

DIPPERS DIGEST

Canadian Naval Diving
Association

Volume 3, Issue 42
March 15, 2001

Working Diver

This series of articles will deal with the employment of our Clearance Divers at home and abroad. The list of tasks a diver is called upon to perform has not changed too much in many years but the methods and equipment have changed dramatically.

Battle Damage Repair (BDR)

When a Clearance diver completes his initial training his first position is usually with BDR. The East Coast department is called Underwater Engineering. This department of 15 consists of an Lt (N), CPO2, PO1, PO2, MS and LS. The tasks are varied for this department as they also support Side Scan Sonar (SSS) and Remotely Operated Vehicles (ROV) Operations. The traditional jobs of ship repair and seabed installations are still conducted although the days of propeller replacement are gone. The new ships of all classes have variable pitch features that hate salt water. In addition to that breaking into the system would cause a small environmental problem with all the oil released.

Once a year BDR packs up their equipment and heads to an area just outside Quebec City to participate in an international ice diving exercise. FDU (A) is the coordinator with FDU (P) assisting with the operations safety. There are teams participating from Belgium, UK, US Navies and the Connecticut State Police. These exercises have been very successful in the past allowing the teams to develop safer procedures and equipment. It is also a bonus that the Quebec Winter Carnival is happening around the same time.

Lost Diver Search

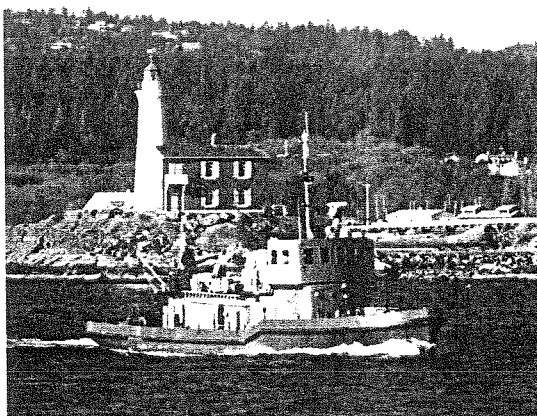
As the team were preparing for this deployment they were called out to find a lost civilian diver off the Sidney waterfront. Two female divers were dropped near an underwater ledge located in a channel between the islands. The current carried them into deeper

water and before they knew what was happening they were on the bottom of the channel. The depth was over 200 feet. It was at this point they were separated and the one woman made it to the surface to be picked up by the dive boat.

A police dive team were dispatched to search the ledge area but were unable to do an effective search of the deeper area. The Diving Unit was requested and they brought along a SSS team from Acoustic Data Analysis Centre Pacific ADAC (P). The area to be searched was fairly large and the diving tender YDT 11 and two Jet Boats (Sculpin and Abalone) were used to support the operation. Lt (N) Galbraith the OIC YDT 11 stated that current flowing in the search area was strong and the tender could not anchor in the area.

The search was conducted over a two-day period and consisted of an area search using Abalone with the SSS team and Sculpin with a ROV team to investigate any of the sonar contacts. Before the search began a single diving cylinder was lowered to the bottom and the teams collected image data of what the contact should look like as the ADAC team are trained primarily to find mines or mine like objects. The bottom terrain was

Continued page 2



CNDA

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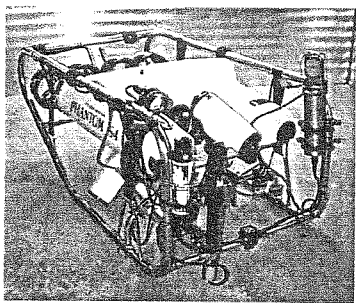
Inside this issue:

<i>Working Diver</i> <i>(continued)</i>	2
<i>CUMAEX 2000</i>	3
<i>Social</i> <i>Page/Correspondence</i>	4
<i>Navy Sinks Army Types</i>	5
<i>Divers Need Safety Legislation</i>	6
<i>Lobsters and Sharks</i>	7
<i>East Coast Winter</i>	8
<i>Clearance Diver Ring Program</i>	9
<i>Archive and An EOD Moment</i>	10

Working Diver (continued)



Jet Boat "Abalone"



ROV "Phantom"



Dive Helmet "Superlite 17"

very rocky making identification difficult so after two days the search was abandoned. Another story of the sea reluctant to give up its secrets.

