARINE EXCHANGE — HMS Wairus, a British porpoise class submarine, docked at Jetty eight, Dockyard in Halifax this morning, as part of the annual exchange of submarines between the Royal Navy and Maritime Command. The ship, commander by Lieutenant-Commander Harry Keay, carries a crew of 80 HMCS Ojibway, a Canadian oberon class submarine, is it England for the three-month exchange. (Wamboldt-Waterfield



A Very Short Sail with a Lifetime of Memories

A Very Short Sail with a Lifetime of Memories

By Jim 'Lucky' Gordon, MMM, CD *



HMCS Ojibwa at sea, 1965

She had been laying here at Naval Armament Depot in Dartmouth, in the full view of all who crossed the Angus L. MacDonald Bridge, since her decommissioning 14 years earlier. I would often catch a glimpse of her as I crossed the bridge. I always felt bad for her and pondered her fate. Having known her so intimately for so many years I hoped she would not suffer the brutal torches of the breakers yard. Having served so admirably, she deserved much better.



Ojibwa at NAD, 2012

On this particular day, 26 May 2012, I would have the pleasure of simply sitting on the fin as she was loaded aboard the Heddle Marine Systems dry dock.

As I approached her my heart rose to my throat with mixed emotion. I walked slowly down the jetty past her and observed that sections of her casing had been removed. I could see the flaking paint and rust showing through on her pressure hull and tank tops. Torpedo loading rails were long gone and one of the berthing line stowage stag horns was broken off. The jet black of the remaining casing and her once dominant fin had faded to large blotches of grey and white with streaks of red rust. Her starboard after plane guard, well clear of the water, was bent down like a sad dog's ear. She had been handled roughly by someone who was not aware of her many years of gallant service to her crew and country. Civilian riggers and seamen from Heddle Marine Systems were unceremoniously fitting her with unfamiliar rigging required for securing to the dry dock that would transport her to her final destination in Port Burwell, Ontario. She was sitting very high in the water, void of torpedoes, equipment, liquids and stores removed many years earlier. Ugly dry marine growth covered her ballast tanks up to her original waterline. Up close she was a dreadful and pitiful sight. I think she could sense I was there. I could feel her embarrassment. I could swear she hung her head to avoid my shocked expression.

Her appearance was far from what it was when she first entered the waters of Halifax Harbour on that cold windy day in January 1966. Even on that day she hadn't looked her very best. The 11 day dived transit of the unforgiving North Atlantic, her first of many, had taken its' toll on the linseed oil and lampblack mixture over flat black paint I had applied back in Chatham Yard after workups in Scotland. That treatment gave her the sleek, black messenger-of-death attitude she was so proud of. But on that special occasion, like a true warrior of the deep, she wore her sea scars proudly. I stood on her casing with heaving line in hand as she approached Jetty 4 with authority. I could feel her swell with pride when the Stadacona Band broke into a rousing rendition of Hearts of Oak and the inboard berthing party and dignitaries applauded and cheered. On that day she was welcoming their inspection with all her glory.

And my heart swelled with pride feeling honoured that she trusted me to be a vital member of the crew that gave her the eyes, ears and tender loving care essential to her future performance.

However, 46 years and 4 months later, I wanted to apologize to her for crossing her brow to invade her misery. I snapped to attention at the top of the brow and chopped off a salute aft, as I had thousands of times in the past. Normally a salute to our fine nation's flag, today it was a mark of respect to her. I made my way up into the fin. I tried not to see the filth left behind by years of nesting birds. I was sorry to see that the deck of the bridge was gone. I paused for a moment at the top of the ladder to recall the many times I had stopped there, on my way below, with main vents open, to shut the upper voice pipe cock and then proceed quickly below through the conning tower as she slipped quietly into her comfort zone below the surface. And at the bottom of the ladder in the control room, watching the Diving Officer of the Watch in the tower I would repeat his report to the Captain, "Upper lid shut, one clip on, two clips on ... upper lid shut two clips on sir". I could still hear the wash of the sea into the fin and over the conning tower as we slipped into an expanse very few would ever have the privilege to know.

I hitched myself up onto of the top of the fin and sat just forward of where the attack periscope would silently slip out of its housing for the final attack set-up on the surface target or one last all round look before going deep. It didn't take much imagination to see the compass repeat and the back of the Officer of the Watch's head as he took a fix on an edge of land. Just for a moment I thought I heard the much anticipated request through the voice pipe, "Bridge, helm permission to relieve the lookout". Great, my lookout watch is over. I can't wait to get below for that hot cup of tea and to watch the movie playing in the forward torpedo room. Wow, I want to stay in this place I'm in right now. It's disappointing to come back to ruthless reality of age and decline...for both of us.

Once again in the present, down below on the casing the Heddle crew were scurrying around, taking lines from the tugs and preparing to slip the berthing lines from the jetty. It didn't seem very seamanlike to me and it looked a bit disorganized. "Damn! I wish I could go down and take charge of that lot." But I

closed my eyes to return to the past. Now I can see submariners in their signature white turtle neck sweaters smartly handling lines and I hear the orders from the XO on the bridge at Harbour Stations, "let go four ... let go three ... hold two, heave in on the capstan, slow ahead port ... stop together, starboard 10, slow astern together ... let go two, let go one ... fall in the casing party, face to starboard." I felt a rush as the last line was gone and the tugs were setting us free of the jetty. The tugs moved us out astern and began manoeuvring us out of the chamber and around the jetty. I swear I felt the guttural rumble and throb of the port donk as it flashed up and belched beautiful huge white billows of diesel exhaust out of the surface muffler. Ahhh; that sweet permeating smell of diesel.

As we cleared the north end of the jetty and moved south out past the Heddle dry dock I felt the strong south easterly wind on my face blowing up the harbour. I could smell the open sea. She smelled it too. We moved up ahead of the dry dock and they slowly began to move her astern into the cradle. She balked, reluctant to be pent up now that she felt the freedom. With a ships head of 120° she was pointed directly out to sea, past George's Island, McNab's Island, Maugher's Beach Lighthouse and gone baby gone! I felt her shudder and list, ever so slightly, to port. It might have been the little pup tug nudging her number 4 starboard main ballast tank to force her into position. But in my heart it was a shudder of eager anticipation. Like an energized Arabian steed chomping at the bit. She was trying to break her reins and was snorting "Let me go. I yearn for the deep blue water where I relish and rule!" My last harbour stations in this fine lady was truly an honour. It gave me excellent opportunity to reflect on the eternal esteem and comradeship that lies in the hearts and souls of my underwater messmates. I submersed myself in a flood of exciting memories afforded by this magnificent vessel. And I appropriately rounded off my time with her. From commissioning on 23 September 1965 at Chatham, England where she was built, to her grand entrance into Halifax Harbour 26 January 1966, to the present day, 26 May 2012, the last time she would grace the waters of this historic sea port. She has always been such an important part of my life and who I am. So now I am content that her life will continue in a new role that presents the legacy of an era of the brotherhood of submariners who served her well. She will represent the finest of professionalism and tradition as an example for the

new breed to follow. Complete with a face lift, a little make-up and a fresh coat of flat black paint, she will stand proud at the Elgin Military Museum for all to see.

Until we meet again lady ... Fair winds and a following sea.

^{*} Jim 'Lucky' Gordon, MMM, CD; Chief Petty Officer First Class; Retired Submariner; Commissioning crew HMCS Ojibwa

OJIBWA STORY TROUBLE DOWN BI

HMCS Ojibwa is on her way next week, but a British newspaper clipping about the new boat has preceded her. We think every reader should give honest evalaation to both sides of the story.

A British writer, Peter Bishop, has this to say about the Canadian submariners bringing Ojibwa back to Canada:

BISHOP'S STORY

"Things are not running at all silently or smoothly on board HMCS Ojibwa, commissioned only three months ago at Chatham.

For many of the crew -- largely composed of veterans -- complain that some of the things are giving them that sinking feeling.

And already many of them have asked the captain, Lieutenant Commander Samuel G. Tomlinson - known as 'Sam the Terrible' by the men -- for transfers to other ships.

These are some of the things that are upsetting the tough sailors of the Ojibwa;

THEY CLAIM that during the sub's 3-month sea trial off Scotland, there was a slip-up and they spent a week without fresh milk

or bread.
THEY CLAIM that their daily tot of rum, traditionally issued at noon, was often hours

THEY CLAIM that they weren't given enough leave during the

AND THEY CLAIM that too many men were required to be 'on watch' while the ship was in harbour.

At Chatham Dockyard, where the ship is berthed, some of the crew talked about their grievances.

One of them told me: "After we were left without fresh bread or milk, the men were so mad that every day at meal-times they chanted over the inter-com Give us bread, give us bread.'

'Finally, one of the petty officers became so disgusted that he went ashore and bought 14 loaves out of his own pocket.'

Later, when I talked to the 38-year-old captain about the crew's complaints he admitted that there had been requests for transfers.

But the reasons he gave were different from those given by the

Lt. Commander Tomlinson said: Part of it may be that these men have had to work harder during the past three months than they're used to.

And they know we are going to Canada soon. They have been used to 'High on the hog' living in Britain with special allow-

'Most of them have their fam- and we are informed that each home to Halifax, and should arrive ilies here and they don't want of these complaints is quite comto leave Britain. They've been mon in a new boat doing trials. enjoying it here."

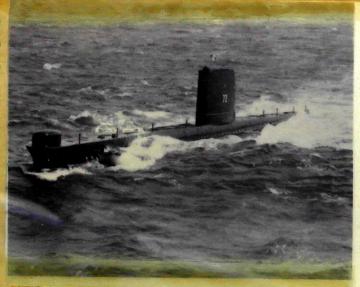
OUR COMMENTS

did not appear to be well planned, can blame them? this was apparently due to the integration process.

However, this is a submarine, other,

In addition to being new, this is the first RCN Submarine in These complaints sound quite modern times to come directly reasonable, and just about normal from the builders, which certainly for an RCN ship, except for the can't ease the work-up pains. bread and milk. Although the Too, there is undoubtedly a cerlatter was a regular complaint tain amount of justification, we at one time, it is generally con-sidered passe at present. There the Terrible. Do you think any was an occasion last spring when of them want to come back to the victualling for Maple Spring Canada? And if they don't who

Next week we'll all hear the dastardly truth, one way or an-



The most conspicuous addition to the maritime forces was the submarine Ojibwa, commissioned in September at Chatham, England. Intended primarily for training purposes, the Ojibwa is readily convertible to operational service if required. Two more submarines of the same class are now being built.

crew's complaints he admitted

SIR-THE **RUM'S LAT**

By PETER BISHOP

SUBMARINE crews are among the toughest chaps in the world. But little things can get even sub-mariners down - like trouble over their rum ration.

That is just one of the troubles worrying the crew of the Canadian submarine H.M.C.S. Ojibwa, commissioned only three months ago at

Chatham.

Many of the crew—largely composed of veterans—complain that some of the things that happening aboard are

And aiready many of them have asked the captain, Lt.-Commander Samuel G. linson — known jocularly as "Sam the Terrible" by the men -for transfers to other ships.

These are some of the things that are upsetting the tough sailors of the Ojibwa:

They claim that during the sub's 3-month sea trial off Scot-land, there was a slip-up and they spent a week without fresh milk or bread.

Hard work

They claim that their daily tot of rum, traditionally issued . noon, was often hours late.

They claim that they weren't given enough leave during the

At Chatham Dockyards, where the ship is berthed, some of the crew talked about their grievances

One of them told me: "After we were left without fresh bread or milk, the men were so mad that every day at meal-times they chanted over the inter-com.: 'Give us bread, give us bread'."

Later, when I talked to the 8-year-old captain abo

that there had been requests for transfers.

But the reasons he gave were very different to those given the men.

Said Lt. Commander Tomlin-son: "Part of it may be that these men have had to work harder during the last the months than they're used to.

" And they know we are going had to Canada soon. They have been used to 'high on the hog' living in Britain, with special allowances. Most of them have their families here, and they don't want to leave Britain."



COJIBWA OFF PORTLAND



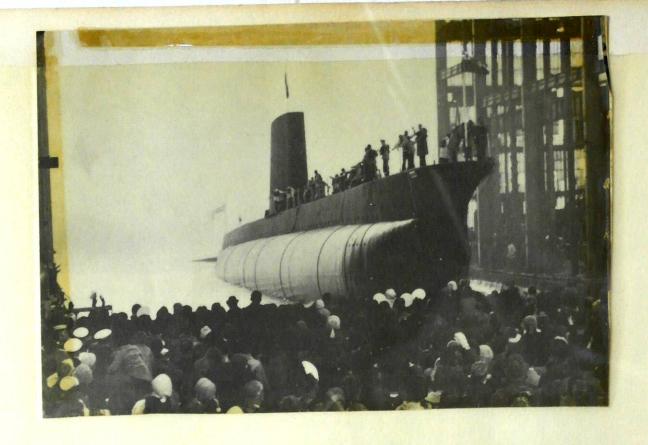
COJIBWA UNDER TOW CHATHAM KENT.

"A" Boat
Aeners 572
posted to
OJIBWA 5572
"O" Boat
form 30/65



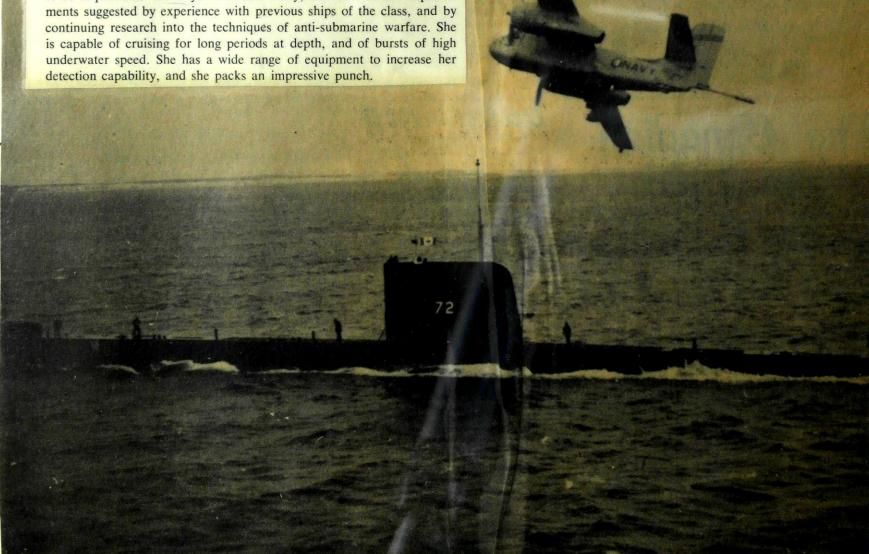


Chathan DKYD, Aug 1965



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 improve-



VS 880 Welcomes The OJIBWA

The new RCN submarine, HMCS OJIBWA, was welcomed to Halifax last teck with a sample of the type of operations she will be conducting in the future with the anti-submarine forces of the Maritime Command. Tracker aircraft from VS880 conducted an exercise with OJIBWA which started while the submarine was over 170 riles at sea enroute to Halifax. The aircraft were scheduled to launch so as to provide two Trackers continuously in the viciaty of the submarine for training aircrew to locate and identify a submarine contact. In spite of the adverse weather conditions which frequently dropped to under a half mile visibility in snow and fog, 880 logged over 60 hours in the air from 3 P. M. January 17th to 9 A. M. on the 18th, when OJIBWA passed Chebucto Head at the entrance to Halifax harbour.

HMCS OJIBWA, which was commissioned in September 1965 at Chathan England, is commanded by Lt. Commander 8. G. Tomlinson, C. D., RCN, of Calgary, Alberta. This submarine is one of the most modern conventially powered submarines in the world and will provide a welcome addition to the RCN both as an ofensive weapon in time of war and as an aid in training the Anti-Submarine forces in peacetime.



LATEST ADDITION TO CANADA'S FLEET

-RCN photo

The Royal Canadian Navy's 20,000-ton, 295-foot Oberon class submarine Ojibway was commissioned in Chatham, England, yesterday by Canadian High Commissioner

RCN's First Oberon Class Sub, Ojibway Is Commissioned in U.K.

Navy's first 2,000-ton Oberon class submarine, the Ojibway, was formally commissioned here yesterday by Canadian High Commissioner Lionel Chevrier.

which Mr. Chevrier described as "tangible evidence of an extension of Canada's maritime forces to a third dimension."

The Ojibway

CHATHAM, England (Reudered by the Canadian Government from the British missioning of the Ojibway shipyards here.

The second, to be delivered in 1967, is to be christened Onondaga on Saturday by Mrs. Paul Hellyer, wife of the Canadian Defense Minister. The third is for delivery in

time forces to a third dimension."

The Ojibway had originally been intended for the Royal Navy, by fitted to pecial three 295-foot submarines or-

marked an important stage in relations between Britain and Canada.

He said the band which He said the band which drew Britain and Canada to-ather in the Commonwesalth, NATO, the UN and interna-tional affairs generally are "as natural as they are firm."

The Ojibway's commanding officer is Lg.-Cmdr' S. G. omlinson of Winnipeg who had had command of the submarines Trespasser and Rorqual during training with the

1965 Oct. It



The Canadian High Commissioner, Mr. Lionel Chevrier, the guest of honour at the commissioning, inspects the guards. [J5145]



L'Ojibwa n'a pas attendu longtemps pour démontrer ce dont il était capable. Moins de quatre mois après avoir été admis au service actif, notre nouveau sous-marin a traversé l'Atlantique en plongée. C'est là un exploi qui ferait honneur à n'importe quel équipage amariné. Le voyage a été effectué à partir de la côte de la Grande-Bretagne pour se terminer à la côte de la Nouvelle-Ecosse.

L'Ojibwa plongea au large du "Lizard" (le point le plus méridional de l'Angleterre) le 14 janvier et remonta en surface 2 500 milles plus loin et 10 jours plus tard au large de Halifax. La fiabilité du bâtiment, de sa machinerie et de ses systèmes fut telle que la traversée en plongée et l'arrivée en vue de la terre ne furent qu'une question de routine. Cette réalisation est une source de grande satisfaction tant pour les constructeurs que pour l'équipage.

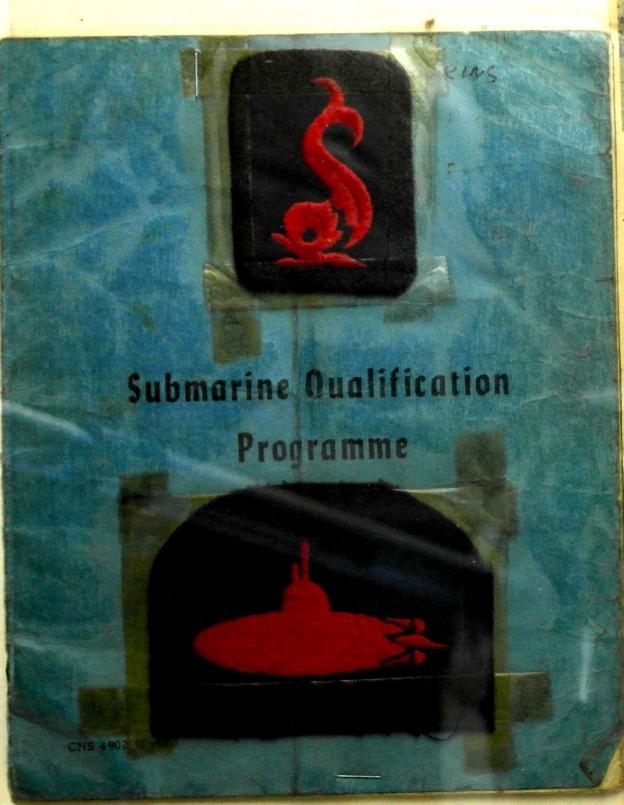


Un Tracker, de la 880° escadrille anti-sous-marine de notre aéronavale, survole l'Ojibwa alors qu'il approche de Halifax après avoir traversé l'Atlantique.

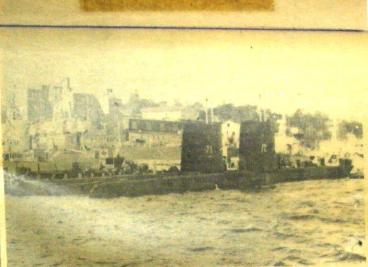
SAILED JAN. 4th.
FROM CHATHAM ENG.
ARRIVED HALIFAX
JAN. 18th 1966



CANADAS IST SIM BADGE



BRITSH SIM BADGE



Two submarines of the Halifax based First Canadian Submarine Squadron tie-up alongside jetty five in HMC Dockyard, Halifax, The two British built "O" class submarines are HMC Submarines

Onondaga (#73) and Ojibwa (#72), It is the first time since March 1921 that two Canadian owned submarines have served with other units of the Royal Canadian Navy.

SUBMARINES:

A History of Change and a heavy Workload for the men.

BY JIM JAMIESON, the DARTMOUTH FREE PRESS

Few people in the RCN will argue with the statement that man for man the personnel of the Canadian submarine service carry the greatest work-load, on a year-round basis, of all serving sailors. Most submariners are proud of this fact, but also a little disgruntled at times. After all, they are initially fully-trained to perform their duties on all types of surface vessels, and then by volunteering to serve in submarines they find themselves under extensive retraining; putting in much more time at sea; working longer hours; and for an extra stipend that would make a Sub.-Lt. Tracker pilot laugh all the way to the bank.

Canadian submariners are generally considered to be the new arrivals of the Navy. It wasn't until 1954 that a list of volunteers was compiled for training in the RN. A few Canadian officers had served in, and commanded submarines in the British service from time to time, but there was no general recruiting carried out among RCN personnel. The necessity for doing it at this particular time was to allow the United Kingdom to continue providing boats for anti-submarine training purposes on this side of the Atlantic. The RN boats with a mixed crew of RN and RCN personnel were to be stationed in Halifax.

'In Halifax' was considered to be a bit of a joke among the crews of the boats assigned here.. It still is. Not a ha-ha-funny joke either. While some Canadians were assigned to submarine squadrons or ashore in the United Kingdom, drawing healthy sums of extra quid, the crews of the Halifax-based boats spent little time ashore with their families, and drew little in extra allowances.

The first all-Canadian manned submarine of the present-day RCN was HMCS Grilse, obtained on loan from the Americans in 1961. She was manned by west coasters, and based on Esquimalt. It was later the Defence Department announced that three Oberon class boats would be purchased from the United Kingdom.

MCSTLY UNSUNG

The work of submariners generally goes unsung in peacetime, unless their boat is involved in a disaster or near disaster. In recent years the British submarine Affray, and the American Nuclear boat Thresher both went to the bottom. The search and rescue attempts made on both these occasions drew world-wide publicity.

In wartime, interest is primarily on the havoc created by submarines, and it should be pointed out that Winston Churchill was credited with defining the difference between a submarine and a

In wartime, interest is primarily on the havoc created by submarines, and it should be pointed out that Winston Churchill was credited with defining the difference between a submarine and a U-boat. He is reported to have said the "Enemy submarines are to be called U-boats and the term submarines reserved for allied underwater vessels." The difference being that U-boats are those dastardly villians who sink our ships, while submarines are those gallant and noble craft who sink theirs."



The Captain, Officers and Men of Her Majesty's Canadian Ship Ojibwa request the pleasure of the company of

at the Commissioning Ceremony to be held in Her Majesty's Dockyard, Chatham, Kent England, at 15.00, on Thursday, 23 September, 1965

R.S.V.P.—The Commanding Officer (Designate) SS. 72 (OJIBWA), H.M. Dockyard Chatham, Kent, England

This invitation was sent to the Parents of A.B. Hopkin in 1965
The card was retrieved from Mr. Hopkins S.R. after his doubt in 1991
Date of actually secreving the cord was 8 Nov 1993 from the effects.





1966

CANADA STARTS A SUB FLEET

For the first time in its his tory, Canada has a submarine squadron.

Formed in Halifax on Au Il 22, the First Canadian Submatine Squadron is under command of a Canadian who has been both a submariner and a naval aviator.

Cdr. Edmund G. Gigg, 41, 41 North Bay and Ottawa, commands HMCS Ojibwa, first of three "O" class submarines being built for Canada in Britain and a British submarine, HMS Acheron.

FINAL YEAR

The Royal Navy's Sixth Submarine Division which has been based in Halifax since 1954, is running down and the Acheron is spending the final year of her time in Canadian waters under the new Canadian organization.

The two additional submarines under construction in England will join Cdr. Gigg's squadrom in 1967 and 1968. In his career, Cdr. Gigg has commanded two British and one Canadian submarine.

He was a naval aviator flying from the Canadian aircraft carriers Warrior and Magnificent from 1947 to 1950. HMCS OJIBWA — Canada's newest submarine HMCS Ojibwa, heads for exercises off Nova Scotia. The Ojibwa and the Royal Navy submarine Acheron form the RCN's First Canadian Submarine Squadron based at Halifax.

tt.-Cmdr. John Rodocanachi, captain of the Royal Canadian Navy's newest submarine, HMCS Ojibwa, is typical of the modern submariner, highly trained and confident of his superiority in combat.

He believes that, in a fight to the death between his submerged sub and a single destroyer, he would win easily. Even destroyer captains admit they would be the probable losers in such a battle.

Rodocanachi goes further. He says he could sink two destroyers almost as easily as one. Attacled by three, he would sink

concentration of the concentra

PICTURE TAKEN
JUST BEFORE OUR
FIRST TEST DIVE IN
THE LOCK.

two before the third destroyed his ship

The only time Rodocanachi is worried is when the RCN goes after him, in manoeuvres, with its new punch – helicopters. They are the potential scourge of all submarine commanders.

"Put helicopters above me and I'm in trouble," says Rodocanachi. "I know where the ships are and can guess what they are doing. But I'm blind as far a helicopters are concerned."

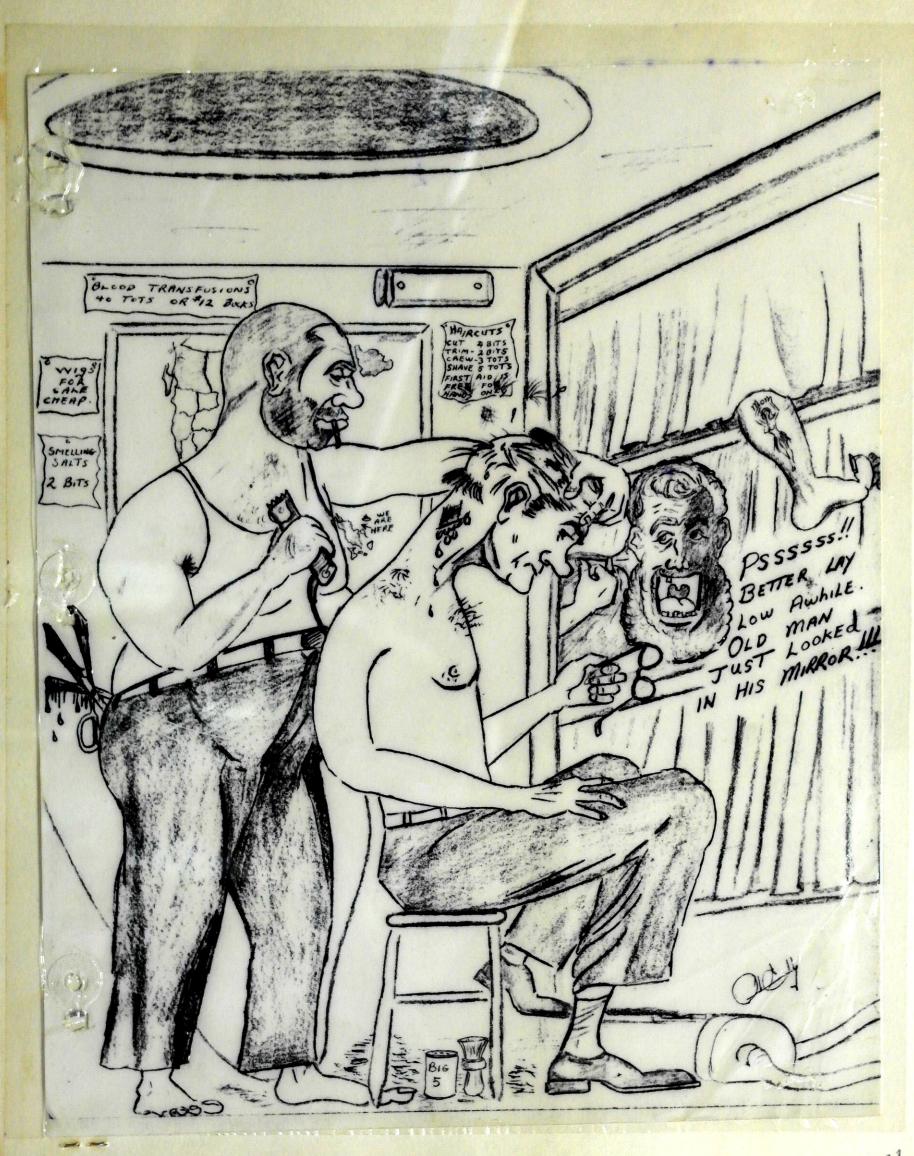




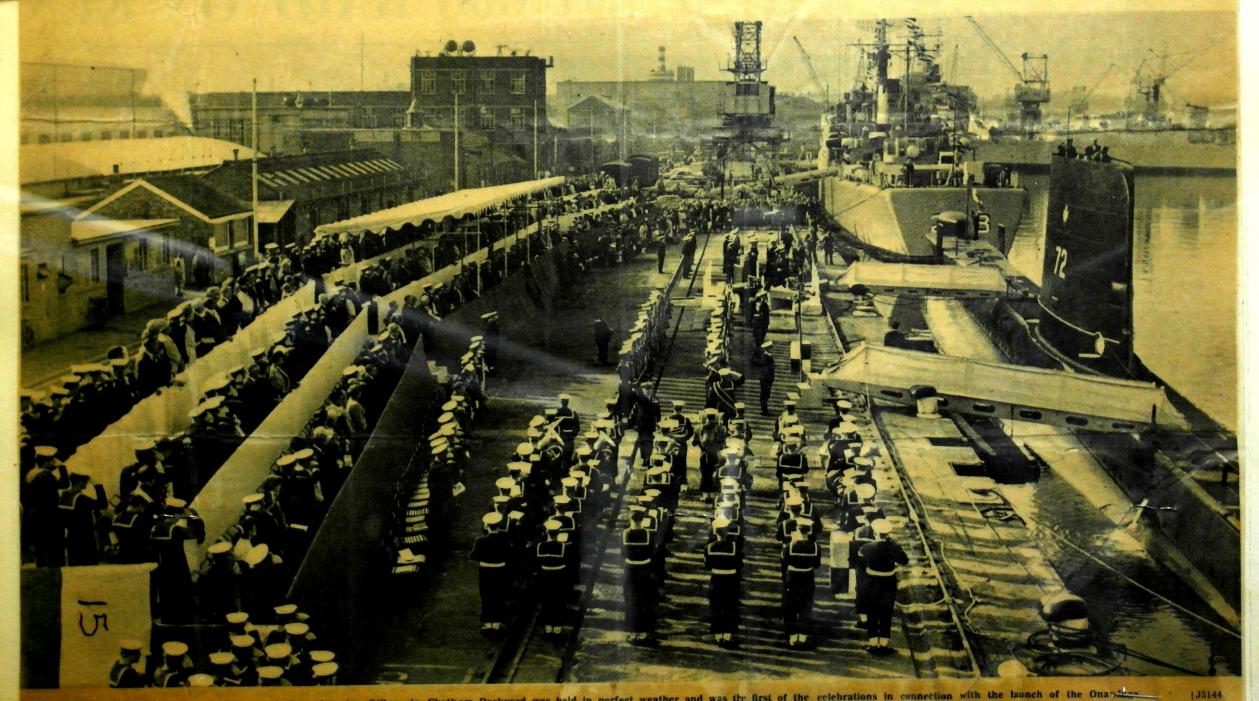
The Captain, Officers and Men of Her Majesty's Canadian Ship Ojibwa request the pleasure of the company of

Mrs. G. A. A. Hopkin: Fomily
at the Commissioning Ceremony
to be held in Her Majesty's Dockyard, Chatham, Kent
England, at 15.00, on Thursday, 23 September, 1965

R.S.V.P.—The Commanding Officer (Designate) SS. 72 (OJIBWA), H.M. Dockyard Chatham, Kent, England



Leaf men and their ships





The 56th sub - and a great day for the Dockyard

WELCOME CANADA!

