



DIPPERS DIGEST

Canadian Naval Divers
Association

Volume 3, Issue 52

15 December 2003

CNDA

FOUNDED
HALIFAX, NS 1981

FOUNDING MEMBERS

Glenn Adams P. Eng
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Michael Walsh

First President
Stanley F. Watts

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Talisman Comes to the Aid of Skipper on Lake Erie

Submitted by Lyle Reiber (Talisman's Ontario superintendent): We had a bit of excitement that involved our Lake Erie divers the other day that I think might interest you. I will include the text of a note I drafted for inclusion in our Corporate employees' newsletter (the Taliscope) and some pictures. We operate 500 gas wells and 1500 km of pipeline in the lake to produce natural gas. Our complement of diving ad vessel masters comprises ~25 divers and 3 vessel masters.

As part of our Lake Erie operations, Talisman uses three dive boats, the **Sara I**, owned by Talisman, and the **Andrea Marie** and the **Susan Michelle**, both on contract from Minor Marine. Each boat has a normal crew complement of five contract divers and a vessel captain. As a minimum, Talisman attempts to ensure that one of the divers is a Diver Medical Technician (DMT), who is trained and certified to provide emergency medical assistance similar to ambulance medical technicians on shore, with a focus on treating diving related illness or injuries. When the captain of a Lake Erie commercial fishing boat, the Miss Melissa, suffered a heart attack on Wednesday, September 3, the Susan Michelle DMT, Chris Campbell, pro-

vided assistance minutes after a call was radioed for medical help. Rod Minor, the captain of the Susan Michelle, heard an emergency assistance request from the commercial fishing tug, the Isabel Marie. She was relaying an alert that the captain of the Miss Melissa appeared to be having a heart attack. Rod made radio contact with the Canadian Coast Guard to inform them we were capable of handling the situation with oxygen with a DMT on board and volunteered our services. The offer was accepted and the Susan Michelle was told to proceed. Talisman's Port Colborne dispatch office was informed of the emergency and while the Susan Michelle was on its way to assist, Chris contacted Talisman's on-call diving specialist physician, Dr. George Harpur, and consulted with him throughout the emergency response.

Rod asked the Miss Melissa to sail in a southerly direction in order to reduce the rendezvous time and within 20 minutes the two vessels were along side each other and the heart attack victim was transferred to the Susan Michelle. The Susan Michelle then proceeded to Talisman's Miss Libby completions barge, which was anchored over a well in the Morpeth gas field, to transfer the vic-



L to R: Jesse Henderson (Diver), Ross McPhee (Production Diver), Rod Minor (Captain), John Pegg (Diver), Bruce McPhee (Dive Supervisor), Chris Campbell (Diver/DMT)

Talisman Comes to the Aid (con't)

tim to a Coast Guard rescue helicopter, which was en route from Detroit, Michigan. In approximately 30 minutes, the Susan Michelle and a US Coast Guard helicopter were at the Miss Libby location.

While the original plan was to transfer the victim from the Miss Libby helideck, the helicopter pilot preferred to make the transfer from the aft deck of the Susan Michelle. The US Coast Guard medic transferred from the Miss Libby to the Susan Michelle and prepared the victim to be picked up by the helicopter rescue basket. As the Susan Michelle

steamed into the wind at 10 knots, a rescue basket was used to hoist the patient aboard and the medivac chopper transferred him to the Victoria Hospital in London. It was subsequently confirmed that the heart attack was serious enough that emergency by-pass surgery was required the following weekend.

"Everybody was happy it all worked out in the end. It was fortunate we were on-site," said Lyle Reiber, Talisman's Ontario superintendent. "We were the closest vessel able to provide medical assistance, we had the equipment, the people and the training."



Were are they now?



Many of you will guess right off the bat that this guy is currently serving as a Clearance Diver but add a robe and head gear and put him in Afghanistan then who does he look like? You may think that he starred in Jesus Christ Superstar but no it is Glen Adams prior to his days at Cornwallis. Glen is currently the Chief Diver in DCIEM EDU and is responsible for the dedicated dive crew serving in Toronto. As soon as this is published he will have a new duty of finding out who sent me this photo.

Reunion 2003 News

The 8th Triennial Reunion was held in Halifax on Sept. 19, 20, 21. The event was a huge success and a good time was had by all that attended. Every chapter was well represented and some enjoyed their return visit after 20 or more years.

The following are a few statistics from the reunion.

