



**SPECIAL  
POINTS OF  
INTEREST:**

- Pneumo Computer
- Shag Harbour
- Granby Divers
- CD Conversion

**FOUNDING  
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 André Desrochers  
 Leo Goneau  
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HALIFAX,**

**N.S.**

**1981**

**President:**

**Wally Green**

**A HOMILY FOR THE NAVAL DIVER**

Forwarded by Chuck Rolfe



**DESIDERATA**



Go placidly amid the noise and haste, and remember what peace there may be in silence. As far as possible without surrender be on good terms with all persons. Speak your truth quietly and clearly; and listen to others, even the dull and ignorant; they too have their story. Avoid loud and aggressive persons, they are vexations to the spirit. If you compare yourself with others, you may become vain and bitter; for always there will be greater and lesser persons than yourself. Enjoy your achievements as well as your plans. Keep interested in your own career, however humble; it is a real possession in the changing fortunes of time. Exercise caution in your business affairs; for the world is full of trickery. But let this not blind you to what virtue there is; many persons strive for high ideals; and everywhere life is full of heroism. Be yourself. Especially, do not feign affection. Neither be cynical about love; for in the face of all aridity and disenchantment it is as perennial as the grass. Take kindly the counsel of the years, gracefully surrendering the things of youth. Nurture strength of spirit to shield you in sudden misfortune. But do not distress yourself with dark imaginings, many fears are born of fatigue and loneliness. Beyond a wholesome discipline, be gentle with yourself. You are a child of the universe, no less than the trees and the stars; you have a right to be here. And whether or not it is clear to you, no doubt the universe is unfolding as it should. Therefore be at peace with God, whatever you conceive Him to be, and whatever your labours and aspirations, in the noisy confusion of life keep peace with your soul. With all its sham, drudgery, and broken dreams, it is still a beautiful world. Be cheerful. Strive to be happy.

**Max Ehrmann 1927**



Allen (Mac) Rodney MacDonald: August 8, 1957 – August 28, 2014

It is with sincere sadness that we mark Mac's sudden passing. He was a devoted, loving, husband, father, grandpa and friend. His dedication and leadership shone in his thirty years of service as a diver in the Canadian Military and as the owner/operator of AL-LYN IRRIGATION SYSTEMS since 1995. We pass on our most sincere condolences to all those whose lives he deeply touched.



Donald Eric Deane: August 2, 1930 – August 21, 2014

It is also with sincere sadness that we mark Don's passing. A strongly devoted family man, he served 30 years in the RCN and was a Korean War Veteran. We pass on our most sincere condolences to all those whose lives he deeply touched.



## Canadian Pneumatic Analog Decompression Computer

In looking over the photo's sent in recently by Rory Thompson of his Father, LCdr Earl Douglas 'Tommy' Thompson in a Mk V helmet, I noticed in that era that there was no pneumo hose. Back in 1968 I was assigned to supervise some "Requal" dives in Mk V on air to about 300 Ft, along with Lt. John Cole. Depth was checked by shutting off the Divers air supply and reading it when the pressure was "GONE", or equalized. I somewhat blew my cool and convinced the CO and XO, that by simply adding a separate O2 hose, we could read the constant Diver's depth without ever shutting down the Diver's air supply. All Deep Sea Diver's Stations onboard the four YMT's were modified to have this change. In 1970 – 1971 we started using an experimental Decompression Computer, hooked directly into this same pneumo hose. I took the "Ironclads" YMT 11 & YMT 12 on several jobs, using this Computer with interesting success. This Computer consisted of four brass tubes (about 1" x 4") and a large depth gauge, that had two recording needles, which plotted the Divers depth (in black), and the suggested decompression depth (in red). The Diver's depth remained very accurate and constant, while the decompression depth was delayed. This was somehow tested in your own Experimental Diving Unit at DCIEM in Toronto, Ontario. These four tubes had four different filter materials that were supposed to act as similar body materials. The basic rule was to never allow the black (Diver's track) to never exceed above the red (decompression track). There were never any controlled stops – like 10 Ft stops. As the black line reached the red line, it was "followed" as close as possible, all the way to the surface. At this point, it was "*Diver up...and over time*" to the deck. This Computer was used on many air dives, near and over 300 Ft in the old Mk V, without a single record of the 'bends'. However, there was a single case of reported "pain" during a dive, but the Diver never ever got any relief during the treatment on Table 5. I sure hope that you guys do have that "initial Diver's Computer" somewhere within that area I keep reading so much about as FDU(A) there in HMCS SHEARWATER! I certainly have a mind to somehow, someday, someday walk into your place, or establishment, with enough monies to supply enough "wets" or "Moose-milk" to send everyone home with enough stories and spirits, that a few might remember it, and a few other things that happened to all of us back then.

