

**THE COMMISSIONING  
OF  
HMCS ONONDAGA**

**22 JUNE, 1967**

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



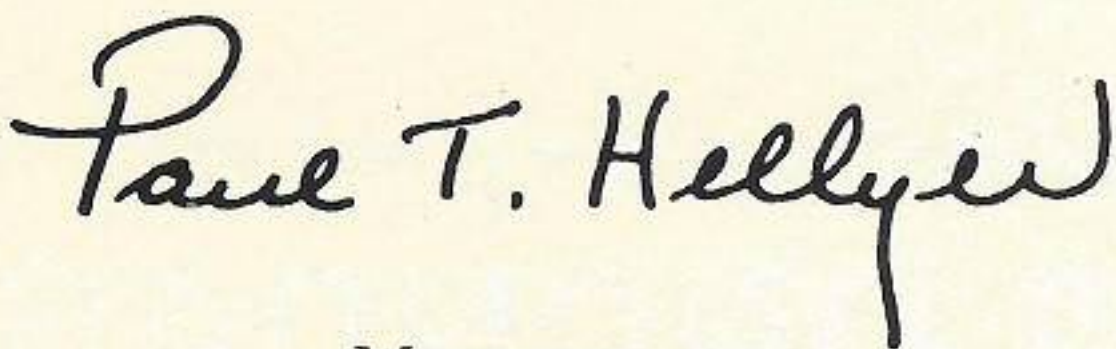
# THE COMMISSIONING OF HMCS ONONDAGA



As HMCS Onondaga joins the fleet it is our pleasure to extend to her a warm welcome on behalf of the Canadian people.

Our country, which has undertaken anti-submarine commitments in a vast area of the northwest Atlantic, already has made significant contributions in this field of operations. The detection of submarines, however, is a continuing problem which requires a great deal of hard work by our professional sailors. Much of that hard work involves the actual hunting of submarines and it is this type of training that Onondaga will be called upon to provide for our surface ships and aircraft. We are confident that she will do her job well.

To those who have designed and built this fine vessel and to all who will sail in her, we extend our gratitude and good wishes.



MINISTER OF  
NATIONAL DEFENCE



ASSOCIATE MINISTER  
OF NATIONAL DEFENCE



The commissioning of HMCS Onondaga marks an important advance in our anti-submarine warfare capability, both as a weapon in her own right and as a training medium.

Anti-submarine warfare is an exacting and demanding science that requires a high degree of teamwork and, above all, continuous practice. I know that Onondaga is eagerly awaited in Maritime Command where she will join HMCS Ojibwa in providing valuable training for our anti-submarine forces.