Busy Year Ahead

BDR have a busy year ahead. After returning from the ice diving exercise they will be recovering the magnetic range located inside the underwater training area (Jackstay). YDT 11 will be in refit during April to replace it's stern winch/crane and once tested there is a backlog of personnel requiring mixed gas surface supplied diving training. That includes both supervisors and divers. The Unit's will soon be full of helium bubble blowers that can dive to 300 fsw.

New Blood

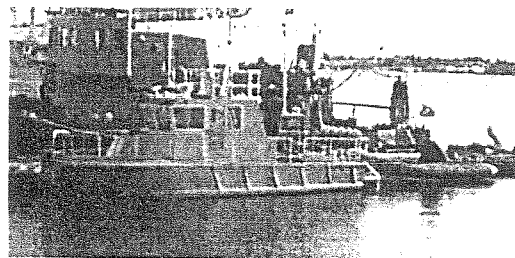
The last Clearance Diving course have graduated and finished their leave and are at work putting all their newly acquired knowledge to the test. I had the opportunity to interview one of these divers LS Earle. LS Earle was a "Stoker" off HMCS Protecteur. He had mixed feelings at first about starting course as Protecteur was heading to East Timor for peacekeeping duties. As the reports came back from his shipmates he realised job satisfaction was the key to a Navy career. The idea of going to a dive site or operation as a diver was quite different that sitting on station off the coast East Timor.

The career manager had just been to the diving unit the day before and LS Earle, like the

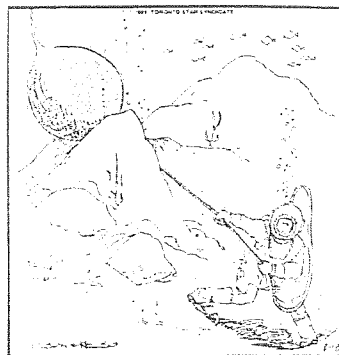
other members of his class, were happy to hear that the progression to the Technicians course would probably not be 4 - 6 years like in previous years but it could happen for some in about a year. I know what you are thinking, "show me the message".

Since reporting to work LS Earle has welcomed the routine of a working diver. His day starts with self-paced physical training from 8 - 9 before turning to departmental work. The LS are still required to stand watch on-board and Standby on a cellular phone. LS Earle has been on the job just three weeks and has already assisted with a video survey of the magnetic range, towed diver search in at Colburg Spit and Lost Diver search off Sidney. As with all the LS on the team they are given the responsibility to maintain or arrange maintenance of BDR equipment. I am sure all the Lifting Bags and Tractels (replaced chain blocks) are in good hands.

After returning from Quebec, LS Earle will be heading south to Exercise Kernel Blitz with the Bottom Object Inspection Vehicle (BOIV) team. Enjoy!



-horrorscope



Your energy level is about to expand.

Clearance Diver Coins Update

The cost for each coin is now \$10.00 ea. and being produced by PO Poirier of FDU (A). You can write him at: FDU (A), PO Box 512, Shearwater NS B0J 3A0 with a cheque for \$10.00 together with information about when you qualified as a Clearance Diver. His phone number at FDU (A) is (902) 460-1339.

CUMAEX 2000

This Article reprinted courtesy of MAPLE LEAF newsletter.

DIVERS EXPAND TECHNIQUES, HONE SKILLS

By Ruthanne Urqhart

They do talk like Donald Duck – if anyone were listening. Personnel from Fleet Diving Unit Atlantic (FDUA) used the Canadian Underwater Mine-countermeasures Apparatus (CUMA) in an Allied Deep Mine Countermeasures (MCM) diving exercise in Curaçao Netherlands Antilles, in September.

CUMA allows divers to operate safely to 80 metres by adapting to the depth of the water and providing the optimum helium/oxygen gas mixture.

“Yes, you get the Donald Duck voice,” said Diving Research and development Group head David Eaton. “But we generally don’t have voice communication with the divers and, the way the apparatus mixes the gas, by the time the divers are back near the surface they’re breathing almost 100 per cent oxygen”.

The CUMA diving set offers the capabilities of surfacing with reduced risk of decompression illness and diving again after only six hours, a dramatic reduction from the traditional 18 hours. It’s a closed circuit rebreather system (Note: actually a semi-closed system) producing few bubbles, making it very quiet and, by virtue of the material used in the apparatus, it’s non-magnetic, making it ideal for mine-countermeasures ops wherein divers locate and defuse or destroy anti-ship mines that may be noise-sensitive or respond to magnetic fields.

“It’s all about reduction, really,” said Mr. Eaton. “We reduced the amount of gas needed, the noise, the magnetic signature and the risk of decompression illness. And we reduced the time interval between dives.”

