

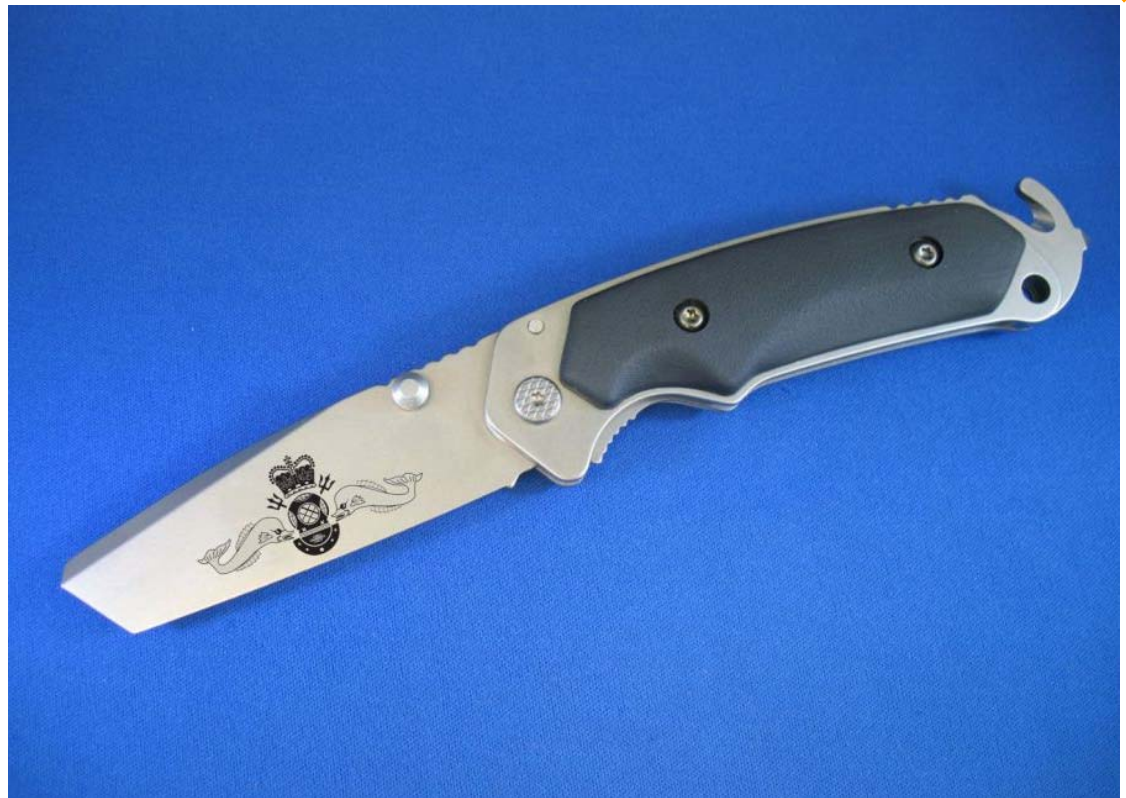


**SPECIAL
POINTS OF
INTEREST:**

- BESH Knife
- Retirements
- I Was a Sailor
Once

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ISSUE:**

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Introducing the New Buck Knife featuring the unique BESH Blade with laser etched Clearance Diver Dolphins. Retired Clearance Diver Brent Beshara, a master knife designer, has truly been making a name for himself in the knife industry with his uniquely designed blades and this is one that is turning a lot of heads. These are now available via his web site listed below. Contact Brent via email at BESH@beshknives.com for pricing and shipping details and don't forget to mention that you saw it here first for special pricing.
BESH Knives Inc.
www.beshknives.com

Passing On

Sadly, again the CNDA mourns the loss of one of our own since the last issue. The CNDA wishes to pass on our deepest sympathies to the families and friends of :

Doug Hughes

Five bells passed and received.
 Diver has completed his work!



Shared Missives

Hello Chuck

I came across the CNDA site and found it very interesting.