A couple of days after I wrote the above, I started really thinking about that Canadian Diving Decompression Computer, which was first started being used with the Mk V Deep Sea Diving Rig. It seems that there were a lot of personnel who first put this to use in open sea diving operations. There was Al Booth as CO of HMCS GRANBY, John Cole, myself-Bud Nuquist, John "Dinger" Bell, Ike Eisner, Stan Stephenson, Ivan Cripps (Officers and CPO's) and some PO's and Men I recall were Sam Semple, Leo Goneau, Charlie Hamm, Knobby Walsh, Roger Boucher, John Dohan, Tony Dubois, Terry Havlik, Joe Paquin and Terry Armitage. This newly developed Computer showed up in LCdr Al Booths office in the hands of Lt. Fred Cox, and a Petty Officer from your Canadian Experimental Diving Unit.

When Al Booth asked me to use, record, test and evaluate all dives, I sat back and listened to just how this was designed to work on all our dives. I must admit, I thought that this idea of never having to wait at all the old scheduled “stops”, was a really good thing for Divers! The more I looked at it, and saw the almost constant slow ascent all the way to the surface, until the “Hat” broke the surface, the more I considered it to be the way of the future!!! I peered at this new apparatus that had four brass tubes and a large recording device that could/would show and record the depth of the Diver, as well as a “safe” decompression line to follow all the way to the surface. The device, or Computer, was mounted on a heavy two foot x two foot board, and set quite close to the Diver Control Station and winch station. With practice and confidence, the Divers were constantly raised to the surface at very slow speeds, sometimes only 6 inches at a time, or slower. We did many dives in the open sea of up to, and even exceeding depths of 300 Ft. There were only two incidents recorded in over one hundred deep dives. Lt. Dinger Bell received a slight “squeeze” when being lowered when the phone talker did not hear his “Hold Red Diver” when they both were talking at the same time. The Dive task was completed successfully when Dinger visually located the tail section of the Canadian CS2F Tracker aircraft, which had crashed at sea off Sheet Harbour, Nova Scotia in around 300 Ft of water. John Bell in fact did show a “squeeze” to the neck, but decompressed with no further problems. The second incident was during a dive, when Gilles Lariviere (I believe) was still standing on the stage, and complained of being in pain. I’m not totally sure of my decision here, but I believe we stopped him at a certain depth and did a surface decompression from 50 Ft(?), and got him into the Chamber together with our most senior Diver MA (Medical Assistant). At this time, when he showed absolutely no relief under pressure, we/I decided to finish the treatment under Table 5 procedures. I cannot remember if he was transported back to FDU(A) for further treatment and observation, or not. Petty Officer Leo Goneau recorded the deepest and longest dive, of about 320 Ft on air, hooking up to one of the aircraft engines, without incident.

*Authors Note: read the story of this Tracker aircraft recovery in DIPPERS DIGEST #14*

After this aircraft recovery was finished, the evaluation of the Computer was conducted, with many very positive comments and reports. When my Exchange Duty with the RCN was completed at the end of 1971, and I returned to the United States, those two computers were still installed on both YMT 11 and YMT 12. Over the years, Diving/Decompression Computers have continually progressed, and have come a long way since our era. I do not know who designed that Canadian Computer (it had originally been thought of as “just another piece of junk” by some), but I was certainly impressed with that young man, and I sure hope that he got the real credit due to him – Bravo Zulu – whoever you were!!!

*Authors Note: Read the full story of how Surgeon Diver LCdr*

*D.J. Kidd and RCAF Wing Commander R.F.A. Stubbs researched and developed this Pneumatic Analogue Decompression Computer in DIPPERS DIGEST #7, 15 September 1997."*

"I sincerely hope that I got most of the names of all the Canadian Navy Divers correct, and that they might help confirm all the information about this historic project, and who was involved."