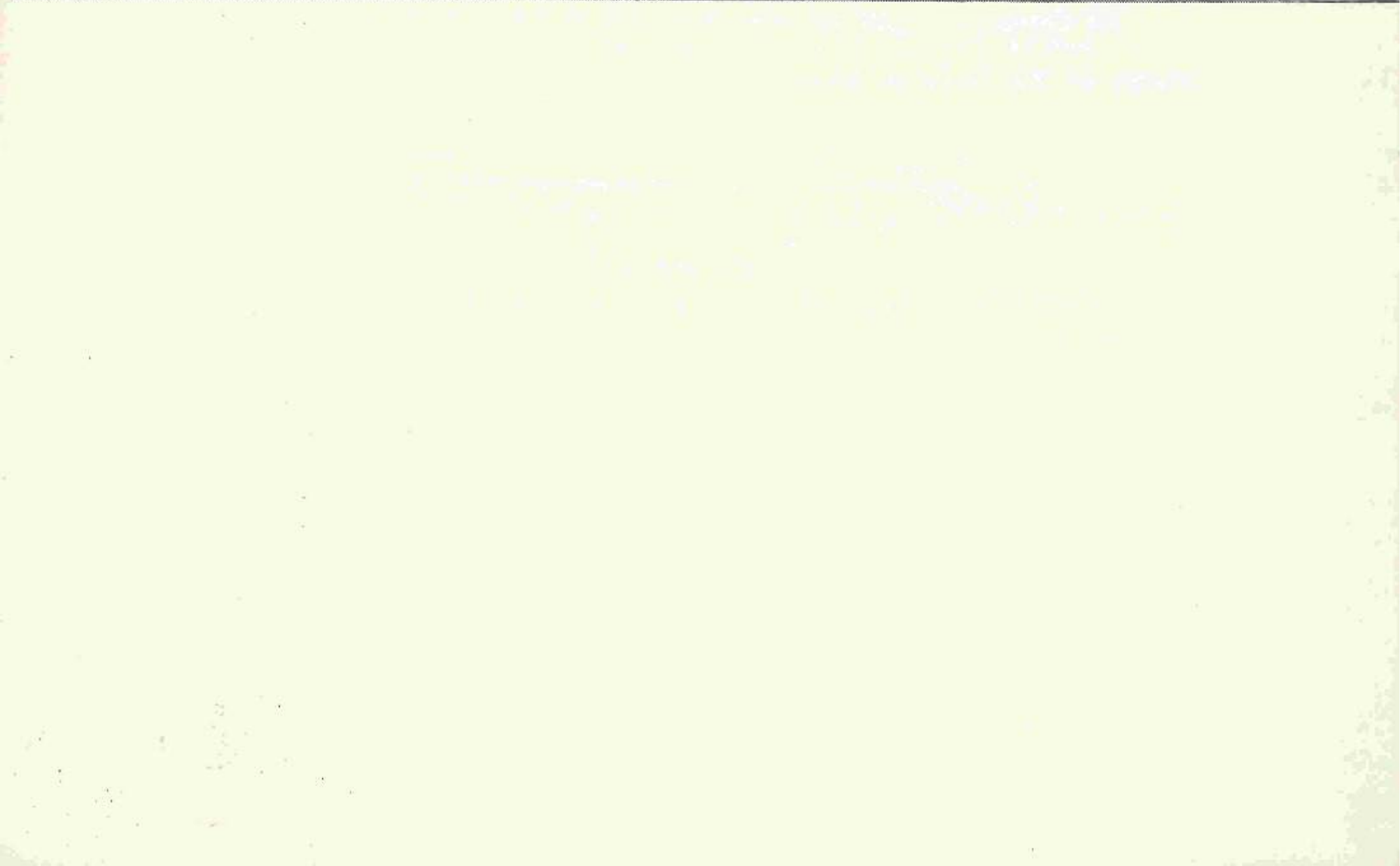
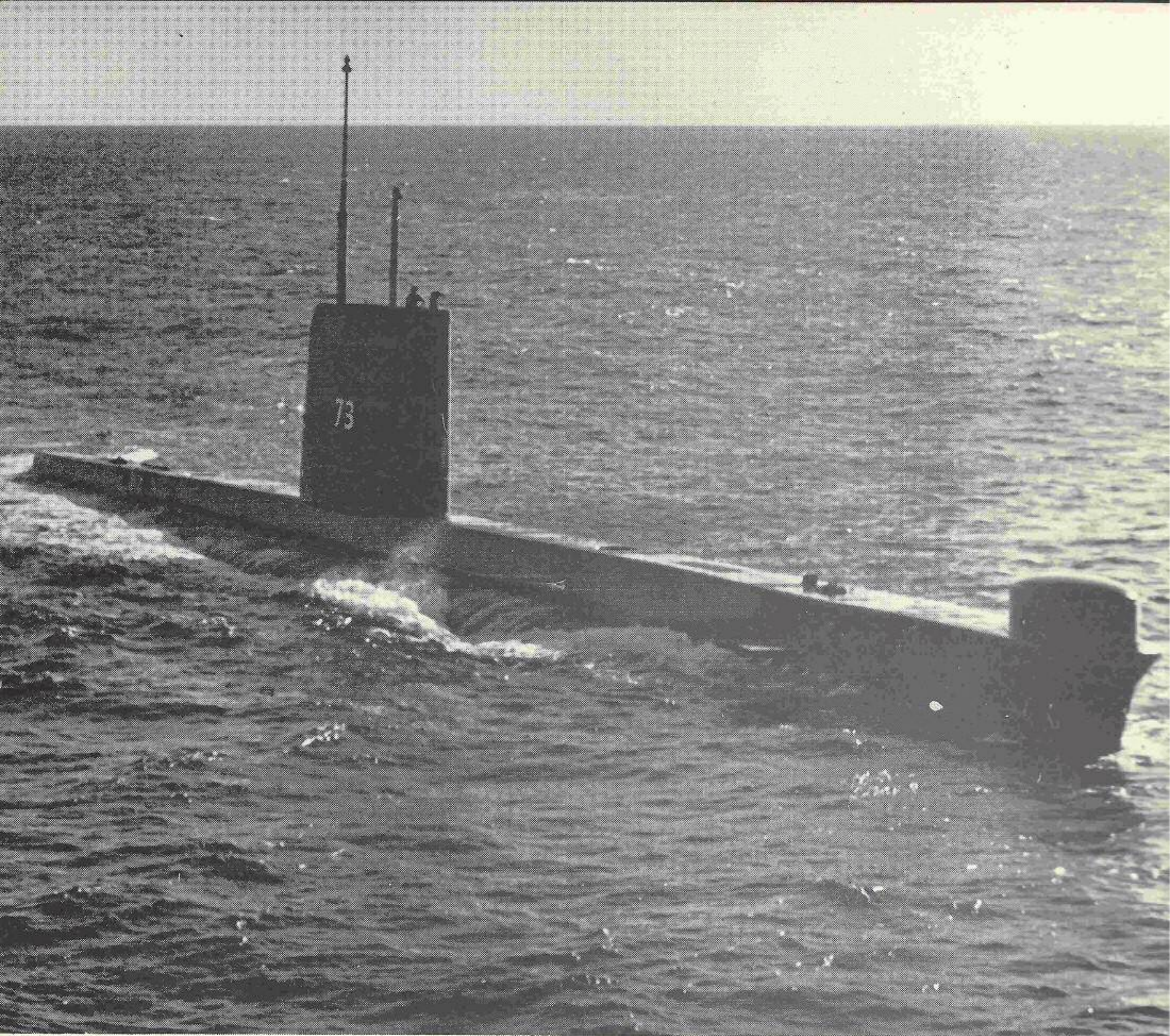
To all those who have shared in the work that has culminated in the commissioning of Onondaga I offer congratulations and thanks.

To Onondaga and all who will sail in her I extend the warmest wishes of the Defence Staff.



GENERAL  
CHIEF OF THE DEFENCE STAFF







## THE SUBMARINE

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

### CONSTRUCTION

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

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

### WEAPONS

The Onondaga has six bow tubes capable of firing either diesel or electrically propelled torpedoes. Two tubes at the stern fire electric torpedoes only. Spare torpedoes are stowed in both torpedo rooms.



## **PROPULSION**

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

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

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

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

## **AUXILIARY MACHINERY**

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

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

The high capacity air conditioning plant in the auxiliary machinery space operates in conjunction with spot coolers in all the compartments. In the same space is a freon refrigeration unit for the cold and cool rooms.

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

## **ELECTRICAL EQUIPMENT**

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



## **ELECTRONICS**

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

## **HABITABILITY**

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

Accommodation consists of the Commanding Officer's cabin, the wardroom with eight settee bunks, the chief petty officers' and petty officers' mess, and forward and after messes for the crew. There are 53 permanent berths for men, and provision is made for six portable bunks to be fitted in the forward torpedo room if needed.

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

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

## **PROVISIONS**

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

## **SAFETY**

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





Back Row, left to right: Lt. Cdr. G. A. Kastner, Lt. J. MacFarlane, Lt. R. D. Mitchell, P.O. T. N. Tully, Lt. Cdr. P. A. Kirk, Lt. Cdr. P. S. P. Muir.

Front Row: Mrs. E. P. Delaney, Mr. G. Bowness, Cdr. D. E. Galbraith, Miss J. C. Masters.

## CANADIAN NAVAL SUBMARINE TECHNICAL REPRESENTATIVE

During the building of the three "O" class submarines for the Royal Canadian Navy, the Canadian Naval Submarine Technical Representative (CANAVSUBREP), is responsible for technical and contractual matters on behalf of Canadian Forces Headquarters and the Canadian Department of Defence Production. Commander D. E. Galbraith, RCN, and his specialist staff officers work in direct liaison with dockyard authorities and the Ministry of Defence (Navy) in the detailed interpretation of Canadian requirements and in the implementation of successive design changes. Members of the team represent the Royal Canadian Navy at all trials, tests and inspections.