I didn't realize it was so long ago, but I qualified as a ships diver at FDU(A) 21 December 1979 and my diving instructor was PO Baillie and the CO at that time was R. Coren, LCDR. I think I did a couple of re-quals as well, but who knows where that may have been.

I saw some familiar names in the roll call list. I was also posted to Shearwater where I was the safety diver for the "Waterbird" and the sea survival training and Dilbert Dunker.

Anyways, I thought I would drop you a note.

John Starrett

Tue, Dec 28, 2010

John:

Pleased that you found the website for us Divers, and that you sent along some information about your time with the RCN Divers on the East Coast.

I qualified Ship's Diver in April 1967 at HMCS GRANBY, which at that time was located at French Cable Wharf on the Dartmouth side, just down from the Naval Armament Depot (NAD), and the water at the time was still in the Winter mode - brrrr! The CO then was LCDR Alan Sagar, and the Course Instructor was P2CD Tom Cowan, who was instructing his last course. The LSCD standby Divers were Archie Rose & Wayne MacDonald for my Course. I was teaching Trade Group 2, 3 & 4 Classes at the Naval Aircraft Maintenance School (NAMS) in HMCS SHEARWATER, as well as Type Aircraft (Tracker) Courses on the Hill down by Y Hangar, and in the Hangar housing the Simulator by the Lower Parade Square. There were times when no classes were slated for me to teach, so I requested to go on the Ship's Diver Course - and they OK'ed it for me. Of course those 2 Hangars, and the NAMS Building on the top of the hill down near the Jetty are now taken over as FDU (A). The last time I saw the DILBERT DUNKER it was behind one of the Hangars in a fenced in enclosure, which was a few years ago now, and it may be gone. Incidentally, although I was an Esquimalt rating, I never did get to serve on the West Coast; they kept me East all the time, and even tried to switch the -E to -H behind my Official Number from time to time!

It was quite interesting to hear that you also did the Sea Survival training standby Diver, since I did most of them when I was in the School, that is if I wasn't teaching that day. We used to get the aircrew from Greenwood and Summerside to get on the Tugboat at Shearwater, take them out 3 miles or so past the Harbour entrance (away from the ship channels), throw the inflatable in the water where I would swim it about 200 to 300 yards away, then hang around in the water to ensure they all made it to the raft; when they inflated & righted it, all safely got in the raft, then I would swim back and get in the tugboat for the remainder of the afternoon. There were many of the aircrew not compatible with wave actions, and they had a miserable day, until they got a hoist out by the Sea King that later in the day came out to do some personnel recoveries. I would presume that your experiences were very similar. I did 3 years teaching at NAMS, then was drafted to the following Technical Service Detachments (TSD's) for a period of 7 yrs at: Fairey Aviation Company at Eastern Passage, IMP Aerospace Ltd at the Halifax International Airport, followed by a draft to Rolls Royce Engines, then Bristol Aero Engines - both in Montreal, before retiring after 25 yrs in the RCN in 1975. I figured I only wanted to do the old 25 yrs and out plan, go out and get a good civvie job, rather than hang around in the Service. I did join Naval Reserves in Ottawa at HMCS CARLETON for another 13 years as their Cox'n, Chief Diver & Boarding Officer though. I did 6 yrs as the Executive Director for the sport of Underwater Diving in the National Sport Center, followed by 14 yrs as an Airworthiness Inspector in the Aviation Regulation Branch of the Transport Canada Headquarters. They were about to rewrite all the: Rules, Regulations & Standards for civilian aircraft, engines, propellers and aviation equipment; maintenance procedures for all of these; and the distribution of all aviation parts & equipment, and I had some of the necessary expertise and knowledge of them, specially having worked in Government Quality Assurance in the Contractor's Plants for 7 years. The old Rules, Regulations & Standards were written in the 1920's, so you could see we had a massive job to bring them all up to modern day aviation standards! I finally decided to retire for good in 1994 after that project was completed, and specially since I had my left hip joint replaced in 1993 (the right one was also replaced in 1996), and I'm now living about 27 kilometres from downtown Ottawa on an 80 acre farm with my lady, Huguette Collins. I always consider I did pretty good, joining up green of the Saskatchewan farm at age 17 for the Korean War!