- 155 Registered Guests attended the weekend festivities.
- 138 Took in the Meet & Greet.
- 101 Enjoyed the Harbour and HMCS Sackville Tour.
- 125 Tots were issued.
- 76 Visited the Naval Maritime Museum.
- 125 Attended the Dinner Dance.
- 120 Attended the Farewell Brunch.

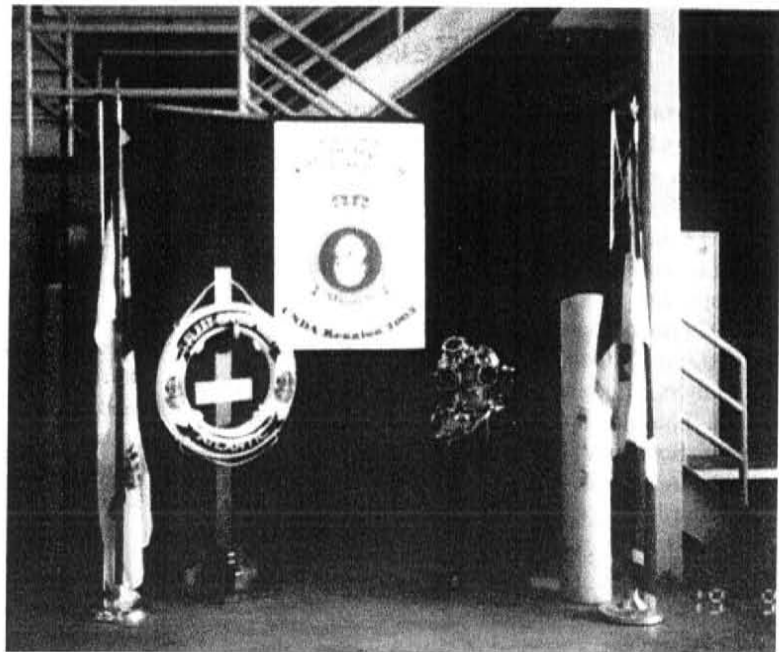
I would like to thank all participants for attending and the Reunion Committee for helping me in making our Reunion an outstanding success.

Andre (Andy) Desrochers
2003 Halifax Reunion Chairman .

Ray Smith wrote:

We arrived home Monday evening from the reunion in Halifax . We truly were blessed to be able to attend . The greeting Fri proved to be very exciting meeting with a great number of old friends that we served with many years earlier. All were wearing name tags so they were easy to see the name other wise would not recognize many as it has been over 35 years since we have been together .

I tell you it was a very joyous occasion . Conversations abounded about old times both pleasure and many tasks we were on together . I am so thankful that we attended . My wife Mona also renewed many old friendships . Even friend Tom Kelly from the US attended. A great time was had by all . I would have loved to have taped the whole thing for history . The tour and tot aboard Sackville was an experience that won't happen again , especially to civilians. The din-



ner and dance was also great. Eating lobster with your fingers , even the music was good . It was a little sad after breakfast on Sunday saying to all of your renewed friends .

I wish everyone well in the future and hope to meet you all again in three years at Ottawa or six years in Esquimalt

Moe Coulombe wrote Oct 6: Have a bunch of info from the reunion so lets get together. Have some t shirts and caps for Chas Green-grass so maybe we can do it at same time,. Just got back yesterday. One he--of a hurricane that Juan was . Trashed my rental car and my son in laws car as well. They still don't have power on Inglis St in Halifax. (Sorry Moe, we never did get together)

Norm's News
14 Nov 2003

Greetings George,

The Reunion is over; the National Council of Veterans Association (NCVA) annual meeting is over, so hopefully things will go back to somewhat normal whatever that is.

Chuck Rolfe and I attended the NCVA meeting and Chuck is putting together a report of what happened at that meeting and should be sending it to you shortly. Chuck and I spent a couple of days

Reunion Attendees

Adams, Glenn & Paula
Anderson, Dan
Baillie, Larry & Bonnie
Balmforth, Jim & Margaret
Baskette, Gerry & Lorna
Bilodeau, Claude
Blancher, Al
Boucher, Roger & Connie
Brown, Bob & Claire
Bryson, John & Martha
Bungay, Alex & Fern
Catchpugh, Wayne & Carol
Connelly, Russ & Tammy
Connors, Neil & Gloria
Corbett, Dell & Barbara
Corbett, Jim
Coren, Bob
Coulombe, Moe & Dora Kelly
D'Arcy, Scott & Pat
Dean, Don & Marilyn
Desrochers, Andy & Marie
Dohan, John
Downie, Bruce
Drake, John
Dubois, Tony & Helen
Eisner, Ike
Fenn, Guy & Jean
Finlay, David
Fortin, Doc & Catherine
Frauzel, Glen & Lorraine
Geddes, Dave
Gibson, Fred
Girard, Ron
Greely, Brian & Pauleen
Green, Wally & Roma
(continued on page six)

Reunion 2003 News (con't)

here at the farm going over the minutes of the Reunion meeting, plans for 2006 Reunion in Ottawa, souvenirs left over from past reunions and what are some ideas for 2006 and 2009-2010 Centennial of the Navy. We young guys SHALL be there for 2009-2010.