CANAVSUBREP is also responsible for providing information necessary for the development of maintenance facilities and logistic support in Canada, and for acquiring technical data required for planning refits of the submarines in Canadian dockyards.





Mr. M. C. Dunstan  
RCNC, MRINA.  
General Manager,  
H.M. Dockyard, Chatham



Rear Admiral W. J. Parker  
CB, OBE, DSC, RN.  
Admiral Superintendent  
H.M. Dockyard, Chatham



Mr. H. J. Fulthorpe  
RCNC, MRINA.  
Production Manager,  
H.M. Dockyard, Chatham

## THE BUILDERS

### H.M. DOCKYARD, CHATHAM

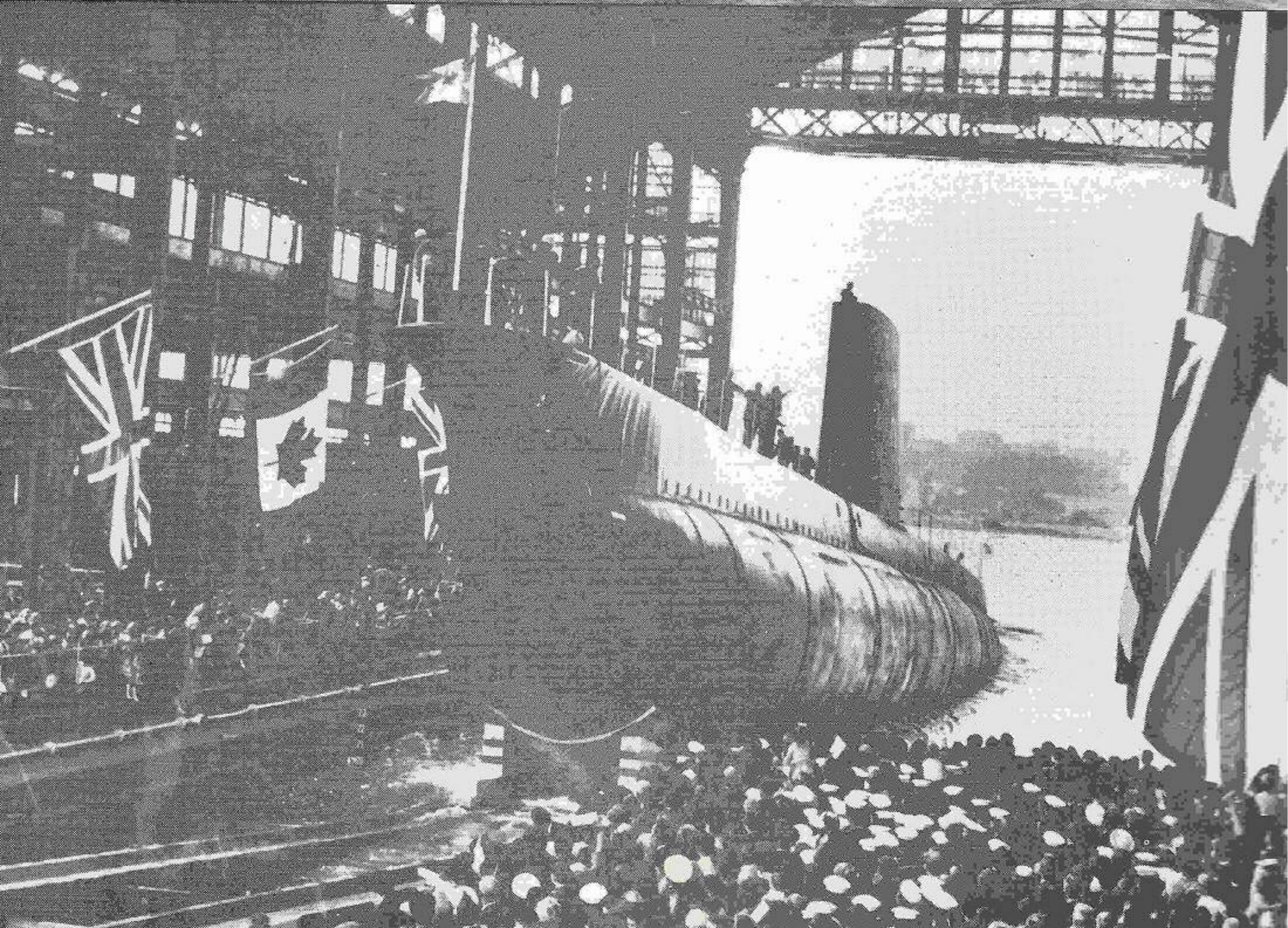
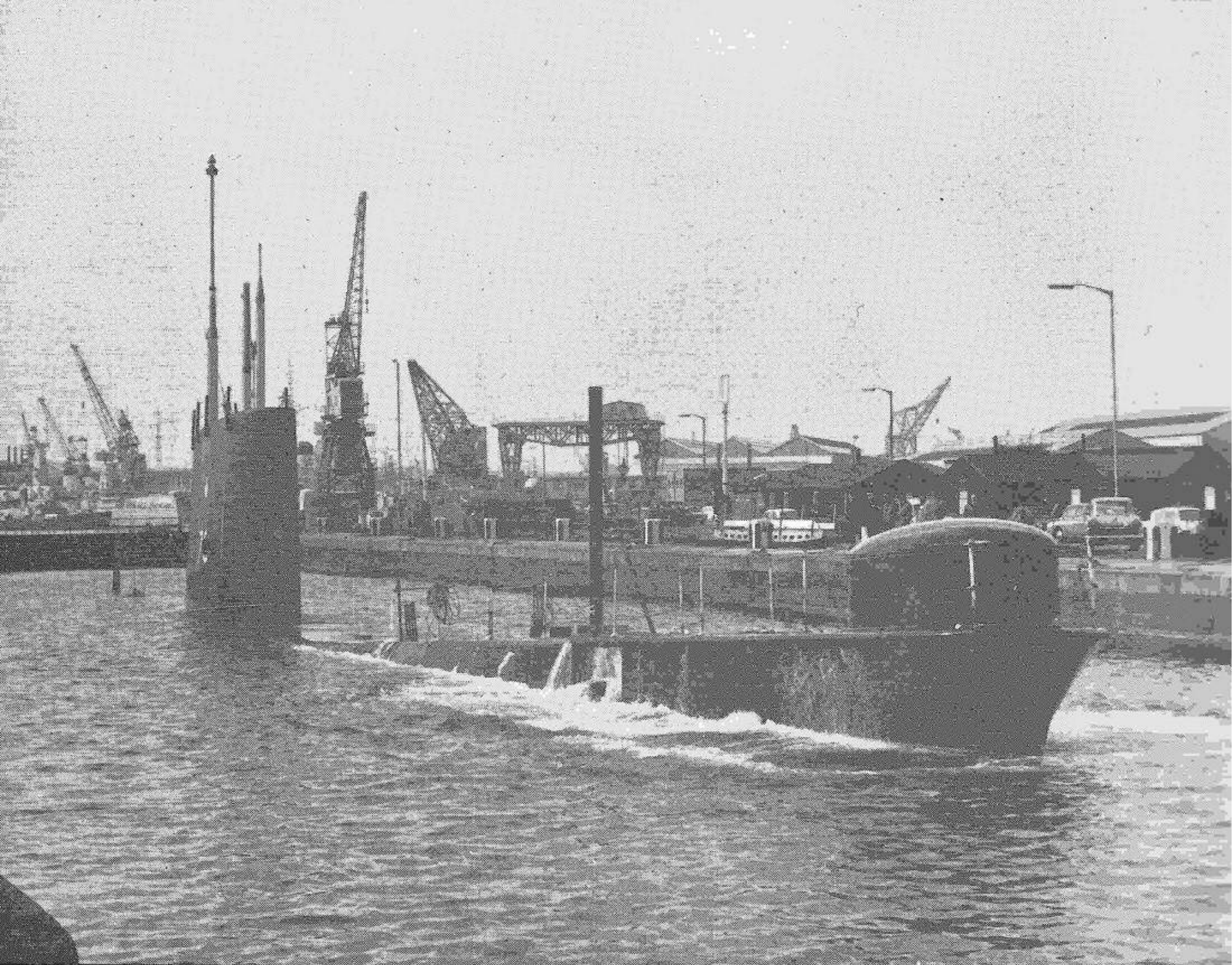
Her Majesty's Dockyard at Chatham has been building ships for successive sovereigns for four hundred years. Many submarines have been built there since the first was launched in 1908, and Chatham is now one of the few yards in Britain specializing in this type of construction.