Anyways, enough about me and my meanderings. It is remarkable what has happened to the Navy since we left, hasn't it?

Did you figure on joining CNDA (if you haven't already), and you can join any one of the East, West or Ottawa Chapters, with dues being a measly \$10.00 per year. You can get to read all the old DIPPERS DIGEST Newsletters & the new ones for this pittance, as well as get the latest news from the Website navydiver.ca at your convenience. We also are always looking for stories of the old days, and you can get your story published in the Newsletter - retained therein forever after on the Website. Best regards. Chuck Rolfe.

2010 NATIONAL COUNCIL OF VETERAN ASSOCIATION'S(NCVA) ANNUAL MEETING

CNDA is one of 59 Veterans Organizations who are members of NCVA. Norm Herd, CNDA President and Chuck Rolfe, CNDA Sec/Treas. represented you at the 2010 Annual Meeting in Toronto, Ontario at which many subjects applicable to Veterans, and their Organizations were discussed and debated. One of the main items was to clarify what benefits were authorized for those personnel killed or wounded in action, specially in the war in Afghanistan. As well, NCVA continues to discuss the need for the Veterans Independence Program(VIP) to be allowed for widows, once their mate has passed away. There were more items presented for discussion, which had to do with the welfare of our Veterans, and we continue to support all these programs, which NCVA negotiates with the Federal Government on our behalf. Incidentally, no member Veterans Organization pays any Dues to be a member of the NCVA, and CNDA does not pay for any of the expenses of our Representatives to attend the NCVA Annual Meeting.

Bill Lee, from Sudbury, Ontario frequently contacts the CNDA National Office to order Lapel Pins, Decals, etc. and informs us that he has recently become the Dominion Vice President of The War Pensioners of Canada. Previously, he was the President of the Sudbury Branch of the War Pensioners of Canada. Bill forwarded us information relating to the daily issue of The Tot in Royal Navy ships, and its subsequent use in Commonwealth Nation's ships, as it is the 40th Anniversary of The Tot's demise. It was said you could even eat Pusser scran, without complaint, and world issues could be resolved quickly, after one drank their Tot!

Chris Downey has designed and produced(at no cost)a patch for his late friend, PO2 Craig Blake who died in the war in Afghanistan. The cost to purchase it is \$10.00(no tax), of which half will be donated to the Wounded Warrior Fund, and half to the Military Family Fund – a worthy endeavour which we all should support fully! You may order them from him at his email address - chris downey@live.ca and he will mail them out to you. Chris lets us all know that he is well on his way to recovery from his wounds he suffered in this war.

Ken Whitney writes that his memories of his buddy, Jim Poidevin was as a member of the UDT Bravo Team way back in 1959. I believe it was the first time that Ships Diver's were employed with a northern Diving Team. The write-up of their activities are in the Webpage navydiver.ca under Ken's Scrapbook, were a number of photo's, and a short write-up are shown. There were 9 members on the Team who were deployed to the High Arctic for 4 months. The areas we covered, and the tasks we were involved with, during that time were:

- A. Goose Bay, Labrador to blow out a deeper channel, thus allowing ships to get to Goose Bay &
- B. To assist the American Dive Team to construct, and float out an underwater oil pipeline to off load oil to the holding area, without coming alongside.
- C. To Thule, Greenland to install a bubble system in the harbour to prevent ice formation.
- D. Back to Goose Bay to conduct a depth survey from the Jetty out to a distance of 100 Ft, in order to have a record of the depth for future uses.
- E. Transported back to Newfoundland, off-loaded our equipment & gear, and away to Stephenville. On to Robinsons Creek, where we operated from the shore to dive on an Ammunition Lighter that had sank, or was scuttled during World War Two. It had deteriorated so badly that the ammunition had been washing ashore, and we cleaned it up over a 2 week period, returning to Halifax, having successfully completed all out tasks.