The September exercise allowed Canadian and Norwegian divers, and those from host countries Belgium and the Netherlands, to participate in a variety of scenarios designed to test divers and equipment and compare ops and safety procedures. Divers from Finland and Sweden participated as ob-

servers.

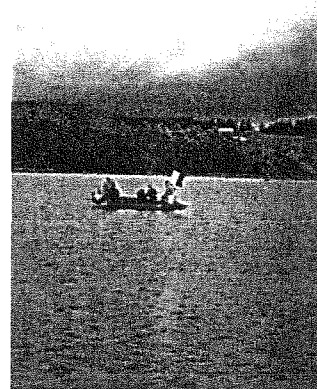
Exercise scenarios included mine-countermeasures and drug interdiction, also applicable to diving units. Divers can be called upon to retrieve items thrown overboard from stopped vessels, and exercise scenarios involved participants diving on and retrieving bottomed articles.

The eight members of FDU(A) donned ultra-thin wetsuits for this exercise; Canadian standards normally call for thick, fleece-lined drysuits.

“The lightweight wetsuits do provide a lot more mobility and flexibility,” said Mine Warfare Co-ordinator Chief Petty Officer 2nd class Rod Goodwin. “And they’re more comfortable in the warmer water. What we normally use is designed for colder water, but these are good for places like East Timor, for example where we might dive.”

FDU(A) personnel exchanged notes and procedures with the other countries’ divers with regard to deep-dive safety measures. The Canadian standard calls for solo diving below a certain depth-one dive, one lifeline-to avoid tangling of lines where visibility is poor. Others advocate the buddy system.

“Both methods have their pros and cons, depending on the situation,” CPO2 Goodwin said. “We’re looking at the Norwegian system of two lifelines and they’re looking at our procedures. But that’s what these exercises are for. We exchange information and come away with ideas.”



FDU(P) diving off Producers’ Jetty. The MCM departments do frequent work-ups to prepare for exercises or a real life conflict.

“FDU(A) personnel exchanged notes and procedures with the other countries’ divers with regard to deep-dive safety measures.”



Left: CUMA Prototype being tested in the Research Chamber at EDU Toronto.

Social Page

Phone, write, e-mail any events you would like to share with your friends. Weddings, Anniversary, Birth, Death, Lottery Win!...

Death It is with much regret that we received the sad news of the passing of Victor F. O'Connor on December 4, 1998 at the age of 85. Victor joined the RCN on August 16, 1934. He qualified in diving on February, 1936 at HMS Excellent, Whale Island, Portsmouth, England. He retired on April 10th, 1964 with the rank of Commander. He had been a CNDA member since 1990. Our deepest sympathy are extended to his family and friends. He will be missed by all who knew him.

Retirement Brian (Dusty) Millar's last day as Experimental Diving Unit (DCIEM) Chief Operator will be 30 April 2001. He plans to move to the Ottawa area. EDU will host a luncheon for Dusty some time in late April...Luncheon details will be announced by early April. You can contact Jay Frew, XO EDU for details. Jay.Frew@dciem.dnd.ca or Switchboard (416) 635-2000

Correspondence

Scott D'Arcy wrote Chuck - Just a few lines to wish you a very wonderful and enjoyable new year. Sorry I couldn't make the reunion out west but our daughter in Dartmouth NS just gave us our very first granddaughter. Needless to say my need to attend the CNDA reunion out west took second place to my wife's to go out east last summer. It was a nice trip and I managed to get away to visit with a few of the boys at FDU (A).

I still get to visit with the boys at EDU in Toronto once in a while. Otherwise I keep busy with Class "A" reserve work with local Engineer Regiment (31CER) and if that's not enough I've got a wife who invented the "Honey Do List". 36 Airey Ave., St. Thomas, ON N5R 1C9

Dave Pilot wrote Chuck - Got a letter from John Bell (Dinger, Westbank BC) he mentioned you attended the West reunion. He mentioned some of the people who attended but didn't mention Tom Kelley, Panama City Fl. I've sort of lost touch with ex-navy divers and never hear about the Eastern Chapter. I didn't even know who heads it? I've been pretty quiet, still fighting diabetes, had a mini-stroke end of September past. No permanent damage just affected my right eye, have to wear a patch occasionally as the eye gets tired and I have double vision. Its coming around slowly. 46 Colonna Pl., Dartmouth, NS B2X 3H7