Enclosed is an Order Form I would like to run in the Dipper Digest for those who were not able to get to the 2003 reunion and still wish to have souvenirs. We still have a fair stock of items with CNDA or Jubilee Crests on them. Hopefully they will make great Christmas Gifts. I have also enclosed the latest design of the CNDA tie. Some people had a hard time to envision what a CNDA tie would look like. A picture is worth a thousand words.

The only downfall of the 2003 reunion was the break-in of my new 2003 Van at the Howard Johnson Hotel (Reunion Hospitality). There was approx. \$5000 of souvenirs in the back and all that was stolen was a \$750 camera kit. I do not have many pictures due to the B&E; enclosed photos were on my wife's camera. Norm Herd

Alan Sagar wrote: George - what a great reunion, a record attendance, what a great effort by the organisers. Attached is a bit of satire written when we still had the GRANBY at French Wharf. (See page 6) I trust it is not upsetting to any Dockyard firemen, however you will have to use your editorial intuition in deciding whether to publish it. All the best, the D. Digest fills a big need for us old divers, we appreciate it. Cheers Alan Sagar

Correspondence

Frank Sparkes (sparky) (POME Diver 3) wrote Oct 21/03 Greetings from another colonial. As an ex royal Navy diver I was very interested in your web site. I have very pleasant memories of working with Canadian CD's whilst serving on HMS London-derry in Bermuda 1963/64. The job we were involved in was to change the screws on a ship with out putting her in dry-dock. I can't remember the name of the ship or the exact date but I do know it was an experience I will never forget. The CD1 invited me to visit their base in Nova Scotia if we were ever in the area. Unfortunately it never happened. If any of your members or anyone has any information about the job could you please contact me at my E-mail address. sparky@netyp.com.au

Guy Fenn wrote back: That was the sound trials we did on HMCS COLUMBIA we took the Gate Vessel Port Quebec to Bermuda as a tender, I took a crew down to take of the acorn nut replace it with a different one I believe my team where ships divers from other ships, I remember that the tender (PORT QUEBEC) broke down on the way to Bermuda and returned to Halifax. I got a one man draft to COLUMBIA to do the job.

Kevin McNamara wrote about Hurricane Juan's effects on FDU (A): Just to bring everybody up to speed on the unit - we got smacked pretty good and am still without power (sending this via remote email from home).

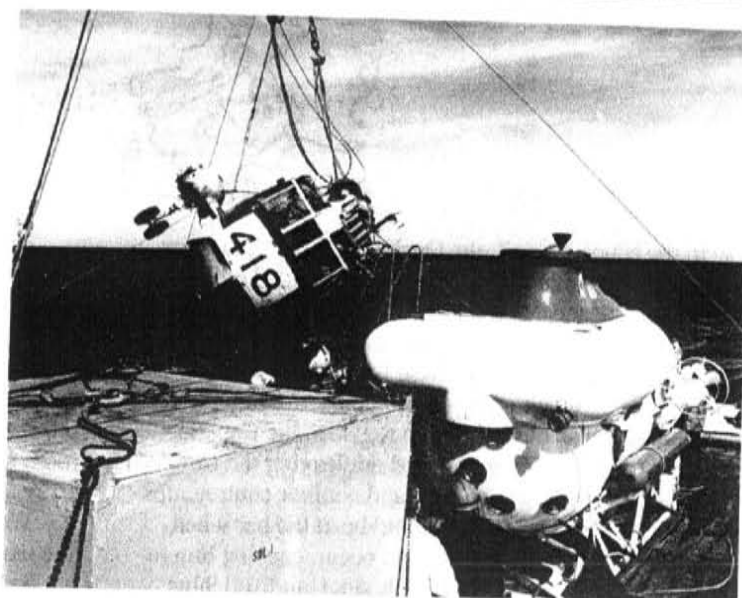
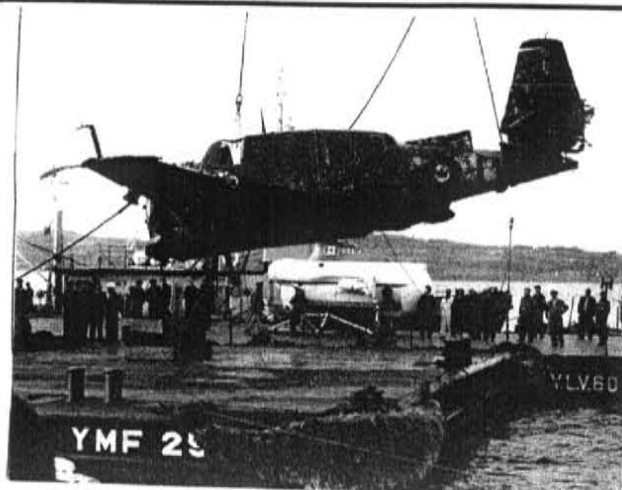
Spent yesterday cleaning up, and today trying to resume normal activities (i.e.: trg PowerPoint by generator, subsmash air systems back to charge bottles etc). Nobody hurt, have contacted families of all deployed pers to offer aid as required - Andre except Jan Musselman who we will send a truck out to today). Every unit vehicle lost windows, and 212 lost the roof, both garage doors blown in which has resulted in significant damage to DSIS - how bad still to be determined. Y Hgr minor damage, lost siding etc. All boats were removed from water on Sunday so no damage ...Glennnnnnnn the mighty GRANBY is still floating. SECHELT had been deployed to Cape Breton and hardly suffered any winds etc.