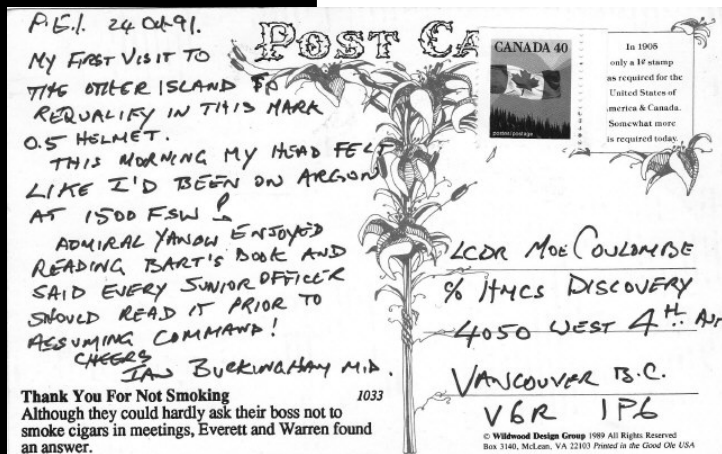
Jim was in charge of the mechanical side of repairs on our compressor and, while in Thule, he assembled an air compressor from scratch(it was completely disassembled) in order to get the polyana bubble system operational to keep the ice from forming, and allowing ships alongside to off-load cargo. I lost track of Jim for a while, but finally met up with him at one of our CNDA Reunions, probably in 2004.



Eastern Update by Andre Desrochers

Andre reports that he attended an excellent annual Christmas "Moose Milk Party " at FDU(A) and their Christmas Dance during the festive season. He hopes to attend many more in the future and wanted to thank the unit for putting on two great events and opening them up to members of the CNDA. He also mentions that the loss of Doug Hughes has been heart-felt by the entire association and wanted to pass on condolences to family and friends. He will be missed.

Doug also mentioned that several Eastern Chapter members are facing significant medical challenges and treatments and that all our hearts and prayers are with them during these challenging times. Lastly, Andre reports that he will be starting a survey this winter to find out if there is a strong relationship between Navy Diving and cancer occurrences.



Words to "TAPS"

Played by the bugler at Military Funerals, Here are the words

DAY IS DONE. GONE THE SUN
 FROM THE LAKES FROM THE HILLS.
 FROM THE SKY ALL IS WELL
 SAFELY REST GOD IS NIGH

FADING LIGHT DIMS THE SIGHT
 AND A STAR . GEMS THE SKY
 GLEAMING BRIGHT FROM AFAR

DAWN NIGH FROM THE NIGHT
 THANKS AND PRAISE FOR OUR DAYS
 NEATH THE SUN NEATH THE STARS
 NEATH THE SKY AS WE GO

THIS WE KNOW. GOD IS NIGH



SUBJ: RETIREMENT LT(N) GARY FORD, MSM, CD, MARS - CLDIV 00207 ON 04 FEBRUARY 2011 LT(N) GARY FORD WILL BE SENDING HIS FINAL DIVING SIGNAL - 5 BELLS SIGNIFYING MY WORK IS COMPLETED. AFTER 35 PLUS YEARS OF LOYAL AND DEDICATED SERVICE TO HIS COUNTRY AND THE CF LT(N) GARY FORD WILL BE HANGING UP HIS FINS AND WETSUIT AND RETIRING FROM THE CANADIAN FORCES.

2. GARY WAS BORN IN CORNERBROOK NEWFOUNDLAND. HE ENROLLED IN THE NAVY IN OCTOBER OF 1975 AS AN ORDINARY SEAMAN FIRE CONTROL OPERATOR. AFTER COMPLETING HIS INITIAL TRAINING AT CANADIAN FORCES RECRUIT SCHOOL CORNWALLIS AND AT THE CANADIAN FORCES FLEET SCHOOL IN HALIFAX HE JOINED HIS FIRST SHIP HMCS SAGUENAY IN 1976.