All this experience and research down the generations has culminated in a highly specialized team of naval architects and constructors, mechanical and electrical engineers, and many varieties of tradesmen capable of keeping Chatham in the forefront of technological advance. In evidence of this, Chatham Dockyard is already being equipped at top speed for the maintenance and refuelling of nuclear submarines.

Onondaga, the latest of the "Oberon" class and the second of that class to be built by Chatham for Canada, is the 56th submarine to be built in the yard. The men of Chatham also designed and built Onondaga's engines.

Onondaga will sail from Chatham carrying with her the goodwill and sincere wishes of all who have been concerned in conceiving and building her, and her crew will accept her with confidence from one of the finest teams of designers and builders to be found anywhere.







# THE SHIP'S



# COMPANY

LIEUTENANT-COMMANDER  
GEOFFREY R. MEEK  
*Commanding Officer*

LIEUTENANT-COMMANDER C. J. CROW	<i>Executive Officer</i>
LIEUTENANT E. R. MURRAY	<i>Engineering Officer</i>
LIEUTENANT A. R. WOOD	<i>Navigating Officer</i>
LIEUTENANT J. W. ALEXANDER	<i>Operations Officer</i>
LIEUTENANT E. J. YOUNG	<i>Weapons Officer</i>
LIEUTENANT P. W. CAIRNS	<i>Assist. Eng. Officer</i>

CHIEF PETTY OFFICERS	R. E. Park	P. C. Renner
C. R. Francis	J. D. McGrady	J. T. Butler
R. A. Hawkins	B. N. O'Leary	E. Faid
G. T. Wallace	K. E. King	L. E. Clark
H. W. Toyer	C. V. Clark	E. D. Dagenais
D. J. Russell	R. Newman	B. H. Bennett
R. N. Konrad		G. Sanderson
	LEADING SEAMEN	J. Gamperl
PETTY OFFICERS	J. Madison	W. C. Bradshaw
L. Hensbergen	M. Stocking	C. J. Severin
R. Jubson	T. J. McCall	E. Adkins
A. J. MacDonald	R. A. Holt	R. M. Mizuik
G. Beaupre	I. Watson	C. D. Miller
L. E. Martel	K. R. White	J. Whitmore
D. Murray	R. G. Selka	M. G. Walsh
G. S. Thomas	J. E. Faulkner	C. O'Malley
D. Lyon	D. L. Simard	
C. R. Christian	A. M. Barton	ABLE SEAMEN
G. R. Menter	D. J. Fowler	T. K. Griffin
R. C. Sluman	R. W. Evans	P. L. Misener
	C. D. Killam	A. E. Kearns



# T H E C O M M I S S I O N I N G C E R E M O N Y

*Introduction by* COMMANDER D. E. GALBRAITH, CD, RCN, Canadian Naval Submarine Technical Representative.

*Address by* REAR ADMIRAL W. J. PARKER, CB, OBE, DSC, RN, Admiral Superintendent H. M. Dockyard, Chatham.

*Address by the Guest of Honour,* VICE ADMIRAL R. L. HENNESSY, DSC, CD, RCN, Comptroller General, Canadian Armed Forces.

*Transfer of the submarine to the Royal Canadian Navy by* VICE ADMIRAL SIR HORACE R. LAW, KCB, OBE, DSC, RN, Comptroller of the Navy.

*Acceptance of the submarine by* REAR ADMIRAL H. G. BURCHELL, C.D., Deputy Chief of Logistics.

## THE COMMISSIONING SERVICE

*Conducted by the* REVEREND C. H. MACLEAN, CD, BA, DD, RCN, Chaplain of the Fleet (P).