A photo of an early decompression computer.

**By Bud Nuquist**

## The Shag Harbour Incident & HMCS GRANBY Divers

By Chuck Rolfe - 2014

**Bud Nuquist** wrote about a story he had heard while in Canada concerning a 1967 UFO Incident. After receiving a few very interesting letters lately, as well as my sending in many about the Diving Ops from the past, my mind was jarred about a story being told about just such an incident. I believe it was being told to me by none other than Fred Cox and John Cole. For some strange reason, it never came up again. I thought at the time, that they might simply be trying to fish this Yank into something similar to the old "Three Man Lift". Is there any such Report still out there, collecting cobwebs someplace?

**Andre Desrochers** responded that the event occurred before I joined the Unit, but it did happen. An UFO was spotted by people on the Nova Scotia South Shore, who say it crashed on the water near Shag Harbour NS. A Dive Team from the Unit was sent there, but were allegedly told not to comment – so it was reported that nothing was found. I asked some of the Divers who went there about it, but never did receive any answer. Even a local member of the RCMP reported seeing this UFO – very interesting indeed.

**Chuck Rolfe** emailed Bud to Google *1967 Nova Scotia UFO, Diving Operation*, where he could get all the information about this event, a short summary follows.

*On 4 October 1967, at 11:20 PM, many Nova Scotians in the vicinity of Shag Harbour, N.S. saw something strange flying through the sky, with a set of four flashing lights. This approximately 60 Ft long object was seen to descend steeply to land on top of the water, about 900 Ft from the shore, before submerging beneath the surface. Three Mounties of the nearby RCMP Detachment, seeing it on the surface before sinking, sped down to the shoreline to launch a boat to the scene, together with other fishermen's boats, for a rescue attempt of any survivors. Upon arrival at the crash scene, all that was found was a mysterious yellow foam floating on the surface, which smelled like burnt sulphur, so the search was called off at 3:00 AM. Upon checking with the Rescue Co-ordination Center in Halifax and NORAD Radar, it was ascertained there were no reports of missing aircraft. Canadian Navy Mobile Team Divers from HMCS GRANBY were then called in to do an extensive underwater search for a period of several days around the area of Shag Harbour, but reported that nothing was found. It was reported that at the time of this mysterious event, the height of the Cold War, a Russian Submarine had been in the area.*

*In 1993, 26 years after the fact, the case was re-opened once more by two Investigators from MUFON (Mutual UFO Network – an international Non-profit Civilian UFO Research Organization) who stated they interviewed many individuals and witnesses of this UFO event, as well as Navy Divers from HMCS GRANBY who were involved, and they discovered some startling information, as the following report states: The object that dove into the waters off Shag Harbour had been tracked, and it had actually travelled underwater for a distance of about 25 miles, to a place called Government Point. In the 1960's, the U.S. had maintained a small but technically advanced Military Base at Government Point (CFS SHELBURNE), managing a Magnetic Anomaly Detection system (MAD grid) for the purpose of detecting and tracking Submarines in the North Atlantic. The U.S. Military had most definitely detected the object on its sensitive tracking equipment. Naval Vessels were dispatched and positioned over the unidentified object, where it had stopped.*



*After 3 days of no movement, and not knowing exactly what it was, the Military picked up another object moving in, and to the amazement of all those involved, joined the first object on the ocean floor. The speculation at the time, was that the second UFO (I guess officially now an Underwater Flying Object) was there to render aid to the first object. Not fully comprehending what they were dealing with, the Navy vessels held their position over the UFO's. The Detection Base however, located a Russian Submarine that had entered Canadian waters to the North, so several vessels had to be pulled off target to sail North to investigate. Under the cover of this new activity on the surface, both UFO's made their move, accelerating underwater toward the Gulf of Maine. The remaining Navy vessels pursued them toward the United States, but the objects continued to distance themselves from their trackers. To the astonishment of the pursuers, both of the objects broke to the surface and shot skyward, to vanish within seconds. According to the two researchers, while these observations were well corroborated by many credible eyewitnesses, these accounts were given "Off the Record" by Military, ex-Military and civilian personnel who fear harassment, ridicule, or loss of Pension. So, as the saying goes, "only the names have been changed to protect the innocent." Clearly, a series of very extraordinary, and still unexplained UFO encounters, involving the Navys' of two countries and NORAD, occurred at Shag Harbour, N.S. on October 4, 1967, and in the following week in the deep waters off the Coast of Maine.*