Phones are intermittent so E bldg is shut down, am using 1353 as Ops local UFN. Part of problem is the old CE hangar (the big one by the lower gate) roof liner blew off and is draped over the power lines...so while most of city will be powered up hopefully by tomorrow, we here at the unit may be delayed.

Tech class has ceased trg (were supposed to be taking electrical theory at Stad-hmmmmmm can see why we jagged them in), and we're employing them here.

Anyway - have a good one, will touch base later on when more news comes up. I can be reached at 902 225 4321 if anything comes up that you'd like us to comment on. Have to run, the Guinness is getting warm and can't let it spoil.

Bob Coren wrote Oct 6/03: September 08, 2003 Hi George; The attached photos of the Recovery of TBM Avenger 85861 by SDL-1 in June 1972, Recovery of Sea King 418 by SDL-1 in Sept 1973 are forwarded for inclusion in the Archive section of your website. Let me know if you require additional info on these recoveries to provide greater detail for your website visitors. Cheers Bob



Underwater Attack on HMCS SUSSEXVALE AND HMCS STETTLER

Submitted by Phil Henry

During lunch, on Aug 1, 1955 in HMCS Naden I learned from Lt. Art Candy that Sussexvale and Stettler were leaving for Bedwell Harbour, each carrying naval officer cadets for shipboard training.

I told Lt. Candy that I was going to attack both ships with frogmen and for them to make the necessary precautions. Of course this involved a side bet of drinks in the wardroom on them if successful and on me if not.

I made an appointment with Rear Admiral Harry Pullen, Commanding Officer West Coast, who not only heartily approved, but wrote a note on the spot that I could use any west coast naval vessel to assist in the attack.

Lt. Harry Moist was the skipper of a small supply vessel located at Sidney and used to transport mail, goods and personnel to ships using Bedwell Harbour.

On Aug 3 I left the diving unit in the diving tender "Lakewood" with three divers and frogmen equipment headed for Sidney. We waited until Lt Harold Moist arrived from Bedwell Harbour, whereupon I showed Lt Moist the Admiral's note, exchanged vessels and told Lt. Moist not to leave for Bedwell Harbour for one hour.

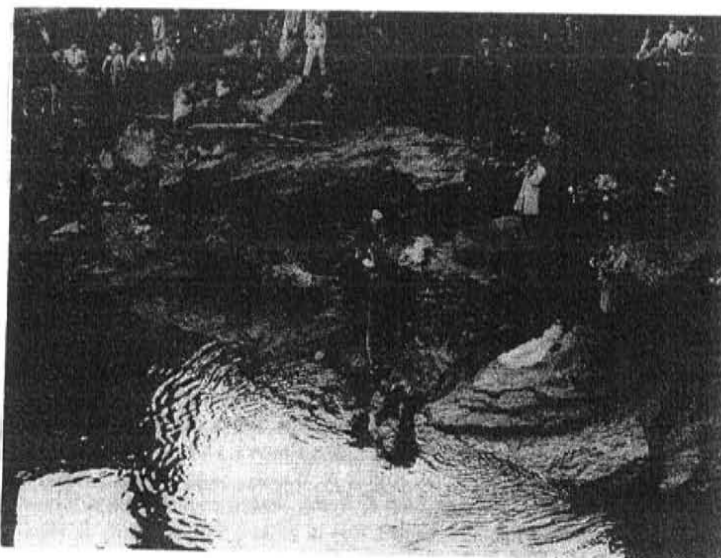
As we sighted Sussexvale and Stettler in the distance, the divers got dressed and equipped with powerful magnets from radar equipment approached Stettler. As we came alongside with Stettler's crew watching a diver went overboard and placed the magnet (Limpet) on Stettler's keel. We didn't stop but told the diver to then, give himself up.