3. IN 1977 GARY UNDERTOOK HIS SHIP TEAM DIVERS COURSE WHERE HE WAS INTRODUCED TO THE CLEARANCE DIVER COMMUNITY AND FROM THAT MOMENT ON HE WAS DETERMINED TO BELONG TO THE FRATERNITY OF DEEP SEA DIVERS. IN 1979 HE SUCCESSFULLY GRADUATED FROM HIS CLEARANCE DIVER COURSE AS AN ABLE SEAMAN AND WAS SUBSEQUENTLY POSTED TO FLEET DIVING UNIT PACIFIC. OVER THE COURSE OF HIS 35 YEAR CAREER HE HAS HAD NUMEROUS POSTINGS SERVING BOTH ON HMCS SHIPS AND OPERATIONAL DIVING UNITS ACROSS CANADA WHICH INCLUDED FLEET DIVING UNIT PACIFIC, FLEET DIVING UNIT ATLANTIC EXPERIMENTAL DIVING UNIT DRDC TORONTO, HMCS SAGUENAY AND HMCS CORMORANT. THROUGHOUT HIS DIVING CAREER GARY HAS BEEN INVOLVED IN MANY HIGH PROFILE DIVING OPERATIONS. IN 1998 GARY WAS AWARDED THE MERITORIOUS SERVICE MEDAL RECOGNIZING HIS OUTSTANDING PROFESSIONALISM DURING SWISS AIR RECOVERY OPERATIONS. IN 2006 GARY WAS PROMOTED TO THE RANK OF CHIEF PETTY OFFICER FIRST CLASS AND WAS SUBSEQUENTLY POSTED TO FLEET DIVING UNIT PACIFIC AS COXSWAIN. IN 2007 GARY WAS COMMISSIONED TO THE RANK OF LIEUTENANT (NAVY) AND POSTED TO FDU (A) WHERE HE ASSUMED HIS CURRENT POSITION AS FDU TRAINING OFFICER. GARY ALSO SERVED AS FLEET DIVING UNIT (ATLANTIC) EXECUTIVE OFFICER FOR TWO YEARS. GARY IS MARRIED TO THE FORMER LOIS KING OF BAULIN NEWFOUNDLAND AND HAS 2 CHILDREN AMY AND CARLA.

4. GARY AND HIS WIFE LOIS PLAN TO REMAIN IN THE DARTMOUTH AREA.

HOWEVER THE FIRST ORDER OF BUSINESS IS TO TAKE AN EXTENDED VACATION TO FLORIDA. HE IS ALSO LOOKING FORWARD TO SPENDING MORE TIME TOURING THE COUNTRYSIDE ON HIS HONDA GOLDWING WITH THE STEREO BLARING BORN TO BE WILD.

5. IN RECOGNITION OF HIS DISTINGUISHED CAREER A FAREWELL FUNCTION WILL BE HELD AT NOON ON THE 04 FEB 2011 AT THE FLEET DIVING UNIT ATLANTIC CORMORANT LOUNGE, 12 WING SHEARWATER, NOVA SCOTIA. ALL FRIENDS AND SHIPMATES PAST AND PRESENT ARE INVITED TO ATTEND.

REQUEST ALL BEST WISHES, CONGRATULATORY MESSAGES, HUMOROUS ANECDOTES, PICTURES OR OUTRIGHT LIES BE FORWARDED TO LT(N) ROD GOODWIN BY E-MAIL ALAN.GOODWIN (AT) FORCES.GC.CA, FAX 902 720 2058 OR PHONE 902 720-1346.