Chuck Rolfe - I would like to thank all those great friends who I've served with (and had great parties with also) over the many years, both when I was serving in the RCN and when I was writing the DIPPERS DIGEST. So many have now gone, but good memories of them linger with me; such as Eugene "Cotton" Peters, Bert Drake, Charley Doyle, Eric Galloway, Mel Melanson, Frank Meal, Jim Coultis, etc, etc. However there are many good guys (perhaps make that bad guys, too!), like Moe Coulombe, Rocky Verscheres, Tim Joys, Stan Stephenson, Al McRae, James "Tug" Wilson, Red Larsen, Wolf Dams, Bob Wigmore, Kenny Dahms, Norm Herd, John Ruse, Andy Desrochers, Ike Eisnor, Darby Mathews, Freddy Watts, Alan Sagar, etc, etc (to name only a few) still around and going strong with their tales of derring do.

My time with the DIPPERS DIGEST and the Executive of CNDA has been most enjoyable, and I trust everyone will continue supporting your Association in the future. Thanks for everything and I appreciate the stained glass Mk 5 helmet keepsake presented to me at the 2000 Victoria Reunion.

John and Miki Ruse wrote Chuck - Dec. 21, 2000, the one we love - the days get longer!! The Reunion pictures arrived safely and are "hung". We enjoyed all the functions in Victoria and meeting all - new and old. Looking forward to Halifax!! John also wrote George. - This will probably be of little interest to your readers as I was the only Canadian to serve on midget submarines but I am quite excited and looking forward to a reunion being held in Rothesay, Scotland in May of this year.

Roy Busby wrote Chuck - It was good to see you again, if only for a short time. The turn-out in Esquimalt was very good and all the arrangements went well. It was also sad to notice some absent faces, but they were remembered. You have done a great job with the "Digest" over these past years but now enjoy your retirement from the editorship. See you on the bottom in 3 years. 8865 E. Baseline Rd. #1644, Mesa, AZ, USA, 85208-5300

Jay Frew - Where do you find Divers? Well in the Toronto Yellow Pages, between "Distillers" and "Divorce".

Navy Sinks Army Types In Rough Diving Course

(Mil news 1965)

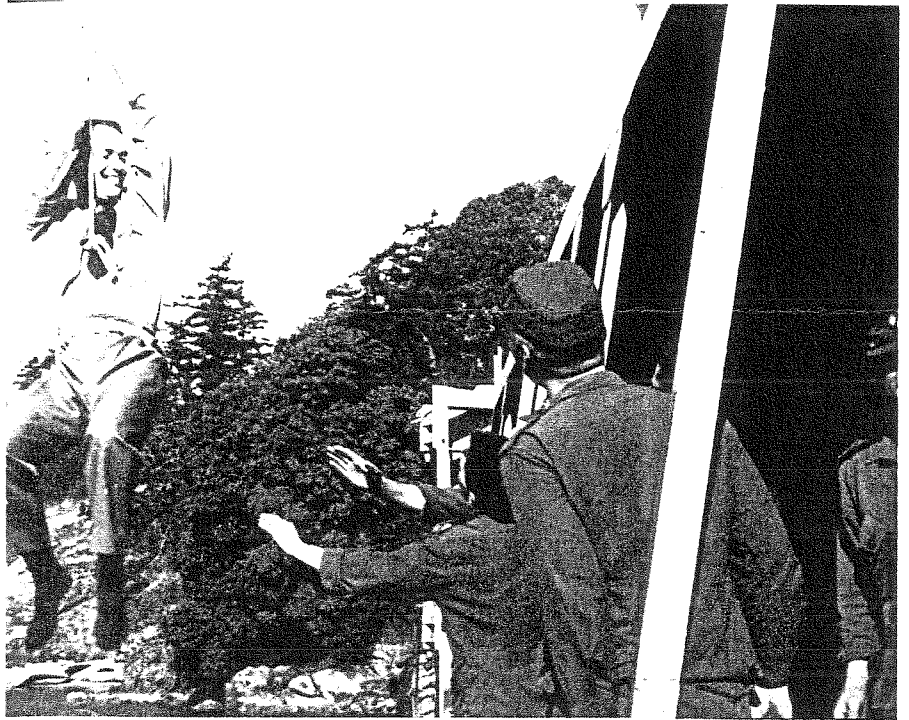
If there's one facet of integration enjoyed by the navy, it's running soldier's ragged. And a group of army engineers is finding navy life just a little bit more rugged than they expected.

Eighteen men started a three-month diving course with the RCN's Pacific Command in October. Today there are seven left, the RCN says.

