

THE COMMISSIONING

OF

HMCS OJIBWA

23 SEPTEMBER, 1965



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HMCS OJIBWA

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

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

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

Paul T. Hellyer

MINISTER
OF NATIONAL DEFENCE

Léo Cadieux

ASSOCIATE MINISTER
OF NATIONAL DEFENCE

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

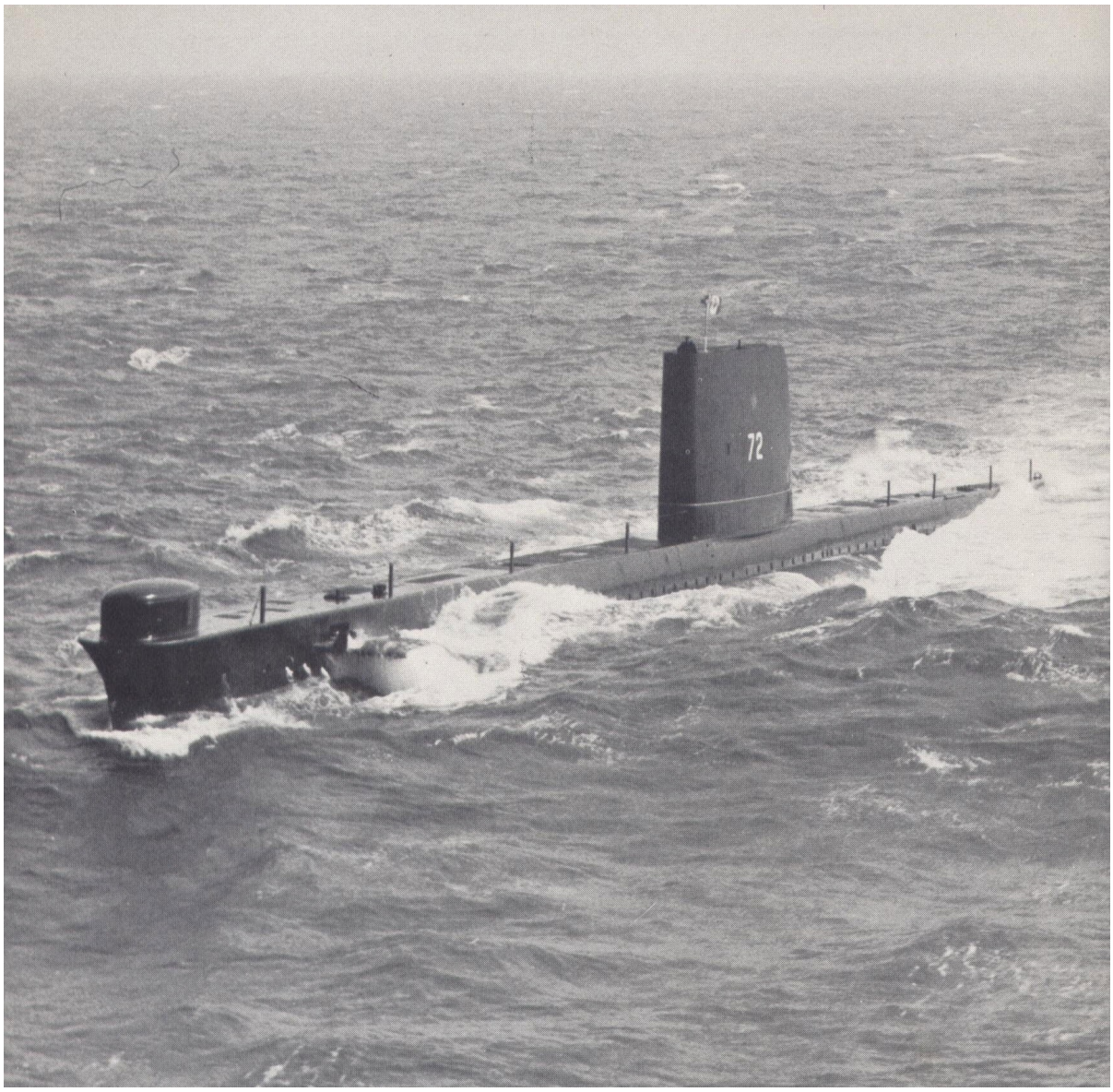
HMCS *Ojibwa is* the first of three submarines of her class to be built in Britain for Canada. She incorporates the latest developments in hull and machinery design, weapons, communications equipment, and provision for the comfort and well-being of her crew.