SUBJ: RETIREMENT: P02 HUGO THORNE CL DIV 00342

1. AFTER 21 YRS AND 11 MONTHS OF LOYAL AND DEDICATED SERVICE, HUGO WILL HANG UP HIS FINS, PUT AWAY HIS CRIMPERS AND SEND HIS FINAL 5 BELLS, INDICATING THAT HE HAS FINISHED HIS WORK IN THE CF ON 06 JAN 2011

2. HUGO JOINED THE CF/NAVY AS A MARINE ENGINEER MECHANIC, 10 FEB 1989 AND SERVED ONBOARD HMCS SASKATCHEWAN, HMCS MACKENZIE, AND HMCS VANCOUVER BEFORE REMUSTERING TO CLEARANCE DIVER IN 1997. HE SPENT HIS FIRST FIVE YEARS AT FDU(P) UNTIL HE WAS POSTED TO FDU(A) IN MAY 2002. AFTER THREE YEARS OF PAYING HIS PENANCE, HE RETURNED TO FDU(P). HE REMAINED AT FDU(P) UNTIL AUG 2010 WHEN HE BEGAN HIS NEW CAREER IN THE TIMBER FRAME INDUSTRY

3. HUGO'S PLANS FOR THE IMMEDIATE FUTURE ARE TO CONTINUE HIS EDUCATION TOWARDS BECOMING A JOURNEYMAN TIMBER FRAME BUILDER WHILE RESIDING IN COBBLEHILL BC

4. A FAREWELL RETIREMENT FUNCTION HONOURING HUGO WILL BE HELD AT THE FDU(P) ALL RANKS MESS AT 1200 FRI 03 DEC 10. ALL PAST AND PRESENT ACQUAINTANCES, FRIENDS, CO-WORKERS AND SHIPMATES ARE INVITED TO ATTEND

5. ALL OFFICIAL CONGRATULATORY MESSAGES, ANECDOTES AND TALL SALTY TALES/DITS CAN BE SENT TO FDU (P) ATTN: P01 SEAN RATZ BY MSG, FAX (250-363-5224), OR EMAIL SEAN.RATZ AT FORCES.GC.CA

I Was a Sailor Once Author, Unknown

I liked standing on the bridge wing at sunrise with salt spray in my Face and clean ocean winds whipping in from the four quarters of the globe. I liked the sounds of the Navy - the piercing trill of the boatswain's pipe, the syncopated clangor of the ship's bell on the quarterdeck, harsh, and the strong language and laughter of sailors at work.

I liked Navy vessels - plodding fleet auxiliaries and sleek submarines and steady solid aircraft carriers. I liked the proud names of Navy ships: Athabaskan, Fraser, Restigouche, Tribal Class, Town Class, Bird Class; and City Class.

I liked the tempo of a Navy band. I liked liberty call and the spicy scent of a foreign port. I even liked the never ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, and to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men, from all parts of the land, farms of Upper Canada, small towns of Nova Scotia, from the big cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me -- for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates"; then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Do you hear there - Hands to stations for leaving harbour, "and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side.

The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the fierce and dangerous activity on the flight deck of aircraft carriers, Warrior, Magnificent, and Bonaventure sadly scrapped.

I liked the names of the aircraft and helicopters; Sea King, Avenger, Sea Fury, Banshee, that bring to mind offensive and defensive orders of battle.

I liked the excitement of the almost daily at-sea replenishment as my ship slid in alongside an Oiler and the cry of "Standby to receive shot lines" prefaced the hard work of rigging span wires and fuel hoses echoed across the narrow gap of water between the ships and welcomed the mail and fresh milk, fruit and vegetables that sometimes accompanied the fuel.

I liked the serenity of the sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way to night.

I liked the feel of the Navy in darkness - the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead.

I liked drifting off to sleep lulled by the myriad noises large and small that told me that my ship was alive and well, and that my shipmates on watch would keep me safe.

I liked quiet mid-watches with the aroma of strong coffee -- the lifeblood of the Navy permeating everywhere. I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness.