We then proceeded to Sussexvale and performed the same routine following which the diver and I gave ourselves up. I was "arrested" and placed in sickbay with an armed guard. (I was allowed to leave sick bay to collect my

reward.) The following morning the Lakewood came close enough to take me off, but I elected to stay in order that full court martial proceedings could be conducted for the benefit of the cadets.

I stated at my court martial that I was Commander Lieut. Boris Henryvitch of the Russian Navy and as such was a prisoner of war – to no avail Lt. Moist finked on me.

The Ship's captain sent a joint message to the Admiral that I conducted myself throughout the proceedings as an officer and gentleman.



Naval divers from Naden recovered an automobile and the body of the driver from the Nanaimo river early in January. The late model car plunged through a barrier as it approached the bridge and landed right side up in about 45 feet of water. RCMP called the naval divers to their assistance. The recovery operation was carried out efficiently while hundreds of spectators watched. (E-3449)



OUT-PIPES (the old CRANBY)

In the Navy, I recall, the Dockyard Fire Department had a genius operandi. Every fire they attended or got half-way to, because it went out or someone discovered it was only the Chief Boatswains' pipe smoking, well... they came anyway. Most of these fires were minor things; The Chef spilt a bit of fat on the stove and the next minute it was like a London fog; Or...the Captain's Steward heard the bell and rushed out leaving the Iron, sitting on the board, plugged in, and a minor contretemps ensued. The First Lieutenant would be at the bar when this horrid smell and smoke would occur, causing him to actually put down his glass of Dubonnet, and yell 'blue murder'. First Lieutenants are always yelling double blue murder or hoisting glasses of Dubonnet or whatever the Mess Sec. Has reduced to half price to clear it out; It's their main occupation. Well, after general fire quarters have been sounded and someone has woken up the Chief Stoker, in the corner of his Mess, where he's been asleep for the last twenty-three years waiting for his pension and the fire that wasn't is out ...the Fire Department come...

They come in plurals, in screaming red trucks like every boys delight, in fireboats already shooting water fifty feet in the air from polished nozzles. They come... and this Captain of the Fire Department-strangely enough, everyone in any Fire Department is a Captain, except the ones you don't see, who are asleep against the night watch or playing cribbage behind the door that says KEEP-OUT.

This Captain, placing his cap carefully on the wardroom piano and downing a large glass of pusser rum without blinking, takes out his pen and notebook and asks the Scratch how much he thinks the ship is worth? Pay never gave it a thought before; He's usually kicking the safe or kicking the Stewards. He regards the Fire Captain with interested speculation; perhaps they are going to sell the ship, then we could get a new one, with a bigger wardroom so that you don't keep falling over the E.O., who is snoozing away to keep his strength up, as he's getting married next month.

We'll have a guess, would you say three million-more or less? We would say more or less and feel proud of all this rusty metal we stamp around on day by day. Of course, the stores are worth; say \$100,000.00 the Sub suggests. "Great", says the Fire Captain, snapping his book as he smoothly stores away his third rum. "Glad we saved the ship, Sir", and out he goes. "Saved the bloody ship", screams the First Lieutenant; "Saved the bloody" here he realizes he's put his glass down again and splutters into silence. "No, you see", explains Pay, "these chaps, even if they spend five minutes extinguishing a cigarette in a bucket, claim they've saved the whole ship; Or if there's a smolder on the wharf-the whole wharf; So that by the time the Annual Report rolls in, they've saved the whole Dockyard-even the city--around it, and saved the taxpayer about half a billion dollars. So who's to refuse them another shinny...Fire Cruiser with heraldic crest an-all. It stands to reason. It's somebody's law or something". "Hells bells, yells the first Lieutenant "STEWARD!"