8,000 invited to climax of a unique week

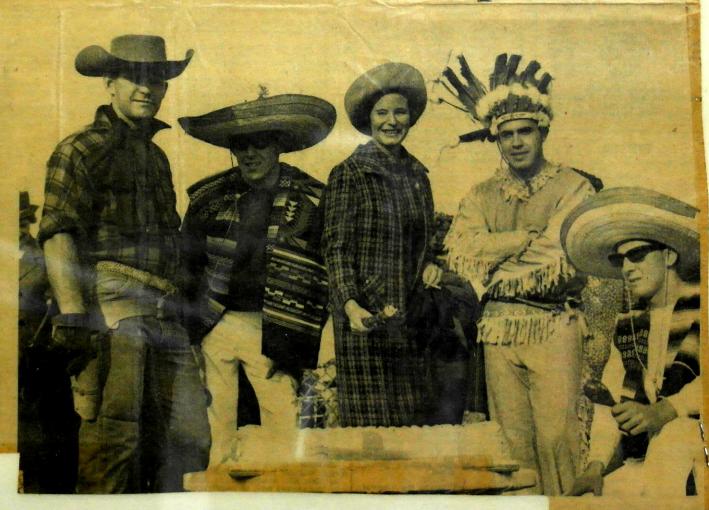
CHATHAM NEWS NAVAL CORRESPONDENT

CIGHT THOUSAND invited guests will witness the climax of Chatham's Canada Week tomorrow (Saturday) when Mrs. Ellen Hellyer, wife of the Canadian Defence Minister, will launch the Chatham-built submaine Onandaga with a bottle of home-brewed champagne.

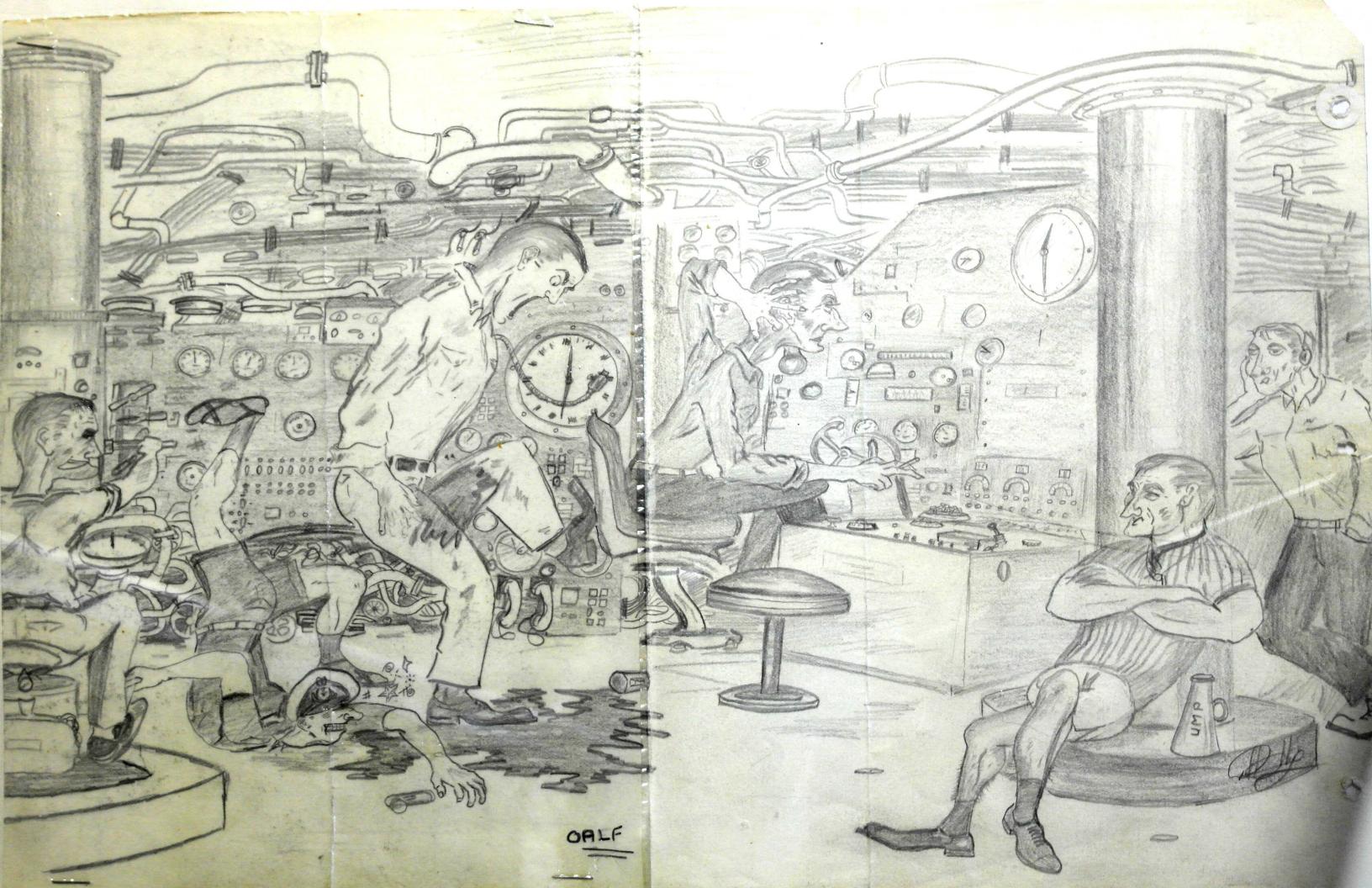
Among them will be the High Commssioner for Canada (Mr. Lionel Chevrier), Mr. Jack Mallalieu Under Secretary of State for the Navy), the Second Sea Lord (Amiral Sir Desmond Dreyer) and the Canadian Deputy High Commissioner (Mr. G. Murray). And yesterday (Thursday) the firstof the Oberons for la. Oiibwa, was commissioned, making t a week unique in Chatham-Cnadian relations.

The Onanaga is the 56th sub-marine builtat Chatham.
The colourul ceremony will also be attended by sailors from the our Canadin warships here for he occasion and Medway school-hildren.

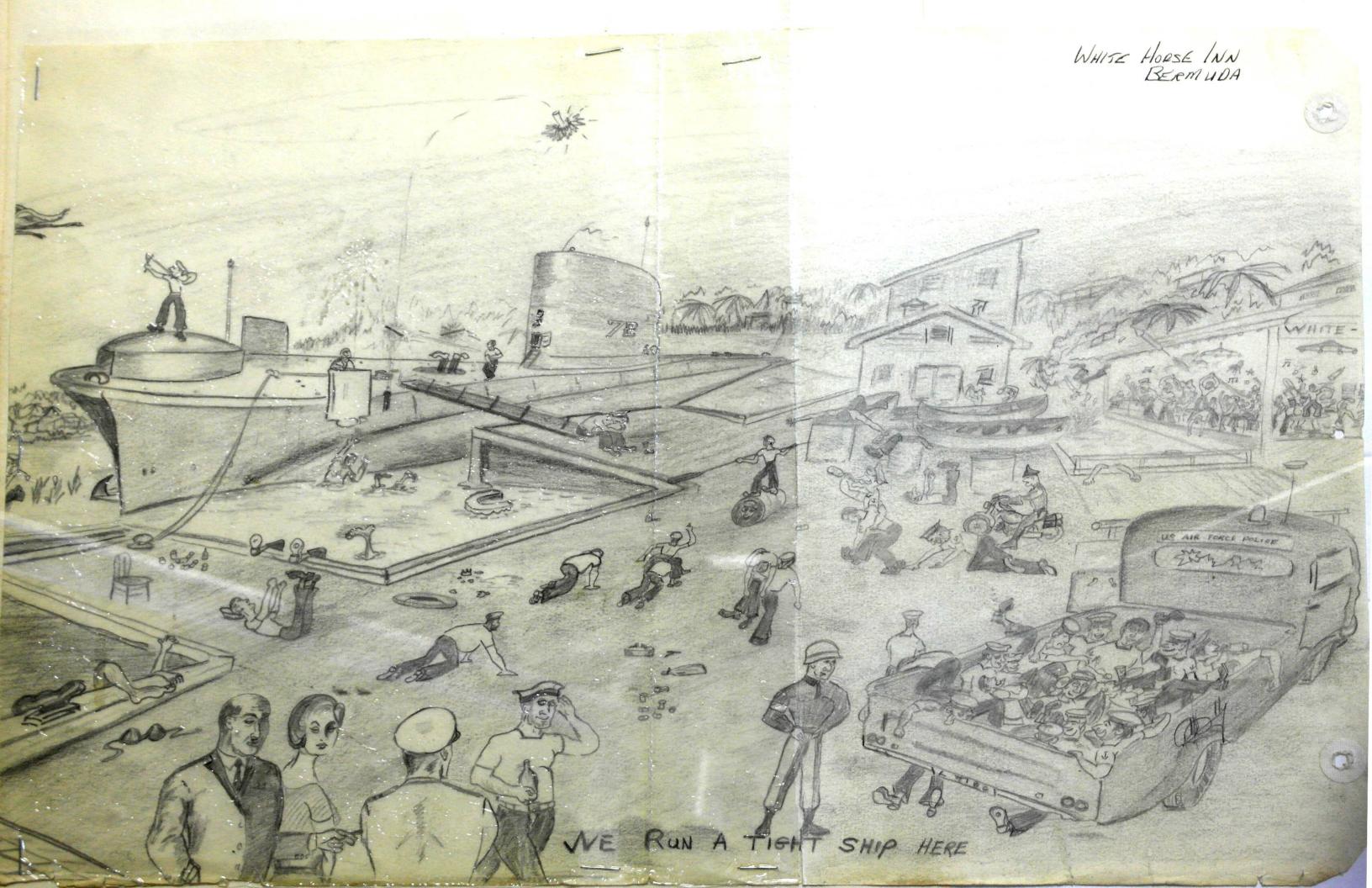
Mr. Chevrier was the guest of mour at the afternoon's cere-



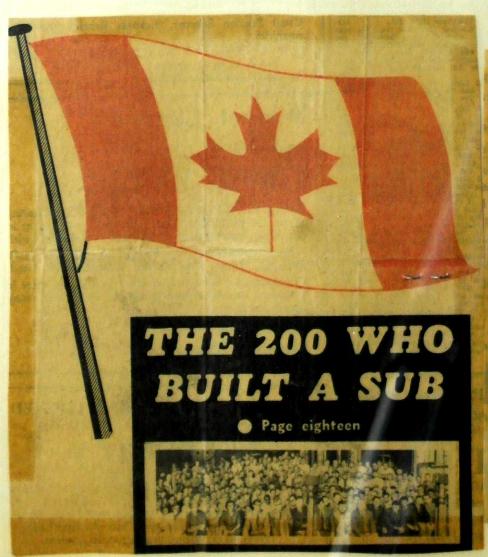
Cutting one of the commissioning cakes Canadian style with a tomahawk, and Ojibwa indians. is Lady ers who launched Ojibwa at Chatham last year.

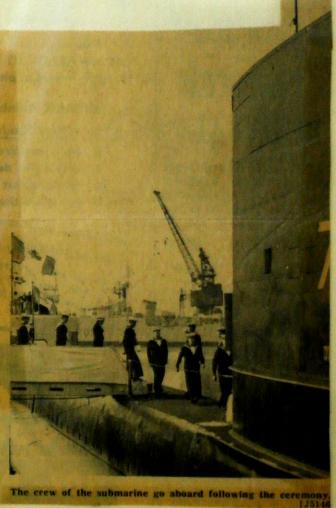












FRONT ROW- L-R. LEDE GUNNING. LA. JACKSON. LERE FITZGERALD LEDE TOMLINSON LT. NEAL PEARCE LT. BELL.

2ND ROW L-R. P.O. HOWELL, RITCHIE. JEWINGS 1. CPO SQUANCE. ROGERS. OLSEN. P.O. FRANKTON
CPO BURNETT. P.O. RANGER. CHASE. SAWYER. HAWKINS.

3 RD ROW L-R. THOMAS. TURNER. MCKAY, MCVARNOCK, DALEY, HARDING. HALL . BLACK, KRIVOSHEN.

4th ROW L-R. JEFFERRES. LENK. TIDD. . Mª DONALD. SPURR. POWERS. GORDON. Mª MANUS.

HOPKINS. . DONOVANO WEATHERUP.

5 th ROWL-R. STAUBER. DONTRE. MURPHY. HARTOON. MAGEAU. M. GAVIN. PATERSON. SHEARING. LUCIER.

BALK ROW L-R. . TRIEG. DRMSBY. BROWN. DAGNAIS. PRITHURS. GINGRAS. CHISLETT,

SMITH BRAILSFORD, MORRISPH. HOWATSON



LS HOPKING DAUGHTER SHERI 1968



OJIBWA'S FIRST CREW + 1966 ZOMAS CARD

With Best Wishes

for

Christmas and the New Year

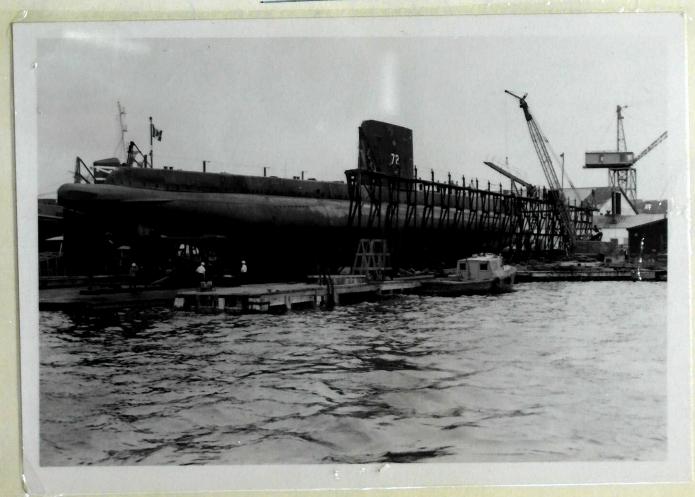
H. M. C. S. Ojibwa

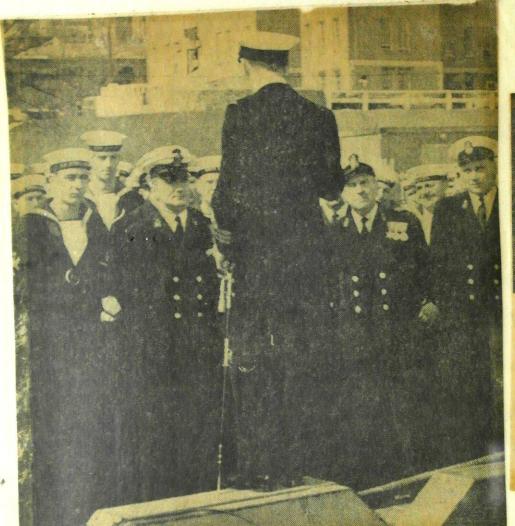




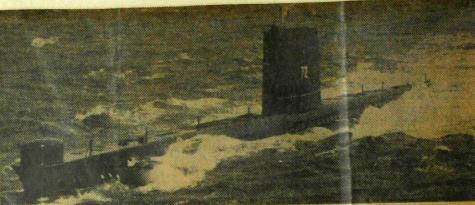
COMING ALONGSIDE AT JETTY 5

DARTMOUTH SLIPS 1967





CDR. GIGG CANADA'S FIRST SUB. COMMANDER



This is new in the Canadian Forces. It's the Ojibwa.

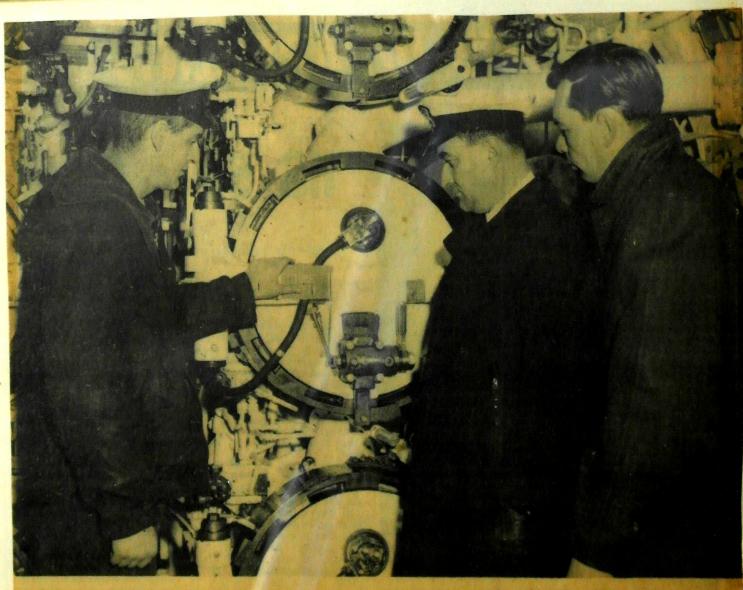
It's 295' long, 261/2' wide and draws 18' of water. Its armament includes eight 21" tubes for homing torpedoes. It's operationally potent and supplies advanced anti-sub training.

Last June, the Canadian Forces announced the addition of the CF-5 fighter to its new equipment roster. NOW it's the new submarine, HMCS Ojibwa. This is the first of three Oberon-class (powered by the latest twin diesel engines) that will join the fleet. The Ojibwa is designed for both arctic and tropical operations. It is superbly fitted with

the most up-to-date detection equipment in the world.

The Ojibwa is new in the Canadian Forces. There's more to come. Good equipment requires good men.

SQUADRON FORMED -Following a brief ceremony at HMC Dockyard yesterat HMC Dockyard yesterday the First Canadian Submarine Squadron was formed. Commanding officer Cdr. Edmund G. Gigg, standing next to Canada's newest submarine, HMCS Ojibwa, addresses the officers and men of the new command. The only British submarine now remaining in Halifay HMS Acheron, will Halifax, HMS Acheron, will spend the last year of her time in Canadian waters as part of the squadron. (De



AVIATION SUPPLY DEPOT PERSONNEL VISIT HMCS Offiswa On 1 February a number of the supervisory personnel in the de pot took advantage of an opportunity to see Canada's newest sub-

marine. Shown above is PIFC4 J.M. O'Brien explaining torped of tube operation to C2ST4 A. MacLeod, Planning Division and Mr. G. Slauenwhite, Packaging and Preservation Supervisor.



LCDA Robocanachi

pusenting to

LCDA Elint

ACDA Elint

on achieves aliporture



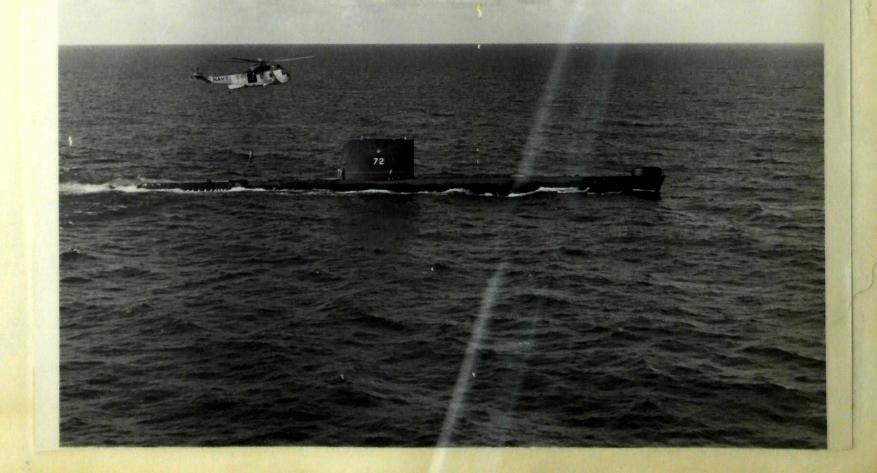


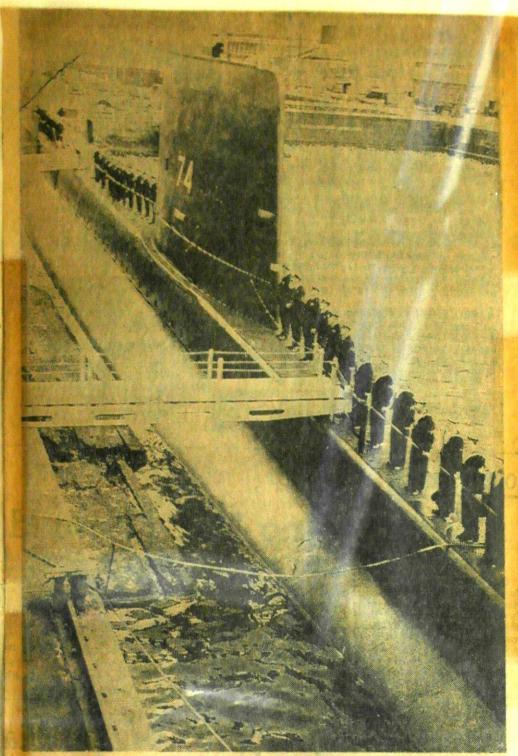






OJIBWA'S FIRST TIME ALONGSIDE IN CANADA JAN. 18/1966





HMC SUBMARINE OKANAGAN AT COMMISSIONING CEREMONIES IN JUNE

Indian Band Chief To Welcome New Sub

Jack Alec, will be flown to Hall a table lighter to the ship's com-ifax later this month with other pany from the citizens of Pensubmarine is named, should be civic and tieton, Indian Band dignitaries to wel-come the country's newest sub-marine, HMCS Okanagan, to

Mayor F. D. Stuart will be leaving on the Sept. 24 Canadian Armed Forces flight with Chief Alec to participate in the wel-

The 295-foot long, diesel powered Oberon class submarine, commissioned earlier this year in England, has been undergoing sea trials off the

undergoing sea trials off the Scottish coast since the end of June. The states a trial in Idaliance this month was mark its first trip into Canadian waters.

At the commissioning ceremony on June 22 at HM Dockward, Chatham, Herald editor Phil Stannard of presented Lieutenant - Commander Nigel Frawley, captain of HMCS Ok-Frawley, captain of HMCS Ok-anagan, with a watertight cook-ing pot which had been woven from the roots of trees by wo-men of the Penticton Indian Band. The cooking pot attracted so much attention it was decided lighter.

Penticton Indian Band chief, coming ceremony and to present that representatives of the Okinvited to attend the Canadian welcoming ceremonies,

> During the commissioning ceremonies Mr. Stannard, who represented the Okanagan Valley news media with Russell Richardson of CHBC-TV, Keltovna, proceedings from an account of the command of the com specially on accd framed photograph of the Okanagan Valley as a gift from the Pen-ticton Chamber of Commerce and a letter from Mayor Stuart requesting suggestions from the captain on a suitable gift from

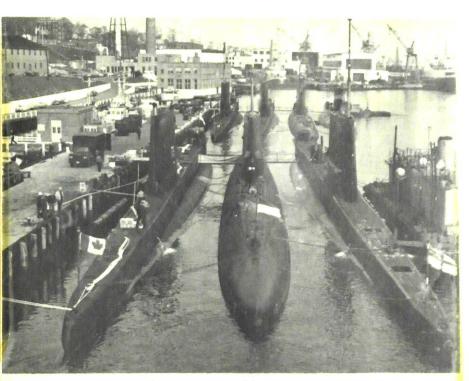
Lieutenant-Commander Fraw-ley, in replying to Mayor Stuart's letter, suggested a table

CDS COMMENDATIONS

8...Marifine Command PRIMEN D. December 17, 1976



CFB HALIFAX - Petty Officer Paul R. Connolly receives a C.D.S. Commendation from Vice-Admiral Douglas Boyle, the Commander of Maritime Command. Petty Officer Connolly, 32, of Charlottetown, P.E.I. was serving aboard HMCS Ojibwa when an engineering made itself evident just prior to sailing. Connolly's constant attention and mechanical insight applied over a strenuous 40 hour period, put the ship back into operation with minimum loss of time and money. Connolly has spent 14 years with Royal Canadian Navy and Canadian Forces and is now an Instructor at the Submarine School for the 1st Canadian Submarine Squadron.



Halifax harbour had more than its quota of fish, tin fish, following a maritime warfare exercise in the Western Atlantic. Seven submarines from four countries tied up alongside jetty number five presenting a formidable display of underwater seapower. The submarines were HMS Narwhal and Orgcle from Britain; HNLMS Potvis and Dolfijn from Holland; the Requin from France and Canada's submarines Ojibwa and the Onondaga.

SUBMARINES:

A CHRISTENING A COMMISSIONING

Appropriately enough, a tune based on an Ojibwa Indian war chant was among the selections played by a navy band during the commissioning of the submarine HMCS Ojibwa at a ceremony in the Royal Naval Dockyard at Chatham, England, on 23 September.

Two days later, in the same dockyard, Mrs. Hellyer, wife of the Hon. Paul Hellyer, Minister of National Defence, launched the submarine Onondaga.

The Ojibwa and Onondaga are two of three "O" class submarines to be constructed in the Chatham dockyard for the Royal Canadian Navy. The third, the Okanagan, will be launched next year.

The Hon. Lionel Chevrier, Canadian High Commissioner to Britain, was guest of honor at the colorful *Ojibwa* ceremony. Others attending included Lt.-Gen. Geoffrey Walsh, Vice Chief of the Defence Staff (since retired), and Rear-Admiral J. B. Caldwell, Deputy Chief of Technical Services, along with senior Royal Navy officers and Canadian and British government representatives.

The Ojibwa is commanded by Lt.-Cdr. George Tomlinson, of Winnipeg and Calgary.

At the launching ceremony for the Onondaga, 8000 persons watched Mrs.

Hellyer break the traditional bottle of champagne against the submarine's hull.

On hand for both ceremonies were 1200 Canadian sailors from the mobile repair ship Cape Scott and the destroyers Nipigon, Saguenay and Kootenay.

The four ships, along with the aircraft carrier Bonaventure and operational support ship Provider, were in European waters to take part in a nine-week training cruise which included the NATO exercise Totem Pole.

The "O" class submarines are intended primarily for the realistic training of anti-submarine forces of Canada's Maritime Command, but they can be readily switched to operational status if required.

The are capable of cruising for long periods at depth, with bursts of high underwater speed. They carry a wide range of equipment to increase detection capability.

They are 295 feet in length and displace 2400 tons. Six bow torpedo tubes are capable of firing either steam or electrically driven torpedoes and two stern tubes will fire electrically driven torpedoes.

The Ojibwa will complete her postcommissioning trials in British waters and will proceed to her home port at Halifax early in the new year. In April, the First Canadian Submarine Squadron was formed in Halifax with the new O-class boat, HMCS Ojibwa, first to join the squadron. She will be followed by two more of the same type being built for Canada in Britain and scheduled for delivery in 1967 and 1968. The Ojibwa is designed for both arctic and tropical operations, and is fitted with the most up-to-date detection equipment in the world. But equipment alone does not provide defence. It needs good men to maintain and operate it — men like you.

18 JULY 1986

DEAR COXSWALM

TWO TELEGRAPS REACHED ME FROM THE MEN OF OJIRWA - CHE FROM THE SEMIOR RATES AND ONE FROM THE JUNIOR RATES ROTH PROUGHT ME GREAT ENCOURAGEMENT AND GIVE. ME CONFIDENCE TO FACE ON IN ALL OUR PEST INTERESTS.

THE UNDERSTANDING THAT PROMPTED YOUR ACTIONS, BUT WHICH LEAVE ME WITHOUT SUITABLE WORDS TO THANK YOU, ARE FAR MORE VALUABLE TO ME THAN I CAN EVER SAY.

PLEASE CONVEY TO ALL THE CHIEFS AND PETTY OFFICERS, LEADING SEAMEN AND AR'S-EVEN THE OS, IF YOU HAVE ANY IN THE COMPANY, MY SINCERE THANKS.

YOUES AYE

W.M. LANDYMORE ORE CD RCN REAR-ADMIRAL.

THE AROVE MESSAGE WAS RECEIVED BY THE COX'N OF

Campbell Soup Company

CAMDEN, NEW JERSEY 08101 at at at at at

June 28, 1968

LSER³ R. Power
LSET² L. Ritcie
LSER² G. G. Hopkins H.M.C.S. Ojibiva C.F.P.O. 5071 Halifax, N. S. Canada

We wrote a letter complaining about the destruction of the turtle

Gentlemen:

Sorry about that gentlemen. Sorry about the delay, too, because your letter reached us by a circuitous route.

Lots of people like turtle soup and I can't think of a better fate for a turtle. Years ago, early in the century, we used green turtles from the Caribbean area and I think their delicious calipash and calipee would have converted you and probably turned you into cannibals.

It was good to hear from you and best of luck from an old U. S. Navy deck ape.

Very truly yours,

CAMPBELL SOUP COMPANY

J. E. McLaughlin Manager-Consumer Relations

JEMcL:dls

In the voice of the turtle "YBYAIA."

SYNCROLIFT®

THE WORLD'S MOST MODERN DRYDOCKING & TRANSFER SYSTEM



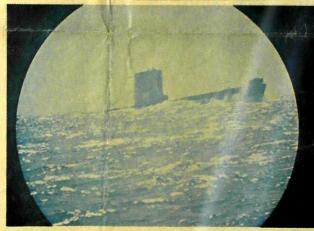
ON THE SURFACE, A CONSTANT VIGIL



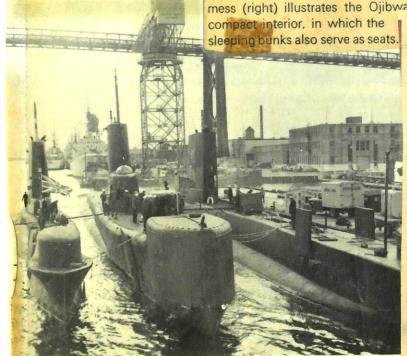
A lookout on the conning tower (above) scans the horizon for hostile forces as soon as the submarine Ojibwa rises to the surface to recharge batteries. The seamen's mess (right) illustrates the Ojibwa's compact interior, in which the

Three sailors were put ashore at San Juan from the submarine Ojibwa during Exercise Maple Spring and flown back to Canada from Puerto Rico. They couldn't stand the rigorous life in the cramped interior of the submarine any longer.

Seven officers and 58 men live inside the



The submarine is also a menace to other submarines. While submerged, it can detect and observe an enemy on the surface (above). If unable to attack, it calls in aircraft such as an RCN Tracker (left) that can attack or track the sub until destroyers, which are plotting its position in their operations rooms (top left), reach the scene and attack together. To save valuable training time during manoeuvres, the navy refuels at sea. At right, one of the destroyers moves up on a tanker while two others, on the horizon, await their turn. Split-second timing and co-ordination (top right) speed refueling. More than 3,000 men took part in the manoeuvres.