*AUTHOR'S NOTE: I WOULD TAKE A LARGE GRAIN OF SALT TO BELIEVE THE REPORT BY THE TWO MUFON INVESTIGATORS. UFO ORGANIZATIONS LIKE TO EMBELISH THEIR STORIES IN ORDER TO GET THE CIVILIAN POPULATION INTO A DITHER AND TO GARNER FAVOUR FOR THEIR ORGANIZATION!!! BESIDES, FLYING INTO THE WATER, STAYING UNDERWATER FOR A FEW DAYS, THEN TAKING OFF TO FLY ONCE MORE – THESE TWO GUYS MUST HAVE BEEN HALLUCINATING!*

**Chuck Wilson** wrote to Bud Nuquist that he can google "UFO Shag Harbour", where the story is well documented, with a lot of information about it. The Team of Divers from HMCS GRANBY who went to enjoy all the rough waters, and great seafood from the village of Shag Harbour, consisted of P.O.1 Jim Balmforth, P.O.2 Leo Goneau, Leading Seamen Butch Bouchard, Rick Woods, Ralph Romans and myself, Chuck Wilson. We proceeded out to the dive site onboard the Canadian Coast Guard vessel 101, conducted dives in the general area, locating nothing. After 3 days of diving, two more Divers were sent to assist, Leading Seamen Archie Rose and Joe Paquin, as I recollect. The Coast Guard vessel had to return to harbour, so a local fishing vessel was then utilized by us for a further week of searching, all to no avail as we could not find the source of any foamy stuff on the surface. Nothing on the bottom but sand, rocks and sea creatures like Wolf Eels and lobsters. The media were reporting that the Divers were surfacing and bringing back on board with them some items, then returning back into the water. Unfortunately, they did not understand that we were returning to the boat in order to change empty tanks for full ones, before going back into the water to continue the search. In those days, we could only charge the air tanks to 2200 PSI. When we surfaced, there was another vessel tied up alongside that was full of media photographers and reporters, all clamouring to get our story, and evidence that we were bringing something up from the alleged UFO. After the week was up, the Dive Team returned to HMC GRANBY in Halifax Harbour. The RCMP and locals continued the search after our departure. There were reports that the Navy Divers were interviewed, and some stories abound on what was there in the water, but I for one, was never interviewed by any reporter or investigator from MUFON. Also the tale went around that all Divers involved in the search for this supposed UFO, were dying of some unrelated disease, shortly after returning to their Unit at HMCS GRANBY. The Curly Fenn that MUFON investigators stated they interviewed later on in 1993, would have been the late CPO Guy Fenn, the Operations Chief, and I can only speculate that he was interviewed back at HMCS GRANBY, some 26 years after the event took place!!

**Sam Semple** then wrote, Willie, you know its funny. Those guys in Shag Harbour who have been promoting the alien thing for the past 47 years, recently wrote a book, where they indicated they had interviewed our RCN Diver, Curly Fenn, and stated that he had been in charge of your team of Navy Divers at the scene!! Thanks for clearing up that he wasn't part of the team.

## The Shag Harbour Incident & HMCS GRANBY Divers—Continued

**Roy Busby** wrote, in a humorous vein, “Curly Vemb” worked for me for a while during the late 1950’s in YMT 8 Diving Tender. He was a character! To my recollection, he was originally a Norwegian of mixed blood, who was known as the “Mayor of Africville”, which distinction he earned by apparently being the only resident of that coloured community who had a steady job. There may be some Divers of that era who would remember being taken to Africville for some pretty wild parties with him.

**Red Larsen** commented, a very interesting story. My only comments are, could “Curly Fenn” possibly have been Rick “Curly” Vemb, who used to be in the Unit in the 1960’s era, and was a bit of a “colourful” character, who might have led these MUFON investigator guys on for a bit! Just suggesting.