Their day starts with a physical, training program. They run a mile, do 20 minutes of exercises, then run another mile. And while they run, they carry a 25-pound pack of sand on their backs. And that's just the start of their working day.

Perhaps that explains why 11 army men, threw in the towel. Two quit for medical reasons. The others? Well ...they just withdrew, says the navy.

The remaining trainees are learning how to swim with compressed air apparatus at a depth of 50 feet. And they are also learning re-breathing techniques, which enable them



Army makes Lt (N) Doug Hinchcliffe swing for his part in their diving course.

to use the same air over again, with no air bubbling to the surface. Army personnel still taking the course are: Lieut. R.G. Ratcliffe and Cul. M. H. Blythe, Third Field Squadron, Royal Canadian Engineers, Chilliwack; Sappers E. R. Nolk and A. G. Tallman, First Field Squadron, Petawawa; Sappers D. G. Waller and B. M. Nickerson, Second Field Squadron, Gagetown, New Brunswick, and Cpl. D. V. Lewington, Royal Canadian Electrical and Mechanical Engineers, Chilliwack.

Navy Lieut. Doug Hinchcliffe, training officer at the Colwood diving establishment, says this is the first course of its kind for army personnel. Another training program is planned to start in February. Whew!

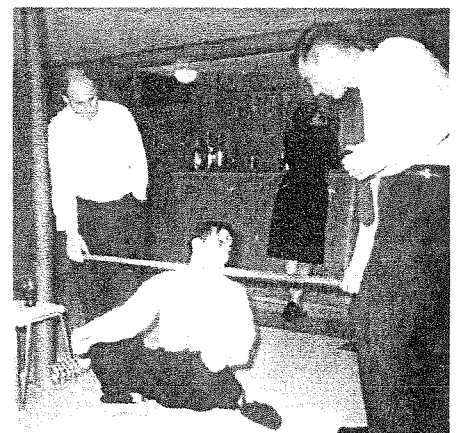
Some Photos Don't Need A Caption



Left:
On GRANBY 1964: Dan McLeod, Obedia Cook, Tom Cowan, ? ,

Right:
Course Party at Tom's 1965: Darby Matthews, Leo Goneau, ? , ? ,

Thanks for the photos Tom. Hope you are still enjoying life.
Tom Cowan, 12 Princess Park, Ingersoll, ON
N5C 1X8





INFORMATION:

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Plan for the unexpected!

Divers need safety legislation – judge

By Jim Gowen Staff Reporter Halifax
Herald 11-11-98

Nova Scotia scuba divers need legislated safety guidelines for their own protection, says the judge who headed an inquiry into the death of a diver last winter.

Provincial Court Judge John Nichols said diver Donald Alfred Bolstad was complacent and careless in failing to comply with recommended, but not legislated, safety standards on a job. However, his carelessness does not amount to negligence.

"This court finds that the death of Donald Alfred Bolstad did not result in whole or in part from the unlawful act or culpable negligence of any other person or persons," the judge said.

Mr. Bolstad, 44, of Jeddore, was killed Feb. 19 when he suffered a broken neck while diving under ice to clear a blocked CN Rail culvert in Fairview.

Results of Judge Nichols' inquiry into Mr. Bolstad's death, conducted in Halifax on Oct. 11, were released Thursday.

Judge Nichols' report recommends that Nova Scotia enact legislation to ensure that commercial divers are required to adhere to a safety code with adequate provision for enforcement.

In his report, the judge refers to an earlier inquiry into scuba diver's death where recommendations made have yet to be imple-

mented.

Evidence heard during the inquiry showed that Mr. Bolstad, a former navy diver employed with Dominion Divers of Dartmouth, was hired by CN to clear a culvert under a railway right-of-way to eliminate flooding from rain and melting snow and ice.

At the inquiry Mr. Bolstad's assistant, Cameron Anderson, testified the diver had been under the ice once, then surfaced to report the culvert was blocked by a tire and rim.

Bolstad went down a second time to try to clear the obstruction. Shortly afterwards, workers on the surface noticed that bubbles from his breathing apparatus were no longer visible.

Rescue attempts failed. Results of an autopsy carried out by provincial medical examiner Dr. Roland Perry showed death was the result of asphyxiation resulting from two fractures of the cervical spine. Mr. Bolstad suffered the injury when water flow through the cleared pipe wedged his head against the edge of the culvert. Submitted by Ralph Romans

Editor's Note: There have been many accidents over the years and even with better training and equipment deaths still occur.