Brows link three submarines beneath the Angus L. MacDonald Bridge as a trilie tied-up in HMC Dockyard, Halifax. (L. to r.): HMS Acheron, USS Sea Ow Djibwa. The submarines from three nations got together when the Sea Owl myiddle for a Canadian visit in mid-November, 1966, and added to a contrast ges in the current design of undersea vessels used by some of the world's

IT'S HIDE AND SEEK ABOVE AND BELOW THE SEA



COMM. MORGAN TOKER. MURPHY (R) HOPPY (L)





DEFENSE
MINISTER
FOR CANADA
LEO
CADIEUX



WRITTEN " BY LIS MEVARNOCK

GLORY, GLORY, THE BATTLE HYMN OF PAUL HELLYER

WHATEVER PAUL HELLYER WAY OR MAY NOT HAVE DONE TO CANADA'S ARMED SERVICESOR IS IT ARMED SERVICE ? - HE HAS AT LEAST INSPIRED A SOING WHICH IS
CURRENTLY SWEEPING CAPITOL HILL, AND MAY YET BECOME A SMACH RECORD. THE
PIECE INTENDED TO BE SUNG WITH FEELING, TO THE TUNE OF THE BATTLE HYMN OF
THE REPUBLIC, AND IT IS AS FOLLOWS...
(FIRST TWO LINES RELIGIOUSLY AND WITH FEELING)

WE HAVE WIPED AWAY THE SERVICES AND THROWN AWAY THE ROLE, WE TREAT THE BRASS THE WAY A BUNCH OF BOGS'D TREAT A POLE PAUL HELLYER WAKES US STRONG.

(CHORUS)

GLORY, GLORY, INTEGRATION
THAT'S THE THING TO SAVE THE NATION
JOIN THE HELLYER CONGREGATION
THE UNION MAKES US STRONG.

WE WILL RAISETHE PAY OF PILOTS AND TO HELL WITH ALL THE REST,
WE WILL RUN OUR SHIPS WITH GENERALS WHO DRINK THEIR RUM WITH ZEST
EXCEPT PERHAPS TO GIVE THEM HEART, A DOW WOULD GO THE BEST,
PAUL HELLYER MAKES US STRONG.

(CHORUS)

WE'VE SUNK THE SHIPS AND SCRAPPED THE PLANES AND SHATTERED THE MORALE, WE'VE DISARMED NOT JUST OUR CRITICS, WE'VE DISARMED OURSELVES AS WELL, SO IT'S ONWARD CHRISTIAN SOLDIERS AND THE REST CAN GO TO HELL PAUL HELLYER MAKESUS STRONG.

GLORY, GLORY INTEGRATION THAT'S THE THING TO SAVE THE NATION, JOIN THE HELLYER CONGREGATION THE UNION MAKES US STRONG

PAUL HELLYER MAKES US STRONG ?????

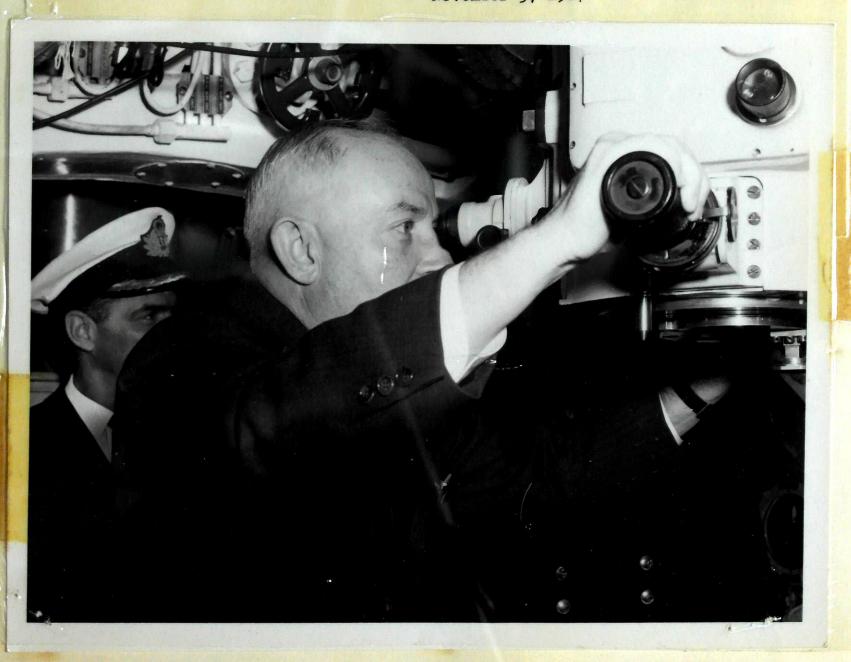
DEPARTMENT OF NATIONAL DEFENCE ATLANTIC REGION INFORMATION OFFICE FORCES MAIL OFFICE, HALIFAX, N.S.

TEL: 422-5957

CANADIAN FORCES PHOTOGRAPH

HALIFAX, NOV. 2, 1967 -- MND VISITS MARITIME COMMAND -- The Honourable Leo Cadieux, Minister of National Defence, tries out the periscope of the submarine HMCS Ojibwa during his visit to HMC Dockyard, Halifax. Mr. Cadieux is on a fourday visit to Defence establishments in the Maritime Provinces. (Canadian Forces Photo)

NEG. NO. HS 67-2237 November 3, 1967





COMMANDING OFFICER

15 November 1966

From: Commanding Officer, USS SEA OWL (SS405)
To: Commanding Officer, HMCS OJIBWA (S72)

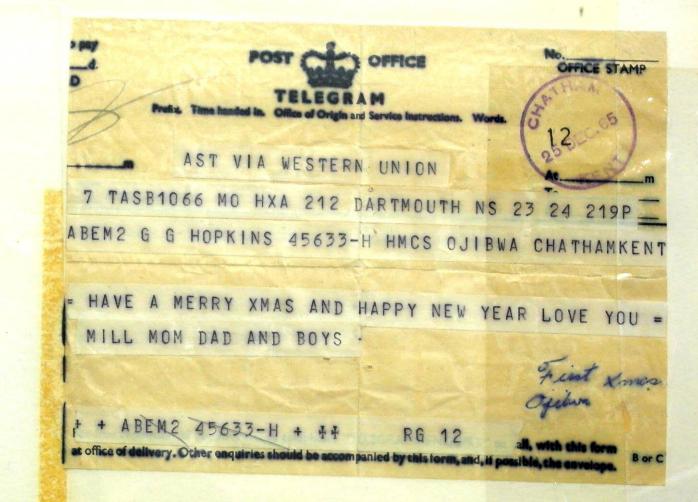
Subj: Letter of Appreciation

l. I wish to express my sincere appreciation for OJIEWA's fine services rendered as host ship for SEA OWL during our recent visit to Halifax. The hospitality shown by you and your officers and men was indeed a reaffirmation of the fine camaraderie existing between our Navies. I assure you that your thoughtful efforts made our visit a memorable one that ended much too soon.

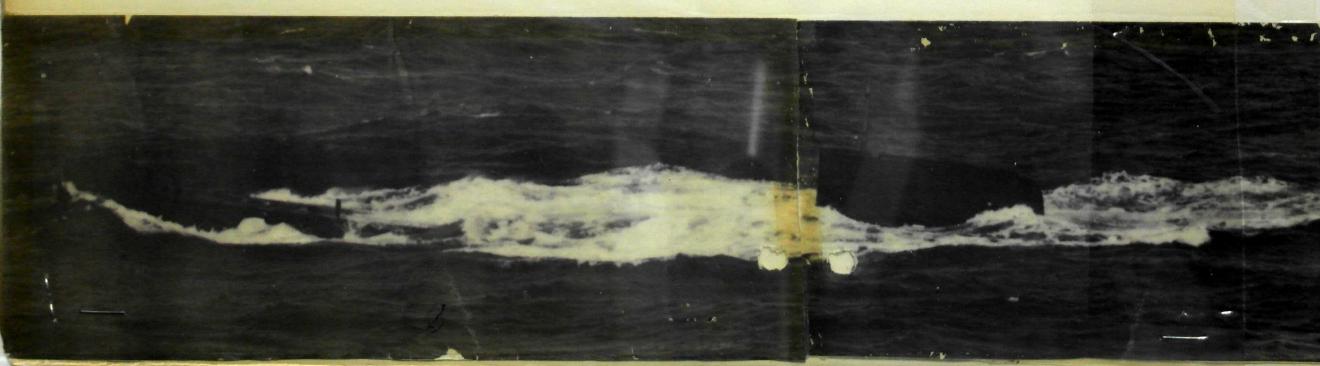
2. I hope that SEA OWL will have an occasion in the future to reciprocate in New London. Please convey my thanks to your officers and men and may OJIBWA enjoy continued smooth sailing.

Ha CHERRIER

Copy to: Commander, First Submarine Squadron



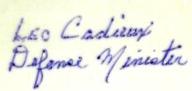






LEDR WOODS

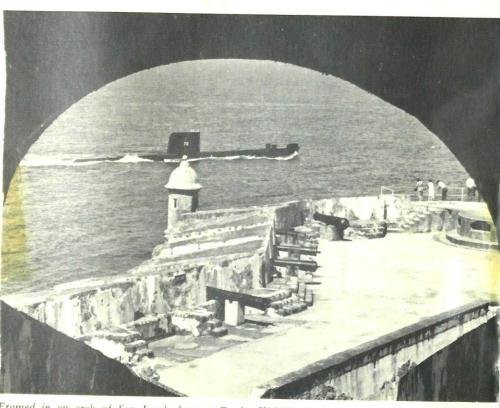
CDR GIGG IST SIM SODN





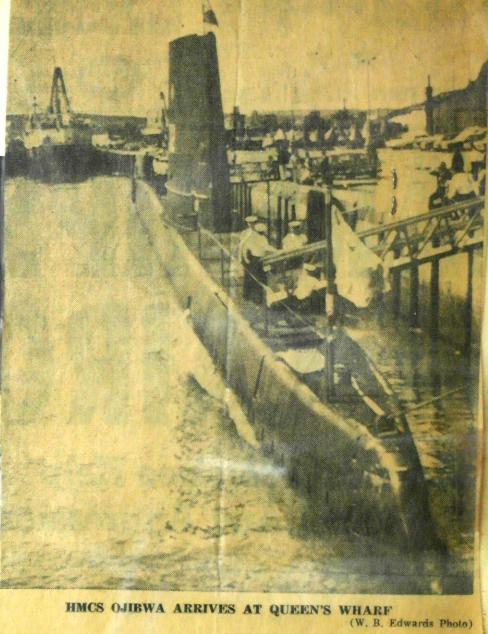


FOUR 'BOATS' - Canada has three submarines of her own in commission for service on the east coast and a fourth on loan from the U.S. Navy serving on the west coast. Here is a control room scene in HMCS Ojibwa based on Hali-



Framed in an arch of San Juan's famous Castle, HMCS Ojibwa puts to sea during MS.

LEUR WOODS



Cdn Navy Needs Six More Submarines Says Officer

The Canadian Navy could use at least six more submarines. This opinion was expressed here yesterday by Cmdr John Rodocanachi of the Halifax-based submarine Ojibwa.

"We need about three submarines on the east coast and a similar number on the Pacific coast. The advantages of having the extra units would be when one is being overhauled we would still have two operational units.

"At present, the RCN maintains the Grilse, on loan from the US Navy, on the west coast, while the Ojibwa patrols in Atlantic waters."

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29-BAY RANGE

Conducting a press tour of his submarine, he pointed out the Ojibwa can carry enough provisions to stay at sea for about 20 days.

"We have two periscopes abbard, one equipped with a special camera for taking pictures, and the other for lining up an attack."

"Another interesting feature is our escape hatch. It takes a sailor about one-and-a-half seconds to shoot through 100 feet of water to the surface. Our crew has been trained in the free-ascent escape technique. Emergency escape hatches are placed at both ends of the submarine."

CLASSIFIED INFORMATION In reply to a question, he said the number of the vessel's a depth exceeding 400 ft.

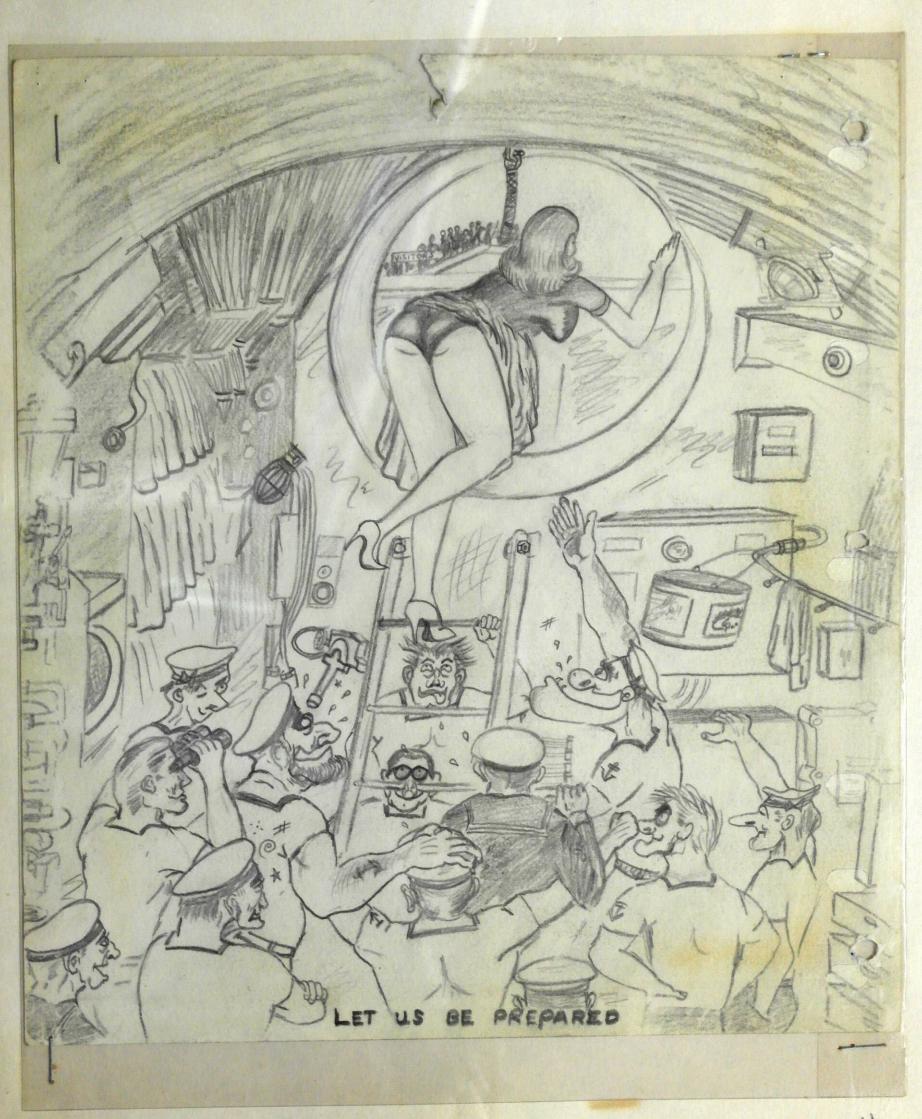
The submarine interesting leading and receiving over a wide of water to the surface. Our crew has been trained in the free-ascent escape technique. Emergency escape hatches are placed at both ends of the submarine."

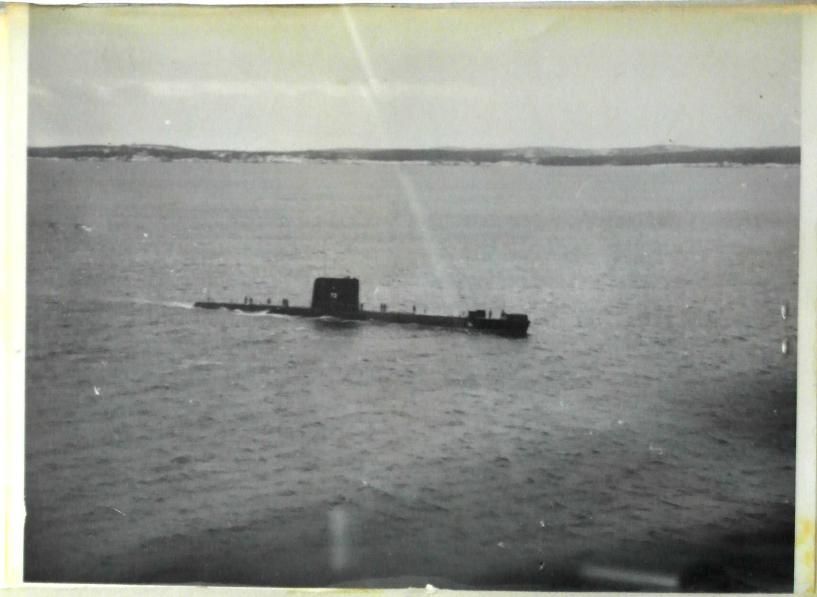
CLASSIFIED INFORMATION In reply to a question, he said the number of the vessel's a depth exceeding 400 ft.

The commander noted the morale of the submarine force is quite high.

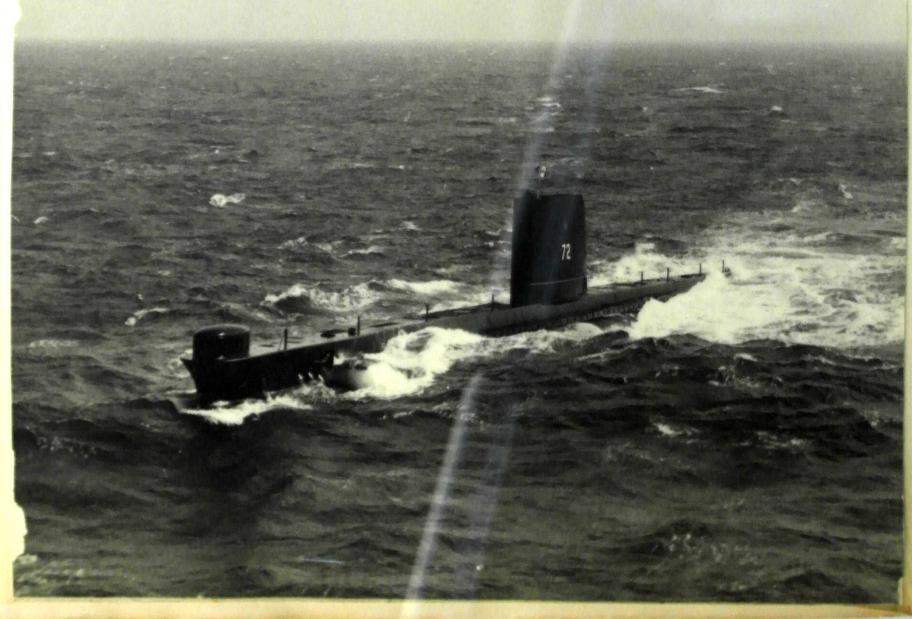
HMCS Ojib<mark>wa takes on torpedoes from</mark> a U.S. tender during Exercise Maple Spring.

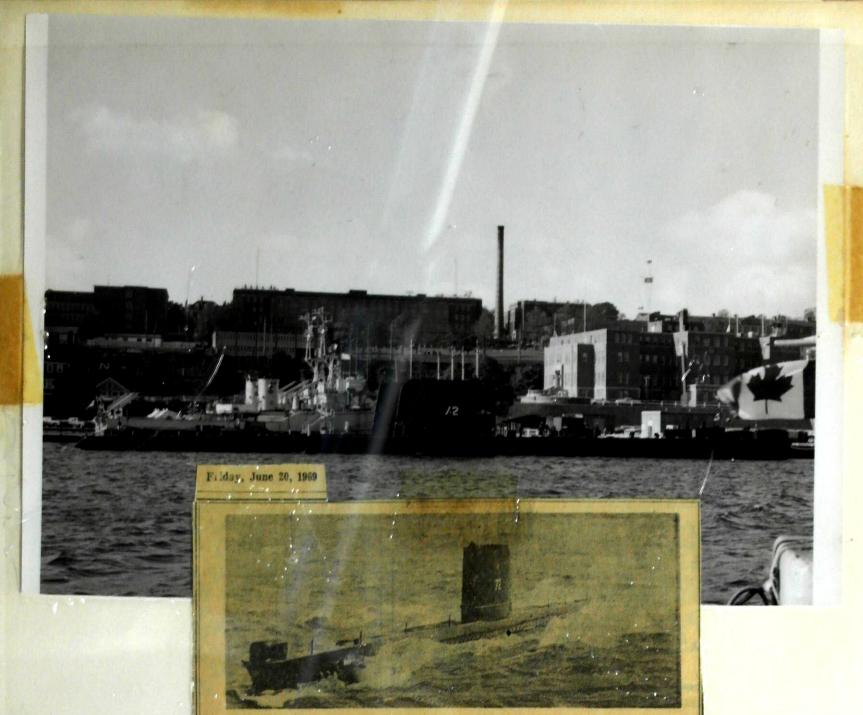






OJIBWAT HALIFAX APPROACHES





Canada's Submarine Ojibwa at Sea

Submariners An Elite Corps

By AL HERRON Staff Writer

Every service has an "elite" corps — an outfit that not only knows it is something special — everyone else knows it.

Hitler had his SS troops; Hirohito had his Kamikaze pilots; Churchill had his Commandos and today the United States have their Green Berets.

The Canadian Navy has its submariners. And they're good. Everyone knows they're good — everyone in the navy that is, and that's where it counts.

They know they're good. They won't say so, of course, but in talking to them you can sense they know it. After all they had to be tops in their trade and fully trained before they would even be considered for subs. They had to volunteer for the job. They had to be far above average, physically, to be acceptable — only the medical standards of divers are as high, submariners are followed by parachutists and aircrew, in medical requirements.

The mental stability of astronauts is probably higher — only probably, because there are no written astronaut requirements in the Canadian forces to compare them with.

Submariners must know everything there is to know about their own basic trade, and they must know, operationally the trade of every other man aboard a submarine.

They must be "socially acceptable," pasy to get along



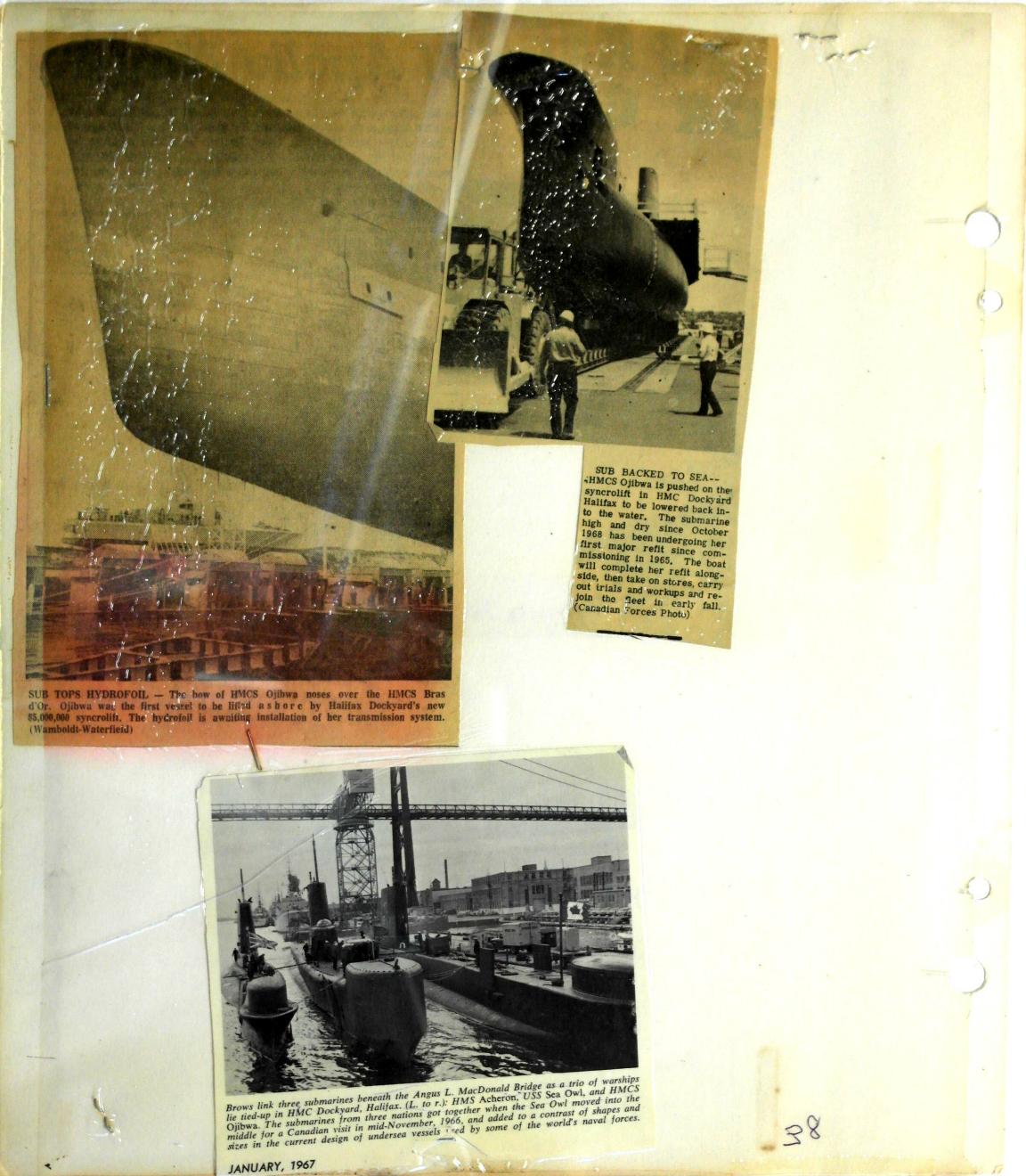
A/B JOHN ABRAHAM Graduates from Sub School Today

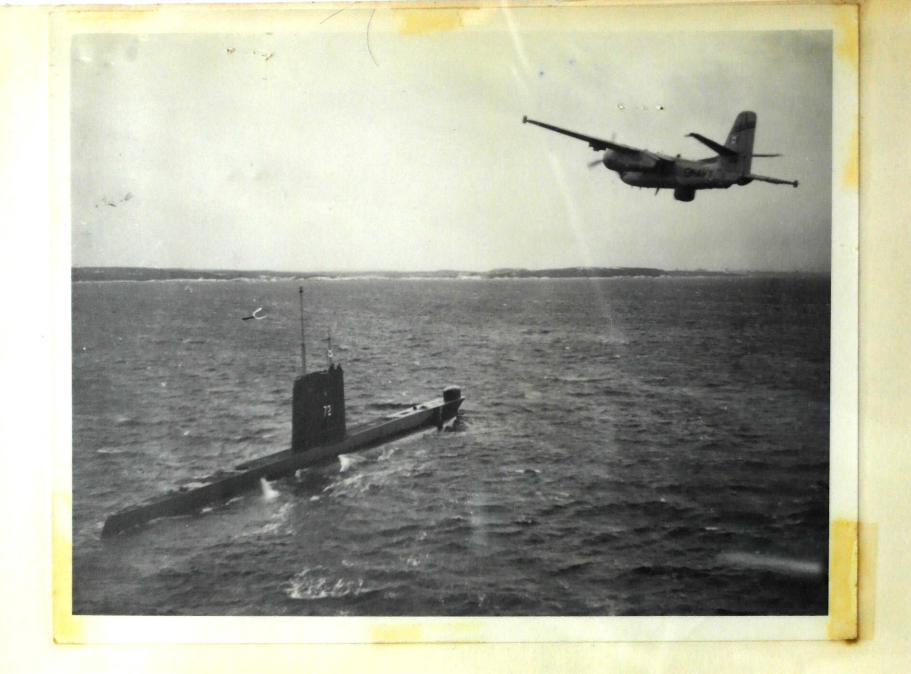


DANCE HELD IN HONOR FOR H.M.S. ACHERON MRS. HOPKINS 1966

COMMANDING OFFICER TOMLINSON + GENERAL ALLARD









HMCS OJIBWA USS SEA OWL HMS ACHERON

Rto L CAN US BRIT

Big Lift For Sub: Ojibwa High, Dry

HMC Dockyard's \$5,000,-000 syncrolift really commenced operation yesterday.

HMCS Ojibwa was raised to the shore by the snycrolift in a smooth, but lengthy operation yesterday. The first Canadian submarine, she became the first vessel to be raised on the lift.

came the first vessel to be raised on the lift.

She's in for a refit that's expected to take close to a year. It's the sub's first refit in three years of operation.

NO PROBLEM

The vessel, which had already been emptied of her batteries and other heavy malerial, weighed about 1,600 tons and presented no problem for the lift which has a capacity of about 4,000 tons or 6,200 including the platform apparatus for cargo.

It took approximately two

It took approximately two years to install the lift and to build it's concrete structure. The work was completed last summer.

Until a few weeks ago when a similar lift was opened in Port Everglades, Fla., the Halifax syncrolift was the largest in the world.

ONLY SYNCROLIFT

One of three in Canada, it's the only syncrolift in the world owned by a navy. However that state won't last for long. The Parlson Company of Miami, builders of the lift, are about to construct one for the South African Navy.

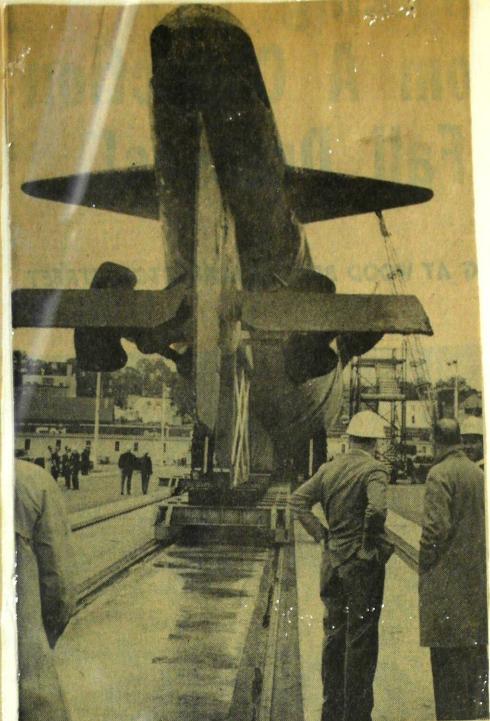
Other Canadian syncrolifts are in Marystone, Nfld., and in Vancouver.

The syncrolift is basically an electrically operated elevator type of drydock—the platform is lowered into the water vertically (at a rate of one and one half feet per minute to a maximum depth of 50 feet) and stopped at a predetermined depth

SUBMERGED PLATFORM

The vessel to be drydocked is floated over the submerged platform which is then raised. The ship is brought vertically out of the water.