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

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

J. R. Miller

AIR CHIEF MARSHAL
CHIEF OF DEFENCE STAFF


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THE SUBMARINE

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

CONSTRUCTION

The *Ojibwa's* hull has been designed to withstand the pressure at great depths, and to travel at high speeds without generating noise that would betray her to a vigilant enemy. The hull was constructed by unit 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 *Ojibwa's* length will be packed with complex equipment that must all be accessible and situated for the best performance of its functions.

WEAPONS

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

PROPULSION

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

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

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

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

AUXILIARY MACHINERY

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

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

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

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

ELECTRICAL EQUIPMENT

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

ELECTRONICS

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

HABITABILITY

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

Accommodation consists of the Commanding Officer's cabin, the wardroom with 7 settee bunks, the chief petty officers' and petty officers' mess, and forward and after messes for the crew. There are 58 permanent berths for men, and provision is made for six portable bunks to be fitted in the forward torpedo room if needed.

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

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

PROVISIONS

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

SAFETY

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



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

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

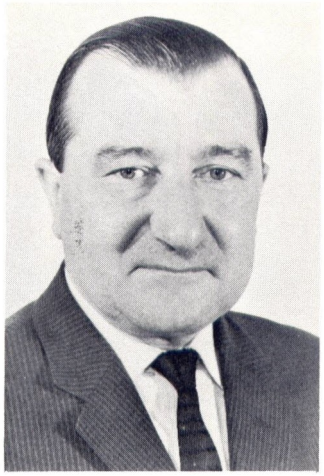
CANADIAN NAVAL SUBMARINE TECHNICAL REPRESENTATIVE

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

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



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



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



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

THE BUILDERS
HM DOCKYARD, CHATHAM

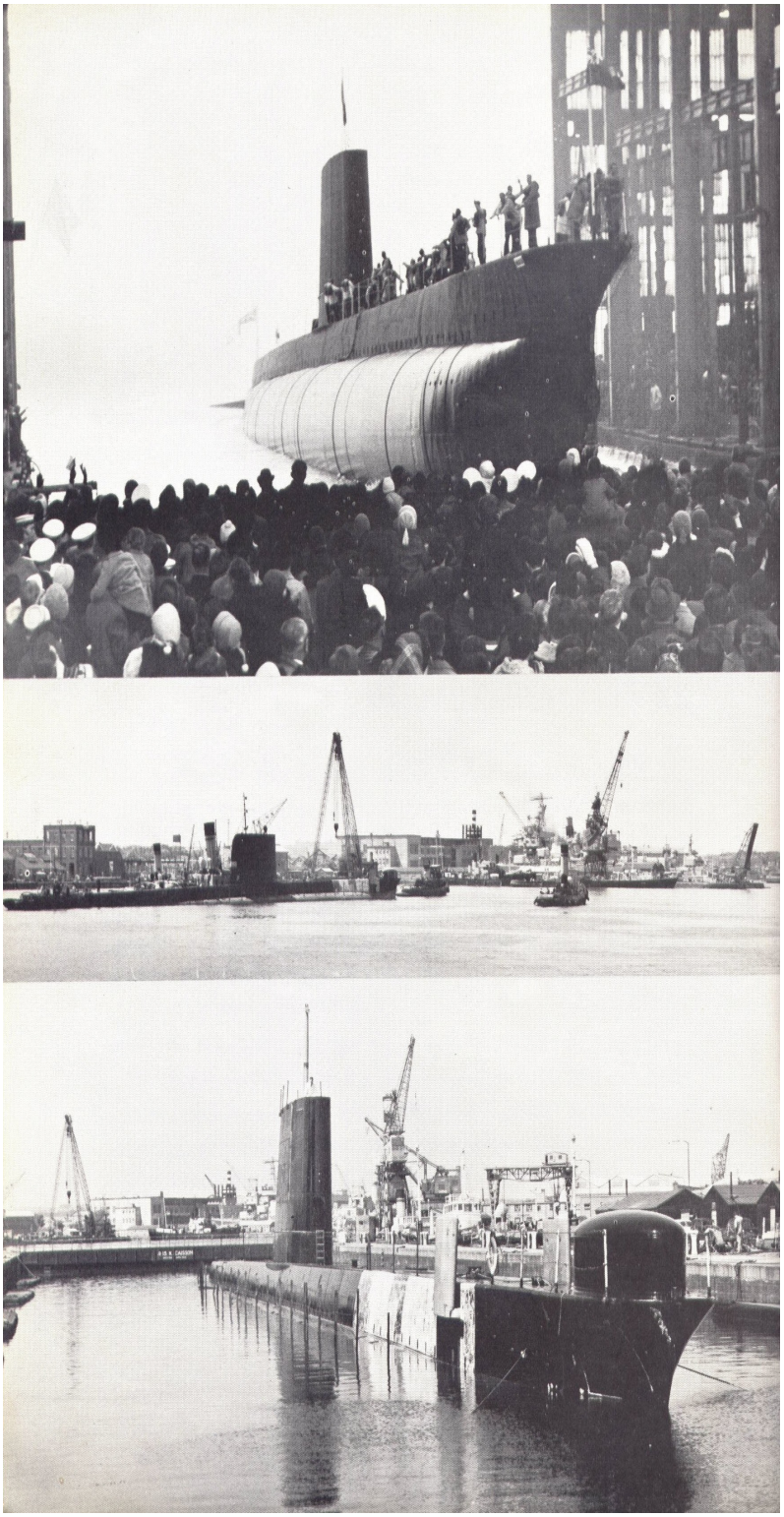
HMCS *Ojibwa is* the 55th submarine to be built at Chatham. She has many modern refinements, and the men who built her are no less proud of their achievement than were their predecessors who two hundred years ago built HMS *Victory,* the most famous warship of all time.

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

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

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

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



THE SHIP'S COMPANY



LIEUTENANT-COMMANDER
S.G. Tomlinson
Commanding Officer

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

CHIEF PETTY OFFICERS

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

PETTY OFFICERS

P. Daly	P.Devitt	V.M. Frankton
F.R. Howell	D.J. Kearns	M. Kruger
M. Leeming	F.J. Lenk	R. Mackay
J. O'Brien	J.G. Piche	L. Ranger
W. Ritchie	M. Watkin	A. Wittaker

LEADING SEAMEN

J. Anderson	G. Brailsford	V. T. Carney
R.G. Davidson	A. Dykstra	P. Gingras
A. Gowthorpe	R. Hardick	W.F. Howatson
P. Johnstone	M.P. Keough	T. Kidd
G.L. Lucier	D.R. McDonald	T. McVarnock
M. Moore	G.B. Ormsby	D. Patterson BEM
J.M. Ross	W.E. Sherring	C. Spurr
K.H. Stauber	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.Morrison		

THE COMMISSIONING CEREMONY

1440 — Invited guests to be seated.

1450 — Guest of Honour and official party arrive. Inspection of the guard by the Guest of Honour.

1500 — Commissioning ceremony begins.

Introduction by Captain W. B. Christie, CD, RCN. Canadian Naval S marine Technical Representative.

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

Address by Representative of the British Government.