There have been numerous calls for tough legislation in many of the provinces to prevent these accidents but the main problem is that you cannot legislate commonsense.

Lobster

Dear Ann Landers: I thought you would like a funny article I found in our local newspaper.

R.C., Dingmans Ferry

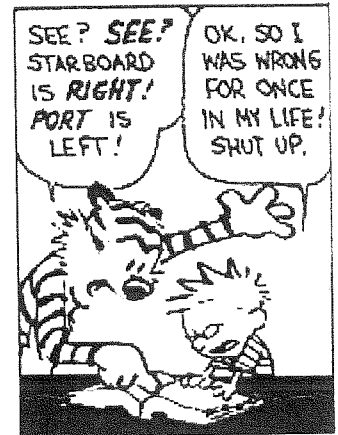
Dear R.C.: Here it is- a star-studded gem for my stupid crooks file:

A daring thief who stuffed a pair of live lobsters in his pants learned that crime doesn't pay when the frisky creatures gave him a vasectomy.

Police say that the 24-year-old shoplifter was leaving a Bristol, England, supermarket when he removed the lobsters from their tank and shoved them in his trousers. The man sprinted past stunned check-out girls, but came to a screeching halt when he felt the lobsters clutching on his manhood.

The thorny creatures were finally removed when emergency medics pried them loose with pliers. Doctors say the thief will fully recover from his frightening tangle with the lobsters, but he will never be a daddy. "Basically, it was a do-it-yourself vasectomy," said the doctor. "The patient's sexual abilities will be restored in time, but he will not be able to father children."

The thief's painful prank landed him in the hospital, where he is expected to remain for three or four weeks. But thanks to a kind hearted supermarket manager, he will not be charged with any crime. "The guy's gone through enough pain," said the store manager. "I think he has learned his lesson. I doubt if he'll ever steal again."



Navigating by the Manual: Can you plug two names and a story to this?

Shark goes after terrified diver's sack of sea urchins

HALIFAX (CP) -Daniel MacDonald- was diving in the dark, frigid waters of the Bay of Fundy, hunting for crustaceans, when he felt a heavy thump on his side.

The veteran sea urchin diver turned to find himself face-to-face with a three metre-long shark who immediately latched on to MacDonald's fishing bag loaded with the prickly delicacies.

For 15 panic-filled minutes, Mac Donald struggled 16 metres below the surface with

the angry shark that began dragging him out to sea.

MacDonald, 30, said the shark - about the length of a car - then opened his jaws, releasing the bag, and circled back for another attack.

MacDonald said he kept the shark at bay by repeatedly hitting it with his fishing bag. It eventually swam off. (Times Colonist Dec 8 2000)

"He kept the shark at bay by repeatedly hitting it with his fishing bag."

Clearance Diver Honour Roll

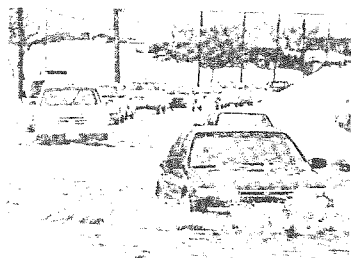
Attention: All former Clearance Divers and Officers. The Scrap Books at FDU(P) and FDU(A) detail the history of the Diving Units but we have no history of the Men of Fleet Diving Unit's. It does not matter whether Officer or Man or the amount of time you were in the trade, only that you completed a CLDO or 2's course and were employed at FDU. The 8 1/2 X 11 sheet when completed will be inserted into a binder held at FDU(P) with an exact duplicate at FDU(A). The profile sheets for the binders will detail the posting and accomplishments of each diver. If you have read this please pass the word on to all retired of ex Clearance Divers. Forward and information you might have on any retired or ex diver to George Cox. You may also contact the FDU's and give the information to the Coxn's. This is the information

require for the profile sheet:

1. Two pictures. A recruiting picture or a young diver picture and a picture to as close as your retirement or release as possible. Send the pictures which will be returned to the pers above or scan the pictures if possible.
2. Date you joined and where.
3. List all postings and positions.
4. One quote of what you were proud of or want to be remembered by.
5. List your rank on release/retirement.

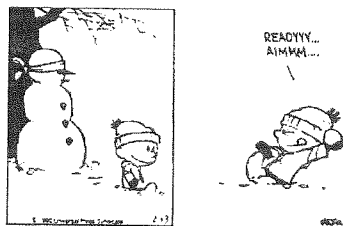
Contact: George Cox e-mail: glcox@home.com or snail mail: 6839 Rose Lee Place, Sooke, BC, V0S 1N0
Phone: 250-642-2706

*"East Coaster
have put in a
difficult winter.
Some say the
worst in over
forty years."*

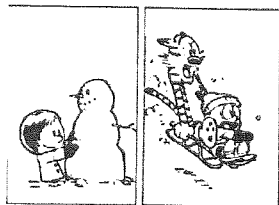


West-end St. John's after a blizzard
then heavy rainfall.