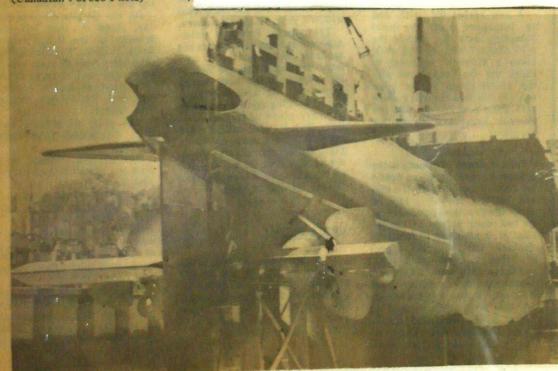
The platform has rails which match those on the land transfer area. This allows ships on the platform to be moved or transferred to the land when setting on wheel equipment transfer

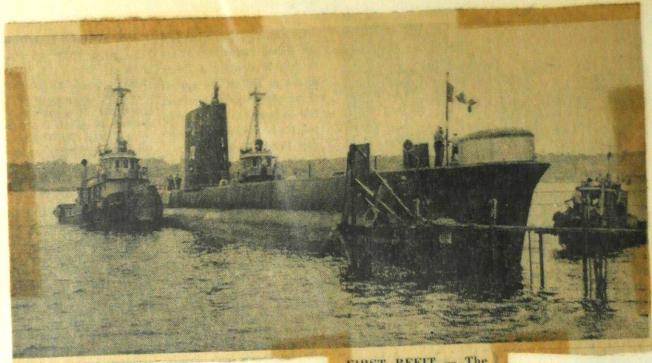


SHE'LL NEVER GET OFF THE GROUND, ORVILLE! — You're wright, Wilbur . . . she's not supposed to . . . not for a year anyway. The propellers belong to the tail of HMCS Ojibwa. When she does get off the ground, after refit, she'll be going downnot up as it was at Kitty Hawk. Yesterday, at HMCS Dockyard, Ojibwa was lifted ashore by the navy's new syncrolift. For a view of the other end of the sub see page 11, story page 6. (Wamboldt-Waterfield)



SUB REFLOATED- HMCS



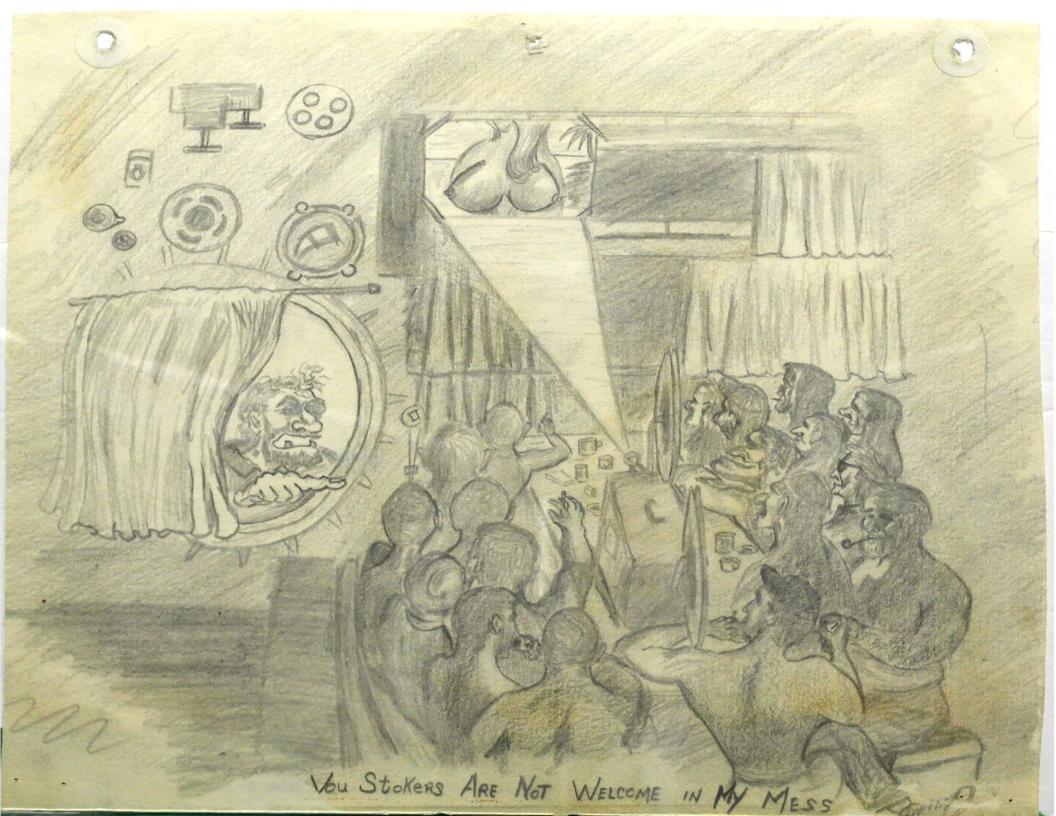


RCN Sub Ojibwa Coming For First Annual Refit

August is shaping up as a busy month at the Dartmouth Marine Slip which is currently working at near capacity and has been since early spring. Officials at the slip said over the weekend that included in the August bookings is the new RCN submarine Ojibwa which will be on the slips for her first annual refit. She has been in operation for just over a year.

FIRST REFIT — The first annual refit for Canada's new submarine "Ojibwa" started at the Dartmouth Marine Slip when the sub was hauled out. The ship has been in service just over a year and this will be her first major overhaul. (Canadian Forces Photo)









OJIBWA DIVED
WITH COMM. MAST
RAISED

LIPPER PICTURE

15 LCDR TOMUNSON

GENERAL ALLARD

Services Scene

There's a big difference in life "below" the sea

By JIM JAMIESON

Petty Officer Roger Dube could hardly be classed as an average submariner, for when he sails for the Caribbean onboard HMCS Ojibwa next Monday he'll be leaving behind his wife Shirley, and seven children. There's nothing aver-age about a family that size. In the other respects, that is

his service life, Petty Officer Dube is atypical submariner, ful-ly qualified to sail and work in surface ships, and remaining in the submarine service by choice.

Hailing from Windsor, Ont., Dube was in a surface ship as a torpedo - anti-submarine rating when the call went out for RCN volunteers for submarines. He submitted his name, and in January, 1955, was sent to HMS Dolphin, Portsmouth, for his submariners training. In May offliat year he was drafted to serve in HMS Astute.

Dube enjoyed the work, but after a total of approximately three years in the boats, based on both Portsmouth and Plymouth, it be-came apparent to him that he was falling behind in the RCN promo-tion scheme. In 1958 he applied to return to general service. This was granted, and he was shortly to receive the courses he missed while absent from Canada, and was drafted again to the surface

GREAT DIFFERENCE

Anyone who has served, or even been familiar with the routines of the surface and submarine units of the fleet, knows there ine units of the fleet, knows there is a great difference. Many people complain about serving in carriers because one can go about the ship for months and fot know half the people he muets, and on many occasions have no idea where he's going. On a destroyer it isn't as bad, but as a general rule he'll know the people in his messdeck, his branch, and most of the officers and chief and petty officers, at least to see and petty officers, at least to see

On a submarine it is a little different. After a few months you different. After a few months you know everything about every-body, and just about everything about every part of the boat. There is a strong feeling of belonging, and because of the type of duties performed at sea and in harber there's a greater feeling of responsibility. Roger Dube felt this and applied to return to the submarine service. the submarine service.

As a potty officer second class Dube is the seniol sonarman un-board. He is responsible for organizing the watches of his per-sonnel, the maintenance of the equipment, and he answers to his divisional officer for both of these. At sea and in harbor he



THE SUBMARINER AT HOME—During the short respite the RCN had at home during the holiday season, we took this picture of the Dube family as they prepared for church. Standing, front, L-R: Michelle, 6; Steven, 5; Elaine, 4. Mr. and Mrs. Dube. Standing, rear, Raymond 9; Diane, 12; Catherine, 10; and Philip 7. (Jarvis photo)

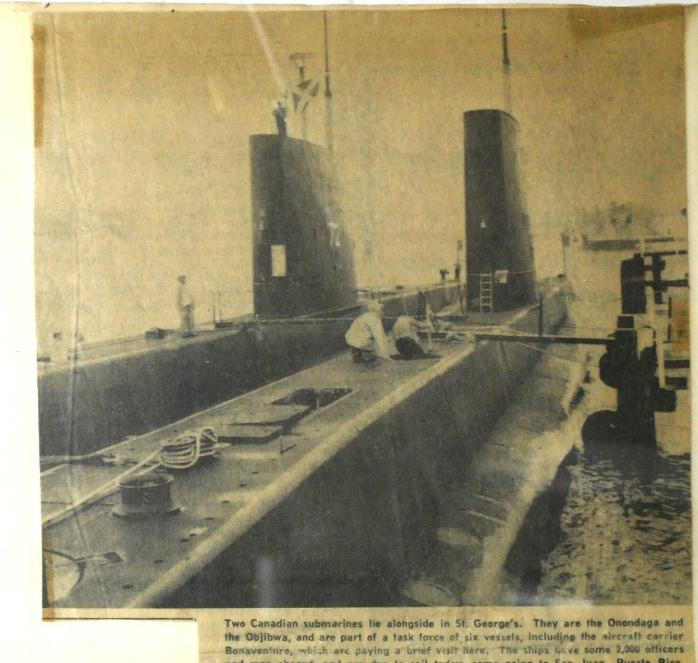
stands petty officer of the watch.

Stands petty officer of the watch.
Sonar is the eyes and ears of a submarine operating below periscope depth. The small compartment containing the two different types of equipment is barely large enough to hold PO Dube himself, yet under opera-tional conditions it would normally contain two watchkeepers.

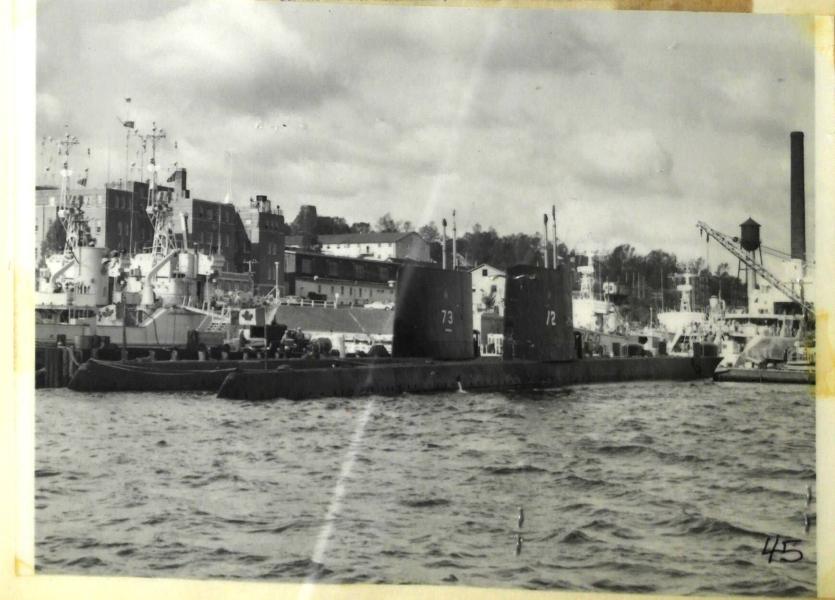
The cramped quarters, the responsibility for maintenance, and the necessary alertness at all times when operating with surface vessels are nerve-wracking. A 10-week 'cruise' to the Carib-lean is no holiday, and the short maintenance periods alongside in San Juan, or some other port, allow little time for rest and recreation.

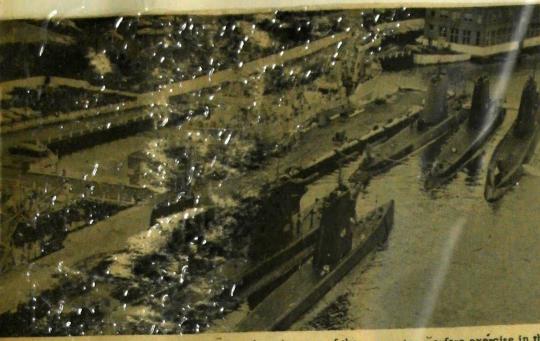
Roger Dube is by no means unique in the First Submarine Squadron, but he is typical of Canadian navy men who transferred to the service in its embryo stage. He's also in the position of asking himself now, "Where do I go from here?" and he hasn't go!





Two Canadian submarines lie alongside in St. George's. They are the Onondaga and the Objibwa, and are part of a task force of six vessels, including the aircraft carrier Bonaventure, which are paying a brief visit here. The ships have some 2,000 officers and men aboard, and are due to sail today, some going to San Juan, Puerto Rico, while others return to Halifax. The destroyer escorts Ottawa, Assiniboine and Margaree put into the U.S. Naval Station, while the Bonaventure anchored in Great Sound.





VISITING SUBMARINES -- Five Jnited States submarines, the JSS Cobbler, USS Entemedor, JSS Corporal, USS Irex and USS Tusk are tied up alongside jetty live in HMC Dockyard, Halifax, along with the Canadian submarile HMCS Ojibwa (72). The

first three submarines are of the Balao class while the latter two are of the Tench class. The five American and the Canadian submarine are part of a 22-warship fleet that came in to Halifax Harbour on Friday, November 17, following an 11-day anit-submarine warfare exercise in the North Atlantic. Sixteen United States warships and submarines left Halifax to return to oper-ational duties on Monday, November 20.

"Friendly Invasion

HALIFAX, Nov. 17--Some 4,000 Canadian and United States sailors from twenty-two warships and submarines made a friendly invasion of the Halifax-Dartmouth area when the last warship tied-up alongside in HMC Dockyard at the completion of an 11-day anti-submarine warfare exercise in the North Atlantic.

The exercise, which began in November 6, 1967, involved Canadian and American Maritime sea and air anti-submarine forces in the detection of submarines at various position in the North Atlantic.

North Atlantic.

The warships and submarines that were in Halifax Harbour were: Canadian: Fleet replenishment ship HMCS Provider Captain W. J. Stuart, RCN; destroyer escorts HMCS Gatineau, Cdr. W. A. Hughes, RCN; HMCS Restigouche, Cdr. R. A. Evans, RCN; helicopter destroyers HMCS Fraser, Cdr. J. F. Watson, RCN and HMCS Annapolis, Cdr. D. N. Mainguy, RCN and the submarine HMCS Ojibws, Lt.-Cdr. J. C. Wood, RCN.

United States: The destroyers USS Davis, Cdr. E. J. Mountford, USN; USS Blandy, Cdr. J. H. Berry, USN; USS Furse, Cdr. M. T. Greely, USN; USS Rich, Cdr. E. C. Whelan, USN; USS Beatty, Cdr. F. F. Jewett, USN; USS R. E. Kraus, Cdr. R. L. Buck, USN; the destroyer escorts USS Lester, Lt-Cdr. W. T. Piotti, USN; USS John Willis, Lt-Cdr. H. C. Atwood, USN; Uss Hartley, Lt-Cdr. T. R. M. Emery, USN and USS VanVoorhis, Lt-Cdr. J. G. Storms, USN. The submarines USS Irex, Cdr. R. S. Denbagh, USN; USS Corporal, Lt-Cdr. W. B. Hubbell, USN; USS Entemedor, Lt-Cdr. C. D. Fellows, USN and USS Tusk, Lt-Cdr. G. D. McCarthy, USN, and the United States Coast Guard Cutter Sebago.

The destroyer escorts have 13 officers and 260 men while the destroyer escorts have 13 officers and 154 men. The submarines Irex and Tusk are of the Tench class and carry a complement of eight officers and 74 men. The other three submarines are of the Balao class and carry eight officers and 72 men each.

avy Submarine First 'Wet'

The navy's first "O" class submarine, Ojibwa, was returned to the water Thursday after being high and dry for nine months at Halifax Dockyard.

Ojibwa has had her first complete refit since she was launched in England three-and-a - half years ago.

The refit amounted to what was almost a complete rebuilding - it isn't finished yet. Her Captain, Lt. Cdr. Jim Wood hopes she'll be completely operational by September.

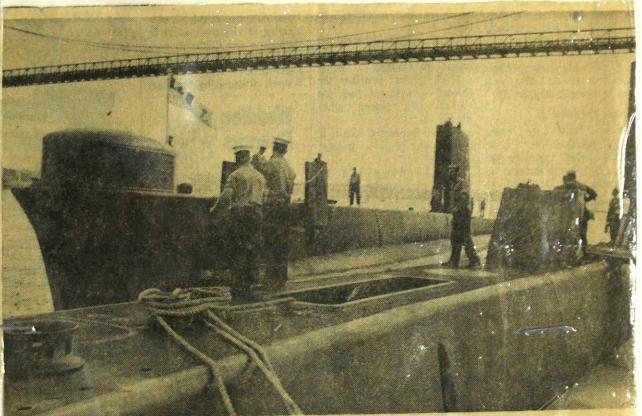
Everything was checked - her 240 hull valves received particular attention. These are water outlets which let water from cooling the various systems back into the sea.

Hydraulic, air, electrical and water systems all had every fitting, connection, valve and line examined. Many parts were renewed, nobody wants to take a chance aboard a sub that fittings won't withstand the tremendous pressures exerted.

Water pressures increase 45 lbs per square inch for every 100 feet of depth the sub submerges.

A su marine gets an annual refit, taking about two weeks; a major refit such as this is required every three years.

The Djibwa's sister ship, the Okanagan, went into annual refit at Dartmouth slip early Friday morning.



UP FOR REFIT-HMCS Ojibway is now at the Dockyard for a year's refit, the first since she was commissioned three years ago. It is the first submarine to be refitted Halifax. See story page 3. (Wamboldt-Waterfield)

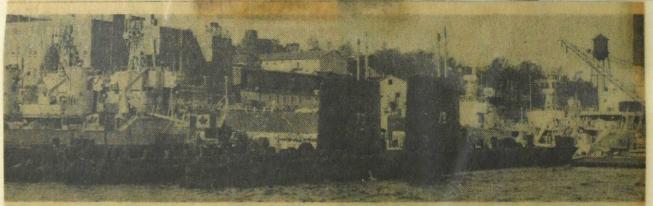


J. David Perkins, CD Author of Canada's Submariners 1914 - 1923

RR1, 217 Hillside Drive **Boutiliers Point** Nova Scotia, B0J 1G0

Phone (902) 826-2270





HISTORICAL FIRST—Two submarines, the first two the Royal Canadian Navy has owned since March, 1921, are seen alongside jetty five in HMC Dockyard. The two British built "O" class submarines are the Onondaga (No. 73) and Ojibwa (No. 72). A third one will be commissioned the Okanagan in 1968. (Canadian Forces photo)

- ALLAN, GARY, MIL BRINLAW 1968 WIFE

FIRST DEPENDANTS DAY CRUISE JUNE 68. HERDLY





Keeping a sub fit calls for skill

man behind the man behind the gun', but it certainly isn't because that man, or men, aren't every bit as important in peacetime as in war. This fact is particularly true when the gun, or weapons platform, happens to be a sub-

While the submarine crew carries out most normal mainten-ance routines, items of mainten-resolve the problems. ries out most normal maintenance or repair which require special facilities or technical trol personnel are channeled to skills which are not available in the production department, and the submarine are allocated to the two other important figures step

tainer is unacceptable to the submarine crew, who have, and exercise the right to accept or rein a gland; poor setting of a valve, which may be tolerable to a point on a surface vessel, could spell work done, when both the matey death to the entire crew of an undersea boat.

An old song in the Royal Navy had lyrics that went somewhat

'There were 15 dockyard chil-

dren, sitting on a wall;

Just like their fathers, doing

damned all to do." This song wouldn't apply the the technicians allocated to the boats, maties' in HMC Dockyard in or working on equipment brought Halifax, and after a tour of sub-marine repair facilities recently, skilled, and although they may not we'll personally vouch for the fact be as familiar with those aspects

NO MEAN TASK

Lieutenant Commander J. Fitzgerald is the go-between for the boats and dockyard. His official title is 'Assistant Program Control Officer (Submarines). In

It has been many years since a Yank in Tin Pan Alley issued the tune extolling the virtues of the the submarines, when they are responsible to see that work for the submarines, when they are available in harbor, is organized so that dockyard personnel will be available. This is no meantask when it is considered there are many other ships in the yard crying for maintenance personnel and equipment. In addition to the personnel involved in channeling the labor force, there is also the

staff of the mobile repair ship into the picture: Lt. J. McCullough, an RCN engineer officer, and his assistant, civilian Jess Frontain. It is their responsibility to see that the work, after it has been allocated to the various ject any work. They are under-standably choosey customers. A out to the specifications laidpoor joint in a pipe; poor packing down, and to the satisfaction of the submariners.

and submarine personnel work so closely together and sometimes with divergent opinions as to what is acceptable, requires firmness and diplomacy. However, the task is eased by the desire of all to get the job done well.

When they are grown up they'll shops in the dockyard, naval armbe dockyard maties too,

Just like their fathers with damned all to do.''

HIGHLY SKILLED

The foreman of the various shops in the dockyard, naval armament depot, and magazine, are damned all to do.''

HIGHLY SKILLED

SOME PROBLEMS

Lt. Cdr. Fitzgonials that it isn't true of those charged unique to the submarines, they with doing work for the boats of are fully conversant with the Canada's First Submarine Squad-fundamentals of the systems in-

A fitter may never have worked with a valve that opens and closes a submarine snorkel breathing tube, but when he is assigned to repair that particular piece of gear he has a skilled knowledge

of the principles, and he'll soon learn the intricacies. To aid him in this endeavor the boat will have a crew member standing-by to add detailed knowledge gained during lengthy submarine ser-

Ralph Thompson, foreman of the engineering fitters shop, told us he was particularly pleased to see the interest the submariners showed in the work being done for them in his shop. He said the per-sonnel of Ojibwa and Onondaga made regular visits to the shop, far more than was evident from members of the surface fleet. The relationship between the skilled civilian technicians and the submarine crew members has been excellent to date.

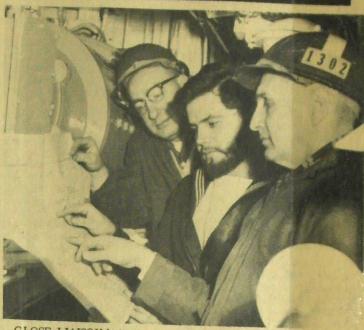
As the two boats now with the squadron are relatively new, as is the equipment, much of the de-tailed knowledge of major repairs or modifications is still missing in the yard. However, the submariners are quite confident that when the time arrives for work on equipments not yet tackled by dockyard personnel, they will have no trouble meeting a standard of repair equal to that done on submarines anywhere.

A milestone in the life of the squadron will be next September when Ojibwa starts her first major refit. This is expected to last approximately one year, and will

SOME PROBLEMS
Lt. Cdr. Fitzgerald is now working on the plans for the refit, pects of submarine work. The and so is every department involved in submarine work. It is a big job, considering running repairs will have to continue on the other two boats at the same time. There is little doubt there will be some initial difficulties, but careful planning will preclude most of this, and extensive trials will ensure everything is operating perfectly before the submarine puts to sea again. The syncho — lift will be

brought into full use during most of the refit, and the boat will be lifted clear of the water and

Services Scene



CLOSE LIAISON between members of the submarine's crew and dockyard technicians is necessary as the RCN moves into the realm of undersea warfare. Checking a drawing on board Ojibwa are L-R; electrician William Everett, Halifax, Ojibwa's Leading Seaman Robert A. Perry of Port Arthur, Ontario, and electrical charge-hand Fred Ellis of Dartmouth. (Canadian Forces

brought onto solid ground by the Houghian of Dartmouth, enjoys

will be used to completely enclose the boat, allowing all types of work to be carried out regard-

are new, some individual pieces of gear require major running repairs from time to time. Not the least of these is the periscopes and other masts, which undergo formidable pressures when the boat is operating. The periscope handling facili-

ty at the armament depot in Dartnouth is still being developed, nd although skilled optical workrs have always been available the depot, submarine peri-

opes have not been of any real oncern to them until recently. Bob Cochrane, foreman of this hop, selected one of his senior chnicians to take periscope raining in the United Kingdom, nd with the addition of the facilito allow the periscope to be coperly handled it is anticipated

work will go forward with a inimum of difficulty.

rail arrangement used with the working with the submariners, and finds his new work a chal-Once this is done it is an-lenge. This is not surprising conticipated some type of housing sidering the intractes of the optical and other arrangements in the periscopes, their need to with-stand great pressures, and the less of the weather. fact that they cos Despite the fact that the boats 1y \$150,000 each. fact that they cost approximate-

> Ojibwa returned to Halifax last Friday, and Monday she off-loaded her torpedos at the naval magazine in Bedford Basin. They will remain there until just before the boat sails again in January, and during this period will undergo the regular routine necessary to keep them operational by Len Andrews and his staff.

As quickly as the boat came alongside on Friday dockyard personnel came onboard armed with the workorders mailed and messaged in before arrival. They don't plan on too many available hours to work on the boats. Ojibwa, this year, set an at-sea record number of days that will be hard to surpass. This can only speak well for the maintenance abilities of the submarine crew, \$150,000 EACH and the running repair abilities of HMC Dockyard, and HMCS Cape Scott.



€ Aug 1970 FROBISHER BAY OJIBWA LIS HOPKINS PROTECTEUR MIS WRIGHT NIPIGON LIS D'BRIAN

ESKIMO FAMILY VISITS NIPIGON TO SELL SEAL SKINS PICTURE TAKEN BY CBC + SENT TO LIS HOPKINS



LOCAL MAN PREPARES FOR SUBS-Lt.-Cmdr. James Fitzgerald, a native of Halifax is project officer in preparations for the refitting of submarines in Halifax-the second such base in Canada. (Wamboldt-Waterfield)

Broke Vow, Went Down In Submarine

By RAE SUNDER Staff Writer

A Halifax native who claimed he would never volunteer for submarine duty is in charge of preparations for Canada's second submarine refit base.

Lt.-Cmdr. James Fitzgerald, a navy man who said he would never want to volunteer and then "find myself on the bottom of the ocean sayingboy, you volunteered for this on your own"-did, in fact through a series of circumstances qualify as a submariner, and found this a great love of his life.

James Fitzgerald was born in Halifax and graduated from St. Mary's University before going to Nova Scotia Technical College for his engineering

Canada's purchase of her were manned by Royal N first sub

Lt.-Cmdr. Fitzerald, as an electrical engineer, qualified. In 1959 he went to New London, Conn., for training, and qualified in 1960, as a submariner.

The following wear he went to Philadelphia, where Grilse
—Canada's first submarine was in refit. Following her refit, he went to sea on her for the traing and trial period. They sailed through the Panama Canal in 1961 and up to British Columbia - where the Grilse is based

In 1961, Lt.-Cmdr. Fitzgerald was posted to Halifax.

During this period, the Royal Navy would bring submarines to Canada's East Coast for training exercises in anti-submarine warfare. While here, British subs

men. In exchange, Can would send to England same number of persons be trained and used by the Royal Navy.

Lt.-Cmdr. Fitzgerald went to the United Kingdom to "stand by" the construction of Canada's first O-boat, Oiibwa.

Following this, he was executive-officer on Ojibwa for just over a year.

Submariners—Future Navy

Perhaps the proudest segment of the "sea environment" is the submariner section.

The men who man the submarines of Canada are almost an entity unto them-

They are the navymen of the future - and are vastly proud of it.

Although they do not quite frown upon the "surface-men," it's quite obvious they are thought an inferior breed.

Executive officer Lt. James E. Bell (RCN) of the submarine Ojibwa, said a submarine is as close a unit as exists in the navy today.

"In a sub, the captain and executive officer know every man aboard. We speak to every man each day.

Laughing, he explained it would be difficult to keep an aloof attitude while trying to slide by the men in their very narrow passageways

Every officer and man aboard the subs (of which Atlantic Canada has two one other arriving in the spring) is there because he volunteered for it. If he requests to leave, his application is put through immediately. They cannot afford to have aboard one man who does not wish to be there.

Every man is security checked. It's too dangerous a world to let anyone aboard who might not be "friendly to our cause.

The three Canadian submarines (one on the Pacific coast) are used as trainers. They go out on exercises and try to prove elusive to the surface ships and aircraft hunting them.

Last year, the Ojibwa spent a total of 200 days at sea.

A submarine is as compact a ship as it could possibly be. There is no spare room. Anyone with claustrobia tendencies is not allowed to

become part of their team., Captain James C. Wood heads the 65 man crew of

Ojibwa. The submariner is quick to point out that the submarine is an offensive weapon - not

a defensive one. "We have to attack, we cannot defend ourselves

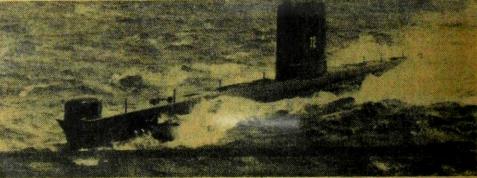
otherwise." The torpedos are always loaded - fore and aft.

A battle is a battle of wits between the captain of the sub, and the captain of the surface ships. Against an

aircraft they are powerless.

In their natural habitat, they can either attack the enemy, or carry out evasive action.

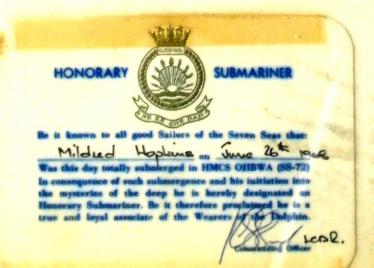
The submariner lives a spartan life. There is only hard work and humor. Every man is dependent on each other - there are no spares. From the chef to the captain, every man knows every valve aboard - his life may depend on his knowledge



OJIBWA AT SEA - The submarine Ojibwa puts to sea for another training exercise in the fleet's anti-submarine warfare manoeuvres. Ojibwa is the second of three subs to be stationed in Halifax, Canadian Forces Photo)

INTERNATIONAL SUBMAR-INE GATHERING--Seven submarines are tied up alongside jetty 5 in HMC Dockyard, Halifax, following maritime warfare exercises in the Western Atlantic, Submarines are HMS Narwhal and Oracle (Britain)

HNLMS Potvis and Dolfijn (Holland), the Requin (France) and HMCS Ojibwa and Onondaga of the First Canadian Sumbarine Squadron which is hosting th Canadian forces Photo)

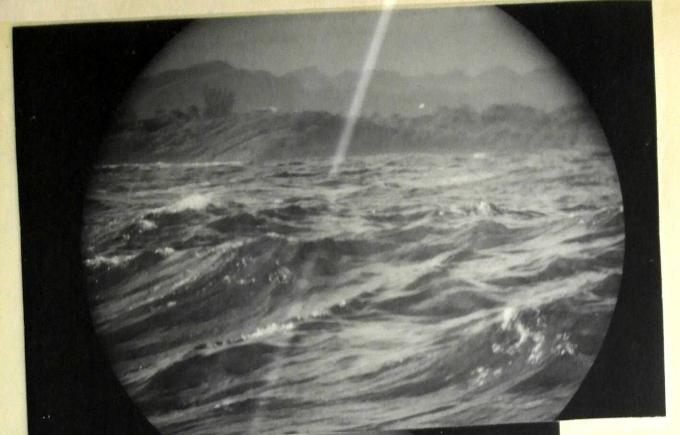


FITZGERALD, James O'Neill (Cdr. RCN Ret'd)



Passed away peacefully on April 13, 2017 at the age of 88. He is survived by his sister, Nancy (Elliot) Whitby; and daughters, Suzanne (Paul) Benteau, Colleen (Keith) Reimer and Elizabeth Fitzgerald; grandchildren, Eve, Nevan and Isaac (Fitzgerald) Tait

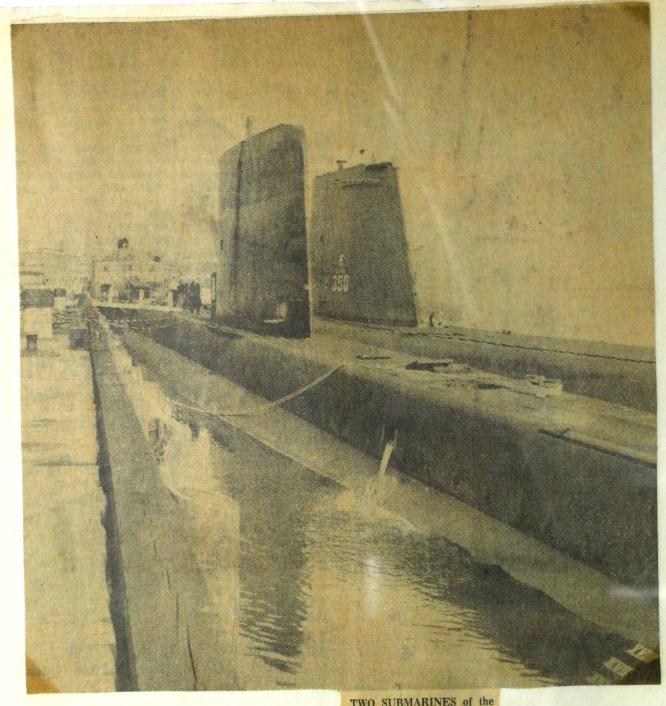
and Jon Paul Benteau. He was predeceased by his wife, Rose Marie (Cleary); his brother, Jack (RCAF); his sisters, Margaret Bronskill, Madeline Power and Joan Fitzgerald. A native of Halifax, Jim was educated at College Street School, St. Mary's College High School, St. Mary's Col-lege and Nova Scotia Technical College, graduating in 1951 with a B.E. in Electrical Engineering. Upon graduation he was offered a Commission in the RCN. He saw service on HMCS Magnificent and HMCS Bytown, Ottawa and in 1959 was posted to Groton, Conn. for subma-rine training with the USN. His sea time included USS Toro, HMCS Grilse, HMS Orpheus and HMCS Ojibwa. He completed his 29 years of naval service in Halifax and Otta-wa, retiring in 1980. In his second career, Jim spent ten years with MIL in Halifax, doing engineering consulting work. Jim enjoyed sailing and curling, and was a Past President of the CFB Curling Club. Jim's lasting hobby was as a student of contract bridge. He drafted a "Squeeze Play Handbook" in the squeeze riay Handbook in the early 1990's and, as a result of his activities, was asked to be a proof reader for the fifth edition of The Official Encyclopedia of Bridge. Jim was a long-time parishioner of St. Agnes Church, custodian of the tower clock and bells, performing committee work, and serving as a lector. Funeral mass will be colelector. Funeral mass will be cele-brated at 10 a.m., Tuesday, April 18 in St. Agnes Church, Mumford Road, with Father Paul Morris officiating. In lieu of flowers, donations to Hope Cottage would be appreciated.