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

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

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

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

THE COMMISSIONING SERVICE

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

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

HYMN: (To the Tune Melita)

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

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

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

Ship's Company: Bless our ship. Captain: May Jesus Christ bless her. Ship's Company: Bless our ship.

Captain: May the Holy Spirit bless her. Ship's Company: Bless our ship.

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

Ship's Company: We fear nothing.

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

Ship's Company: We fear nothing.

Captain: What do ye fear seeing that God the Holy Spirit is with you?
Ship's Company: We fear nothing.

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

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

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

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

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

27. They reel to and fro, and stagger these things, even they shall un-like a drunken man, and are understand the loving kindness of their wit's end. the Lord.

28. Then they cry unto the Lord in their trouble, and He bringeth them out of their distresses.He maketh the storm a calm, so that the waves thereof are still.
29.
30. Then are they glad because they be quiet; so He bringeth them unto their desired haven.

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

29. Whoso is wise, and will observe

THE PRAYERS

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

THE NAVAL PRAYER

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

THE LORD'S PRAYER

Our Father, who are in heaven, Hallowed be thy name; Thy kingdom come; Thy will be done; In earth as it is in heaven. Give us this day our daily bread. And forgive us our trespasses, As we forgive them that trespass against us. And lead us

not into temptation; But deliver us from evil; For thine is the kingdom, The power, and the glory, for ever and ever. Amen.

THE BENEDICTION

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

BENEDICTIO NAVIS V. Adjutorium nostrum in nomine Domini.

R. Qui fecit caelum et terram. V. Dominus vobiscum.

R. Et cum spiritu tuo.

Oremus.

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

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

BLESSING THE SHIP V. Our help is in the name of the Lord. R. Who made heaven and earth.

V. The Lord be with you.

R. And with thy spirit.

Let us pray

Be attentive, 0 Lord, to our supplications, and bless + this ship and all who sail hereon, as Thou was wont to bless Noah's Ark in the Deluge. Stretch forth Thy hand to them, 0 Lord, as Thou didst reach out to Peter when he walked upon the sea. Send Thy holy Angel from heaven to watch over it and those on board, and keep it safe at all times from every disaster. And When threatened perils have been removed, comfort Thy servants with a calm voyage and the desired harbour. And having successfully transacted their business, recall them again when the time comes to the happiness of country and home. Thou who livest and reignest forever-more. R. Amen.

PRAYER FOR SAILORS (to St. Brendan)

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

Her Majesty's Canadian Ship *Ojibwa* Commissions.