Joe Gibbons/Canadian Press



Newfies learn to enjoy winter
as it isn't going away anytime
soon.



WUMPI!

Hardy Newfoundlanders showing signs of strain as brutal winter frays nerves

Updated: Wed, Feb 07 05:20 PM EST

ST. JOHN'S, Nfld. (CP) - The bold, two-word headline on the front page of the local newspaper said it all: Snow Rage. With almost four metres of accumulated snow choking the streets and sidewalks of St. John's, residents of this port city are starting to go a bit wonky. Just ask the unlucky snowplow driver who was recently hit in the head with a flying beer bottle.

Details are sketchy, but a city spokesman said an irate resident hurled the bottle after a freshly cleared driveway received a hefty deposit from the passing plow.

"He's OK," said the driver's boss, public works director Paul Mackey. "But if that had hit him and knocked him out, he's driving a truck weighing 40,000 pounds. . . It could have done some serious damage."

The violent incident was one in a string of events that have left the impression people here are struggling to cope with a seemingly endless barrage of blizzards - five in the last two weeks alone.

More snow is expected Thursday, making the city's worst winter in 60 years. . . well, even worse.

"People are getting upset seeing their driveways plowed in after shovelling it for the umpteenth time," said Sgt. Bob Garland, spokesman with the Royal Newfoundland Constabulary.

Some residents have taken to parking their cars across the entrance of their driveways to keep the plows at bay. That's when the tow trucks are called in.

But other homeowners have taken more drastic measures.

"People are physically standing in the middle of the street and refusing to move for the plow," Garland said. "We're calling it snow rage."

With the snowbanks starting to look like miniature ski hills, the roads have continued to get narrower with each passing storm. On Water Street, the main drag in the city's downtown, municipal buses have been re-routed to Harbour Drive because there just isn't enough room to squeeze between the parked cars.

Many streets have been reduced to one lane, which has created something unusual in St. John's: traffic jams.

The fire department has started sending extra trucks to fire calls because it's often impossible to find a hydrant amid the drifts.

And the number of fender-benders is way up over last year.

"One day last week we had 40 accidents," Sgt. Garland said. "That's a lot."

In nearby Mount Pearl, the Frosty Festival Parade of Lights was cancelled because there's nowhere for spectators to stand.

Technicians who work on the Avalon Peninsula for Newtel, the province's largest telephone company, have been issued snowshoes.

On Wednesday, the RCMP and the provincial Transportation Department spent much of Wednesday digging out 15 vehicles that got stuck on the Trans-Canada Highway south of St. John's the day before.

An exasperated Mountie pleaded with motorists to stay away from the stretch of highway near the Butter Pot Barrens, which is notorious for blowing snow.

"Use a little bit of common sense," he said with a long sigh. "Please stay off this road." Some city councillors are pushing the mayor to impose a state of emergency. But Andy Wells says pulling all vehicles off the streets wouldn't accomplish anything.

The city has five snow blowers on loan from across the island and one from Moncton. About 40,000 tonnes of snow has been dumping in St. John's Harbour every week since the beginning of December.

Meanwhile, the 106 snowplow operators in St. John's have grown used to the more mundane forms of abuse.

"When someone puts up their middle finger, the drivers say: 'Oh, he's calling me No. 1 again,'" Mackey said in an interview. "You'll hear it on the two-way radio. It's good for a chuckle."

Note: Since November, St. John's has received more than 400 centimetres (158 inches) of snow. (16 Feb 01)

CLEARANCE DIVER RING PROGRAM

The time has come to place your orders for your customized Clearance Diver ring. The program is made available through Josten's Canada, makers of professional and sport championship rings (see web site at: www.jostens.ca).

The ring production will be a one time only program and will offer the Clearance Diving Branch insignias (Clearance Diving Dolphins, Date Banner, Anchor with Maple leaf surrounded by laurel, EOD crest with raised lettering, Standard helmet / Mk V beneath clear stone, Inscription on bezel and custom engraving inside).

The rings will be available in three metals (10kt gold, sterling silver and lustrum) weighing 24 grams. The stone colours are free for you to choose, however; a clear stone is recommended to show the helmet.