OFF BELLE ISLE LABRADOR

TAKEN OFF BELL ILS_NFLD THRU PERISCOPE



TWO SUBMARINES of the United States Navy, the Croaker and the Dogfish arrived in Halifax over the weekend for a three-day visit. The American submarines have a combined complement of 17 officers and 170 men. (Tom Martin, Halifax Photo Service)

OJIBWA, DOGFISH
USS CROAKER COMING IN



bmariners live up to diny, grubby men image

By Bruce Little Southam News Services HALIFAX -Bad news, late movie fans.

When a sub marine captain wants to take his boat under water, he does not shout "Dive, dive, dive". He does not even say "take 'cr

He issues a mundane stream of instructions about opening and clos-ing vents and flooding ballast tanks. The closest he comes to the film versions are the words "Diving now" which a crew member repeats as the right buttons are pushed and handles pulled.

But don't abandon all your images of a submarine.

The two periscopes are vital equipment and used constantly when the sub is cruising just below the surface. Men sleep beside torpedoes and store things like cigarettes in torpedo-firing

Mystique

The submariners themselves are a group of mea around whom a mystique has developed within the navy.

It is partly the result of awe ("How can they stand it?" or "You wouldn't get me down in one of those in a million years."), but it is overlaid with a defensive derision of submariners by their surface counterparts.

"They're a pretty scaly bunch", says one, using the naval version of the word scruffy.

The Submariners take a kind of perverse pride in their reputation. "Everyone says submariners are dirty. grubby little men so we try to live up to the image " said Lieut. Mike Taylor, a Royal Navy officer serving in Canada on an exchange pro-

Submariners tend to become a bit rank after a stretch at sea. The only ones who shower could get along without daily are the men who the sub pay."

to conse

other is the cramped Under water, there is no iar only with their on space available; no one sensation of motion at particular area of respace available; no one has room for many changes of clean clothing.

The wardroom for officers measures about nine feet by 11 feet and is just over six feet high. Eight men can sleep, work, and relax there. The enlisted men have proportionately less space; each bunk is about elbow-to-fist height.

Togetherness

It's not really as bad as it sounds. Still, two days on board the Onondaga, one of Canada's three conventional submarines, can give you a fresh appreciation of leaking at the shape of the street of looking at the sky, walk-ing without ducking and moving without dodging to avoid someone.

"Submariners get qualification allowances because it is deemed necessary to encourage volunteers into this for-biding environment," says a recent defence department personnel newsletter that drew chuckles from the men on the Onondaga,

"A submariner works in the most demanding environment in the forces. No level of allowances would persuade most of us to enter a sub on a permanent hasis."

Not money

But it is not the extra money that lures navy men aboard the subs. Enlisted men get a bonus of \$205 a month and officers are paid an extra \$205 a month for sub duty. They say it isn't much more than men are paid for sea-duty on surface ships.

What's the attraction then?

"I don't know," says spend more time away from home, more time at sca, more time under water. The money doesn't count for much. I

ge water. An- subs a welcome change, men usually are famil-

all.

"You dive in rough weather," says Master
Seaman Steve Higdon,
of Dildo, Mila. "I've never been seasick a day in
my life. I still like the
smooth better than the roughness though.'

The Onondaga's commanding officer Lt.-Cmdr. Con Perks of Sas-katoon, says: "The type of person who likes a submarine likes responsibility at an early age."

He should know. At 36, an age when most naval officers have yet to re-ceive their first command, he has been a commanding officer for three years.

Leading Seaman Jake Allan, of Sursex, N.B., reflects that view.

Know job

"There's not as much being told what to do all the time. You know your area of responsibility and you do your job without someone hang ing over your shoulder all the time. If an officer is leaning on a man all the time, the word gets-back to him pretty, mickly." quickly.

The confined quarters and lack of portholes on a sub don't bother the men aboard. "Nothing out there to look at anyway," says Leading Seaman Rodger Scriven, of Belleville Ont.

Safety requirements. force upon the men a dependence on each other that breeds clannishness. It is one of the big attractions of being a submariner. The men talk of the impersonal character on large destroyers and say the sub's crew of 65 men is a "close-knit bunch."

"Everyone knows he Petty Officer Gus Gardi has to get along with ner, who has spent about everyone else," says LS 20 years on subs. "We Higdon. "There are none of these prolonged grudges. If you get mad at someone you say a few nasty words and it's over.

Each man knows a lot Anyone susceptible to contrast with the sur-One reason is an effort sea sickness finds the face ships where the

sponsibility.

The informality on the

'Pirate gear'

"Pirate gear"-jean and a tee-shirt-are poj ular. One man wears green tartan cap with blue tassel. Anothe wears a "Snoopy" flyin outfit-leather flyin cap, goggles and a lon green scarf-when he i manning the boat's cor consideration.

'Keeping your hand you've got multi-prob-on the wheel is a good lems." way to learn depths,' tell how George is think ing."

LS Seven says George ofh konks out when the oan is rough: it confres him.
"George ca't tell the difference etween the angle on the boat and a wave. He'llive in response to a harp angle

when it's justa wave." The commnding officer of any subis a graduate of a grueling five-month course called "The Perisher." Only half the candidates pass it and officers have been known to flunk on the last day because of one error. Safety is a major

"Everything happens They talk affectionate so fast you've really got by of "George", the aute to have your wits about matic pilot and explair you," says browning George's peculiarities to visitors as if the mach visitors as if the mach ward. If it goes wrong, ward. If it goes wrong, ward multi-prob-

The closest the sub says Leading Seamar came to something Ron Carrier. "You car going wrong on this trip that was repeated twice. C.O.

The Onendaga was taken to the surface from 200 feet and inspected for damage. There was nothing visi-ble and the men debated the cause of the thumps.

Seduction?

"We have a strong suspicion we've been seduced by a whale," Lieut. Allan Dunlop, of Vancouver, said over the intercom. The enlisted men scoffed at that theory and by the end of the day, the officers had come around to the view that the culprit had been metallic, probably a buoy or a cable.

Despite the men's pride in life as submariners, morale is not all that high on the boat. When Lt.-Cmdr. Perks took over the Oeondaga last summer, he replaced an enormously popular commanding officer who moved up to a new job. Some of the was a noise on the hull men still miss their old

There is also a feeling among some men that the officers use subs as rungs in their own advancement ladder up the ranks, that they don't have the same commitment to submarines as the men.

Even so, the mains the enjoyment

life in what nonsubmari

"Everyone knows peo-ple who get bored with

the hum-drum of city life," says LS Alien.

"That doesn't happen

stered sewer pipe."

Inevitable

But for an ambitious officer that is inevitable. The highest position in the submarine world is squadron leader. Any further promotions take him to a broader job.

Another blow to morale has been the result of cutbacks in the defence budget. The Onondaga is scheduled to go into refit in April and final runs to a good port, usually in the Caribbean, is a tradition.

The men of the Onondaga won't get that. A weekend trip to New London, Conn. which the men describe as a "rathole", was scheduled but even that appeared in doubt.





FERRY NS & NFLD 52



Corporal L. N. Schneider, 24, of Hythe, Alta., stationed on HMCS Onondaga, receives the Order of Military Merit, in the grade of Member, from Governor-General Jules Leger, Commander-in-Chief of Member, from Governor-General Jules Leger, Commander-in-Chief of the Canadian Armed Forces, in a ceremony at Government House, January 29, 1975. Cpl. Schneider received the award for exceptional diligence, applied organizational ability, selflessness, and leadership through which he made valuable contributions to the effective operation of HMCS Onondaga and to the morale of the ship's company. General J.A. Dextraze, Chief of the Defence Staff and Principal Commander of the Order, spoke to the group being invested with the Order, of the honesty, loyalty, and courage demonstrated by the recipients of this award.

[C.F. Photo]



Petty Officer Second Class T. McVarnock, 36, of Belfast, Northern Ireland and HMCS Ojibwa, receives the Order of Military Merit in the grade of Member, from Governor-General Jules Leger, Commander-in-Chief of the Canadian Armed Forces, in a ceremony at Government House, January 29, 1975. PO2 McVarnock received the award for exceptional contributions to the Submarine service in his capacity as a most reliable and efficient sergeant marine engineering technician. General J. A. Dextraze, Chief of the Defence Staff and Principal Commander of the Order, spoke to the group being invested with the Order, of the honesty, loyalty, and courage demonstrated by the recipients of this award.

[C.F. Photo]





UP FOR REFIT-HMCS Ojibway is now at the Dockyard for a year's refit, the first since she was commissioned three years ago. It is the first submarine to be refitted in Halifax. See story page 3. (Wamboldt-Waterfield)

Ojibway Surfaces For Year Long Refit Program

After spending 503 days at sea and cruising 37,196 miles submerged, Canada's first acquisition to the "O" class submarine, Ojibway, has now tied up at the Dockyard where she will undergo a year's refit.

She is the first submarine to undergo refit in Halifax, and as a result many Dockyard personnel have been away for special training before tackling the job which underwater and 26,689 miles demands precision and accuracy

Her 58 man crew and seven officers will be involved during the refit, working with the Dockyard men to complete it on schedule.

Refit of a submarine is more detailed than that of a surface ship, and subs must undergo refit every three years. All major equipment is dismantled and checked, then reassembled.

Her commander, Lt.-Cdr. James Wood of Halifax, said the basic reason behind such a refit is not that the submarine is unsafe, but "this is the only way of checking that the pipe hasn't corroded inside, and that valves are all right. She has to be in good condition to withstand the pressures she encounters while underwater.

One of three "O" class subs, the Ojibway spent 200 days at sea last year. In the three years since she has been commissioned, she has ravelled over 37,000 miles

on surface.

The hull will receive sonic testing. If anything doubtful is found, the Dockyard will then give it a microscopic ex-

While unloading, the Ojibway will be tied up at a Dockyard jetty. She will go on the new syncrolift around mid-October. This will lift her out of the water for the major phase of the refit.

Following reassembly of the submarine, and during the period of her reassemblement, she will carry out trials at the jetty. This will be followed by two to three weeks evaluation.

Next submarine due for refit is the Onondaga in 1970

\$5,000,000 Syncrolift Starts Job

000,000 syncrolift really commenced operation yesterday.

HMCS Ojibwa was raised to the shore by the syncrolift in a smooth, but lengthy opera-tion yesterday. The first Canadian submarine, she became the first vessel to be raised on the lift.

She's in for a refit that's expected to take close to a year. It's the sub's first refit in three years of operation.

NO PROBLEM

The vessel, which had already been emptied of her batteries and other heavy material, weighed about 1,600 tons and presented no problem for the lift which has a 6,200 including the platform apparatus for cargo.

It took approximately two years to install the lift and to build it's concrete structure. The work was completed last

Until a few weeks ago when a similar lift was opened in Port Everglades, Fla., the Halifax syncrolift was the largest in the world.

ONLY SYNCROLIFT

One of three in Canada, its the only syncrolift in the world owned by a navy. However that state won't last for long. The Parlson Company of Miami, builders of the lift, are about to construct one for the South African

Other Canadian syncrolifts are in Marystone, Nfld., and in Vancouver.

The syncrolift is basically an electrically operated elevator type of drydock the platform is lowerd into the water vertically (at a rate of one and one half feet per minute to a maximum depth of 50 feet) and stopped at a predetermined depth.

SUBMERGED PLATFORM

The vessel to be drydocked is floated over the submerged platform which is then raised The ship is brought vertically out of the water.

The platform has rails which match those on the land transfer area. This allows ships on the platform to be moved or transferred to the land when setting on wheel equipment transfer



A MAN DOESN'T GET A CHANCE to tow a submarine every day. However, John Carib of River John was behind the controls of the bulldozer which hauled HMCS Ojibwa yesterday. The sub was raised to the shore by HMC Dockyard's syncrolift and transferred to drydock on giant carts towed by the bulldozer. (Wamboldt Waterfield)

FIRST TIME ON SYNCRO LIFT.





HMCS OJIBWA, weighing a mere 1,600 tons, became the first vessel yesterday to be lifted ashore by Halifax Dockyard's new \$5,000,000 syncrolift. The lift has a capacity of 4,000 tons — 6,200 tons including the platform apparatus — and took two years to install. The Ojibwa, Canada's first submarine, is in for a reflic which is expected to take about a year to complete.

HIGH AND DRY SUBMARINE Submarine HMCS Ojibwa sits atop cradle on elevator platform of Synchrolift Drydock after being lifted out of harbour waters in HMC Dockyard, Halifax. Operator controls functioning of Synchrolift from

glass enclosed control centre at right. It was first operational lift for Synchrolift since completion of its installation this year. The Ojibwa is currently undergoing its first refit. Basically an elevator type drydock, Synchrolift platform is

lowered into water to predetermined depth and vessel floated over it. Platform is raised above water level, and its rails, matching those on land, allow transfer of vessel on its cradle to dry land. Canadian Forces Photo)





I'VE BEEN FRAMED — The Canadian submarine Ojibwa has almost disappeared behind a network of wooden cribwork erected along the sub's bulky hull to

help keep out chill winter winds while workmen give the Ojibwa a thorough refit at the Halifax Shipyards. (National Defence Photo)

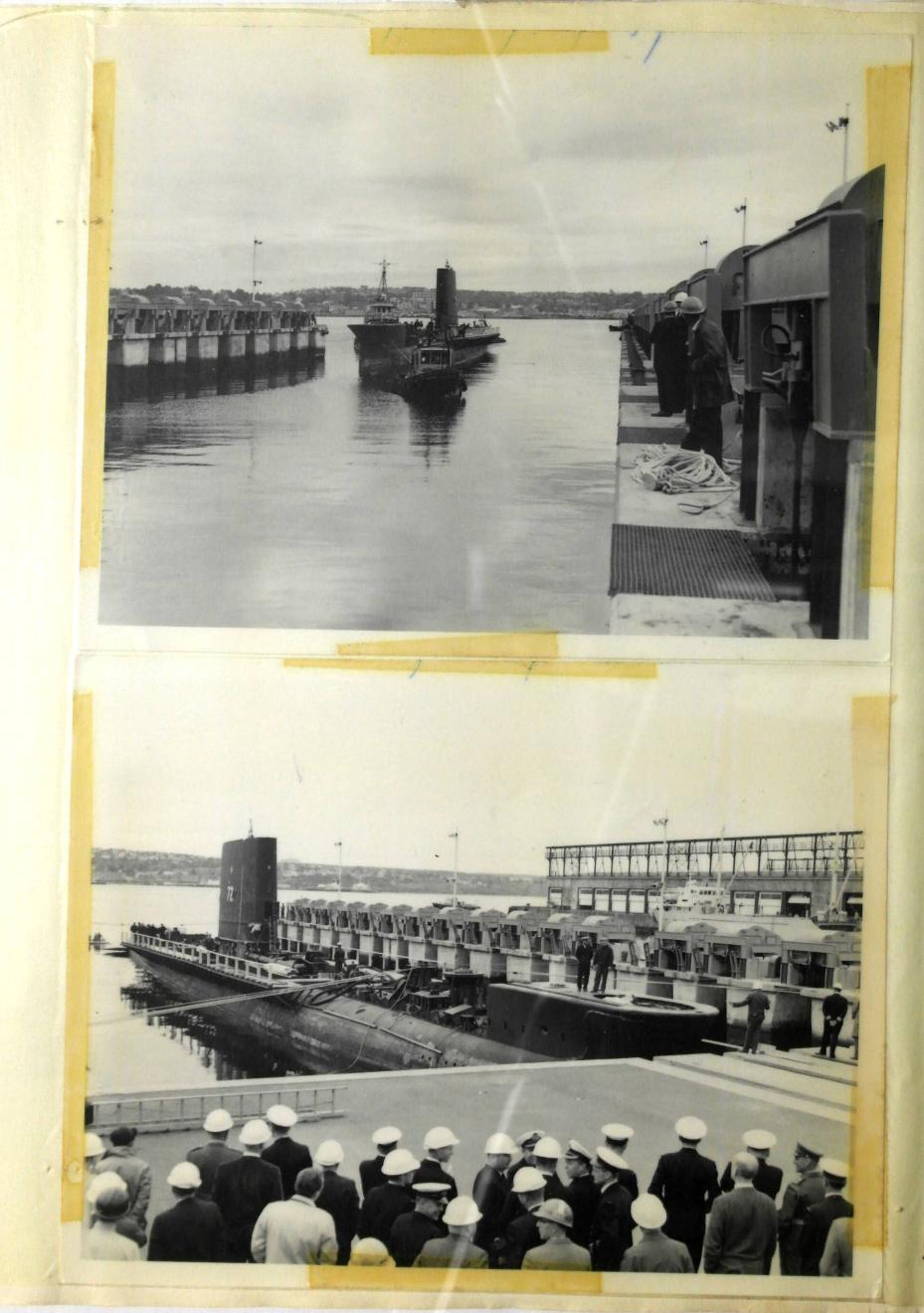


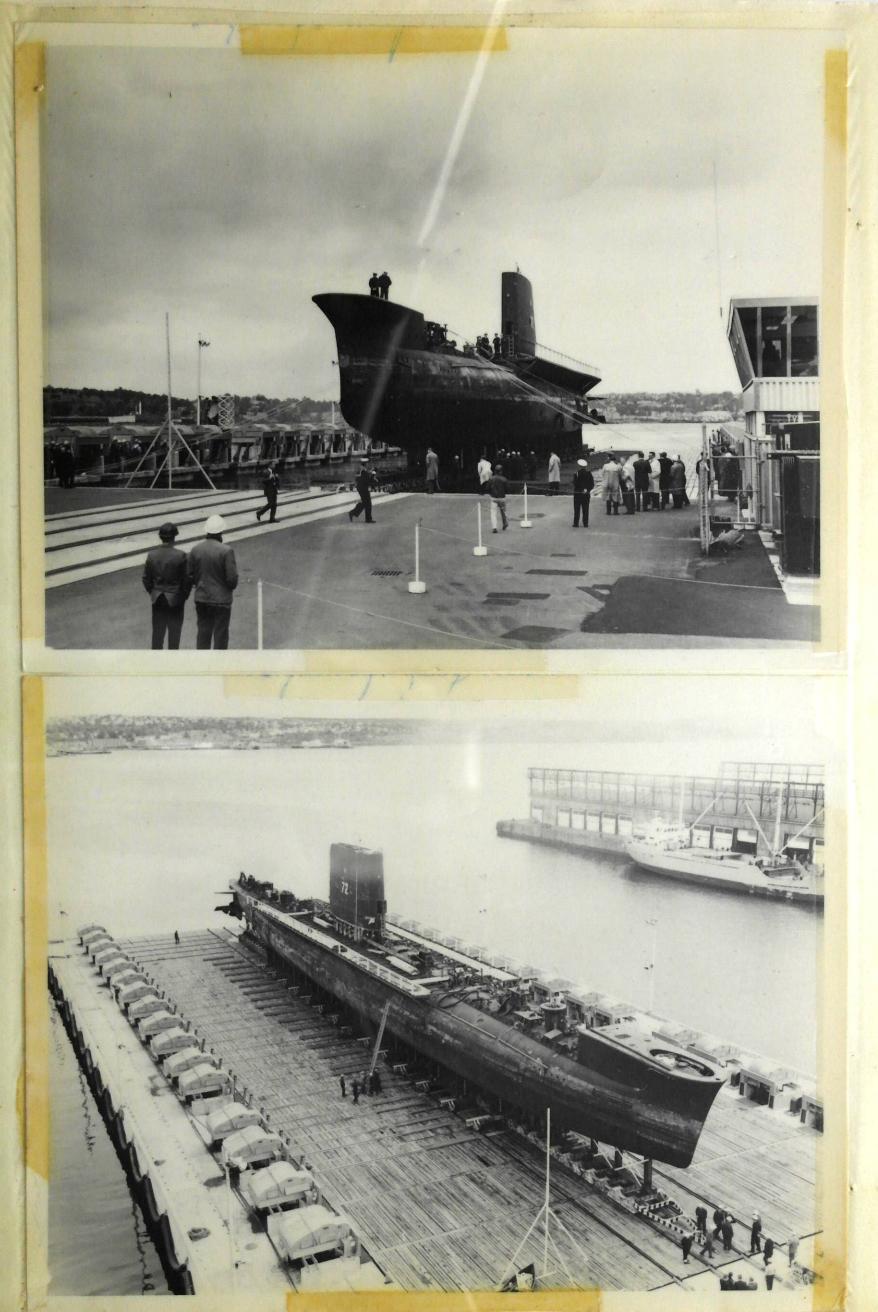
HMCS Ojibwa, looking somewhat like a film maker's conception of Noah's Ark, sits high and dry at HMC Dockyard, where she is undergoing a refit. The scaffolding was built around the submarine and then covered to protect and shelter both the workmen and the boat from the every-changing weather of Canada's east coast. The new synchrolift at the Halifax Dockyard was used last fall to take the Ojibwa from the sea to begin refit.



It was a big day for HMC Dockyard in Halifax last fall when they raised the first submarine, HMCS Ojibwa, on the newest facility available, the largest synchrolift in the world. They claimed too, that it was the first refit of any submarine in Canada. A synchrolift is

basically an elevator type of drydock. Its platform is lowered into the water vertically by cables and is stopped at a predetermined depth. The ship is floated over the submerged platform, and the platform raised lifting the ship vertically high and dry from the water.



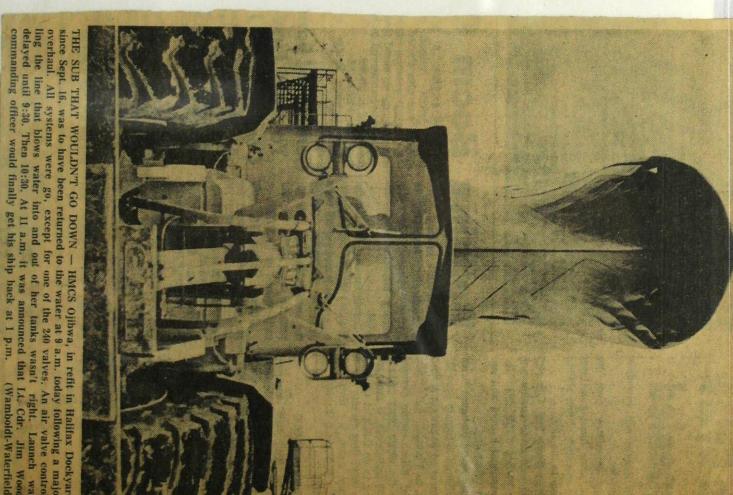


Commendation Scroll



Leading Seaman Arni Arnason, son of Mr. and Mrs. J. Arnason, Windsor, Ont., receives the Chief of the defence staff commendation scroll from Vice-Admiral D.S. Boyle, Commander Maritime Command, at Halifax. The award was made for actions above and beyond the call of duty while serving in the Canadian submarine HMCS Ojibwa at Portsmouth, England. At that time, LS Arnason rescued an elderly visitor who had fallen into the harbour between two berthed submarines. A member of the Canadian Forces since June 1972, LS Arnason is now serving in the submarine HMCS Okanagan, currently on exercise in the Caribbean.

(CANADIAN FORCES PHOTO)











SHIP SHAPE in best Bristol fashion, the Royal Canadian Navy's submarine "O" class Ojihwa went back into the water yesterday from drydock after major refit in halifax. Dockyard. Workmen had her shining clean inside and out after the nine-month overhaul. (Wamboldt-Waterfield)

FIRST REFIT



HMS ESKIMO SEPT. 75 WORKUPS

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SHAUN HOPKINS 384 PRINCESS MGRT BLVD WALLIS HTS DARTMOUTH N.S.

HAPPY BIRTHDAY SHAUN BE GOOD. GOOD LUCK IN BALL SAY HELLO TO MOM DAD WARSHIP OJIBWA

15 WDS AT \$1.40

SENDER LE HOPKINS

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New type mini submarine whose testing in the Gareloch depths was a well-kept Faslane secret.

WHEN Gareloch yachtsmen were asked to steer clear of two vivid red buoys just south of the Faslane base, none realised that 100 feet below submariners and scientists were climbing between two submarines.

This equipment is being fitted to Royal Navy submarines as well, although the navy's own well-proven escape tower and accent-suit system will continue to be used as the primary method of saving life in any submarine emergency.

With the first day of trials successfully completed, the close of the trials, the close of the trials, the close of the trials, the Adapting a submersible and various types of Forbes, the navy's Submarine ines and various types of Flotilla Escape, Rescue and Diving Officer, who took a submersibles and diving bells have been carried out before, commemorative Vickers Oceanics crest which he handed to Royal Navy submarines as well, although the navy's own well-proven escape tower and ascent-suit system will continue to be used as the primary method of saving life in any submarine emergency.

With the first day of trials successfully completed, the close of the trials, the Adapting a submersible and various types of Flotilla Escape, Rescue and Diving Officer, who took a breakthrough for the latest deep sea rescue vehicle link-up equipment.

This equipment is being fitted to the Ojibwa's captain, Lt. Cdr. Lloyd Barnes. Minutes later, the coxwain of the Ojibwa climbd up into VOL L1 success is commemorative Vickers Oceanics crest which he handed to the Oibwa's captain, Lt. Cdr. Lloyd Barnes. Minutes later, the coxwain of the Ojibwa climbd up into VOL L1 success is commemorative Vickers Oceanics crest which he handed to the Ojibwa's captain, Lt. Cdr. Lloyd Barnes. Minutes later, the coxwain of the Ojibwa climbd up into VOL be used as the primary method of saving life in any submarine emergency.

With the first day of trials successfully completed, the VOL L1 success is commemorative Vickers Oceanics crest which he handed to the Ojibwa's captain, Lt. Cdr. Lloyd Barnes. Minutes later, the Cdr. Ll

The new craft is named the VOL L1 submersible, owned and operated by Vickers Oceanics Ltd., and the Gareloch was chosen for the "Dry-Transfer" trials. It's understood they went without a hitch, despite poor underwater visibility.

Lifted in and out of the water by crane between trips, VOL L1's science-fiction shape and white hull with day-glo red markings contrasted strongly with the dull black naval submarines tied up alongside the jetty.

CIL-FIELD USE

Developed for commercial operations, mainly in the off-shore oil fields, VOL L1 has been equipped to transfer stores and personnel to sea-bed

With the first day of trials successfully completed, the Ojibwa dived again the next day for further experiments. Altogether during the two days, 12 men made the two-way trip between the submarines without incident.

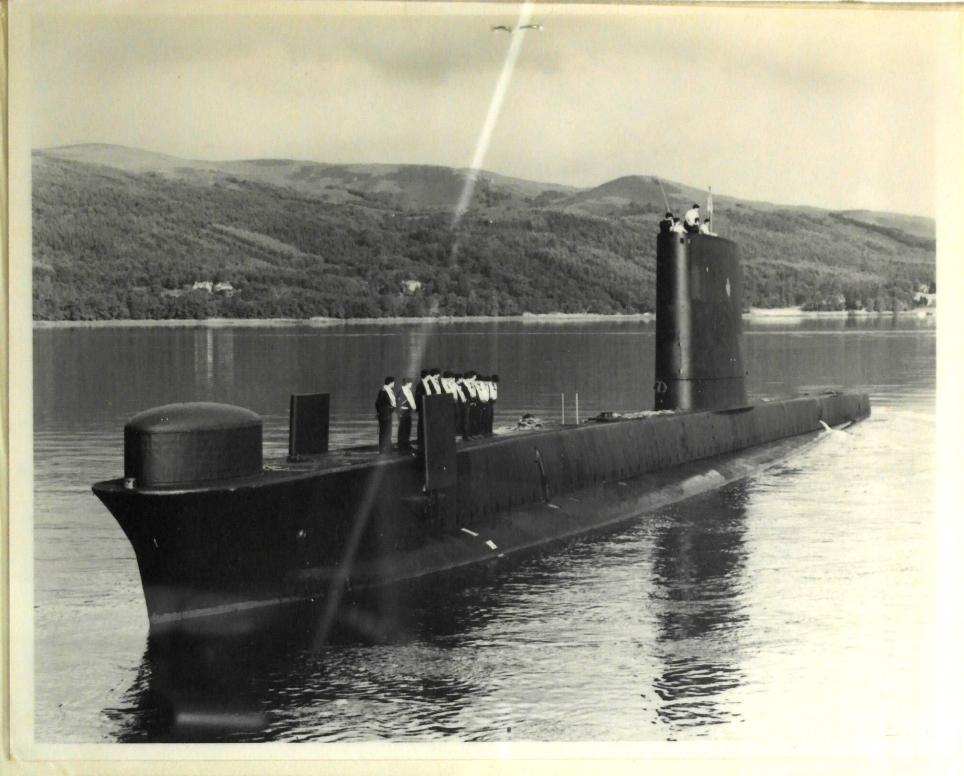
BREAKTHROUGH

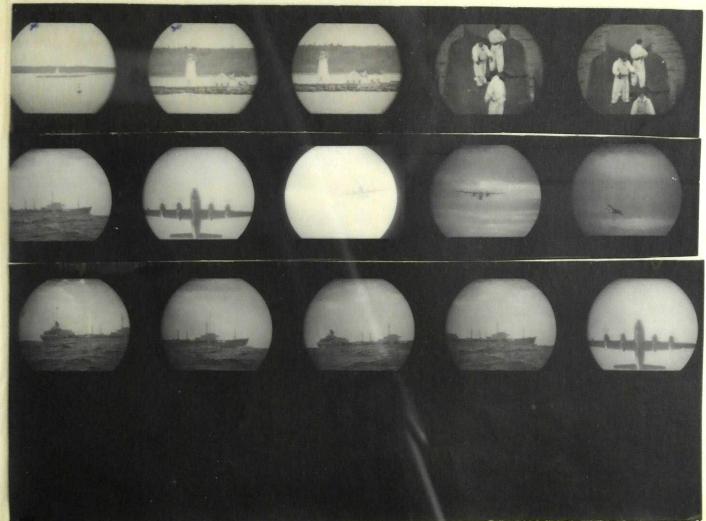
At the close of the trials, the Canadian submarine received a signed for normal commercial final sea-bed gift from the operation to be compatible vickers team . . Helensburghmade haggises for the crew.