PS. (First Lieutenant Bob Coren preferred Dubonnet)

Illustrations and story by Alan Sagar

Reunion Attendees (Con't)

Herd, Norm & Wendy; Hilton, Bill & Val Frizzel; Hughes, Dennis & Jean; Hughes, Doug & Daphne Fagan; Hughes, John & Louise; Jean, Charles; Jones, Don & Marion; Joys, Robyn; Joys, Tim & Ruth Ellen Robicheau; Kelly, Tom & Joyce; Klein, Bob; Larder, Jim & Margi; Lariviere, Gilles & Marie; Larsen, Red & Emma Greco; Lauckner, Dick; Lawrence, Ron & Judy; Leask, Lenny; LeGallais, Paul & Liz; Lukeman, Bill; MacDonald, Wayne; Mailloux, Gerry; Malott, Bill & Mary; Matthews, Darby & Pam; McLeod, Dan; McRae, Al & Joan; Miller, Dusty; Muise, Kevin & Sharon Cross; Neuman, Reub & Ann Marie; Normandin, Dan & Yves DeRoy; Paquet, Gilles; Paquin, Joe & Joyce; Patton, Margie; Poidevin, Jim & Muriel; Power, Ken; Prowse, Norm; Rank, Gordy; Reddy, Gary; Reeves, Don & Joan; Robinson, Bruce; Robinson, George; Rose, Archie & Wendy; Sagar, Alan; Schwartz, Don & George Josey; Semple, Sam & Betty; Serbu, Nick & Betty; Silvester, Dale; Skaalrud, Daryl & Sue; Smith, Ray & Mona; Smith, Smitty & Heather; Sutherland, Suds; Verhaeghe, Jules; Vipond, Tom & Patricia; Warner, Pat; Walker, Jim & Bridgette; Watts, Fred & Rachel; Whitney, Ken & Heather; Wigmore, Lee & Tracy Durkee; Wilson, Tug & Joyce



Jack Tar

For all you 'old' sailors,

If you have known sailors like this they may have been your favourite people.

The demise of Jack Tar.

The traditional male sailor was not defined by his looks. He was defined by his attitude; his name was Jack Tar (in my case, it was a PIWS we called "the Badger"). He was a happy-go-lucky sort of guy; the type of guy the XO needed, if only to get things moving; he took the good times with the bad. He didn't cry victimization, bastardization, discrimination or for his mum when things didn't go his way. He took responsibility for his own, sometimes, self destructive actions.

He loved a laugh at anything or anybody. He worked with all of us, regardless of rank. He knew his stuff and could be relied upon for whatever cause may arise. Rank, gender, race, creed or behaviour, it didn't matter to Jack, he would take the piss out of anyone, including himself. If someone took it out of him he didn't get offended; it was a natural part of life. If he offended someone else, so be it.

Free from many of the rules of polite society, Jack's manners were somewhat rough. His ability to swear was legendary (in fact, he couldn't talk without swearing, but it wasn't really swearing; it was colourful). He would stand up for his mates. Jack was extravagant with his support to those he thought needed it. He may have been right or wrong, but that didn't matter. Jack's mate was one of the luckiest people alive.

Jack loved women. He loved to chase them to the ends of the earth and sometimes he even caught one (less often than he would have you believe though). His tales of the chase and its conclusion win or lose, is the stuff of legends.

Jack's favourite drink was either rum or beer, and he could drink either like a fish. His actions when inebriated would, on occasion, land him in trouble with the XO. But, he took it on the chin, did his punishment and then went and did it all again. The XO needed Jack - and more like him.

Jack loved his job. He took an immense pride in what he did. His radar was always the best in the fleet. His engines always worked better than anyone else's. His guns were always aligned, ready, and armed. His eyes could spot a contact before anyone else's and shoot at it first. It was a matter of personal pride. Jack was the consummate professional when he was at work and sober. He was a bit like a mischievous child. He had a gleam in his eye and a larger than life outlook. He was as rough as guts. You had to be pig headed and thick skinned to survive. He worked hard and played hard.

His masters tut-tutted at some of his more exuberant expressions of joie-de-vivre, and the occasional bout of number 9's or stoppage let him know where his limits were.

The late 20th Century and on has seen the demise of Jack. The workplace no longer echoes with ribald comment and bawdy tales. Someone is sure to take offence. Whereas, those stories of daring do and ingenuity in the face of adversity, usually whilst pissed, lack the audacity of the past.

A wicked sense of humour is now a liability, rather than a necessity. Jack has been socially engineered out of existence. What was once normal is now offensive. Denting someone else's over inflated opinion of their own self worth is now a crime.

And so a culture dies...

Long live the likes of the Badger.

Belated Congratulations - FDU (P) Change of Command

I must apologize for this late update. It would appear that my filing skills have been found out. During the publishing of the last edition this article slipped through.