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

HYMN: (To the tune Melita)

O Father, King of Earth and Sea,  
We dedicate this ship to Thee;  
In faith we send her on her way,  
In faith to Thee we humbly pray, —  
O hear from Heaven our sailors' cry,  
And watch and guard her from on high.

And when at length her course is run,  
Her work for home and country done;  
Of all the souls that in her sailed,  
Let not one life in Thee have failed;  
But hear from Heaven our sailors' cry,  
And grant eternal life on high.

AMEN.

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

### THE GAELIC BLESSING

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

*Ship's Company:* Bless our ship.

*Captain:* May Jesus Christ bless her.

*Ship's Company:* Bless our ship.

*Captain:* May the Holy Spirit bless  
her.

*Ship's Company:* Bless our ship.

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

*Ship's Company:* We fear nothing.

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

*Ship's Company:* We fear nothing.

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

*Ship's Company:* We fear nothing.

### Psalm 107 (Verses 23 to 31, 43)

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

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

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

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

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

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

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

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

31. Oh that men would praise the  
Lord for His goodness, and for  
His wonderful works to the chil-  
dren of men!

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



## THE PRAYERS

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

### THE NAVAL PRAYER

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

### THE LORD'S PRAYER

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

### THE BENEDICTION

*Conducted by the* REVEREND C. B. MURPHY, C.D., RCN

### BLESSING THE SHIP

V. Our help is in the name of the Lord.

R. Who made heaven and earth.

V. The Lord be with you.

R. And with your spirit.



**Let us pray.**

Almighty God, our heavenly Father, hear our prayers and bless this ship with Thy right hand as Thou didst bless Noah and the ark on the waters of the flood. Send Thy holy angels from heaven to guard, assist, strengthen and encourage those who will serve therein. Preserve and deliver them from all weakness of mind and body. Endow her Officers with the spirit of wisdom, knowledge and the fear of Thee, inspire her men with the spirit of truth, courage and loyalty. Strengthen and increase their admiration for honest dealing, so that they may hate that which is evil and love that which is good. That through them the tradition of the Navy of Her Majesty the Queen may be maintained, to ensure the freedom of the seas to all who have the right to use them. And under the patronage of the blessed Mother of God, Mary, Star of the sea, of St. George Thy Martyr, and of all Thy saints, may their words and works be such as to bring them the honour due to faithful servants in this Life, and an eternal reward in the Life to come. Thou who livest and reignest world without end. AMEN.

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

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

**Prions.**

Seigneur, exaucez nos prières et dans votre bonté, accompagnez les membres de cet équipage dans toutes leurs entreprises. Comme vous êtes partout, comblez-les de votre miséricorde en tous lieux. Qu'après avoir été protégés par votre assistance contre toute adversité ils vous en rendent grâces. Par le Christ Notre-Seigneur.

Dieu tout-puissant et éternel, vous disposez de notre temps et de notre vie. Accordez à vos serviteurs le bienfait d'une tranquillité continuelle et mettez en sûreté, sous votre protection, ceux que vous avez rendus sains et saufs dans leurs travaux. Par le Christ Notre-Seigneur. AMEN.

Her Majesty's Canadian Ship Onondaga Commissions.

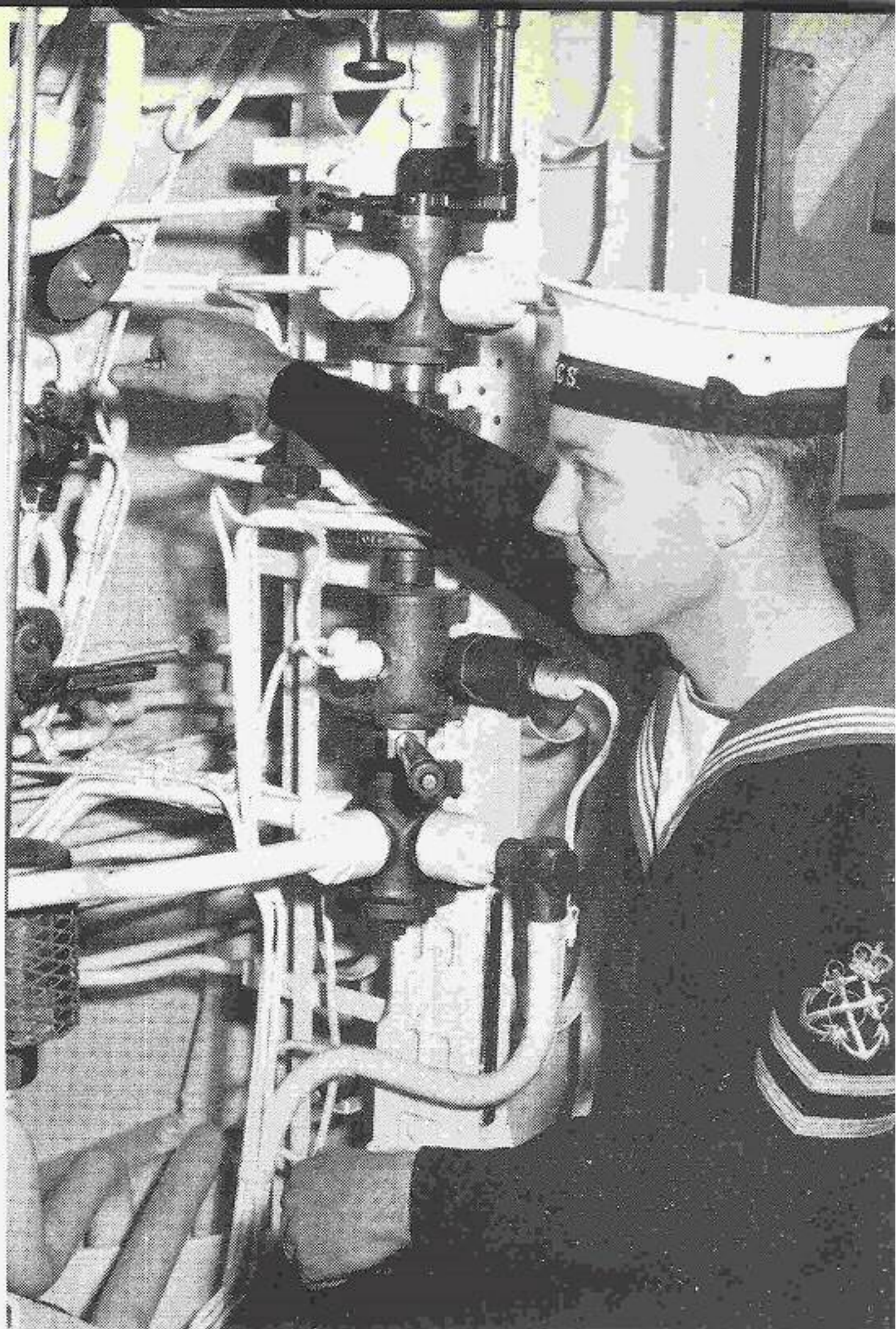
The Commanding Officer speaks to the Ship's Company.