The first transfer from VOL "Although sea-bed dry-trans- by Navy experts to be a signi-was made by Cdr. Brian fer operations between submar- ficant achievement.



DUTCH S/M DOLPHIN, PICTURE TAKEN IN THE NORTH SEA 1976







ENTERING FASLANE SCOTLAND 1976.



. SEPT. 1975. 10 YRS AFTER FIRST WORKUPS OJIBWA'S THIRD. WORKUPS



Ojibwa: 120 feet beneath the surface of Gareloch

HMCS OJIBWA sailed from Halifax harbour on the 14th of July for a three month deployment and Work-up period with the Royal Navy. The ten day passage across the ocean was rather uneventful with the exception that we perfected the art of fog routine and proved that one could still DR across the Atlantic and hit the coast of Ireland.

Scotland met the submarine with sunny weather but unfortunately we were unable to take advantage of a Scottish summer. We were quickly besieged by a host of 'helpful' dockyard workers, Royal Navy Personnel and others with the intentions of making us an operational unit.

The first two weeks were spent in the Attack Trainer doing seemingly endless attacks which often reached into the wee hours of the morning. Having survived hours of surveillance patrols, mining patrols, underwater looks, Kyndas, Kretas, Kotlins and Krevaks we came to divisions. Divisions were performed in traditional naval fashion and the ship's company was inspected by Captain J.F. Woodward, RN Captain Submarine Sea Training. We dazzled him with our command badges, metal cap badges, paratroop badges, logistic badges, medical badges, etc. Despite being terribly confused with our unified uniform he did in fact state that we were indeed quite colourful and well turned out.

The third weekend was spent sitting on the bottom of the Gareloch at 120 feet while doing experimental personnel transfers with a Vickers Deep Submergence Recovery vessel. The operations were more than successful and Ojibwa won a "well done" from Flag Officer Submarines, Royal



(All H.M.S. Neptune Photos)

Above left: Accompanied by Divisional Officer Lt. J.S. Mankertz, RN (Exchange Officer onboard), Captain J.F. Woodward, RN Captain Submarine Sea Training, inspects (r. to l.) LS R.F. Damczyk, LS U.K. Miniotas, MSM B. Parrott.

Above right: Captain Woodward, Second from right, has a few words with CERA Sam Jennings, far left, commending him on the work done by the engineering department aboard the Ojibwa. At right is Divisional Officer Lt. (N) M.R. Sovie; Second from left is Commanding Officer LCdr. L.W. Barnes.

Right: Captain Woodward, inspecting the ship's company at Divisions marking the end of the shore phase of Work-ups, expresses disbelief at the magnificence of P2 G. Poirier's moustache. Second from right is P2 B.R. Farrell; second from left, C2 R.J. Ward.

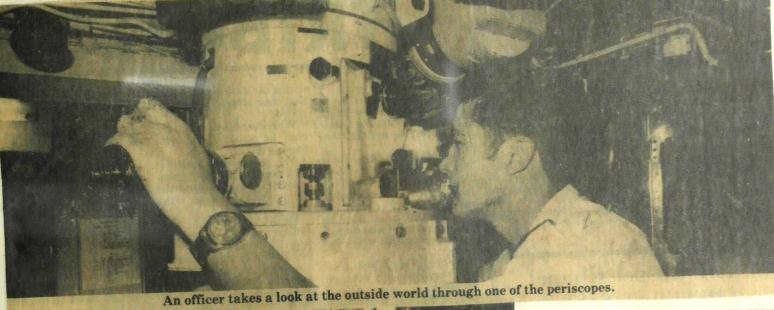
HMCS Ojibwa sets out on the initial phase of her Work-up period, departing from Faslane in the Gareloch in typically hazy Scottish weather.







The bow of the Ojibwa gets a coat of paint. Much of the 'sub's' outer surfaces are fibreglass to reduce maintenance work.





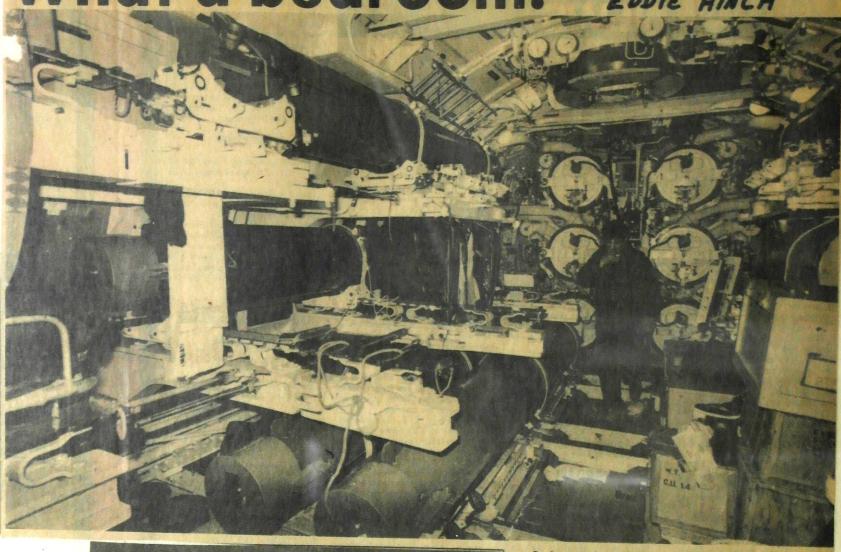
At the aircraft-type control stick, the pilot sits before a huge bank of instruments.



ACE

SHIPPING

What a bedroom!



ALVIN CARRIER



It is not just the business end of a modern submarine - it is also the movie theatre and recreation room.

The Royal Canadian Navy submarine Ojibwa berthed in St. George's yesterday morning for three days, after taking part in a big Canadian navy exercise about a hundred miles off Parmude. miles off Bermuda.

A Royal Gazette reporter and photographer were invited to have a look round the llyear-

old, Oberon class, submarine.

Pictured above is the torpedo room at the bows, with six torpedo tubes and American Mark 37 torpedoes in racks.

The torpedoes are powered by chemical fuel, and home onto their target by sound. They are capable of guidance from the launching sub-

Crewmen from the Ojibwa are staying at the Holiday Inn during their brief stopover, before leaving for another fortnight at sea.

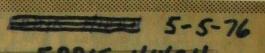
A sister sub, H.M.C.S. Okanagan, will join Ojibwa in port today.

Space on board the Ojibwa is strictly limited—so the torpedo room serves as centeen.

— so the torpedo room serves as canteen, exercise room and movie theatre.

Our picture shows a cinema screen which can be pulled down from the roof.

PICTURES TAKEN BY ROYAL GAZETTE IN BURMUDA 1976



REQUEST FORM

HMCS OJIBWA

sin 105	172 605 NAME HARPER INITIALS D.F. RANKS/LT
REQUEST:	Re: YOUR REQUEST
	1. IF YOU MAKE THE SUPPLY OFFICER CRY, I'LL JAM YOUR LEAVE FOR
	TWO YEARS AND HAVE YOUR LITTLE

FINGERS BROXEN

LEMANDER S/27

SIGNATURE

(LOVER OF ANY FOOD!)

TITLE	RECOMMENDATION	DATE
DIVISIONAL PO: '	YES/NO	
DIVISIONAL OFFICER:	YES/NO	
EXECUTIVE OFFICER:	YES/NO	
CAPTAIN:	YES/NO	
ACTION:	YES/NO	

ALVIN

THE ABOUE IS THE ANSWER TO A REQUEST SUBMITTED TO THE SUPPLY OFFICER (S/LT PLANTE) (ALIAS 'J')

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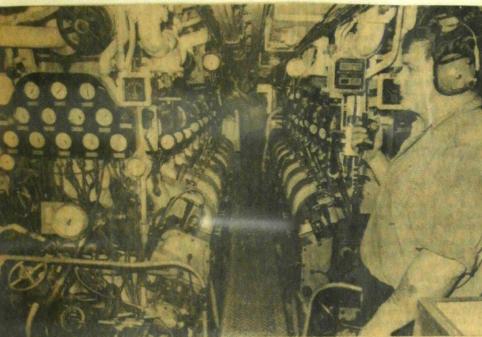
Sgt Bradshaw

BUDDY THOMAS / PAUL CONNOLLY / ROY FARRELL

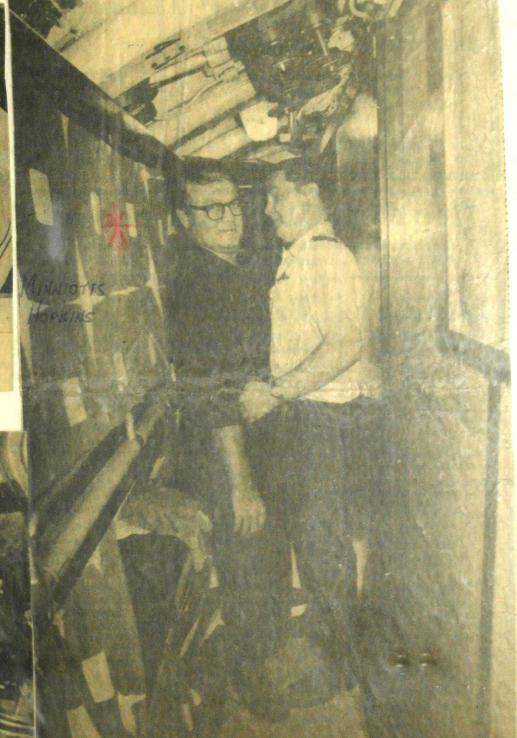


The bunk space may be a bit limited — but it's not every ship which provides live music.





The motor room where working temperatures can reach 120-130 degrees and noise makes communication impossible except by headset.



A view of the Ojibwa's tiny galley where the cooks feed up to 65 crewmen daily.

It's a tight squeeze in the Ojibwa when two crewmen have to pass in the gangway.

48

The submarine 'sardines'

Crewmen from the Royal Canadian Navy submarine "Ojibwa" slept last night in luxury in the Holiday Inn at St. George's - after a fortnight at sea in spaces which a

tinned sardine would not envy.

To get some idea of what a submariner's life is like, a Royal Gazette reporter and photographer visited H.M.C.S. Ojibwa while she was berthed at Penno's Wharf.

They came away with a renewed respect for the men who live, eat, sleep and run a sophisticated fighting ship in such cramped and claustrophic conditions.

Strangely enough, many of the Ojibwa's officers prefer serving on submarines to surface ships — mainly, it seems, because responsibility comes earlier, and the working atmosphere is more relaxed and informal.

The Ojibwa, the first of three Oberon class submarines built in Britain for the Roy-

The Ojibwa, the first of three Oberon class submarines built in Britain for the Royal Canadian Navy, left her home port of Halifax, Nova Scotia, about a fortnight ago to take part in a large-scale Canadian navy anti-submarine exercise a hundred miles

She leaves the Island today for another fortnight off Bermuda before returning to Halifax.

The tour of the Ojibwa, which was commissioned in 1965 and refitted for the second time last year, started in the wardroom where seven officers eat, sleep and relax in a ten by six foot space.

A narrow gangway just wide enough for two crewmen to pass led to the submarine's nerve centre, the control room, which is manned by a watch of six men and two

A rating sitting before a huge instrument console operates a flexibly-mounted

Lt. Gordon Oakley, the executive officer and second-in-command, explained: "It's just like flying an aeroplane. You push the wheel forward to go down, and pull to come up, and turn to steer left or right."

An auto pilot next to the pilot's seat can take over from manual operation.

The only items of equipment which Lt. Oakley was unwilling to have photograph-

ed were the depth gauges, which show the maximum depth at which the Ojibwa

could operate. If the control room is the Ojibwa's nerve centre, the radio room is its ears and eye

Long, medium, and short-range electronic sonars can pick up sound from ships scores of miles away, and an analysis of the frequencies of the electronic signal received will identify the type of ship and its distance. The sonar equipment on Ojibwa, says Lt. Oakley, is probably the best in the world. The Ojibwa is also equipped with three underwater telephones, and navigational and warning radar antennae in a retractable mast, which can be used either

on the surface or at periscope depth.

One bioncular periscope is used for searching the ocean; the second, monocular periscope, is used for attacking, as it presents a smaller target for enemy radar.

Officers can photograph the view through the aft periscope with a camera fitted

with a special lens ring. In a three-foot by six-foot space, four cooks take it in turns to provide meals for up to 65 crew members

And the sinks, shower and lavatory accommodation would make an aircraft toilet

The Ojibwa's "muscles" are found in the motor room, which is so noisy that crewmen can talk to each other only through headsets.

The main electric motors produce 3,000 horse power for each propeller shaft. Pow er for the main motors come from two huge 16-cylinder diesel generator com-binations, and from two giant storage batteries.

Fuel is no problem — the Ojibwa takes on diesel only four times a year. During a normal day at sea, the diesels are run for six to eight hours, with a tube raised above the ocean surface to take in water and take out exhaust gases — a process known as

In the stern of the 295-foot submarine are two torpedo tubes, and six bunks which fold down when the tubes are in use

The men on the top starboard bunk sleeps with his head only a foot under the torpedo guide rails.

Further up the ship, seven bunks are crammed into a six foot square space in one cubicle, and in the senior ratings' sleeping quarters the bottom bunk on the port side—the most cramped berth on the ship—is nicknamed the "coffin".

The most spacious sleeping accommodation on the Ojibwa is in the main torpedo

room at the bows — which also serves as the rest and recreation room.

A movie screen can be pulled down from the roof in front of the six torpedo tubes, with a different film usually on offer every two days.

The bow's torpedo room also serves as a canteen and card room, barber's shop and

Some of the crewmen use the room — the only space available on the submarine for weight training, and one keep-fit enthusiast used to use an exercise bicycle

Crewmen hang their jackets and suits next to the fifteen-foot long American Mark 37 torpedoes. "If we loaded a full complement of torpedoes, we just couldn't get all this gear in here," Lt. Oakley said.
"We carry a reduced load to allow ourselves space for the canteen gear, clothing and other things."

In one way, at least, the Ojibwa's crew are luckier than the men who man the British Older unkink the men who man the British Older unknown the men who man the men

ish Oberon-class submarines like the Otter, which visited Hamilton recently. The British submarines carry older 21-foot torpedoes, which cuts six feet each side off valuable living space. The Ojibwa and her two sister subs are designed mainly to knock out hostile sub-marines, and spend much of their time at sea as "targets" in anti-sub air and sea ex-

The torpedoes, which have chemically-fuelled engines, are designed to home on

sound, and can be guided from the submarine.

Back in the wardroom, the officers of the Ojibwa talked about why they opt for the silent service. Lt. Oakley joined the Ojibwa in 1971 but left again in 1973 to spend 18

months on a surface ship.

He returned last Christmas and spends another eight months with her, before go-

ing as executive officer to a submarine now refitting.

The crew can spend two or three weeks at a time at sea, but Lt. Oakley did not think boredom was a problem, with each man standing an eight-hour watch every

Crewmen are carefully vetted for suitability. "Hopefully, we pick out the claustrophobic cases, but one or two do slip by," Lt. Oakley said.

Lt. Jeff Mankertz is a British navy officer who has completed 16 months of a twoyear spell with the Canadian navy. "You get more responsibility at an earlier stage
in your career on submarines, and the atmosphere is a lot less formal," he said. "Disindicate the control of the c cipline is more relaxed. You have to get on with people, because there's nowhere to

You can't even hide in the heads, because someone always wants to use them. You have to be tidy-minded and put your gear away — otherwise you're taking up somebody else's living space."

Lt. Gary Bowen went into submarines directly from Canadian military college and

has spent six years in them.

He prefers them for much the same reasons. "Also, you don't have to wash," he added flippantly.

American navy submarines, he said, are "quite a bit roomier" than British and Canadian subs.

The Americans design the accommodation first, and put the equipment round he said. "The British put the equipment first, and find space for the bunks around it.

In the Russian submarine fleet, according to Lt. Mankertz, the British principle is

when the Ojibwa leaves St. George's today crewmen will exchange the plush decor of a luxury hotel for neutrally-painted steel bulkheads. But most of the officers seem quite happy to return to living around the equipment on their multi-million dollar

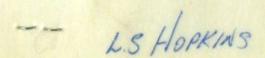


SUBMARINERS PAY TRIBUTE TO COMRADE

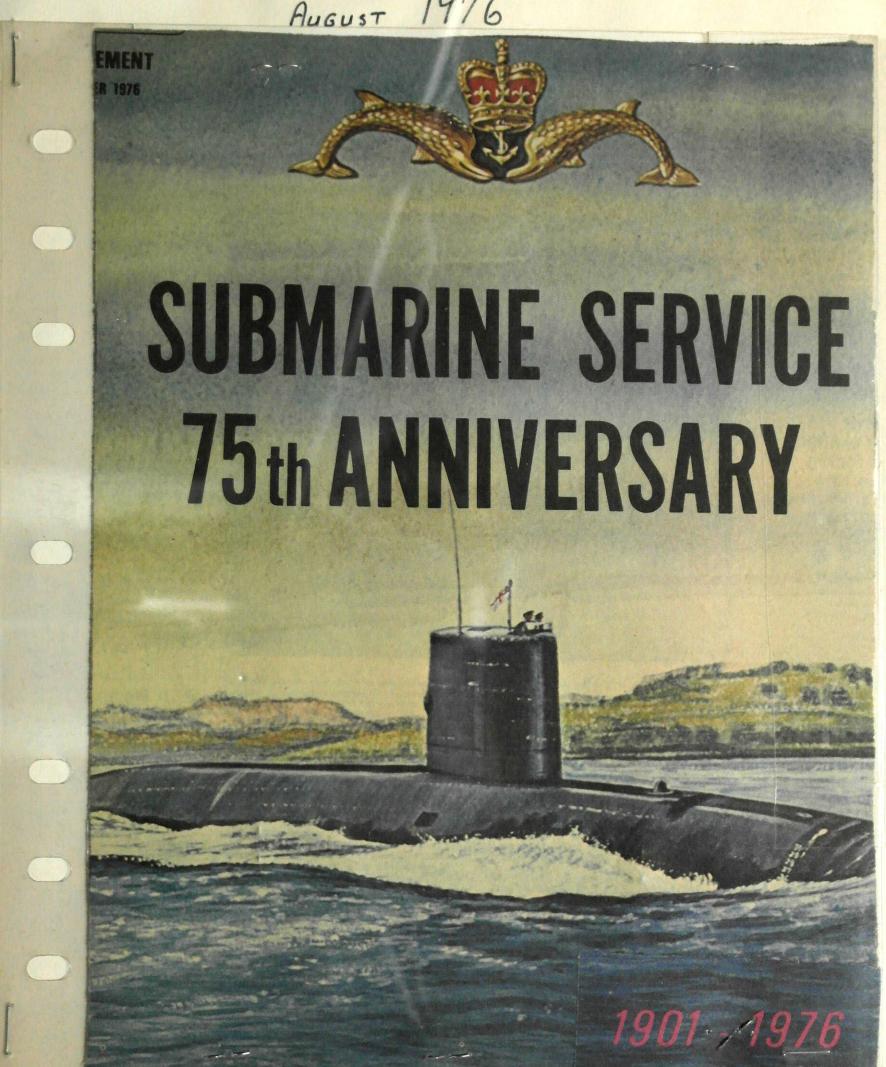
On the afternoon of May 22nd 1974 eight men from the First Canadian Submarine Squadron and four from a visiting British submarine set out on an expedition to the Shubenacadie River. On May 23rd Leading Seaman Reginald Wilshaw of HMS CACHALOT was tragically drowned in a canoeing accident.

During HMCS OKANAGAN'S recent deployment to the UK, MCpl. Medyinski and Cpl. Shields visited Mrs. Wilshaw and her children. On the anniversary of the accident they laid a wreath of behalf of the First Canadian Submarine Squadron. Both men were campanions of LS Wilshaw on the expedition.

mpanions of LS Wilshaw on the expedition.



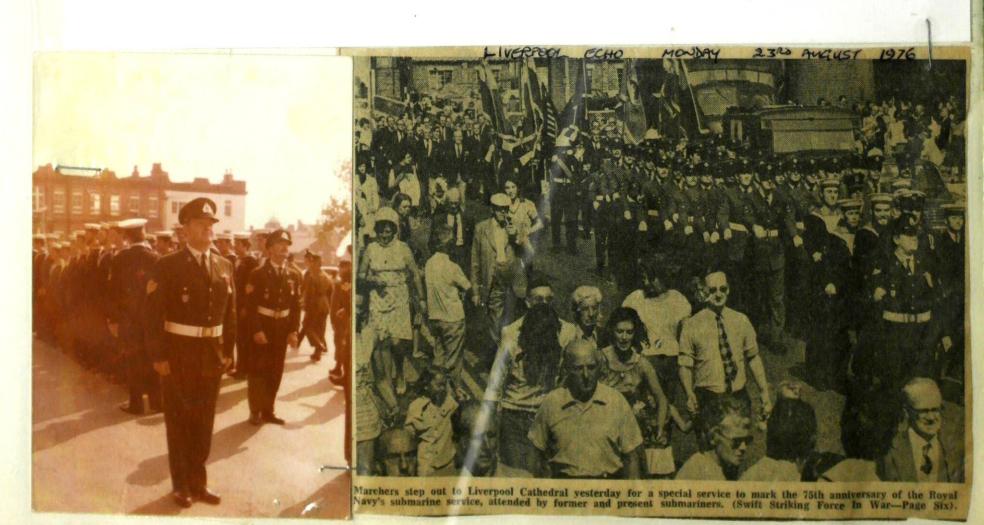
1976 AUGUST



LIVERPOOL ENGLAND



PARADE IN LIVERPOOL ENGLAND 1976 P.O. S GORDON, HOPKINS + J.J. + M/LOL CARTER

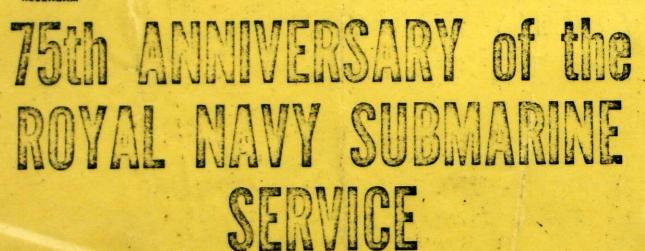


75 years Royal Navy Submarine Service - 1901 - 1976

Submarine Old Comrades Association



(Merseyside Branch)



A Commemorative Service will be held in the NGLICAN CATHEDRAL, LIVERPOOL on Sunday 22nd August at 3pm.

PARADE THROUGH THE CITY TO ST. GEORGE'S HALL

SALUTE TO BE TAKEN BY
REAR ADMIRAL SIR A.C.C. MIERS
V.C. M.B.E. C.B.

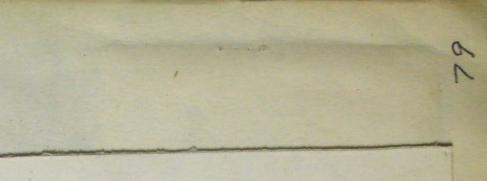
Saturday 21st August'

GRAND NAVAL BALL in St. George's Hall, Liverpool

Tickets £2 each including Buffet 2000 to 2400







ATRIBUTE TO SUBMINIO

have often looked for an opportunity of paying tribute to our SUBMARINES. There is no branch of His Majesty's Forces which in this war has suffered the same proportion of total loss as our SUBMARINE Service

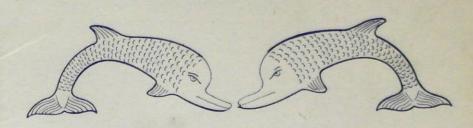
is perhaps the reason why the first Lord tells me that the entry into it is keenly sought by Officers and men.

Jeel sure the House would wish to testify it's gratitude and administion to our SUBMARINE crews for their skill and devotion which has proved of inestimable value to the life of our Country

P.O. Gary Hopkins.

October 76

S.O.C.A. (Merseyside)



The Submarine 75th Anniversary COMMEMORATION SERVICE and NAVAL BALL

THEY SHALL RISE AGAIN

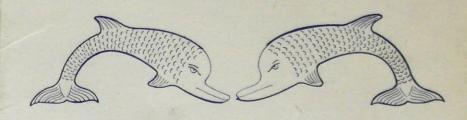


RESURGAM

MERSEYSIDE BRANCH

Souvenir Programme

August 21st and 22nd 1976



The Submarine 75th Anniversary COMMEMORATION SERVICE and NAVAL BALL

THEY SHALL RISE AGAIN



RESURGAM

MERSEYSIDE BRANCH

Souvenir Programme August 21st and 22nd 1976

Vice Admiral Sir Iwan Raikes K.C.B., C.B.E., D.S.C. Flag Officer Submarines

1976 marks the 75th Anniversary of the Royal Navy's Submarine Service. On October 2nd 1901 H.M. Submarine No.1 slid quietly down the slipway of Vickers, Sons and Maxim at Barrow-in-Furness. There were no celebrations and few spectators. Many people, including most of the Admiralty at that time, hoped that submarines would fail. 'The weapon of the weaker power', 'underhand' and 'damned un-English' were some of the milder epithets applied to these new and untried vessels.

But there were supporters too—not many, but they included a handful of visionaries with the energy to make the project work. Amongst them almost from the start, was Admiral Jacky Fisher who was also to become the creator of the massive, technologically advanced 'Dreadnoughts' that were to be the most powerful units of the British Battle-Fleet when World War One broke out.

Fisher wrote, "... It's astounding to me, perfectly astonishing, how the very best among us absolutely fail to realise the vast impending revolution in naval warfare and naval strategy that the submarine will accomplish!" His letter was dated April 20th 1904.

It was fitting that the first of our nuclear submarines, launched at Barrow in 1960, should be named 'DREADNOUGHT'. Now it is not battleships but submarines that form the heart of the Battle-Fleet.

There have been many sacrifices during 75 years of Service in Submarines. Looking at the Submarine Fleet today, it is clear that those sacrifices were not made in vain.

Rear-Admiral Sir Anthony Miers, V.C., K.B.E., C.B., D.S.O., National Honorary President of the Submarine Old Comrades Association.

It gives me great pleasure to be asked to write a foreword of good wishes for the commemoration brochure of the Merseyside branch of the Submarine Old Comrades Association.

This year sees not only the Seventy Fifth Anniversary of the launching of our first submarine but also marks the coming of age of the National Association which was formed in 1955. Submarine Old Comrades Associations have existed in various major cities and seaports since well before the second World War but their representatives first came together in 1954 to lay the foundations of the formation of the National Association in the following year.

The twofold aims of the Association are the cementing of the close ties that have been forged during service in the boats by its members of all ranks and ratings and the task of looking after any member who may have fallen on hard times or suffered ill health. The Association has steadily grown and the branches now number thirty six and more are being formed each year.

No branch has a finer spirit than that to be found in Merseyside which can be said to lead the way in the enthusiasm that prevails among its members and in the number and variety of activities which are organized. I would like also to pay a tribute to the magnificent support they have received from HMS Eaglet and the Officers and Men of the Merseyside R.N.R. Division who have generously made their headquarters available for many functions.

On behalf of the National Association, I sincerely hope that this spirit of comradeship will be maintained in the future and I wish every happiness to Merseyside now and in the years to come.

ANTHONY MIERS
Rear-Admiral.

ROYAL NAVAL BALL-ST. GEORGES HALL-21st AUGUST 1976

Dancing to the

ALL STARS GLEN MILLER SOUND ORCHESTRA

THE MAGHULL CIVIC JUNIOR CHOIR

conducted by

JOAN BIRTWISTLE

WALTZING MATILDA arr. Thomas Wood BARCAROLLE from Tales of Hoffman Offenbach GYPSY AIR from Carmen Bizet SOLO MADELAINE RICHARDS A selection of Battle Hymns WHERE THE GENTLE Elizabethan Serenade AVON FLOWS Ronald Binge WESTERING HOME from Songs of the Isles Roberton CERDDI'R NANT Bryceson Treharne PIANO SOLO PAUL SWAIN Fantasie inpromptu Chopin GUTER MOND arr. Farrar Ho LA HI A German Folk Song arr. Fiske GOINT HOME Dvorak LAST POST - REVELLE Piper W. BAKER 103 Rgt. R.A ABSENT FRIENDS ETERNAL FATHER Verses 1 & 4 A SING-A-LONG EDELWEISS from The Sound of Music Rogers & Hamerstein Y. VIVA ESPANA Recorded by Sylvia Vrethadmar WHEN IRISH EYES ARE SMILING Bach LAND OF HOPE AND GLORY Elgar

Crowning of Miss Submariner 1976 Merseyside

Miss DENISE MOORE

Crowned by L/DG. Wren Jackie Brand—H.M.S. Dolphin.

The Glory of God

CHOIR FINALE

Presenting

Beethoven

MISS DOLPHIN 1976—WREN CHRISTINE FREY
MISS PORTSMOUTH COMMAND 1976—WREN SUE WALLIS
H.M.S. Collingwood.

COMMEMORATION SERVICE AND PARADE SUNDAY 22nd AUGUST 1976

SERVICE IN THE ANGLICAN CATHEDRAL AT 1500

To officiate:

THE DEAN OF LIVERPOOL THE REV. H. PATEY

Lesson read by

REAR ADMIRAL SIR ANTHONY MIERS, V.C., K.B.E., C.B., D.S.O. and Bar.

Naval Chaplain Rev. R. C. Devonshire, A.K.C., Royal Navy Rev. R. Evans

Ushers: H.M.S. DOLPHIN SHIPS COMPANY

PARADE

Salute to be taken by
Rear Admiral Sir Anthony Miers, V.C., K.B.E., C.B.,
D.S.O. and Bar.

The Band of Her Majesty's Royal Marines, H.M.S. Ark Royal Pipes and Drums of 104 Regt. R.A.T.A.V.R.

Pipes and drums of 156 Regt. R.C.T., T.A.V.R.

Massed Bands of the Sea Cadet Corps.

Ships Company H.M.S. Courageous

Ships Company H.M.S. Norfolk

Ships Company H.M.S. Raliegh

Canadian Royal Naval Force

103 Regt. R.A.

Light Air Defence 208 Regt.

156 Regt. R.C.T.

5th and 8th Kings Regt. Liverpool

R.A.F., M.U. Sealand

Colour Party United States Army, Burtonwood

Standard of Merseyside S.O.C.A.

Standard of London S.O.C.A.

Standard of Western Australia S.O.C.A.