Costs quoted do not include:

- \$ 10.00 insurance cost
- GST and PST (applicable taxes to be added based on residency)
- Cost of tooling to be divided among all orders (tooling cost \$755.36 to be divided)

Currently we have 21 divers interested and look forward to your order. All ordering will be closed on Friday March 30,

2001.

Please complete your order form and send to:

Serge Vidalis Email: svidalis@direct.ca
1169 Garden Gate Dr. Hm ph: 250-652-3422
Brentwood Bay, BC
V8M 2H6

All orders will be submitted at the same time. All Cheques to be made payable to:

Josten's Canada (memo: Clearance Diver Ring Program)
Credit card payment will also be available.

The following divers have indicated an interest in placing an order:

Ken Brown, Roy Fox, Moe Coulombe, Dirk Van Ek, Doug Hinchliffe, Bruce Robinson, Tim Joys, Fred Slater, Jim Balmforth, Jim Wilson, Jeff Brown, Gerry Mailloux, Drew Bremner, Roy Thiele, Tim Flath, Dan Normandin, Mike Atkinson, Lou Haynes, Aubrie Ferrie, Stevan Mandy, Serge Vidalis and Dale Silvester

* All divers mentioned are requested to complete a new order form. This is to ensure order information is correct and to ensure no one has been left out.

Quoted Ring Prices

Recommended Stone Colours

10 kt Gold 24 grams - \$ 592.00
Sterling Silver 24 gr - \$ 242.00
Lustrum 24 grams - \$ 242.00

Aquamarine (Lt. Blue), White Spinel (clear)
Peridot (Lt. Green/Clear)

Please detach completed order form and send to Serge Vidalis, 1169 Garden Gate Dr, Brentwood Bay, BC, V8M 2H6

ORDER FORM

Name: _____

Address: _____

City: _____ Prov. _____ Postal Code _____ - _____

Ph: (_____) _____ - _____

Ring Metal (check selected box): Gold Silver Lustrum

Stone Colour: _____ Ring Finger Size: _____

Year you entered into the branch ? _____

Engraving for inside of ring: " _____ "

Engraving may include your name, rank or any other saying.

Total Costing:

Ring cost (from above quote)	\$ _____
GST 7%	\$ _____
PST ? % (dependent on Prov).	\$ _____
Tooling Cost	\$ _____ TBA
Total Cost:	\$ _____

PLEASE DO NOT SEND CHEQUE AT THIS TIME, only return order form. You will receive a total costing which will include the tooling cost per order. Thank you.

Canadian Naval Diving Association

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Strength In Depth



DIPPER'S
DIGEST
Original by
Alan Sagar

Web Site <http://members.home.net/cnda-dipper>



Ships Diving course (circa 1962) Ross Brand's course. There are a number of different suits being worn. In 1962 everyone had to start in a Dry suit. If you were rich enough to afford a wet suit you were allowed to wear it during the last week. That course was a mix of reserves and regulars. Only the reserves and married, could afford a wet suit. Once you passed the course you were fitted and issued a wet suit. By the look of this photo Ross was a poor and single guy. Ross is in the back row, second from the right.

An EOD Moment

These rules have been handed down by some great EOD god, who, when asked for some tablets, gave two stones bearing the commandments, rather than a bottle of Aspirin.....

1. Force not stuck parts lest they days on this earth be short.
2. Deliver no ringing blows to unexploded ordnance, no matter how great thy anger, lest thou cause them to function as designed.
3. Shunt all rocket leads, lest thou cause ignition and sizzle in thine own juices for hours before thy maker sees fit to end thy misery.
4. Probe no forcefully, lest thou incur the wrath of supply, for though thy body hath no

stock number and is easily replaced, thy tools have such a number and must be accounted for.

5. Avoid working with those who were born into this world with two left feet.

6. Use caution when working with blasting caps, lest thou be left with nowhere to wear thy rings.
7. Keep thine eyes open when performing RSPs lest thou seat at the bar be empty and thy "friends" spent much time consoling thy widow.



8. Observe all wait times, lest thy body be spread far and wide over the face of the earth, ending forever thy worldly cares.

9. Watch not too many John Wayne movies, for thy will do something foolish and receive they just decoration posthumously.

10. Jar not cocked strikers, lest thou witness the EOD phenomena known as a blinding flash of light and rapid case expansion. Be assured that this could be thy last vision of this world and would make thee the subject of much conversation and fond remembrances whenever EOD men gather for a bit of wine, women and song.