The Ship's Company man ship.

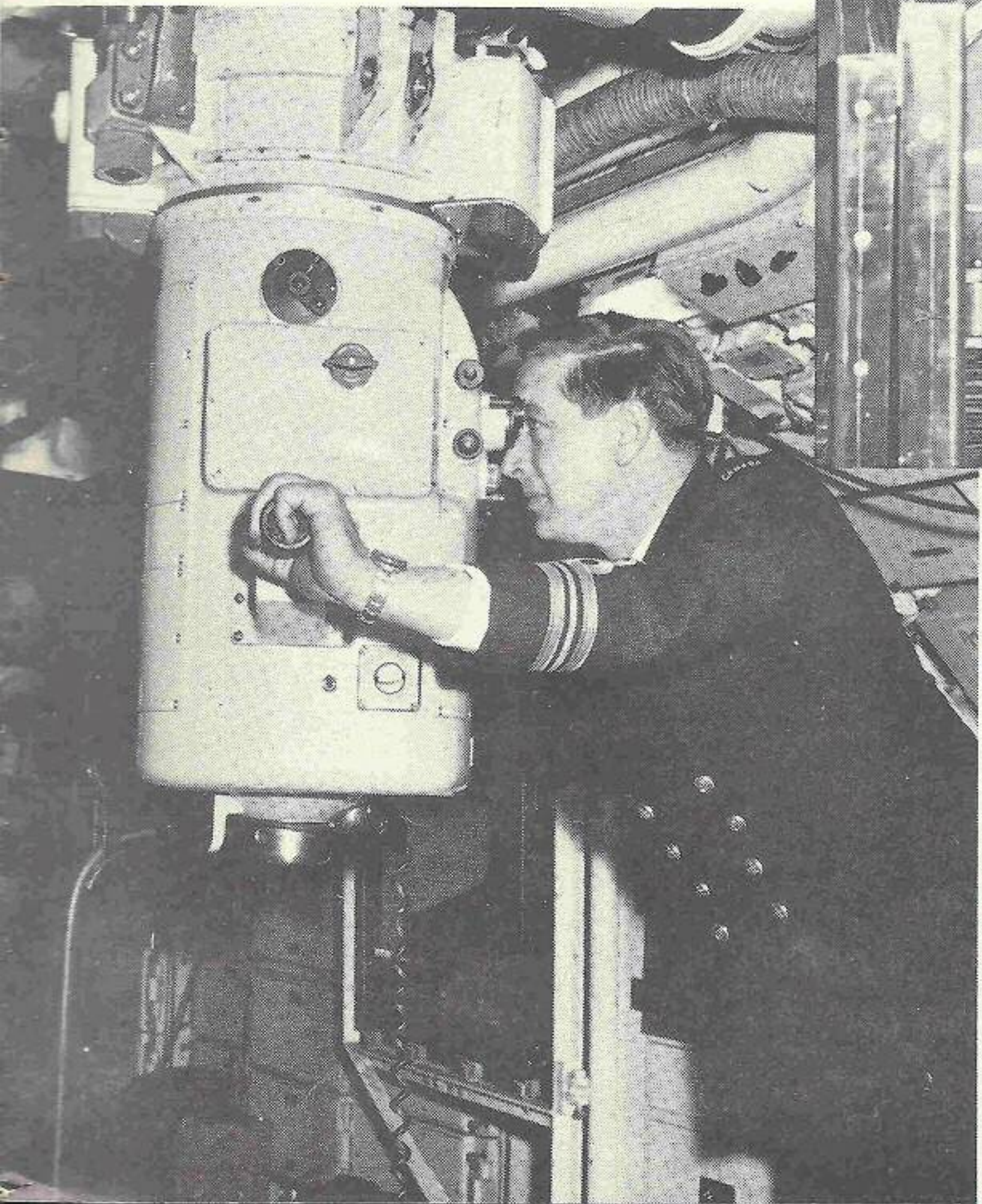
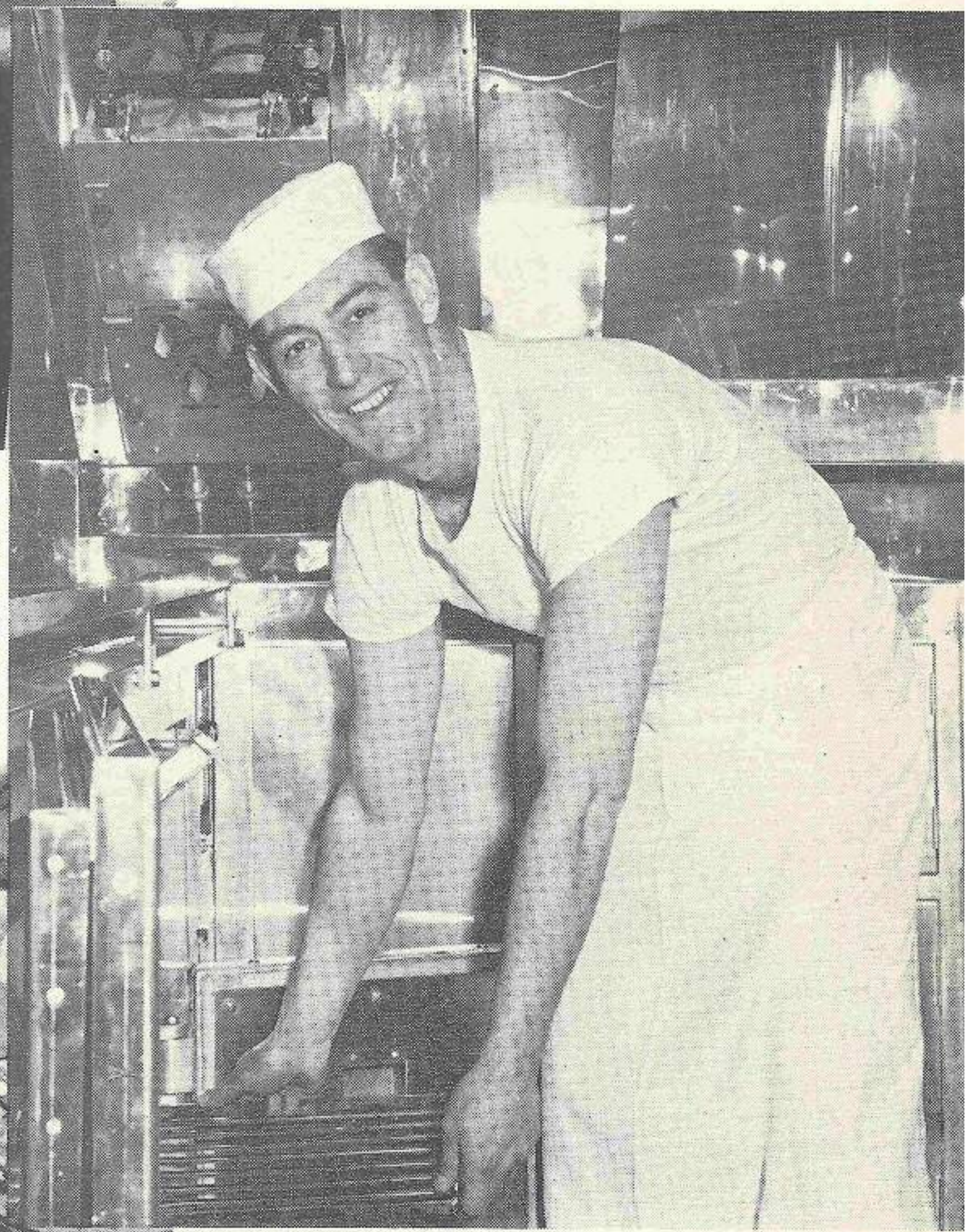
The Commanding Officer is piped on board.