**Chuck Wilson** responded that, as a confirmation to Red Larsen’s email, that Curly Vemb was a Diver at HMCS GRANBY, and was well known in the circle of Divers as a colorful individual who enjoyed taking the “mickey” out of any unsuspecting person. There were many that worked with him at one time or another, and I cannot recall when he left the Diving Unit. Guy “Curly” Fenn was on HMCS GRANBY during the UFO incursion into the waters off Shag Harbour in 1967, when I participated in the search.

**Tom Essery** sent greetings to all. He said that after reading some of the recent and varied recollections of the 1967 Shag Harbour UFO search, it’s time to set the record straight, or at least to relate a first-hand account of the affair, and to separate some of the fiction from fact. First, yes there was a Diving Officer present – it was me. As the OIC of HMCS GRANBY’s Mobile Team, I led the search operations over a 4 day period in October 1967. It’s also time to bring Jim Balmforth into the story, as he was the Team’s Senior Petty Officer and, if he chooses, he can either back me up, correct my memory, or add further details. For starters, the Wikipedia entry concerning the incident is fairly accurate, as far as it goes. As for Chuck Wilson’s account, I yield to his memory of the Divers comprising the rest of the Team, but I have no recollection of any advanced Team from HMCS GRANBY operating with a Coast Guard vessel prior to the Mobile Team’s arrival on scene on a Saturday morning the 7<sup>th</sup> October, who were 3 or 4 days late arriving, after the initial sighting of the UFO on 4 October. This was the result of a combination of delays while orders were passed down the chain of command, and a temporary misunderstanding (dare I say, misbelief, considering the circumstances late on a Friday evening) of our orders from MARCOM HQ. Of course, by this time the datum, such as it might have been, was quite cold, but we pressed on regardless. To help with the search, we enlisted the services of a local lobster fisherman, with his boat as a dive platform. He was eager to be a part of the search, as the lobster season in that area was about to open, and he hoped that while we were looking for alien objects, we would give him information for his own use later on. Needless to say, following the event, and although we found no UFO’s of any sort, we were quite helpful to our boat’s Captain! He was considered to be a local hero, and became part of the Shag Harbour folklore. As I’ve related earlier to Bud Nuquist, it was a most interesting adventure, with many hilarious situations binding it all together, combined with some long, often deep and challenging diving, with strong tidal currents, plus the ever-present media watching our every move. Incidentally, there most certainly was no one named Curly Fenn present. I could go on, but to do the whole story complete justice, would take much longer, and is best told at our Reunions over a beverage or two!

**James F. "Bomber" Balmforth** stated that it was quite interesting reading all the various comments going around about the Shag Harbour UFO incident. I was in charge of the Mobile Team for the first few days and, yes, we scoured the bottom of Shag harbour, and did not find anything resembling an UFO, or parts thereof. I had been thinking about the so-called "yellow" foam that had been reported on the surface in the initial reports by the local fishermen, and in my estimation it might have simply been white foam which is found naturally on the surface when the waves are agitated by rough water, and was then illuminated by the fishermen's lights late that night. Chuck Wilson corroborates in his statement that the water was rough when we arrived. At no time was I ever interviewed by anyone about our activities. Don't know who Curly Fenn is. There was a Curly Vemb in the Diving Unit, and a Guy Fenn. I knew Guy "Bill" Fenn from the 1950's, and he never had the nickname "Curly". Only Rick Vemb was called "Curly". I was with the Unit's Mobile Dive Team off and on for a number of years, and the Team members changed fairly often. I find my memory at age 80, is not as sharp as it once was! A large grain of salt should be taken when all the rumours start in these incidents.

**Chuck Rolfe** wrote to Tom Essery: I want to thank you for providing us with all the helpful information. Would I be correct that you were in charge of the overall activities of the event, and that Jim Balmforth was directing all the Divers activities underwater from the lobster fisherman's boat? As you are well aware, the guys enjoy seeing stories about their time in the mob, and this is one that will pique their interest. I like to get stories from both coasts, since guys from one side of Canada do not always hear about the exploits from the Unit on the other, especially after retiring. I believe it is time to also inform you how indebted we are to yourself, for sticking with the Western CNDA Chapter when it was going through it's doldrums over the past few years. If it wasn't for your energy, and time spent in keeping it minimally operational, I dare say we wouldn't have any representation of the West Coast Divers in CNDA. Kudo's to both Tim Flath and yourself!!