Standards Color Guard

2 Petty Officers H.M.S. Dolphin

2 Senior Ranks R.A.F.

2 Senior Ranks 103 Regt. R.A.

2 Royal Marine Cadets

4 Royal Canadian Navy

Wren's H.M.S. Dolphin Gosport Q.A.N.N.S. Royal Naval Hospital, Haslar, Gosport

ENGLAND EXPECTS

Request, Berth inboard of Trot, no signal she made More happy breed, lost to the trade Missing presumed lost, Admiralty regrets Next boat to patrol, England Expects

Long overdue, missing, presumed lost The price to pay—ne'er count the cost

No wooden cross bearing number and name Nought to tell, from what compass they came No poppy strewn grave, built pusser neat For this happy breed, of Dolphinic Fleet

Missing, presumed lost, from patrol, overdue Gone from the trade, Dolphinic Crew

All torpedoes expended, no more feed for the gun Finished main motors, their commission now run In Blockhouse ledger, dead on discharge No sea room to turn, avoiding the charge

Commissioned or Rate, Fore, 'Midships or Aft Overdue from patrol, in Dolphinic Craft

In steel entombed, neath far foreign wave Nought on the chart, signals their grave Long overdue, Admiralty regrets Proceed on patrol, England Expects

For ever and ever, silent routine Clutch disengaged—no target be seen

No grief ye show, man doth not weep For this happy breed, in Neptune's safe keep Guard and band hammock, one long make and mend Finished main motors, commission at end

Bronze of Valour, cast from Crimea Guns Victoria's tribute to Empiric Sons Their names, now legend, their due, your respect Proceed on patrol, England Expects.

Tel/to G. Snape, D/JX 143118 x H.M.S. Sybil & Trenchant

2.

VICTORIA CROSS

Lt. N. D. Holbrook R.N., H.M.S./M.B.11 13.12.1915	Dardanelles
CDR. E. B. BOYLE R.N., H.M.S./M.E.14 27.4.2915	,,
Lt. Cdr. M. E. Nasmith R.N. H.M.S./M.E.11 24.6.1915	,,
Lt. R. D. Sandford R.N., H.M.S./M.C.3 23.7.1918	,,
Lt. Cdr. G. S. White, R.N., H.M.S./M.E.14 28.1.1918	,,
Lt. Cdr. M. D. Wanklyn D.S.O. R.N. H.M.S/M. Upholder 24.5.1941 M	lediteranean
Lt. P. S. W. Roberts, R.N., H.M.S./M.Thrasher 16.2.1942	,,
PTY. OFFICER GOULD R.N. H.M.S./M.Thrasher 16.2.1942	,,
CDR. A. C. C. MIERS, D.S.O., R.N., H.M.S./M.Torbay 7.7.194	12 ,,
CDR. J. W. LINTON, D.S.O., D.S.C., R.N., H.M.S./Turbulent 25.5.1943	,,
Lt. B. C. G. Place, D.S.C., R.N., H.M.Midget/S X.7 22.2.19	44 Norway
Lt. D. Cameron R.N.R., H.M. Midget/S. X.6 22.2.1944	,,
Lt. I. Fraser, D.S.O., R.N.R., H.M./Midgets S X.E.3 31.7.1945	Singapore

TEMP ACTING L/SEAMAN J. J. MAGENISS Midget/S.X.E.3 31.7.1945 ,,

For Valour

The Victoria Cross was only awarded in each submarine to the Commanding Officer or to the Officer or Rating who personally performed the gallant action for which the award was made, but every member of each ships company rightly and properly shared the pride.

Acknowledgements

Flag Officer Submarines Vice Admiral Sir Iwan Raikes K.C.B., C.B.E., D.S.C.

Flag Officer Plymouth. Vice Admiral Gordon Tate

Rear Admiral Sir Anthony Miers V.C., K.B.E., C.B., D.S.O. and Bar.

Captain of H.M.S. Ark Royal for services of Royal Marine Band H.M.S. Ark Royal.

Col. T. Squires 103 Regt. R.A.

Col. P. S. Bulpin 156 Rebgt. R.C.T.

Col. John D. O. Donahue United States Army.

Cdr. P. Stigant R.N. Naval Laison Officer.

Cdr. Compton Hall, M.B.E., Curator Royal Navy Submarine Museum H.M.S. Dolphin for his invaluable assistance in compiling this souvenier programme.

Cdr. J. Bell, H.M. Royal Canadian Navy.

Cdr. R. Edelston H.M.S. Eaglet A Friend Indeed.

Cdr. R. G. Sharpe, R.N. H.M.S. Courageous.

Cdr. T. Woods R.N. H.M.S. Warspite.

Lt. Cdr. G. Marr R.N. H.M.S. Dolphin A Light when we needed guiding.

Major Talbot 208 Regt. R.A.M.C.

Rev. H. Patey, Dean of Liverpool

CMEM J. O. Oliver B.E.M. and his boys and Wrens of Atlantis Club H.M.S. Dolphin.

FCPO (C)R. Wilson B.E.M. and his catering staff H.M.S. Dolphin for the wonderful cake they made and designed.

Petty Officers Mess H.M.S. Dolphin.

Senior Rates mess H.M.S. Eaglet

Agness Dove, H.M.S. Eaglet

Royal Naval Ass, Kirkby, Liverpool, Ellersmere Port,

R.A.F.A. Orrell and District Vetrans Assoc. Mersey mission to Seamen, Business associates of Doug Chapman Midlands.

The numerous firms who gave donations and gifts that have made this possible, All the Submariners on Merseyside who have achieved the impossible, finally my wife Betty for her patience during the past 9 months. I thank you and God Bless You.

RAY HEDGECOCK Hon. Secretary 22nd August 1976

Honoured Guests

Brigadier Sir Douglas Crawford D.S.O., T.D., D.L. Lord Lieutenant of Merseyside.

REAR ADMIRAL SIR ANTHONY MIERS V.C., K.B.E., C.B., D.S.O. AND BAR LADY MIERS.

Representing Flag Officer Submarines, VICE ADMIRAL SIR IWAN RAIKES, K.C.B., C.B.E., D.S.C.

CAPT. H. OLIPHANT, D.S.C., R.N., Capt. SM I H. M. S. Dolphin. Mrs. H. OLIPHANT.

COMMODORE and Mrs. G. HAYNE, H.M.S. Nelson.

CDR. I. FRASER, V.C., D.S.C., R.N.R., and MRS. I. FRASER.

SIR STANLEY and LADY HOLMES.

LORD and LADY MAYORESS OF LIVERPOOL COUNCILLOR and Mrs. R. CRAINE.

Mayor and Mayoress of Sefton Metropolitan Council.

DEPUTY MAYOR and MAYORESS OF WIRRAL METROPOLITAN COUNCIL

COL. JOHN D. O'DONAHUE Commanding Officer United States Army Base Burtonwood and Mrs. JOHN D. O'DONAHUE,

WING COMMANDER I. D. PATTINSON R.A.F., and Mrs. PATTINSON

WING COMMANDER W. R. CARR, R.A.F., and Mrs. CARR.

The Dean of Liverpool, Rev. H. PATEY and MRS. PATEY

LT./CDR. T. DAVIS G.C. and MRS. T. DAVIES.

REV. R. G. DEVONSHIRE A.K.C., R.N., and Mrs. R. G. DEVONSHIRE.

COMMANDER STEWART R.N., and Mrs. Stewart, H.M.S. Dolphin.

COMMANDER E. JONES and MRS. JONES, H.M.S. Dolphin.

Mr. R. C. Pounder and Mrs. R. C. Pounder.

National Chairman Submarines Old Comrades Association.

Mr. W. SADLIER, National Secretary Submarines Old Comrades Assoc.,

Lt. CDR. G. MARR, R.N., and MRS. MARR, H.M.S. Dolphin.

COMMODORE J. M. H. Cox, R.N., H.M.S. Norfolk.

CAPT. W. R. CANNING R.N. H.M.S. Norfolk

COMMANDING OFFICERS of the visiting N.A.T.O. Squadron

CONSUL GENERAL H. BURCHARD of the Federal Republic of Germany.

CONSUL for Belgium D. I. HEYS

CONSUL for Netherland G. H. VERBURGH and FAMILY

CDR. R. G. SHARPE R.N., Commanding Officer H.M.S. Courageous.

Mr. J. Hess B.E.M. at 93 possibly the oldest living submariner in Gt. Britain.

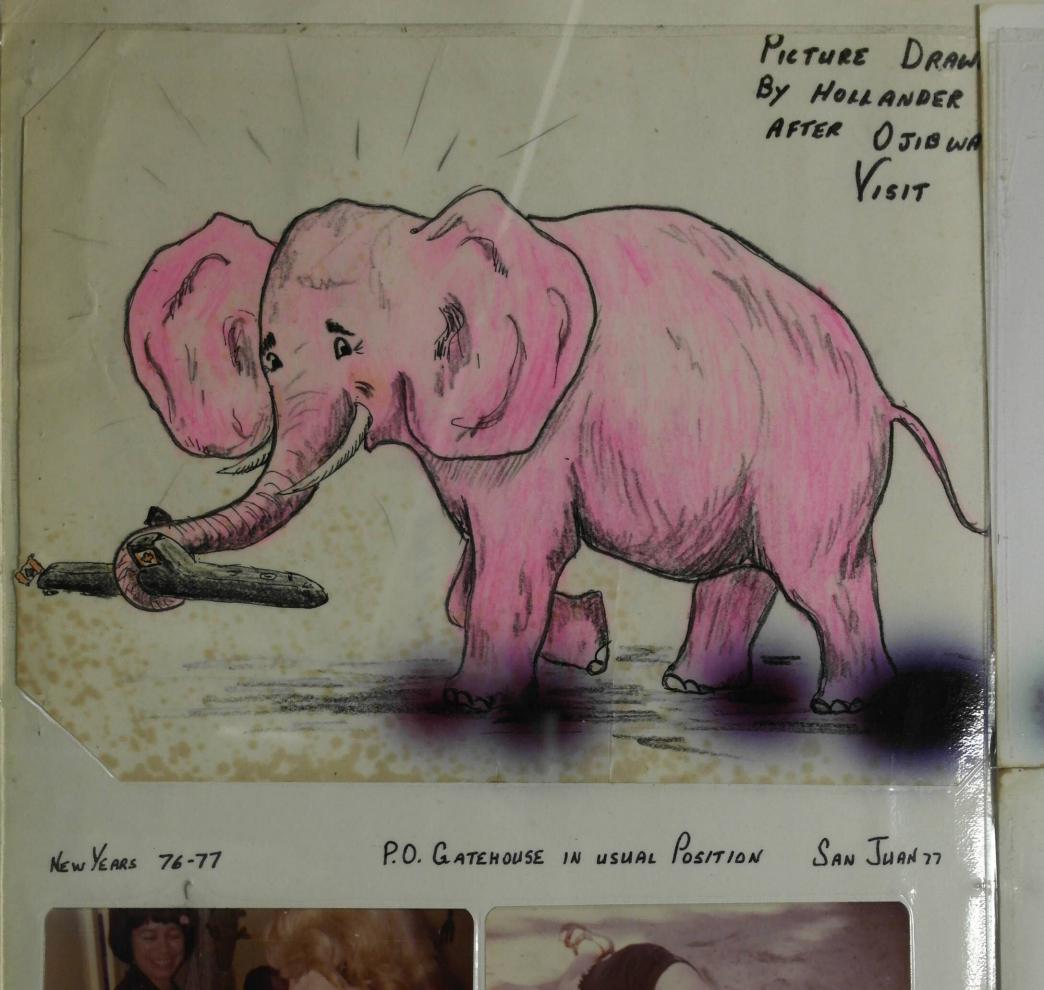


H.M.CS OJIBWA
IN
SCOTLAND 1978
(ROTHSAY)

SUBMARINE COURSE

INSTRUCTORS: W.O. DALEY
P.O. ALBERT
FRONT ROW: 2md + 4th.













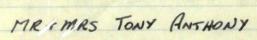
TOP. PICTURE DEPICTS ASTUTE RADIOMAN GATEHOUSE

CENTRE LEFT CENTRE RIGHT

MILL + HOPPY; GEORGE + FRAN VIC CARTER LUCKY + MRS GORDON

GATOR ASLEEP STANDING U.P. MILL HOPKINS GEORGE SULLIVAN







HOPKINS + ANTHONY FAMILY







1976-232 DAYS AWAY FROM
153 DAYS AT SEA

79 DAYS FOREIGN PORT
TRAVELLED 27,000 MILES
9,000 MILES DIVED
3RD LONGEST YEAR AT SEA
SINCE COMISSIONING IN 1965

1977 DATE

PLACE

JAN. 29
FEB. 7-10
FEB. 18-21
FEB. 18-21
FEB. 18-21
FEB. 18-21
MAR. 16-18
MAR. 16-18
MAR. 28- APR. 18
APR. 20-22
APR. 23-26
MAY 15-17
MAY 27-30
JUNE 6-7
JUNE 18

SAIL
SAN JUAN
ROOSEVELT ROADS
CANAL ZONE (PANAMA)
SAN DIAGO CALIF.
NANOOSE B.C.
ESQUIMALT B.C.
NANOOSE B.C.
VANCOUVER
SAN DIAGO CALIF.
ACOPOCO MEX.
CANAL ZONE
ARRIVE HAILIFAX

96 DAYS AT SEA 41 DAYS IN HARBOUR 137 AWAY



SUB SCENES

She lies alongside the Terra Nova, dwarfed by the destroyer's immensity, a black javelin against the other ship's pale green.

The HMCS Ojibwa, a dark blight

The HMCS Ojibwa, a dark blight in a sea of bright Dockyard warships, their flags snapping in a brisk breeze, sits at CFB Esquimalt, resting from a run which began in Halifax in January and took her to the Caribbean, through the Panama Canal and up to San Diego and Victoria.

One of Canada's three submarines, the Ojibwa is on the West Coast from her Halifax home for

manoeuvers.

The sleek predator, 295 feet in length and 26 feet in width, carried a full complement of 67 crew but is a dozen men short of that at paresent.

Her commanding officer, Lieutenant Commander Bill Sloan, is a soft-spoken Niagara Falls native who joined submarine service 10 years ago, training in British subs. He took command of the Ojibwa one

His brisk tour of his ship, stumbling reporter in tow, takes 20 minutes, his dialogue quiet, yet to

the point.

Torpedo room, sleeping quarters, galley (where three cooks do wonders with meals) and the powerful diesels which run an electrical turbine, are all pointed out. And, yes, submarines, at least to the uninitiated, are cramped.

The manpower on a submarine is totally volunteer, the men having first been put through a battery of physical and psychological tests to determine suitability for the tiny world of a subsurface vessel.

world of a subsurface vessel.

There are just 203 seamen in Canada on submarines, a force which is continually changing. Yet, surprisingly, Sloan says many officers spend more than 14 years in the boats.

Scattered at various points throughout the Ojibwa are signs of life — pocket books neatly stacked, a television on which up to 15 hours of videotaped TV programs are shown, tapes, and a single pin-up. First-run movies are also shown.

For while the Ojibwa is a weapon of war, a finely tuned community where mistakes can mean death, it is also a home for its sailors.

Originally named the Onyx and built for the British, the \$16-million vessel became a Canadian in 1965. She can run on surface at 13 knots, remain submerged without snorkelling for 72 hours (Sloan has never been down that long, however) and fire 22 American-made torpedos through her six front tubes.

How fast can the torpedos travel? Sorry, Sloan and Ferguson exchange a smile. That information is not for print.

The Ojibwa is similar in detail to her sister ships, the younger Okanagan and Onondaga, although the latter models have more efficient living quarters.

During her stay in the Pacific, the Ojibwa will fire practice torpedos at destroyers.

In a free-play situation, Ferguson believes the sub has come out on top of the war game in most circumstances. She usually attacks first, although escape is another matter.

Of all her enemies, the Ojibwa fears aircraft the most. Ferguson says planes can stay with the sub for long periods and carry a powerful destruction package.

destruction package.

The Ojibwa endures her ugly black paint for reasons of visability. Ferguson notes black is actually harder to spot on the open sea than

When under attack, diesels are shut off and the boat runs on her battery. Silence is a virtue when attempting to squirm away from the "eyes" of a destroyer's sonar.

Firing torpedoes at enemy ships is just one of the tasks of war of a submarine. It can lay mines and act as a surveillance vessel, sitting in rivermouths, a camera attached to her periscope.

The sub can recover agents from enemy coastlines, a feat the Ojibwa has done in practice a number of

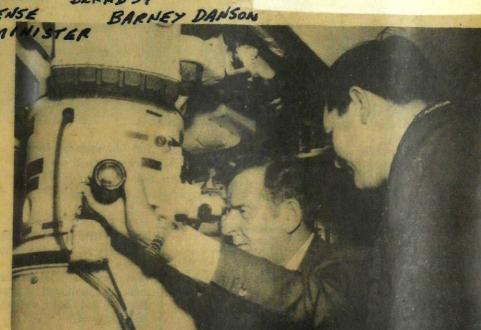
Ferguson has had the opportunity to board a U.S. nuclear submarine. He is envious of the living accommodation.

It takes about 12 months of training for a sailor to wear the two dolphins which designate a submariner. They may be worn for life, even after undersea service ends.

They are well-earned and well-worn.



...Boy, that's the biggest clothes dryer I've ever seen!... BLKND 34



BILL SLOAD

...You're right, those are the Parliament Buildings!...

24-1-77

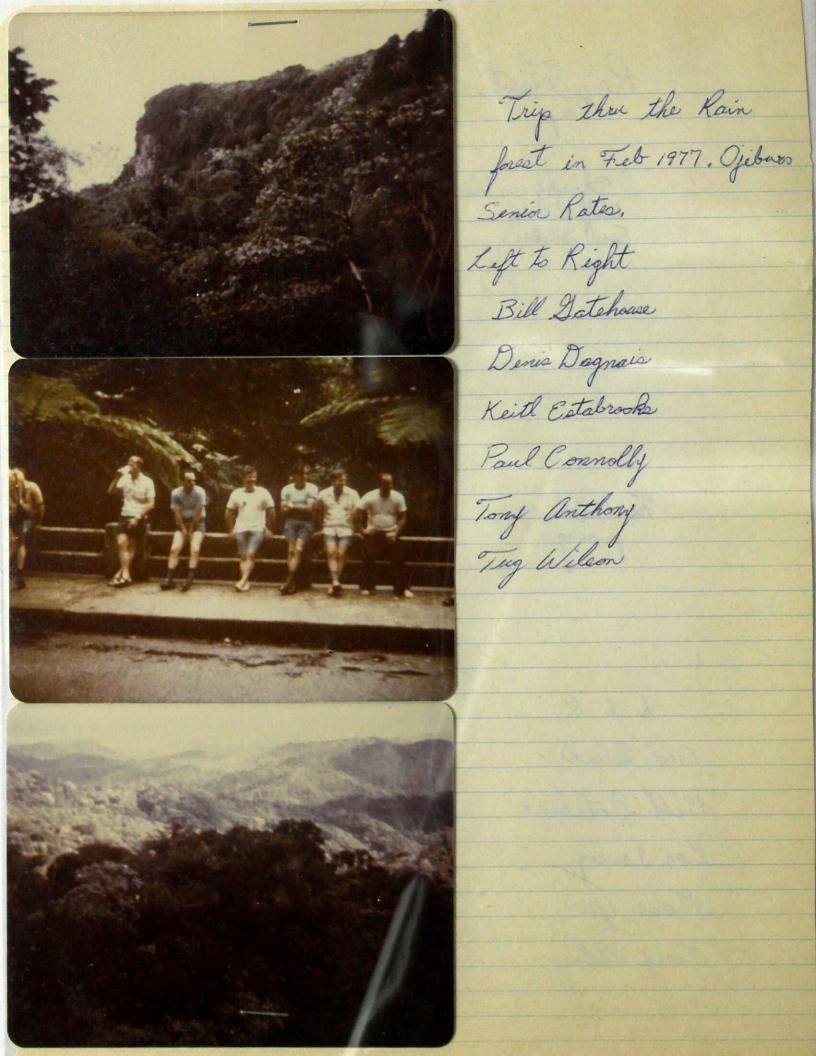
Rain Forest

Sharky in blue Wilf Broyden Fred Glover

Fred Glover

Lt R
Fred Glover
Bill Datehouse
Ken Irving
Dave Yeo
Tony athony





From Rain Froncet to the Beach L to R.

Ken Irving Myself Houlie-oh our bus driver



Al Burningham hamming it up



What cand





Contemplation
Tony athony
Tug Wilson
Malcom Stocking



L. to R. Wilf Brojden Shorky Ward Tony athony Done yes



Tug Sharky Wilfy ROUTINE Ø 1 1 6 1 Ø Z FEB 77

FM CANCOMSUBRON ONE

TO OJIBWA

11

UNCLAS.

SUBJ:WESTEX DEPLOYMENT

- 1. BON VOYAGE . HAVE A GOOD RUN IN THE SUNNY SOUTH
- 2. TIP OF THE WEEK PROVERBS CH1 VSE 10
- 3. DOLPHIN 39

11

DIST:W/R W/T MNB TOR 2101Z/03/02/77 C31L 001

GATEHOUSE

R Ø1 Ø1 ØØZ MAR 77 FM MARPACHO ESQUIMALT TO ATHABASKAN OJIBWA INFO CANCOMDESRON TWO PROVIDER

CFB ESQUIMALT

UNCLAS

SUBJECT: CHOP TO CANMARPAC

1. ALOHA - WELCOME TO MARITIME FORCES PACIFIC

2. IT IS GOOD TO HAVE ATHABASKAN ONCE AGAIN IN PACIFIC WATERS AND OUIBNES ARRIVAL FILLS A MUCH MISSED CAPABILITY

3. MAY YOUR VISIT TO THE WEST COAST PROVE AS REWARDING AND ENJOYABLE TO YOU AND YOUR SHIPS COMPANIES. I KNOW IT WILL BE FOR ALL OF US

4. DEUTERNOMY CH8, 7/8/9

DIST GEN XO (OJIBWA) TOR 1113Z 91 MAR 77

C11L Ø52

PL

A. DEY

DEUT. 8/7.8.9

7. FOR THE LORD THY GOD BRINGETH THEE INTO A GOOD LAND, A LAND OF BROOKS OF WATER, OF FOUNTAINS AND DEPTHS THAT SPRING OUT OF VALLEYS AND HILLS 8. A LAND OF WHEAT, AND BARLEY, AND VINES, AND FIG TREES, AND PONEGRANATES;
A LAND OF OIT OLIVE, AND HONEY;
9. A LAND WHEREIN THOUS SHALT EAT BREAD WITHOUT SCARCENESS, THOU SHALT NOT

LACK ANY THING IN IT; A LAND WHOSE STONES ARE IRON, AND OUT OF WHOSE

HILLS THOU MAYEST DIG BRASS

ROUTINE

919199Z MAR 77

FM MARPACHQ ESQUIMALT

TO ATHABASKAN, OJIBWA

INFO CANCOMDESRON TWO, PROVIDER, CFB ESQUIMALT

//

UNCLAS

SUBJECT: CHOP TO CANMARPAC

- 1. ALOHA WELCOME TO MARITIME FORCES PACIFIC.
- 2. IT IS GOOD TO HAVE ATHABASKAN ONCE AGAIN IN PACIFIC WATERS AND OJIBWAS ARRIVAL FILLS A MUCH MISSED CAPABILITY
- 3. MAY YOUR VISIT TO THE WEST COAST PROVE AS REWARDENG AND ENJOYABLE TO YOU AND YOUR SHIPS COMPANIES. I KNOW IT WILL BE FOR ALL OF US.
- 4. DEUTERNOMY CHAP 8 7/8/9

//

TOR: AM ST MAR

HAND

LORTIE

DIST: WR WT MNB

R 1 1 1 8 4 1 Z MAR 77 FM NAVSTA PANAMA CANAL RODMAN CZ TO COMNAVFORCARIB ROOSEVELT ROADS PR INFO ATHABASKAN OJIBWA MARCOMHQ HADIFAX

11

UNCLAS E F T 0 //NØ3128// PORT VISIT

A. MARCOMHQ HALIFAX 101243Z MAR 77

1. THE COMMANDING OFFICER, U.S. NAVAL STATION PANAMA CANAL IS PLEASED TO WELCOME HMCS ATHABASKAN AND HMCS OJIBWA TO THE CANAL ZONE.

11

DIST WR WT MNB

TOR 2350Z/11/03/77 SNIPE RYAN

ROUTINE 1 2 1 8 4 7 Z MAR 77 FM COMSUBPARREP WEST COAST SAN DIEGO CA

TO USS SCAMP - USS SPERRY - OJIBWA - ST THOMAS

INFO SUBPAC PRESENT SAN DIEGO CA

UNCLAS//NØ1788// SOCIAL AND RECREATIONAL EVENTS DURING VISITS OF HMCS ST ANTHONY AND HMCS OJIBWA

1. THE FOLLOWING SOCIAL EVENTS ARE SCHEDULED FOR THE VISITS OF HMCS ST ANTHONY AND HMCS OJIBWA DURING THE PERIOD 15-18 MAR 1977:

A. OFFICERS-COMMANDING OFFICERS AND WARDROOM OFFICERS OF ST ANTHONY AND OJIBWA ARE INVITED TO COCKTAILS FROM 1600 TO 1800 THURSDAY 17 MAR AT THE OFFICERS CLUB, BALLAST POINT.

- B. CPO'S ALL CHIEF PETTY OFFICERS OF ST ANTHONY AND OJIBWA ARE INVITED TO ENJOY FREE DURING PERIOD OF SHIPS VISIT AT THE CPO SLUB, BALLAST POINT AND TO ATTEND THE U.S. NAVY CPO INITIATION COMMENCING AT 1230 ON WEDNESDAY, 16 MAR 1977.
- C. ALL OTHER CREW MEMBERS OF ST ANTHONY AND OJIBWA ARE INVITED TO ENJOY FREE BEER AND SNACKS AT THE ENLISTED MESS(OPEN) (PUMPROOM) DURING THE PERIOD OF SHIPS VISIT.
- 2. ARRANGEMENTS FOR RECREATIONAL ACTIVITIES CAN BE MADE BY CONTACTING MR ED COLLINS AT EXT 6218. VOLLEYBALL, SOFTBALL, TENNIS, HORSESHOES, HANDBALL, SQUASH, SWIMMING, PADDLEBALL, PICKNICKING, FISHING AND BASKETBALL ARE SOME OF THE ACTIVITIES AVAILABLE IN TTHE IMMEDIATE BALLAST POINT AREA.
- 3. REQUEST WIDE DISSEMINATION TO ALL OFFICERS AND ENLISTED PERSONEL TO ENSURE AND ENJOYABLE VISIT BY OJIBWA AND ST ANTHONY.

TOR 13/0331Z MAR 77

C31E 103

LORTIE





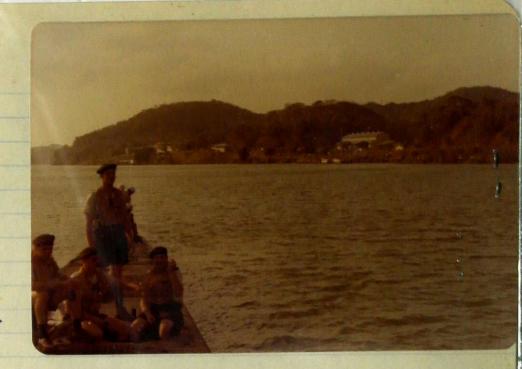
WESTEX 77
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INSIDE PANAMA
CANAL

HALL CRUICKSNANK GOODMAN CASCADDEN





ENTERING SECOND LOCK.





IN LOCK ATLANTIC SIDE



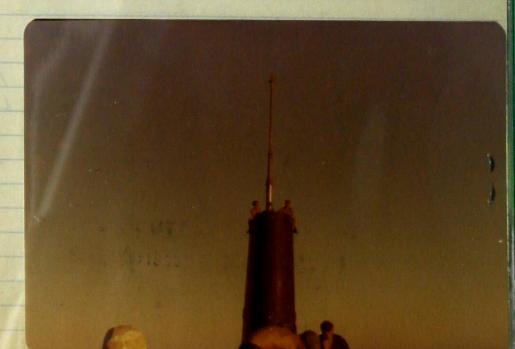


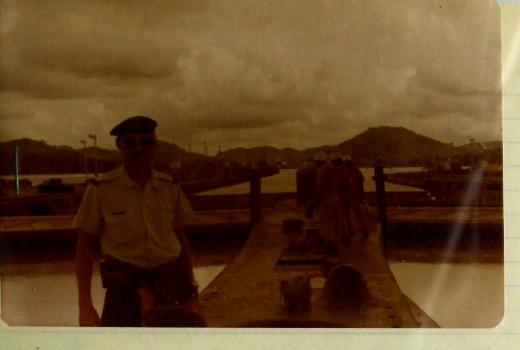
JIM ALBERTS
MIKE DOYLE



BEAST RETURNING FROM ALGONQUIN IN PACIFIC







BROWN



No 1 LOCK ATLANTIC



LAND LOCKED LAKE
PANAMA

March 1977

ZERISCOEE



SAN DIEGO
CALIFORNIA.
EAST TO WEST

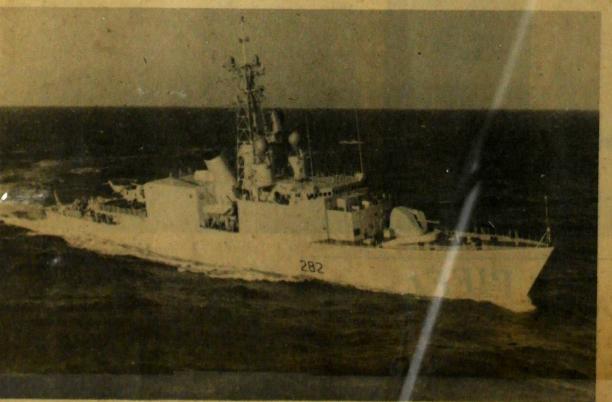
HMCS Ojibwa, a Canadian submarine, inches up to the ribbon March 15 signalling the official opening of Ballast Point's new "Dixon" pier. The Sub's skipper, LCdr. Sloane, is shown at left on the conning tower. [Photo by PH2 E.B. Chilcote.]

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THE LOOKOUT CFB ESQUIMALT

Thursday, March 31, 197

Athabaskan, Otago and ojibwa arrive



VICTORIA, B.C. — HMCS Athabaskan, one of Canada' new Tribal class helicopter-destroyers, joined three Esquima based ships and the New Zealand frigate, HMNZS Otago, 13 a sailpast off Victoria on Friday afternoon, March 25.

The sailpast off Beacon Hill Park marked the commencement of a five-week operational, maintenance and visit program for the Halifax-based Athabaskan and the submarine HMCS Ojibwa.

Also participating in the sailpast were the destroyers HMCS Gatineau, Terra Neva and Kootenay, which returned a few days before after participating in Exercise Rimpac 77, a multinational exercise in Hawaiian waters.

Both Athabaskan and Ojibwa will be operating out of Esquimalt until May 5. Athabaskan is scheduled to visit Vancouver April 1 to 5 and Ojibwa from April 22 to 25.

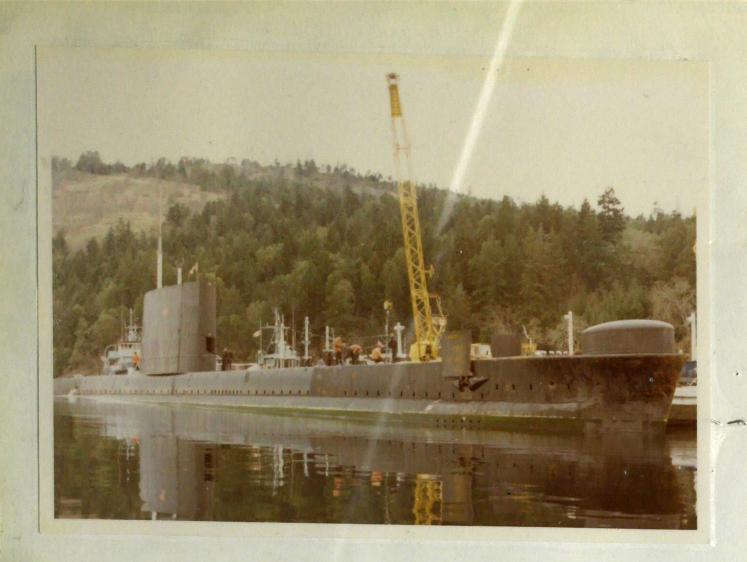
Ojibwa, which has accompanied Athabaskan from Halifax, did not participate in the sailpast and proceeded to the Canadian Forces Maritime Experimental and Test Ranges at Nanoose Bay, B.C. for trials.