I liked the sudden electricity of "Action Stations, Hands to Action Stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war -- ready for anything.

I liked the sight of space-age equipment manned by bright young sailors clad in dungarees wearing sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and those who made them. I liked the proud names of Navy Heroes: Officers Mainguy, De-Wolfe, Budge, Landymore and the Lower Deck legends: Wolfpack, Macleod, Gunboat Smith, Moose Book, and so many others.

A sailor could find much in the Navy: comrades-in-arms, pride in self and country, and mastery of the seaman's trade. An adolescent could find adulthood. In years to come, when sailors are home from the sea, we will still remember with fondness and respect the ocean in all its moods the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. Then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the Wardroom and Chief and Petty Officers messes and mess-decks.

Once ashore for good we grow humble about our Navy days, when the seas were a part of us and a new port of call was ever over the horizon.

Remembering this, WE stand taller and say, "I WAS A SAILOR ONCE

Remember November 11th



**This is a rare
photo of a
Mexican Navy
Seal.**

**We knew
they had
them, but We
had never
seen one until
now.**

How to simulate being a *Canadian* sailor

1. Buy a dumpster, paint it light grey inside and out, and live in it for six months.
2. Run all the pipes and wires in your house exposed on the walls.
3. Repaint your entire house every month, using the same shade of grey.
4. Renovate your bathroom. Build a wall across the middle of the bathtub and move the shower head to chest level. When you take showers, make sure you turn off the water while you soap down.
5. Put lube oil in your humidifier and set it on high.
6. Once every twelve hours, blow compressed air up your chimney, making sure the wind carries the soot onto your neighbour's house. Ignore his complaints.
7. Once a month, take all major appliances apart and then reassemble them.
8. Raise the thresholds and lower the headers of your front and back doors so that you either trip or bang your head every time you pass through them.
9. Disassemble and inspect your lawnmower every week.
10. On Mondays, Wednesdays, and Fridays, turn your water heater temperature up to 200 degrees. On Tuesdays and Thursdays, turn the water heater off. On Saturdays and Sundays tell your family they use too much water during the week, so no bathing will be allowed.
11. Raise your bed to within 12 inches of the ceiling, so you can't turn over without getting out and then getting back in.
12. Sleep on the shelf in your closet. Replace the closet door with a curtain. Have your spouse whip open the curtain about 3 hours after you go to sleep, shine a flashlight in your eyes, and say "*Sorry, wrong rack.*"
13. Make your family qualify to operate each appliance in your house - dishwasher operator, blender technician, etc. and have them requalify every 6 months.
14. Have your neighbour come over each day at 0700, blow a Bosn's call so loud Helen Keller could hear it, and shout "*Wakey, Wakey, Wakey! Let go of your c---s and grab your socks!*"
15. Have your mother-in-law write down everything she's going to do the following day, then have her make you stand in your back yard at 0715 while she reads it to you.
16. Submit a request form to your father-in-law requesting permission to leave your house before 1600.
17. Empty all the garbage bins in your house and sweep the driveway three times a day, whether it needs it or not.
18. Have your neighbour collect all your mail for a month, read your magazines, and randomly lose every 5th item before delivering it to you.
19. Watch no TV except for movies played in the middle of the night. Have your family vote on which movie to watch, then show a different one - the same one every night.