On Friday 13th June, LCDR Henry Mark relinquished command of FDU (P) to LCDR Richard Dowker. The entire proceedings were viewed by Commodore Eric Lehare, FDU personnel and invited guests.

LCDR Mark's address highlighted many of the unit's accomplishments while under his command, emphasising the fact that they were carried out by the exceptional efforts and abilities of FDU personnel.

"You have worked in your teams quickly and professionally. When I speak of professionalism I am not speaking just about diving and EOD related operations, but also the uncommon tasks, at least for the Diving Unit. The tasking of conducting a burial at sea from a diving tender is not something normally done, however it was done so well the Admiral held it up as an example of all to follow. Similarly the transportation of the LT GOV, in a diving tender to conduct a tour of the Gulf Islands was done in an outstanding manner. True professionals always strive to do their job well no matter what the require-

ment.

Over the last several years there has been significant changes in the world situation that have affected all in the military, including FDU(P). The terrorist threat has brought to the forefront our abilities to assist in protecting our ships both above and below water. Our teams that have deployed to the Persian Gulf in support of Operation Apollo have performed in an outstanding manner and are continuing to redefine this important role. A role that is not going to go away for the foreseeable future. These deployments have put a strain on the unit, with so many deployed out of the unit. But we set priorities and meet our task. Perhaps not as quickly as we would like and not as easily as in the past but they are being met through your efforts.

I believe that the recent Maritime Command BZ Award for the SAR Operation to locate the Piper Aircraft off Orcas Island sums up what I have seen in all of you in the past years. Tenacity to get the job done, ingenuity in accomplishing the task and tireless effort to see the job through.

MINISTER OF VETERANS AFFAIRS COMMENDATION

On 4th November 2003 the CNDA Secretary/Treasurer, Chuck Rolfe was called to the Senate Chamber of Parliament for the Ceremony of Remembrance, followed by being presented with The Minister of Veterans Affairs Commendation and Insignia in recognition of his good work for Veterans. In 2002 the CNDA President, Norm Herd noted that this Commendation had been presented to a small number of deserving veterans, and forwarded Chuck's credentials for consideration of the second group to be selected in 2003. Of over 600 names submitted, ten were chosen, one being Chuck Rolfe, with one other from the RCN, Vice Admiral Larry Murray. The Commendation reads: (Whereas Her Excellency, the Right Honourable Adrienne Clarkson, Governor General of Canada, did authorize the creation of a Minister of Veterans Affairs Commendation and the Insignia thereunto pertaining to be pre-

sented to those Veterans and others who, in an exemplary way, have contributed either to the care and well-being of Veterans or to the remembrance of the sacrifices and achievements of Canadians in armed conflict; and whereas Charles V.W. Rolfe has made such exemplary contributions by generously giving of himself and so both benefiting veterans and making manifest the principle that Canada's obligation to all who have served in the cause of Peace and Freedom must not be forgotten.

One other honour was awarded to Chuck at the CNDA Reunion in Halifax/Dartmouth on 20 September 2003 when the Directors approved Life Membership for Chuck Rolfe in recognition of everything he has organized for the Association over the years.

We congratulate Chuck Rolfe for his recent awards.

NCVA ANNUAL MEETING 5 Nov 2003

Norm Herd and Chuck Rolfe, President and Secretary/Treasurer of CNDA respectively, represented the members of the Association at the Annual General meeting of the National Council of Veterans Associations in Toronto, Ontario on 5 November 2003. Items of some importance to you discussed at the meeting were:

- The Veterans Independence Program (VIP) for widows of Veterans was forcefully brought to the attention of Parliamentarians and the Minister of Veterans Affairs, who have now approved it
- Presented strong submissions for an increase in long term care beds, for an increase of 5000 beds recently
- Continued promotion of our Military Heritage through documentaries (4 national stories were aired on television in 2002/2003)
- Acts as the representative of over 200,000 Veterans (and their families), who are the

constituents of NCVA, to the Government and to the Public at large

- Influence the Minister of National Defence to expand existing Special Duty Areas to include domestic emergencies such as floods or ice storms, exposure to hostile force such as the Oka crisis, service in hazardous environments like the Alert Base and missions undertaken by the Forces' Hostage Rescue Unit. The result of this will now provide extended health care benefits & services to military personnel injured as a result of Special Duty Operations. This would include lump sum payment for dismemberment under SISIP.

The National Council of Veterans Associations is considered to be the premier organization now representing veterans of the Canadian Armed Forces and, as such, we are proud to be a member.