**Tom Essery** responded to Chuck Rolfe: Regarding your question, the answer would have to be "Yes and No". Yes, as OIC of the Team, I was in overall charge, but we were a small Team with what turned out to be a large task, given the time allowed. Apart from initial liaison with the RCMP, interviewing supposed eyewitnesses, contracting the lobster fisherman, submitting daily reports to HMCS GRANBY back in Halifax, and dealing with the media (a CBC TV camera crew were on scene in a separate boat for the first day, but did not stay long), we had a CTV reporter and cameraman with us on a boat for most of the job. They didn't interfere with our operations, but their presence did lead to a couple of interesting and humorous exchanges. I was aboard this boat, along with everyone else. As I mentioned, we were a small Team faced with a huge area to search, so we all took our turns in the water. It involved many dives in varying depths, often strong tidal currents, and careful attention to the repetitive Dive Tables. Based on sketchy information provided to us, by now several days old, there was no clear idea as to the suspected size, shape, or distance off-shore that the "lights" had entered the water, and with no strong evidence as to whether they were attached, or separate. We concentrated on the most probable drift areas, based on the currents flow. Our initial tasking instructions from MARCOM/GRANBY were to conduct a quick search of the suspected impact area, but as time progressed, and national attention was increasingly drawn to the supposed sighting, we were directed to stay on scene for a more thorough coverage. At the same time, we ourselves were becoming more and more intrigued by the possibility of something actually being there, and were thus enjoying the challenge faced by the diving conditions. In the end, I think we were all a bit disappointed (and perhaps somewhat relieved) that no UFO was found. However, we did manage to provide our boat's captain with some seafood for a later meal. That's it in a nutshell. I've left out a lot of Divers' "salty bits" that contributed to the adventure, but even at this length, the story beats a couple of so-called documentary sci-fi conspiracy theory nonsense that I've seen on TV over the years, based on the Shag Harbour sighting. Thank you for your kind words regarding my Canadian Naval Divers Association contributions. Much credit to new and younger blood in the Chapter out here, providing fresh leadership, energy and ideas for membership growth and activity. I'm hopeful we are pointed in the right direction, and will be ready to host the next CNDA Reunion in September 2015 in Victoria, British Columbia

## The Shag Harbour Incident & HMCS GRANBY Divers—Continued

**Lt. Jason Delaney.** Canadian DND Directorate of History and Heritage wrote: Gentlemen, this is a fantastic version of the story about the RCN Diving Operation for the Shag Harbour, Nova Scotia UFO Incident in 1967. As I mentioned to Chuck Rolfe in another Email, I investigated this event for inclusion in Volume III of the Official History of the Royal Canadian Navy, and this is the best, complete version of the UFO incident I have seen yet. I remember the UFO hunters talking about stuff the Divers were bringing up, leading the readers to think that there was a cover-up, and to think the boys were only bringing up some sea treats made me laugh! It was very noticeable in the MUFON investigator's write-up of their story, that to them it was something very secretive that was being kept from them. A blatant misinterpretation of the facts! One thing that I did notice however, is that the Station located at Shelburne, Nova Scotia is said to be a MAD grid. It is not. CFS SHELburne utilizes SOSUS (Sound Surveillance System), an underwater hydrophone array for listening. This story definitely adds some colour, and perhaps "reality" to the incident.

*AUTHOR'S NOTE: I PERSONALLY DECIDED TO NOT CORRECT THE MUFON INVESTIGATOR'S TALE ABOUT THE "MAD" GRID SAID TO BE AT CFS SHELburne (IT WAS ACTUALLY "SOSUS"), AS THIS WOULD POINT OUT TO THE READERS HOW UNTRUTHFUL THEIR REPORT IS, TOGETHER WITH ALL THE OTHER INCONSISTENCIES THEY HAVE REPORTED!*