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

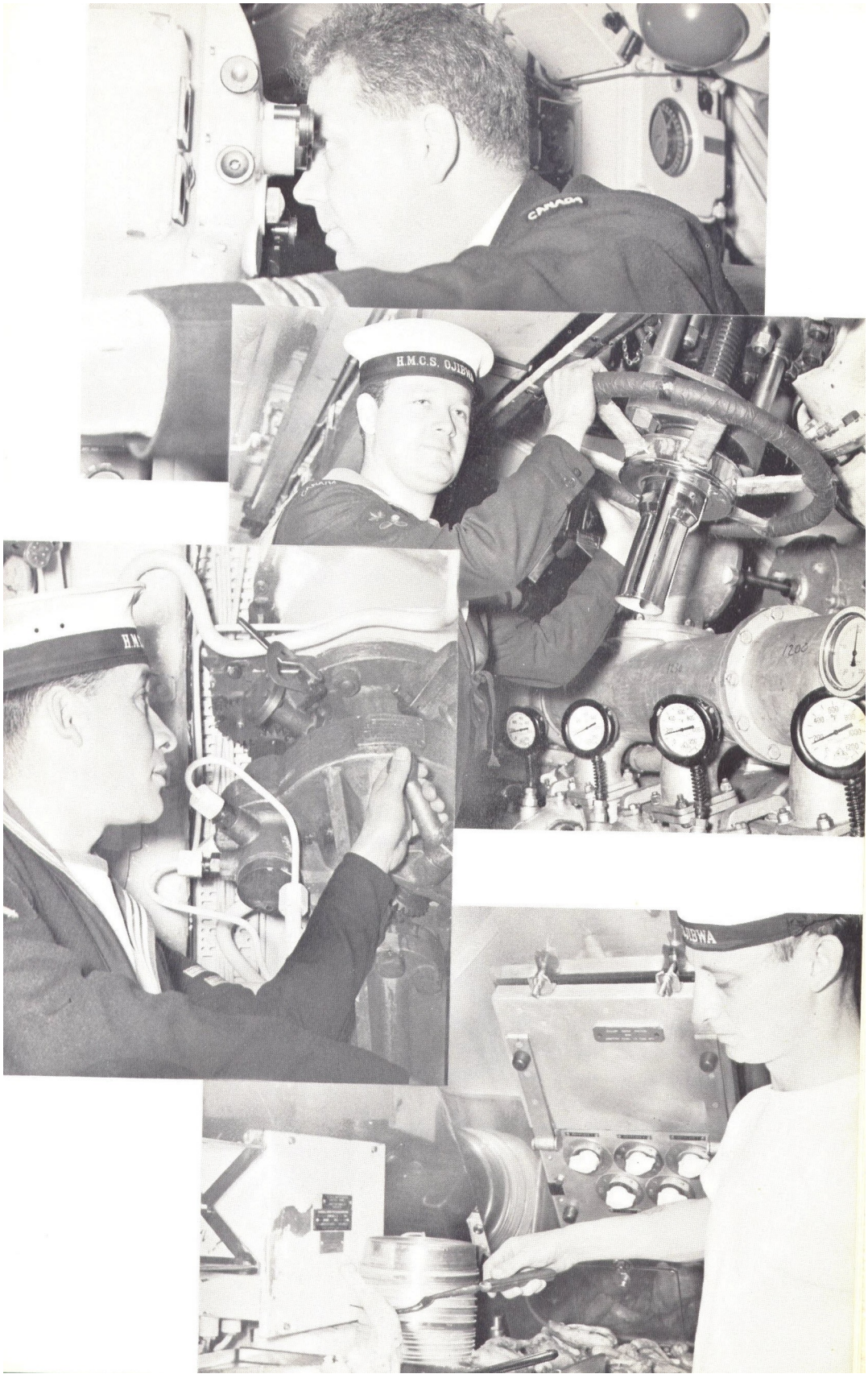
The Ship's Company embark.

The Commanding Officer is piped on board.

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

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





THE SHIP'S BADGE



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

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

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

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

SHIP'S COLOURS: White and blue.
MOTTO: "NE KE CHE DAH" (Let Us Be Prepared).

THE NAME

HMCS *Ojibwa* (pronounced O-JIB-WAY) is named after a group of North American Indians, whose presence was first reported in 1640, when they occupied the region near St. Mary's River in the upper peninsula of Michigan. They scattered as the fur trade expanded, and are now widely dispersed in Canada and the United States, with reserves in Ontario, Manitoba, Minnesota and Wisconsin.

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

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

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

THE OJIBWA STORY



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



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

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

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

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

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

The Ojibwa found many occasions for feasting and celebration: the sugar-making in spring, the rice harvest, the killing of a bear, the first kill of a youthful hunter, the naming of a child — all these

were times for gathering and making merry. Often the feasting was accompanied by dancing, lacrosse and other games, or gambling with bone dice. An important celebration each autumn was the Festival of the Dead, when food was burnt for the shades of the departed, and the people danced and feasted through the night.