20. When your children are in bed, run into their room with a megaphone shouting that your home is on fire and ordering them to their Emergency Stations. ("*Emergency Stations; Emergency Stations! Fire, Fire, Fire!! Fire in the forward heads and wash place!!!*")
21. Make your family menu a week ahead of time without consulting the pantry or refrigerator.
22. Post a menu on the kitchen door informing your family that they are having steak for dinner. Then make them wait in line for an hour. When they finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs.
23. Bake a cake. Prop up one side of the pan so the cake bakes unevenly. Spread icing real thick to level it off.
24. Get up every night around 2300, have a toasted Cheez Whiz sandwich on stale bread with a cup of luke warm coffee, then stand on top of your house with binoculars around your neck for four hours. Then go back to bed and get to sleep about 0500 (re-read # 14)
25. Set your alarm clock to go off at random during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the backyard and uncoil the garden hose.
26. Every week or so, throw your cat or dog in the pool and shout "*Man overboard, Man overboard! Port side!*" Rate your family members on how fast they respond.
27. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup 'Stove manned and ready.' After an hour or so, speak into the cup again 'Stove secured.' Roll up the headphones and paper cup and stow them in a shoebox.
28. Next time there is a bad thunderstorm in your area, find the biggest horse you can, lay a two inch mattress on his back, strap yourself to it then turn him loose in a dark barn for six hours, then get up and go to work, sit down and do your taxes.
29. For former stokers (engineers): bring your lawn mower into the living room, and run it all day long.
30. Make coffee using eighteen scoops of Mother Parker's budget priced coffee grounds per pot, and allow the pot to simmer for a minimum of 5 hours before drinking. Then once a week boil it dry so the coffee is burnt and tarred to the bottom, then make coffee on top of it as usual.
31. Have someone under the age of ten give you a haircut with sheep shears and charge you \$5 for the privilege.
32. Sew a cloth name tag above the back pockets of your jeans and above your right nipple on your shirts and coats.
33. Add 1/3 cup of Diesel fuel to the laundry.
34. Take hourly readings on your electric and water meters.
35. Every three or four weeks, have a few cheap '*Pre-Action Calibration*' drinks at home, then dress up in your best clothes and cab it to the scummiest part of town. Find the most run down, seediest bar, and drink beer until you are totally legless and then walk all the way home stopping only for street-food that you can't describe but tastes great at that moment... and then causes you two days of the *runs*. The following morning, head out for a 0800 tee-time and do two rounds of golf, go back home and shower, cab back to the scummiest part of town to the most run down, seediest bar, and drink beer until you are totally legless and then walk all the way home- *again*. Then look forward to going back to sea to "get some rest".
36. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you are going to take them to Disney Land for 'shore leave.' At the end of the 6th week, inform them the trip to Disney Land has been cancelled because they need to get ready for an Admiral's Rounds, and it will be another week before they can leave the house. This is done to promote morale and comradeship....



CNDA

Founded

HALIFAX, N.S.

1981

President: Norm Herd

FOUNDING MEMBERS

Glenn Adams

André Desrochers

Leo Goneau

Terry Havlik

Michael Walsh

First President: Stanley F. Watts

The mission of the Canadian Naval Divers Association (CNDA) is to keep Naval Divers, both Serving and Retired, informed and aware of what is happening within CNDA and other matters pertaining to Service Diving in Canada. It is also intended to keep everyone in touch with others of the diving community who may have been friends and diving team members from those tremendous days of service in our past.

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We're on the Web!
www.navydiver.ca

Editor's 10 Foot Stop

Thank you one and all for stopping by and perusing our little news journal for the Canadian Naval Divers Association. We hope you are enjoying the Digest and are finding it more accessible now that we are posting all issues online at:

<http://navydiver.ca/Library.htm>

Please keep visiting our website on a regular basis since, as the web master for the site, I am always trying to post new materials to keep it interesting. In particular I have posted a significant number of photo albums on the "Scrapbook" page of the site. Thank you to all who have contributed since we are able to share them with the association members right across the country. My aim is to make all these memories available in much the same manner as the "Unit" scrapbooks do for serving members at FDU(A) and FDU(P). Only this way folks no longer have to physically be at the units to stroll down memory lane. One of my long term goals is to digitize the unit scrapbooks so all may enjoy the hard work that went into creating them.

Lastly, as you have no doubt noted from the bottom of page one, we have sadly reported the loss of one more exceptional diver since the last issue. Doug Hughes, whom many of you knew, will be remembered as a great person who has sadly left behind many dear friends and family. His passing has sadly touched us all and we all deeply mourn his loss.