The local newspaper headlined on 9 October 1967 was **UFO Search Called off** and reads as follows: SHAG HARBOUR – Not a trace...not a clue...not a bit of anything. With that comment, Canadian Forces Maritime Command announced last night they were calling off an intensive undersea search for the mysterious unidentified flying object that disappeared into the ocean here Wednesday night. An Armed Forces spokesman said the decision to terminate the search was made after a seven-man Navy Diving Team had spent 3 days scouring the bottom of Shag Harbour without finding any trace of the UFO. The area searched, pinpointed as the spot where the 60-foot-long row of lights disappeared, was "thoroughly covered", the spokesman said. The object was seen by at least 12 residents, including an RCMP Corporal. All tide conditions and visibility were favourable for the hunt, conducted by Divers in teams of two. Even areas where the tide might have taken a buoyant object were checked out. However, the Divers were reported to be "completely exhausted" by the ordeal of three straight days in the water. Maritime Command said there seemed no use pressing them further. The search started Friday, prompted by the mysterious sighting Wednesday night, shortly after 11 P.M. Local residents reported seeing a row of lights, apparently on the circumference of an object about 60 feet across, glide out of the dark sky into the ocean about a half mile offshore. Several reported seeing a white light bobbing on the spot for some time afterwards, as did RCMP called in to investigate. By the time search boats reached the spot, the light was gone and the only thing found was a large patch of strange yellow foam or froth. In calling off the search last night, the Armed Forces spokesman admitted that neither Command Headquarters nor the Diving parties ever had any idea what it was they were searching for.



Master Seaman Sebastian Arsenault (left), clearance diver from the Fleet Dive Unit (Pacific) and Deputy Commander Canada Command, Maj.-Gen. John Collin dive beneath the six-foot thick arctic ice in Gascoyne Bay, Nunavut, during Operation Nunalivut in 2012. (Master Cpl. Peter Reed, Formation Imaging Services, CFB Halifax)

See: <http://www.cbc.ca/news/canada/north/military-tests-arctic-surveillance-technology-1.1171382>





YMT-11: Sam Semple owns this excellent painting of YMT-11. He explains. "When I retired from the navy in 1985, a good diver friend of mine, Paul "Tuffy" Murray had this painting done by a relative of his who was at the time, a 75 year old retired minister. He brought the finished painting to Tuffy and for some reason Tuffy didn't like it. So the artist took it back, and two weeks later, the painting now had the Bluenose sailing up the harbour behind the YMT. (Image courtesy Sam Semple) From: [http://jproc.ca/rrp/yard\\_craft.html](http://jproc.ca/rrp/yard_craft.html)

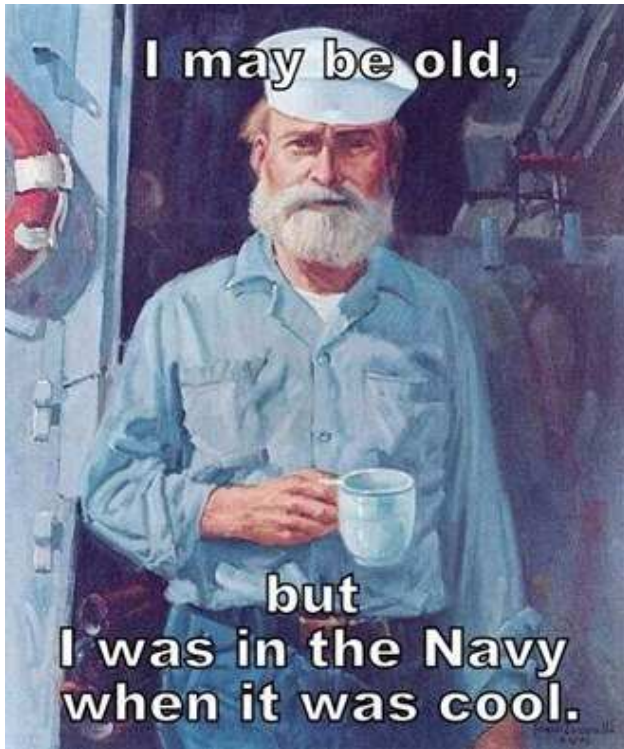
#### WALL CHART – DV's CONVERSION TO CLEARANCE DIVER(CD) – 1954 By Chuck Rolfe