The Guest of Honour and Official Party tour HMCS Onondaga.













## THE SHIP'S BADGE

### BLAZON

Azure, within a representation of the Wampum of the Iroquois nation, another of the head of the mace used at the sitting of the first Parliament of Upper Canada in 1792, both proper.

### SIGNIFICANCE

This design displays a representation of the Wampum of the Iroquois nation, of which the Onondagas, known as the "Keepers of the Wampum," were members. The Wampum, referred to as the Magna Carta of the League of the Iroquois, was made when the League was founded about 1580 and handed down through a line of hereditary custodians.

The Mace head is an indirect reference to the Schooner "Onondaga," a ship of H. M. Provincial Marine on Lake Ontario, which had a part in the convening of the first Parliament of Upper Canada at Newark in 1792, and also in the founding of York (now Toronto) in 1793.

**SHIP'S COLOURS:** Blue and white.

**MOTTO:** "Invicta".



## THE NAME

HMCS Onondaga is named after a group of North American Indians which made up one of the nations of the Iroquois confederacy. The Iroquois allied themselves with England during the struggle for Canada. It is probably as a result of this alliance that the name of the tribe was first used for a ship.

While HMCS Onondaga is the first ship to bear the name in the Royal Canadian Navy, she has predecessors which figure prominently in Canada's past.

The first Onondaga, a 22 gun snow, was laid down on 11 August, 1759, at Fort Niagara. Building of this vessel and two others was ordered by the Commander-in-Chief, Jeffrey Amherst, with the object of gaining command of Lake Ontario and thereby playing an important part in wresting northern North America from France.

Onondaga was built during the winter of 1759-60. Flying the pennant of Captain Joshua Loring, RN, and with *Mohawk*, a similar vessel, in company, she joined Amherst's forces at Oswego. The task of the naval squadron was to deal with French ships and to give support during the assault on Fort Levis on Ile Royale, which had to be captured before the attack on Montreal, the last French stronghold, could take place. Action was never joined with the French ships and Fort Levis, 60 miles below Gananoque, was only reached after overcoming great navigational hazards.

At the beginning of the assault, Onondaga, ordered to lend gun support to the bombardment of the fort, anchored "within pistol shot." In the ensuing exchange the ship was badly damaged, and having exhausted her ammunition attempted to slip anchor and reach safety down river. This attempt was unsuccessful and she ran ashore under the French guns, where she was pounded unmercifully until she struck her colours. Although Fort Levis was captured by the English shortly afterwards, Onondaga was a total loss and was abandoned.