The public will be able to view the ships from 1:30 to 4:30 p.m. on the following dates:

Athabaskan in Vancouver April 2 to 3 and in Esquimas April 10, 11, 17, and 24.

Ojibwa in Esquimalt on April 2, 10, 11, 17 and in Van couver April 23 and 24.

HMNZS Otago will visit Esquimalt until April 13 and Vancouver April 20 to 25.

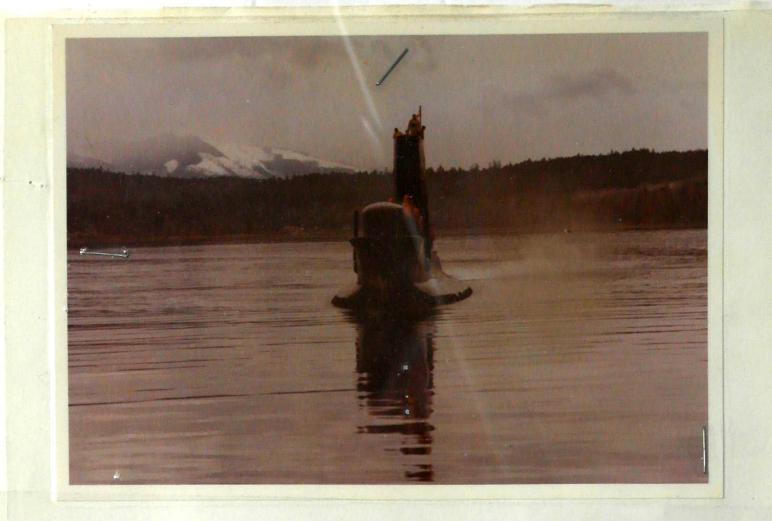


OJIBWA AT NANDOSE B.C. TORPEDO RANGE



LLOR T. JONES LAISON OFFICIER

88











THESE PICTURES

WERE TAKEN

WHILE ON

EXERCISE OFF

OF ESQUIMALT

B.C.

Welcome home Athabaskan & Ojibwa

TRIDENT readers throughout Nova Scotia would like to take this opportunity to warmly welcome the brave lads of HMCS Athabaskan and HMCS Ojibwa home to Halifax. The two ships, which have recently completed a circum-continental return voyage to Esquimalt, B.C., will have been away from home port for one hundred and twenty one days when they sail victoriously into our Harbour on Thursday, June 16th. Well done boys.

OJIBWA WAS
137 DAYS AWAY



SAN DIEGO CALIFORNIA U.S.A.



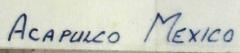




CRONIN BEST TREMBLAY



CRONIN





HALL



92



GORDON V. CARTER MYSELF & J.J. WITH

SGT. MAS OF PARADE IN LIVERPOOL ENG 1976

CFP 9311-J29

CFP 9311-J29

ON-JOB TRAINING STANDARD

MAR ENG TECH 311

TSQ 311.29

SUBMARINES

CERTIFICATE 3C

START 31/01/85

17/03/84 FTMI



ENTERING SYNCRO LIFT AUGUST 1977

G. HOPKINS
PLER



ON-JOB TRAINING STANDARD

MAR ENG TECH 311

TSQ 311.29 SUBMARINES

CERTIFICATE 3C

Start 31/01/65 17/03/84 FINI

NATIONAL DEFENCE HEADQUARTERS

FOREWORD 1 FEB 80

- 1. CFP 9311-J29 On-Job Training Standard, Marine Engineering Technician 311, 1 Feb 80, Certificate 3C (Submarines) Trade Specialty Qualification 311.29 is issued on authority of the Commander, Maritime Command,
- This publication is effective on receipt.
- 3. Suggestions for changes shall be forwarded through normal channels to the Commander, Maritime Command, Attention: Chief Personnel and Training Officer (CPTO) Submarine Training Cell.

PREFACE

- 1. This On-Job Training Standard (OJTS) has been developed in accordance with the performance-oriented concept of training outlined in CFP 9000, Canadian Forces Manual of Individual Training. Completion of this OJTS followed by a successful sitting before an examining board, convened as directed by the Commander, Maritime Command, will qualify the tradesman for Marine Engineering Certificate 3C (Submarines), Trade Specialty Qualification Code 311.29.
- 2. This publication is for the use of personnel in HMC Submarines who are responsible for the organization and conduct of this on-job training. The performance objectives (POs) which the Marine Engineering Technician (MAR ENG T) 311 tradesman must achieve to complete this OJTS and to qualify as a candidate for the Marine Engineering Certificate 3C (Submarines) Examination are contained in Chap 4 of this publication.
- This OJTS is based on TSS 311.29 and on the requirements for Certificate 3C as contained in CFAO 9-42, Annex C and the Naval Engineering Manual, Part 3, Section 3.

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CHAPTER 1

GENERAL

101. AIM

The aim of this document is to specify the standards of performance which the tradesman must achieve in submarines during on-job training to qualify for Marine Engineering Certificate 3C examination (TSQ 311.29) in accordance with NEM, Part 3, Section 3.

102. SCOPE AND DURATION

The time required to complete training in accordance with this OJTS should not exceed one year. $\label{eq:condition} % \begin{array}{c} \text{The time required to complete training in accordance with the property of the$

103. USE OF THE ON-JOB TRAINING STANDARD

 This OJTS shall be used by submarines, bases, formations, and units as the primary document governing the content, organization and conduct of on-job training for Marine Engineering Certificate 3C (TSQ 311.29).

This OJTS is used:

- as an aid in producing detailed submarine training programs which will ensure that all eligible tradesmen are afforded the opportunity to be upgraded; and
- b. as a control document to ensure that the tradesman has in fact completed training to the standards detailed in Chap 4.
- On completion of training, an On-Job Performance Record (OJPR) shall be placed on the man's file and a Qualification Record Sheet (QRS) shall be made out as detailed in CFP 123(1), Chap 3.

CHAPTER 2

ON-JOB TRAINING MANAGEMENT DETAILS

201. GENERAL

- This chapter summarizes the pertinent information, data, and documents which may be required by training officers and supervisors when organizing and conducting on-job training.
- 2. Problems concerning implementation of this OJTS should be referred to Maritime Command Headquarters, Attention: Command Personnel and Training,Officer (CPTO) Submarine Training Cell.

202. SUMMARY OF PERTINENT DATA

- Prerequisites Before undertaking training in accordance with this OJTS, the tradesman must have successfully completed the TQ6B Course based on CFP 9311-C6B or the MAR ENG T 311 Trade Group 4 Course and the OJTS for TSQ 311.24 (CFP 9311-J24).
- Qualifications Successful completion of this OJTS constitutes final trade training to qualify as a candidate for the Marine Engineering Certificate 3C examination (TSQ 311.29).

203. RELATED DOCUMENTS

Documents related to this OJTS are:

- a. CFP 9312-C3;
- b. CFP 9312-J3;
- c. CFP 9312-J4;
- d. CFP 9312-C5A;
- e. CFP 9312-J5A;
- f. CFP 9311-C5A(TQC);
- g. CFP 9311-C6B; and
- h. CFP 9311-J24.

- 204. PLANNING AND CONTROLLING ON-JOB TRAINING
- Training Officers should familiarize themselves with CFP 9003, Part 2.
- Training Officers should review OJPRs at least monthly to ensure that each man is progressing as rapidly as his ability permits.
- 3. The Engineering Officer (EO) should designate:
 - a. the CERA as Training Officer for 3C candidates; and
 - b. those personnel holding Certificates 3C or 4 who will be the only Signing Authority for the OJPR.
- 4. The POs do not have to be attempted or completed in the order in which they appear in this OJTS. In cases where a PO is a lengthy one the PO need not be completed in its entirety at one time. It can be done over a period of time provided that the tradesman meets all the requirements of the objective before the PO is signed as completed satisfactorily on his OJPR.

205. INSTRUCTIONS FOR TRADESMEN

- All tradesmen should be thoroughly familiar with the contents of CFP 9003, Part 2, A Guide to the Conduct of On-Job Training.
- Any problems encountered during the training period should be immediately brought to the attention of the EO or his designated Training Officer.
- 3. It is in the man's best interest to progress with his training program as quickly as possible. Each PO should be practised in slow time until the required measure of proficiency is attained. When the tradesman considers that he has the knowledge and dexterity to complete the PO under the stated conditions and to the standard required, he should request the examining officer to examine his abilities. On successful completion of the PO, he should ensure that his OJPR is updated.
- 4. Successful completion of this OJTS in itself does not qualify a man for TSQ 311.29. It is, however, a prerequisite for candidacy to sit before an examining board convened as directed by the Commander, Maritime Command. Tradesmen should be conversant with NEM, Part 3, Section 3.

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- In order that submarine engineering personnel may pursue their training in an appropriate manner, the following is established to encourage a good, mechanically oriented standard of system and equipment sketches.
 - a. chase systems and rough sketch on a pad or notebook (this acts as a constant reminder and provides the ultimate familiarity to the system);
 - sketch books are to be stowed flat and kept clean and away from potential water, oil, and grease stains;
 - c. show index on first page and number pages at the extreme upper corner;
 - d. title and relate name of submarine to which system sketch applies;
 - e. valve "bodies" to be depicted physically as occupying 4 squares typical of the standard engineering sketch book (where a valve chest or manifold is required, each valve therein shall be of the appropriate "4 squares");
 - f. physical dimensions of equipment to be proportionate to the space taken of the compartment, equipment, etc.
 - g. where applicable, indicate direction of flow by means of neat, consise arrow heads. Also show temperatures and pressure parameters as required;
 - h. use colour legends and above all, make good use of a straight edge.
- 6. All MAR ENG Techs shall produce good quality "working" diagrams encompassing the above criteria. The requirement for sketches on this OJTS will also be required in OJTSs at an advanced level, and tradesman are advise to retain this document for future use.
- Notebooks are to be maintained in a neat and legible condition for examination board purposes.

CHAPTER 3

ASSESSMENT OF TRADESMEN

301. GENERAL

- Since on-job training emphasizes the ability of the tradesmen to perform the duties to the standards stated in Chap 4, the need for written tests or examinations is greatly reduced.
- Each PO in Chap 4 may be considered as a progress test.
 The tradesman's ability to perform the POs collectively is a test of his ability to perform the duty.

302. ASSESSING PERFORMANCE

- 1. Once the tradesman has practised the PO so that, in the opinion of his instructor, he is capable of performing to the standard stated in Section 3 of the PO, he should then be checked by the man assigned to assessing trainee performance. This checking is as important as the instruction itself. If the checking is done by several people, there will likely be several different levels of acceptable performance; some will be short of the true requirement resulting in inferior tradesmen; others may exceed the true requirement, with consequent high failure rate and frustration on the part of the tradesman. It is, therefore, essential that the Training Officer ensure the Signing Authorities are familiar with the standard required for the tradesman's performance.
- 2. Part 3 of each PO describes the acceptable standard of performance, i.e., in what manner or how well the performance is to be done, and it is to be used by both instructors and examining officers in the teaching and testing of tradesmen. While every effort has been made to ensure that the POs are accurate, there may be instances where, because of ship differences in machinery fitted or piping layout, that a PO has omitted certain steps or included ones that do not apply. Where such situations occur, the correct procedure for that ship should be followed by both instructor and examining officer and the differences brought to the attention of the Commander, Maritime Command, Attention: Command Personnel and Training Officer (CPTO). Unless found to be inaccurate, Part 3 of the PO is to be used in assessing whether or not the tradesman has successfully mastered the PO.

3. If, after a reasonable period of instruction and practice, the tradesman cannot perform the objective in accordance with the stated standard, the instructor and the examining officer should together ascertain the cause. It must be remembered that individuals differ greatly in dexterity, ability to learn, speed of reaction, motivation, application, etc. In most cases, an additional period of practice and/or study will suffice. If, however, all avenues have been explored and the tradesman cannot perform the PO to the stated standard, the EO should be so informed. Under no circumstances, should a tradesman be checked off as having completed a PO unless he has completed it successfully. To do so would jeopardize both the tradesman and the ship. If, for reasons of equipment unserviceability, a tradesman cannot practise or be checked out on his own submarine, arrangements for so doing in another submarine are to be made.

303. ON-JOB PERFORMANCE RECORD

The OJPR has been designed to meet the following needs:

- to record a man's ability to perform the duties of the applicable level for his trade in accordance with the OJTS;
- to assist in planning and controlling the on-job training for each tradesman by providing a ready record of the man's progress in this training;
- c. to provide commanding officers with a positive performance record on which to grant either partial or complete qualifications for the applicable levels of each trade; and
- d. to provide the information required by the Personnel Management Information System.

304. INSTRUCTIONS FOR USE OF ON-JOB PERFORMANCE RECORD

Instructions for initiation, completion, and disposal of the OJPR are contained in CFP 9003, Part 2.

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305. ACTION ON POSTING OR TRANSFER

When a man is posted or transferred, his OJPR shall be reviewed in detail to ensure that he has been credited with all items he has successfully completed. The name of the unit which conducted the training shall be entered in the "Remarks" column against each completed PO, and the original of the OJPR is to be forwarded with his unit employment record (UER) to his new unit.

REFERENCE		III	TLE	
A14	C-25-410-000/MS-002	(BR	3610))	Godfrey's Supercharger
A15	C-69-000-000/RR-002	(BR	1964(20))	Periscopes
A16	C-29-318-000/MS-002	(BR	1964(10A))	Domestic Equipment
A17	C-25-012-001/MS-001	(BR	1964(19A))	Electrical Propulsion

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PO 401.

Performance: Sketch the following equipment systems.

Sketch book - The candidate shall produce sketches, as listed below, to the satisfaction of the examining board:

- a. air ventilation and exhaust systems;
- . air purification equipment;
- snort induction hull valve hydraulics;
- d. periscopes and masts, showing hydraulic elevating gear;
- e. depth gauge systems;
- f. desiccating systems and air flow circuits to and from masts;
- g. gash ejector and interlocks;
- h. main motor bearing oil circuit;
- i. thrust block and oil circuit;
- k. capstan and windlass hydraulics;
- m. lub oil circuit to crankshaft, main bearings, gearing and camshafts (ASR1);
- n. autopilot, one man control, and ram servo unit;
- p. electrical power generation and distribution system; and
- q. battery cooling system.

2. Conditions:

- a. given -
 - (1) sketch book,
 - access to submarine drawings, machinery information books and necessary references; and

- b. denied guidance and assistance.
- Standard: To the satisfaction of the Engineering Officer or his representative, complete sketches neatly and accurately indicating
 - a. the general layout of the system within the submarine;
 - b. the direction of flow of operating liquids;
 - the position of pumps, valves, controls, gauges, safety fittings, etc. used in operating the systems; and
 - d. optimum operating pressures/temperatures.

NOTE: The examining officer is to select various valves, controls, gauges, etc. and have the trainee indicate the location of the component part to guarantee the candidate's knowledge of the system/equipment.

PO 402.

 Performance: Describe ASR1 rebuild procedures and supervise the tuning, both static and running of ASR1 16 VMS.

2. Conditions:

Given -

- a. access to a submarine ASR1 engine in harbour requiring tuning;
- assistance of a Cert 2C and other personnel and tools as required;
- c. maintenance schedules; and
- d. close supervision of the examining officer.

3. Standard:

- a. To the satisfaction of EO or his representative describe:
 - (1) camshaft installation,
 - (2) camshaft gear train erection,

4-4

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- (3) piston and conn rod assembly,
- (4) fuel pump timing,
- (5) layshaft and supercharger installation,
- (6) cylinder head and liners; and
- supervise the static and running tuning of an ASR1 diesel engine in accordance with C-24-205-000/MS-001 and maintenance schedules C25-470-000/NY-001, C25-472-000/NT-001, ensuring that after tuning:
 - (1) all operating pressures and temperatures are correct,
 - optimum operating conditions are maintained in accordance with correction charts,
 - (3) fuel consumption is compatible with load, and
 - (4) readings and reports are correctly maintained.

PO 403.

- 1. Performance: Prepare for and conduct, a full power trial.
- 2. Conditions:
 - a. given -
 - (1) a fully operational submarine dived and snorting,
 - (2) a complete engineering watch of qualified personnel (extra personnel as required),
 - (3) orders to run main machinery at full power,
 - (4) correction charts,
 - (5) stop watch,
 - (6) necessary full power report forms,
 - (7) close supervision of the examining officer; and
 - b. denied guidance and references.

4-5

- Standard: In accordance with the Engineering Officer's Technical Instructions and Submarine Standing Orders, operate submarine main machinery at full power for a minimum of two hours ensuring that:
 - a. all orders received are complied with;
 - b. all operating pressures and temperatures are correct;
 - optimum operating conditions are maintained in accordance with correction charts;
 - d. fuel consumption is compatible with load; and
 - e. engine room log and full power trial readings are correctly maintained.

PO 404.

- Performance: As outside ERA demonstrate the procedure for isolating main high pressure air system in the event of a failure.
- 2. Conditions:

Given -

- a. access to an operational submarine with panel watchkeeper and qualified personnel closed up in each compartment;
- b. a simulated defect in the high pressure air system; and
- c. the trainee shall be in the control room.

3. Standard:

- a. In accordance with Submarine Standing Orders and Engineering Officer's Technical Instructions state, without error, the step by step procedure pointing out all controls, valves, etc. that are manipulated during a high pressure air failure; and
- then proceed to the incident, diagnose the defect, relate systems affected and prescribe alternate system line up while repairs are being carried out and prescribe

CFP 9311-J29

the repair procedure to be used.

NOTE: The examining officer shall initiate the failure without warning by informing the trainee that a large leak has occurred at some point in the HP Air System. (The position of the defect is at the discretion of the examining officer.) The trainee shall not physically adjust any components of the system during this PO unless specifically ordered.

PO 405.

- Performance: Supervise the fire party exercising a fire in a main battery.
- 2. Conditions:

Given -

- a submarine on the surface with generators running and a normal engine room watch backed up as required by the emergency party;
- b. the required electrical personnel who shall standby ready to lay off the battery and to shut down and isolate battery ventilation; and
 - c. the examining officer, without prior warning will inform the trainee of the situation, nature and extent of the simulated fire.
- 3. <u>Standard:</u> Supervise and instruct personnel in the correct method and use of firefighting equipment in accordance with Ship's Standing Orders, ensuring that:
 - a. communication is established;
 - b. personnel are briefed;
 - c. proper firefighting apparatus is used; and
 - d. follow up action is carried out.

PO 406.

- Performance: As outside ERA demonstrate the procedure for isolating the hydraulic system in the event of a failure.
- 2. Conditions:

Given -

- a. access to an operational submarine with panel watchkeeper and qualified personnel closed up in each compartment;
- b. simulated defect in the hydraulic system; and
- c. the trainee shall be in the control room.

3. Standard:

- a. In accordance with Submarine Standing Orders and EOTI state, without error, the step by step procedure pointing out all controls, valves, etc. that are manipulated during a hydraulic failure; and
- b. then proceed to the incident, diagnose the defect, relate systems affected, prescribe alternate system line up while repairs are being carried out and prescribe the repair procedure to be used.
- NOTE: The examining officer shall initiate the failure without warning by informing the trainee that a large leak has occurred at some point in the hydraulic system (the position of the defect is at the discretion of the examining officer.) The trainee shall not physically adjust any components of the system during this PO unless specifically ordered.

PO 407.

Performance: Operate as a panel watchkeeper during evolutions.

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2. Conditions:

- a. given -
 - (1) a submarine underway snorting,
 - (2) a simulated hydraulic failure,
 - (3) a simulated VP-CP failure,
 - (4) a simulated HP air burst,
 - (5) smoke in Control Room,
 - (6) emergency stations,
 - (7) close supervision of the examining officer; and
- b. denied references, assistance, and guidance.
- NOTE: The emergency will be simulated without warning by the examining officer informing the trainee; "Hydraulic Failure", etc.
- 3. Standard: Without error:
 - a. carry out the emergency procedure required of the panel watchkeeper for each emergency situation in accordance with the Engineering Officer's Technical Instructions and Submarine Standing Orders; and
 - b. inform the OOW regarding the status of equipment/systems affected by the simulated failure.

OPO 408.

- Performance: Prepare Technical Instructions for and supervise the defuelling of a submarine in preparation of docking.
- 2. Conditions:

Given -

a. a submarine with one or more tanks requiring defuelling;

- necessary qualified engineering personnel (full defuelling party);
- c. necessary receiving agency for fuel and oily water;
- d. close supervision of the examining officer; and
- e. access to all necessary references.

3. Standard:

- a. To the satisfaction of the engineer or his representative prepare technical instructions in accordance with CFTO's C-03-006-001/AA-001, C-25-473-000/MS-001 and STM 13/78 for the defuelling of the S/M by one of the two methods, comping or blowing. The instructions are to detail the duties of each member of the defuelling party with particular regard to:
 - (1) safety of personnel and S/M,
 - (2) communications,
 - (3) system line up,
 - (4) maximum pressures, and
 - (5) environment precautions;
- supervise the defuelling of the submarine ensuring all Technical Instructions and safety precautions are observed;
- c. ensure the change of heel does not exceed $\pm 3^{\circ}$; and
- d. ensure the systems are correctly secured upon completion of defuelling.

PO 409.

Performance: Prepare a submarine fuel tank for inspection.

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2. Conditions:

- a. given -
 - access to a defueled submarine fuel tank requiring inspection,
 - (2) safety lamp or explosion meter,
 - (3) necessary ventilating equipment,
 - (4) supervision of examining officer,
 - (5) necessary references; and
- b. denied guidance.
- 3. Standard: Without error:
 - a. prepare a submarine fuel tank for inspection in accordance with CFTO C-03-006-001/AA-000 and current orders and memoranda;
 - b. prove flame safety lamp is in proper working order; and
 - c. follow all safety regulations.

PO 410.

- 1. Performance: Prepare a submarine for drydocking.
- 2. Conditions:
 - a. given -
 - (1) access to a submarine requiring docking,
 - (2) necessary qualified personnel,
 - (3) close supervision of examining officer,
 - (4) applicable reference books, written orders and docking memoranda; and
 - b. denied guidance.

3. Standard: Without error:

- a. prepare the submarine for docking in accordance with CFTO C-03-006-001/AA-001, Planned Maintenance Schedule MSH-02-08(c), and current docking orders and memoranda;
- b. ensuring all safety precautions are followed;
- ensuring that the EO and officer of the day (00D) are kept informed of the status of equipment/systems, etc; and
- maintain necessary reports of docking during preparation and while the submarine is docked.

PO 411.

 Performance: Prepare a Watch and Quarter Bill for engineering department personnel.

2. Conditions:

- a. given -
 - (1) list of submarine engineering personnel,
 - (2) a blank Engineering Department Watch and Quarter Bill; and
- b. denied references, guidance, and assistance.
- Standard: To the satisfaction of the EO or his representative, prepare an Engineering Department Watch and Quarter Bill showing:
 - a. Harbour day work stations;
 - b. sea watches for two and three watch system;
 - c. Damage Control positions;
 - d. Emergency stations; and
 - e. Action stations.

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PØ 412.

Performance: Take charge of and carry out a vacuum test
of a submarine.

2. Conditions:

Given -

- a. access to a submarine alongside;
- b. calibrated barometers and waxed tapers;
- c. orders to carry out a vacuum test; and
- d. close supervision of the examining officer.

3. Standard:

- a. Correctly carry out a vacuum test of a submarine in accordance with SUBONE ORDS Part 2 of Annex "A" to Chapter 22 and EOTI's ensuring that:
 - all inspections are carried out to inner and outer boundaries,
 - (2) only authorized personnel are aboard and are correctly positioned,
 - (3) the submarine is correctly shut down,
 - (4) appropriate vacuum is attained,
 - (5) time limits are not exceeded;
- on completion of test ensure that the submarine is reverted to normal condition and equalized in accordance with SUBRON 1 Orders; and
- assist the Engineer Officer in completion of the report of the vacuum test.

PO 413.

- 1. Performance: Carry out administration duties.
- 2. Conditions:

Given -

- a. an actual situation requiring the assistance of SRU(A) or FMG(A);
- a mechanical failure or stores deficiency requiring a CF 777 to be rendered; and
- c. machinery history information and maintenance data.
- 3. Standard:
 - a. To the satisfaction of the Engineer Officer or his representative correctly complete:
 - (1) CF 1304,
 - (2) CF 777 and,
 - (3) complete entries in CF 495;
 - enter a minimal number of computerized Kalamazoo and Schmoo cards for processing in accordance with the system employed in the First Canadian Submarine Squadron; and
 - c. within the time limit prescribed by the examining officer.

NOTE: It is expected that the candidate will have completed a SMISS course by the time this PO is attempted.

40 414.

 Performance: State precautions and procedures pertaining to a submarine's operation in sub-zero or North Atlantic temperature conditions. CFP 9311-J29

2. Conditions:

Given -

- a hypothetical situation of a submarine subjected to sub-zero or North Atlantic temperature conditions; and
- b. access to necessary drawings and references.

3. Standard:

- a. To the satisfaction of the Engineer Officer or his representative correctly state precautions taken with equipment/system indicating the effect upon operating conditions, in particular:
 - (1) periscopes and masts,
 - (2) foreplanes, capstan, windlass and main vents,
 - effects on freshwater system while charging alongside,
 - (4) after services and engine cooling,
 - (5) greasing,
 - (6) w/t hatches, escape towers and SSE flaps,
 - (7) hydraulic oil temperature,
 - (8) external systems, valves, whistle, and fittings,
 - (9) hand tools;
- b. in accordance with applicable references; and
- c. within the time limit prescribed by the examining officer.

PO 415.

 Performance: Prepare Auto Pilot, one man control, planes and steering systems for sea.

2. Conditions:

Given -

- a. a submarine preparing for sea; and
- b. close supervision of the examining officer.

3. Standard:

- a. prepare and align all plane and rudder surfaces;
- set rudder and planes so that they are in agreement with Auto-Pilot settings; and
- c. carry out all checks in accordance with Appendix 1 of BR 3721 (C27-520-000/MS-002).

PO 416.

 Performance: Describe purpose, functions, probable cause of malfunctions and maintain the main refrigeration and air conditioning plants in a submarine.

2. Conditions:

- a. given -
 - (1) a submarine alongside or at sea,
 - (2) main refrigeration and air conditioning plants operating normally,
 - (3) various faults in the machinery/system introduced by the examining officer; and
- b. denied reference.

CFP 9311-J29

3. Standard:

- a. In accordance with CFTO's describe in writing, without error, the purpose and functions of:
 - (1) HP and LP cut out switches,
 - (2) back pressure regulating valve,
 - (3) refrigeration low pressure cut out switch,
 - · (4) lube oil cut out switch, and
 - (5) thermostatic liquid control valve/thermal expansion valve;
- b. describe to the examining officer, without error, the probable causes of:
 - (1) low evaporator pressure,
 - (2) high evaporator pressure,
 - (3) no temperature differential across the evaporator,
 - (4) low lube oil pressure,
 - (5) air in the system,
 - (6) ruptured brusting disc;
- diagnose and rectify the faults introduced by the examining officer so that machinery runs correctly.

PO 417.

- Performance: Complete engineering and hull planned maintenance schedules in both Engine Room and Outside Machinery departments.
- 2. Conditions:

Given -

ANNEX A

- a. an operational submarine;
- b. planned maintenance schedules E and H and routine detail cards with necessary hand tools, BR's, drawings, etc;
- machinery and systems be available for planned maintenance commensurate with operational requirements of the submarine; and
- d. appropriate personnel/agencies assigned to assist in completing schedules.

3. Standard:

- To the standards of the EO or his representative carry out and certify completion of planned maintenance of all equipments and systems in E and H departments; and
- where planned maintenance routine(s) cannot be carried out, verbally explain and point out application of the appropriate routine detail card.
- NOTE: It is considered that throughout the time span allocated for 3C study (1 year) the candidate shall be employed as required to allow him to be exposed to all p/m schedules in both engine room and outside departments.

Name and Initials Rank SIN

Training Started

Eligible for Level

Date

INSTRUCTIONS

REFERENCE: A-P9-000-003/PI-002 Conduct of On-Job Training, (CFP 9000(3) Part Two)

- 1. One copy of the OJPR, hereinafter referred to as the master copy, will be made up for each member beginning OJT. It shall be kept at the unit training office and maintained by the member's supervisor. A duplicate copy shall be made for retention by the member for the purpose of recording and reviewing individual progress.
- As the member completes each performance to the required standards, his immediate supervisor shall sign and date the applicable item on the master copy of the OJPR and inform the member of the action taken.
- 3. It may not be possible to conduct OJT on some performance objectives where, for example, the necessary equipment is not fitted on a ship, is not on issue to the unit, or is otherwise not available. This will be indicated by marking an "E" (Exception), in the remarks column of the OJPR opposite that performance objective.
- 4. If a member demonstates the ability to perform additional duties not specified in this OJTS, an appropriate entry shall be made under "Additional Duties" at the end of the OJPR.
- 5. When the OJPR shows that the member has performed all of the required performance objectives, the following action will be taken:
 - a. the certificate of qualification on the cover page of the OJPR shall be completed by the supervisor's head of section;
 - the member's Qualification Record Sheet shall be completed as described in CFP 123(1)(A);

ON-JOB PERFORMANCE RECORD

- the member's Qualification Record Sheet shall be completed as described in CFP 123(1)(A);
- the Qualification Record Sheet will then be passed to the unit headquarters for action; and
- d. after the qualification has been recorded on the Qualification Record Sheet, the OJPR shall be retained on the member's Unit Employment Record docket.

PROGRESS REVIEW

OJPR REVIEWED BY	SIGNATURE	DATE
Mark Control Service		
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CERTIFICATE OF QUALIFICATION

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Head of Section Date

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ON-JOB PERFORMANCE RECORD

ANNEX A

Summarized Statement of Each Task	Sequence Nos. of Objectives	Date Completed	Name in Full	Remarks
Sketches Equipment systems	401	1/8/19	Telle	
Tunes engine _	402	1/10	11	1/1
Operates machinery at full power	403	1/8/71	Sul.	. 16
Isolated HP air failure	404	14/3/11	SIL	6.
Supervises Fire Party - Fire in main batt	405	14/3h	Selh	16
Isolates hydraulic failure	406	19/3/27	Broge	1/2
Operates as panel W/M during emergencies	407	19/3/99	Drest	9
Defuels a submarine	408	290479	JUN)	71
Prepares fuel tanks for inspection	409	160527	DARE	God
Prepares submarine for docking	410	29/11/19	Winr	
Prepares Watch and Quarter Bill	411	onlonks	not	
Carries out vacuum test of a S/M	412	29/11/19	1420	101
Administration duties (MAFS, UCR's)	413	11/02/11	1/9K	V God

A-3

Summarized Statument of Each Task	Sequence Nos. of Objectives	Date Completed	Name in Full	Remarks
Cold water/weather precautions	414	Age	SELKA.	VG.
Sea checks OMC, Auto Pilot, planes and steering	415	Ly	SELLA	CEND
A/C and refrigera- tion	416	de	SELKE	CERA.
EaH Planned MeIntenance	417	all	SELKA	ccaA.
				CONTRACTOR OF STREET
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