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

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

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



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

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

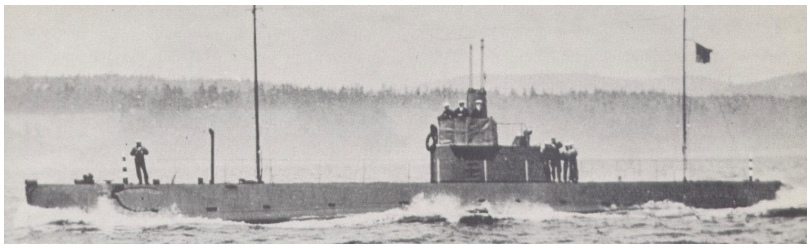
The two world wars demonstrated that the Ojibwa had lost neither fighting ability nor loyalty. Some of the bands sent virtually all their eligible men to the front, and the average rate of enlistment throughout the tribes was exceptionally high. Most of them served in the 52nd ("Bull Moose") Battalion,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

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

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

The drawings are by Ojibway artist Norval Morriseau from his book "Legends of My People the Great Ojibway" and are reproduced by courtesy of the Ryerson Press.

SUBMARINES IN CANADA



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

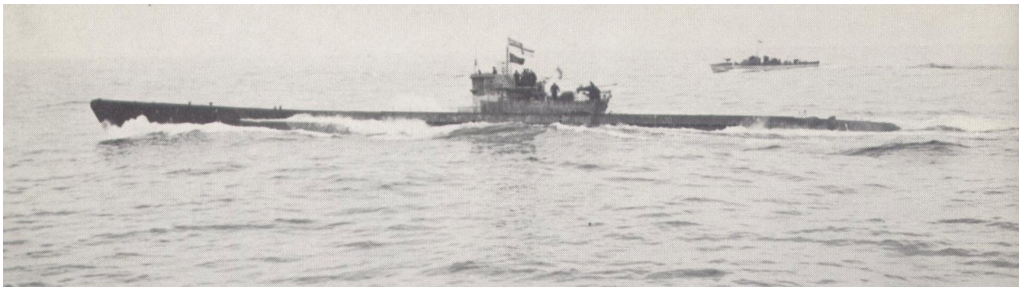
At the outbreak of the First World War, the government of British Columbia, greatly concerned over the lack of naval protection on Canada's west coast, acted on its own initiative and purchased two submarines that had originally been laid down in a Seattle shipyard for the Chilean navy.

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

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

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

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



U-190

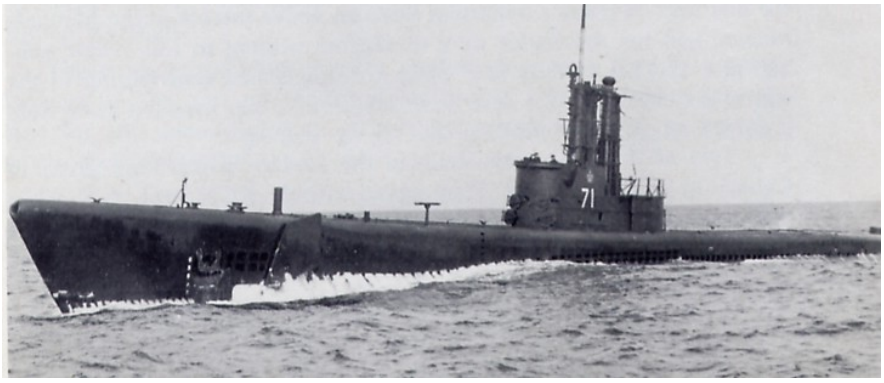
The RCN did not operate any more submarines until after the Second World War, but Canadian personnel served during the war in British submarines, some of them in the renowned 8th Flotilla under Commander A. C. G. Meirs, VC, RN. Submarines of the Royal Navy were based at Canadian ports to provide anti-submarine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

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

The era of the submarine in the RCN did not really begin until 1961, when HMCS *Grilse* (the former USS *Burrfish)* was commissioned at Groton, Connecticut. She

has since been kept extremely busy in the training of ships and aircraft in anti-submarine warfare on Canada's Pacific Coast. During the same period, the Royal Navy's Sixth Submarine Division has provided similar training on the east coast.

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



GRILSE

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