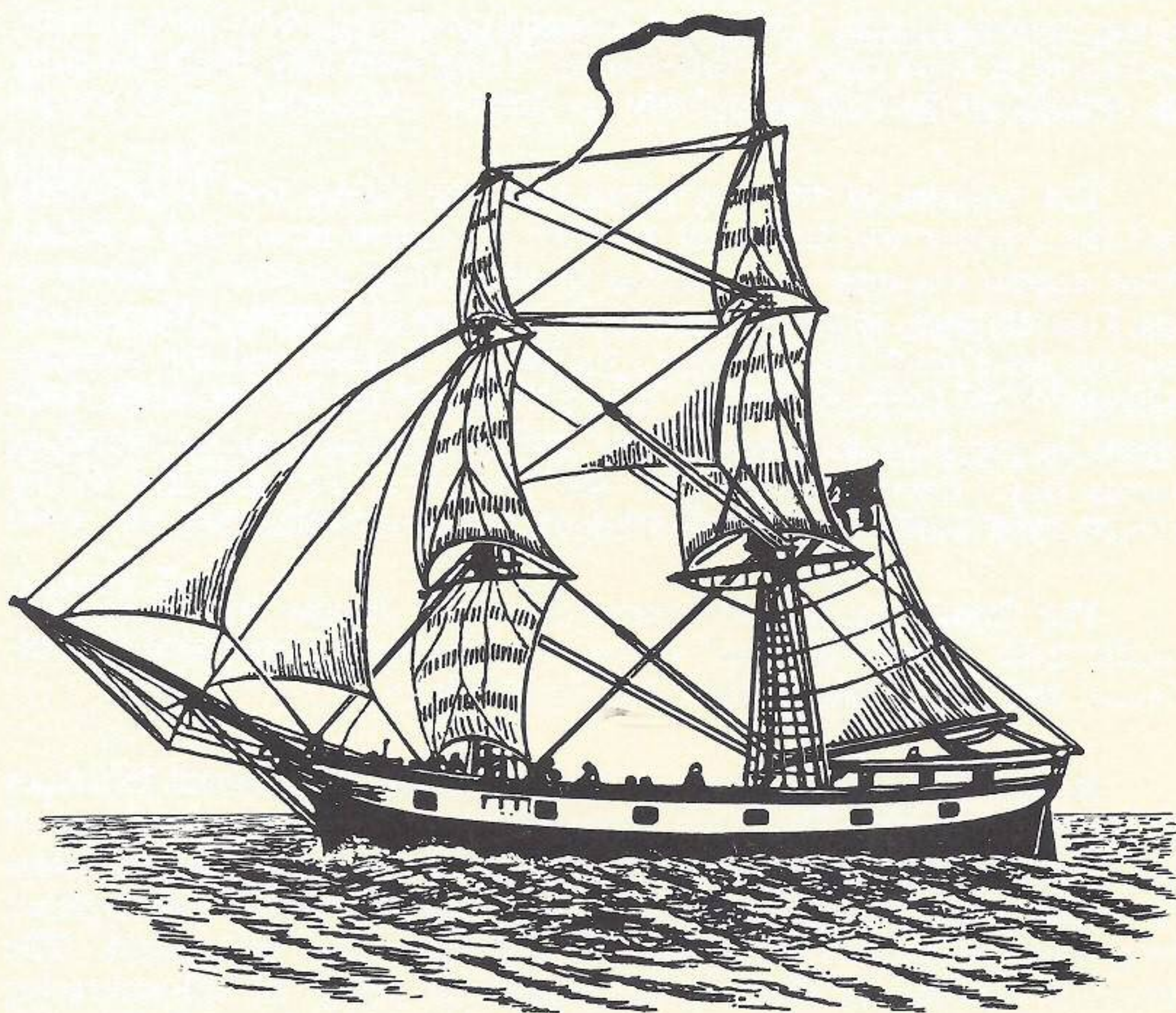
The second vessel of the name was His Majesty's Armed Schooner Onondaga. She was completed during the winter of 1790 - 91 at Raven Creek on the north shore of the St. Lawrence near Kingston. A topsail schooner of 100 — 120 tons with six guns, she became the flagship of the Provincial Marine Fleet of Lake Ontario under Commodore David Beaton. She was based on Kingston and was employed in supplying Niagara and Toronto.



The highlight of her career came when she carried the Honorable John Graves Simcoe to Newark to set up the first Parliament in Upper Canada on 17 September, 1792. She also took part in the preparation for the founding of the city of York (Toronto) in 1793.

In November 1797 Onondaga was badly damaged in a gale and on survey was found to be beyond repair. Built of green wood, she had not been expected to last more than eight years. She was paid off and no ship of her name sailed under British or Canadian colours for 169 years.





H M S Onondaga under brig rig



# THE ONONDAGA PEOPLE

The Onondaga tribe was one of five that formed the original Iroquois confederacy. The other members were the Mohawks, Oneidas, Cayugas and Senecas.

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

Within the Iroquois tribes the clan formed the basis of the tribal society. The head of each clan was the eldest lady and succession was down the female side. Chiefs (or Sachems) were men who were chosen, according to strict rules, by the women. There were fifty chiefs directing the affairs of the confederacy.

The founder of the five tribes into one league was Deganawida and the alliance was based on the idea of mutual peace and a united front against enemies. The success of this union, sometimes known as the Five Nations, is well-known in the history of Canada. They made war on the French and destroyed the Huron, Neutral and the Tobacco nations. The Iroquois raiding parties ranged from the Maritime provinces in the East to Illinois in the West and almost as far North as James Bay. Later another tribe, the Tuscarora, was admitted to the confederacy which then became known as the Six Nations.

The Onondaga, like the remainder of the league, were a non-nomadic tribe. They cultivated maize, squash, beans, pumpkins and tobacco, and supplemented their diet by hunting.

Religion was very complicated and consisted of seasonal festivities of elaborate ritual. The most spectacular ceremony was the Feast of the Dead, held every five or six years. At this feast the bodies or bones of all those who had died in the intervening period were placed together in a huge pit so that they might go together to the next world. The Iroquois believed in Orenda, an impersonal being of all-embracing force, and various other supernatural beings.

The Onondaga tribe were known as the "Keepers of the Wampum" of the Iroquois confederacy. Wampum was the tribal currency. Onondaga means "on the hill (or mountain)."



# FIRST CANADIAN SUBMARINE SQUADRON

HMCS Onondaga will join the First Canadian Submarine Squadron based at Halifax, N.S.

This squadron was formed on April 22, 1966, and now includes HMCS Ojibwa, a sister Oberon class submarine of the Onondaga.

The First Canadian Submarine Squadron succeeded the Royal Navy's Sixth Submarine Squadron which was formed in Halifax in March, 1955.

Since that time, Royal Navy submarines, partly manned by Canadian naval personnel, and latterly HMCS Ojibwa, have provided anti-submarine training to surface ships and aircraft of Maritime Command. Over the years these submarines have been the busiest units of the Atlantic fleet.



THE JOURNAL OF THE CANADIAN ARCHIVES

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The Journal is published quarterly, in the months of January, April, July, and October.  
Subscription prices: \$10.00 per annum in advance, \$12.00 per annum in arrears.

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ROGER DUHAMEL, F.R.S.C.

QUEEN'S PRINTER AND CONTROLLER OF STATIONERY

OTTAWA, 1967