Souvenir Order Form

DO YOUR XMAS SHOPPING EARLY

Please complete and send with

Check Payable to

Norman Herd

2783 Alps Rd.

R. R. #1

Ayr ON. N0B 1E0

519-632-8783 Phone

519-576-2056 Fax

Dan@CasselPromotions.ca Email



Decal, T Shirt, Cap & Jacket Front



Please check off all items to be shipped.
Include your Name, Address & telephone #
Size of item if applicable

Name: _____

Address: _____

City: _____ PC: _____

Phone: _____

T - Shirt Back

Tee Shirt: Navy or Black, both print gold

Note: Future replacements Navy only.

\$ 20.00

Key Chain

\$ 5.00

Belt Buckle

\$ 15.00

Cap: Low profile

\$ 20.00

Cap: Mesh back

\$ 20.00

JUBILEE Nylon Jacket

\$ 45.00

CNDA Tie (regular)

\$ 30.00

CNDA Tie (clip on)

\$ 30.00

JUBILEE Decal (4" round)

\$ 2.00

CNDA Lapel Pins

\$ 5.00

CNDA Blazer Crest

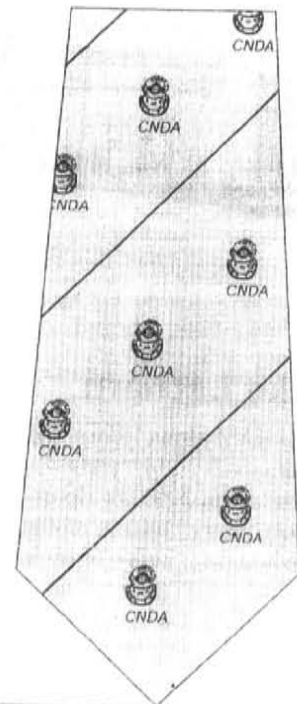
\$ 25.00

CNDA Crest Decal (4" round)

\$ 2.00

PLEASE add Freight

\$ 10.00



**Canadian Naval Divers
Association**

C.N.D.A. Newsletter:
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Phone: 250-954-7296
Email: dipperdiver@yahoo.ca
Editor: George Cox

Strength In Depth



DIPPER'S
DIGEST
Original by
Alan Sagar

**Web Site! Closed
looking for new site
or Web Master.**

Editor's Corner

As you will see by the newsletter address that the Cox family have wander lust again. We have sold our home in Qualicum Beach and are hitting the road. We will still be spending half the year around Qualicum Beach but winter will mean traveling down to warmer climates.

Our new house is 38 ft long 5th wheel trailer and hitched to a 1 ton Ford Lariat and if you think it is cramped you just kick out the 3 slides. I am writing from the desk/entertainment centre slide out.

The newsletter will be more of a challenge now that we are on the road but if you send along articles by email or snail mail I will send it along to the other members. Remember that any news is better than no news... send along your recent travel adventures.

The web site is currently closed down as I am no longer subscribing to a server. If anyone wants to take on the task of webmaster I will send along the disk of photos and current setup to get you started. Otherwise it will be sometime in the late spring before I will get it back on line.

I hope this newsletter finds you and your family enjoying a Merry Christmas and Lin and I wish you all a healthy, prosperous New Year.

Jake Latham

LATHAM -John Henry William (Jake), born February 20, 1937, passed away suddenly on October 30, 2003. Predeceased by his father Henry Latham, mother Bernice Davis. Jake is survived by his 4 daughters: Michelle (Reg), Toni (Mike), Lena (Raymond), Darcy (Dave), 8 grandchildren and 2 great grandchildren. His 3 sisters: Lorna (Ken), Audrey (Roger) and Bonnie, as well as numerous cousins, nieces and nephews. He also leaves behind Kathleen Latham and long time friend Jerry Guenther. Jake moved to 70 Mile House in September 1991, joining old friends in retirement after serving many years in the Navy. Jake will be sadly missed and lovingly remembered by all who knew him. A memorial service was held at The Royal Canadian Legion Esquimalt Dockyard Branch #172, Victoria, BC Friday, November 21 at 11:00 a.m., reception to follow. About 150 family and friends attended. Jake also had a memorial service at 70 Mile



House and another 150 family and friends attended.

Jake spent his retirement ice fishing in the winter, fishing in spring, gardening during the summer and hunting with friends in the fall. He is remembered in the Diving community for his many years of service at FDU (P). He was a qualified Ship's Diver and often thought about being a Clearance Diver but promotion in the Engineering branch changed that. Whatever Unit Jake served with he was always right in the middle of the action. He was a professional sailor who knew how to have a great time and he always made time for old friends when they dropped by 70 mile.