In July 2014, Wally Green, CNDA President was meeting Lt. Jason Delaney, DND Directorate of History and Heritage to discuss the historical report he was preparing about the first Clearance Diver Trade Group 3 course he took on the East Coast in 1955. Lt. Delaney brought out a Wall Chart he had located and asked Wally if this Chart was of any interest to us. Wally saw that the heading read **EAST COAST** in big bold letters, so he figured it might have something to do with his time in the RCN 1954 to 1961. Upon closer inspection, he noticed many names he recognized from the Diving Unit he was serving in of his era, but a few other names he had no knowledge of. What really perked his interest though, was that almost all of them showed their Trade was "DV". This was the Trade nomenclature of being an RCN Diver from the days of World War Two until 1954, when DV's started being converted to Clearance Divers. This occurred when the Standard Dress Divers undertook training to become Swimmer(SCUBA) Divers, thereafter being qualified as Clearance Divers(CD's), which evolved into the Diving Branch. A few DV's had not indicated whether they intended to convert to CD's, at the time this 21" x 24" Wall Chart was drawn up, however most of them did convert, from information we later found out. The headings of this Wall Chart read as follows:

**NAME, OFFICIAL #, PRESENT RATE, TRANSFER RATE, BILLET, PROPOSED EMPLOYMENT, COURSES REQUIRED TO BE FULLY QUALIFIED, AVAILABILITY FOR COURSES, RATE ON COMPLETION, SENIORITY IN RANK ON COMPLETION, and REMARKS.**

There were a total of 34 DV's named at the Unit on this Wall Chart. *Editor's Note: You can see in Leo Goneau's story, I wrote in DIPPERS DIGEST #3 of 22 October 1990, he showed that there were only a total of 10 DV' sin 1952 at the East Coast Diving Unit, which was located at the North end of HMC DOCKYARD!*

Wally Green contacted Chuck Rolfe to let him know what Lt. Delaney had discovered, whereupon Chuck immediately recognized this was one of the most historically relevant artifacts to be uncovered yet!! Not only did it name all the old DV's on strength at the Diving Unit of that era, it documented the time when conversion to the Clearance Divers occurred, but it showed what type of individual Courses were in vogue then – Courses "A" to "H". It will be of some interest to find out what these 8 different Courses consisted of, if they ever can be found. Of further interest, would be that the Divers were broken down into two Teams – "Able" and "Baker". A copy of this Wall Chart has been sent to both the Eastern and the Western Chapters of CNDA, for their use. It needs to be said, that we all owe a large amount of thanks to Lt. Jason Delaney and Wally Green for bringing this important document to light for all to see.



When a woman asks you to guess her age, it's like deciding whether to cut the blue, red, or green wire to diffuse a bomb!?!



## Editor's 10 Foot Stop

Just a little note this edition to say that the Western Chapter Executive is well on the way with its planning to host the next Reunion 11 to 13 September 2015 here in beautiful Victoria, BC. We have secured the Royal Canadian Legion in Langford as the venue for the Dinner/Dance on Saturday 12 September 2015 as well as the farewell brunch the following day. Music has already been arranged through Copper Collar VJ/DJ Services free of charge with a big surprise in store for everyone. See the following web site if this has tickled your curiosity:

<http://navydiving.wix.com/coppercollarvj#>

More details will be firmed up and promulgated on the navydiver.ca web site and Facebook group as planning progresses.

On another note, we are pleased to announce that the CNDA Western Chapter has been asked to sponsor the Navy Diver Turkey Run 6 December 2014 (in name only) under the newly appointed W.C. Charity Event Coordinator, Walter Dubeau. This promises to be a much needed boost to membership as runners will have to be Western Chapter CNDA members who will be brought into the fold from FDU(P) and the Western Area to run in the event. Just to be clear the Turkey Run is Co-Sponsored by the West Shore Christmas Hamper Fund Society who will be the agency collecting the donations as a registered charity in the Province of BC. Naval Divers and friends of the diving branch will be participating. Details of the event will be posted here: <http://navydiver.wix.com/fdupturkeyrun>

Lastly, I just want to apologize for the tardiness of this issue which was simply the result of a hard drive failure on my computer. It has taken me a while to recover everything from backups but I am now up and running. You will notice that this issue is somewhat slimmed down in content from previous issues. I may have missed some articles as a result of the hardware setback so please resubmit articles for the next edition if I have missed any.

