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FOUNDED
HALIFAX, N.S.
1981

FOUNDING MEMBERS

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Michael Walsh

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Stanley F. Watts

DIPPERS DIGEST #39

15 December 1999

&

15 March 2000

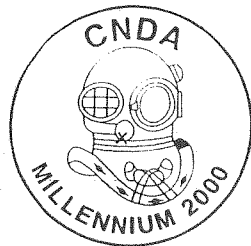
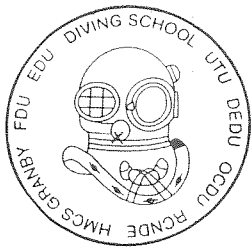
HERE AND THERE

I always heartily enjoy every issue of the DIGEST and you constantly amaze me with the stories you find to tell about me. I thought though that I had better make a correction to the one in the details published in the 15 March 1999, Issue #36 edition before someone complains. The 'Sunset Ceremony Guard' which was also the Royal Guard I was with in Ottawa for the Coronation of our Queen in 1953, had the polish put to it by a Chief Petty Officer named Ross. Forget his first name, all I remember is that everyone referred to him as S.K. Ross (but not to his face). When he got in his cups it seemed that he frequently crapped his pants, otherwise he was a great Gunnery Instructor. Three other Petty Officers and myself had the chore of knocking the rough edges from a Division of New Entry trainees. We were the Class Divisional Instructors during the Parade Training period. After the six week session, the four classes were culled, eliminating the clods. The remaining 100, plus 6 spare bodies, were then organized into a Guard. I was the Right Guide, another P.O. was the Left Guide and together we taught the drill under the watchful eye of 'Stormy Ross'. Every so often he would come out of his Holy Sepulcher to add his influence to the proceedings. Finally the HMCS CORNWALLIS Band joined with us to learn the intricate marching procedures like, counter-marching, advancing in line to the tune of "NANCY LEE" (ending at the halt without any orders after 21 paces) and firing the Feu de Joie. This whole thing was about an hours performance when it was done properly. We put on shows all over Nova Scotia, New Brunswick, Quebec City and at the Coronation Ceremonies in front of the Parliament Buildings in Ottawa. Guess I must have done something right, as I was the only member, including the two Guard Officers, who received the Coronation Medal! Speaking of the two Sirs, the first Sir was a two and a half who brought his bulldog to every performance, proclaiming him to be the Guards' Mascot. He was a pompous ass to say the least - no one liked him! Hankey up the sleeve type. One day in Quebec City, he detailed the second Sir to take the animal for its daily constitution, whereupon the dog did its thing (Big Job) against a downtown lamp-post and a vigilant Gendarme gave the second Sir a ticket (\$10.00 fine). There was one pissed off Sir and much jocularity when the news leaked out to the rest of the Guard. I had one heck of a time maintaining complete discipline for that evenings performance, let me tell you. This included myself as well, because there had been several occasions when the first Sir and I had a difference of opinion, and were not very compatible. A fit of the giggles kept creeping up on me. Have you ever tried to be severe and menacing as a Guard Petty Officer should be, when you are thinking of a big dog humped over a Cop's nice shiny boot? Sorry Chuck, I digress. I just wanted to let you know that I wasn't the main drive in training the Royal Guard. Chief Ross (Parade Chief) and Lt. Fred Short (Parade Training Officer) were the final polishing influence. I have another yarn which you may get a laugh out of. Some years ago (at least 5 or 10) we had a politician named Gordon Wilson who lived out here in B.C. on the Sunshine Coast. I believe he started out with the Liberal Party, but he soon gave that up (for some perplexing reason) and formed the Reform Party. He was a good speaker, the Sunshine Coast people liked him and the Government in power at that time was the Social Credit. The New Democratic Party (NDP) was in deep doo-doo at that time. Anyways, after a couple of elections which Gordon Wilson lost, and a change of wives, he changed over to the NDP organization, which is now in power. Now if you are not aware, we are having great troubles with the British Columbia Ferry Authority's building the new "Fast-Cat" Ferries - at last count it is over-budget by more than \$200,000,000.00. The completed hulls have been found faulty and the Contractors have been fired. This is the scene presently and Gordon Wilson has been made Minister of Ferries. Now you must know that after my time in the Royal Canadian Navy I joined the B.C. Ferries, and worked there for 25 years. As a result I receive from time to time some kind of jab, such as the cartoon you published in the

DIPPERS DIGEST #38 on 15 September 1999, and as it has a remote connection to diving, I thought everyone would be amused by it. I was also associated with the sinking of the Destroyer HMCS CHAUDIERE a short while ago to make an artificial reef in Porpoise Bay, about 11 miles north of the Sunshine Coast. By the way, forgive my use of the term "Sirs" - nothing could describe them better. Larry Farr.

Chuck, I've just finished reading the article on SDL-1 in DIGEST #37. Obviously you managed to get a copy of the article that was originally published in QUALITY ASSURANCE REVIEW Vol 7, Edition 1, 1989. My interest was doubled, as I was in many ways responsible for the article. After reading Joan Scott's article on HMCS CORMORANT's refit, I suggested she do a follow-up on SDL-1. She thought it a good idea so it was approved by DGQA and the wheels were set in motion. I was very familiar with both refits as at the time I was with 403 CFTSD as Project Manager, Ships(PMS - but not the female version). As I was an ex-RCN Diver, Submariner and holder of a current DOT Master's Ticket, I ended up in charge for DND Quality Assurance - Naval Overseer had become a dirty word at that time. There are some minor errors in the article, ie we, 403 TSD, were on site in San Antonio to witness the procedures for DGQA. The forming of the window from an inches thick rectangle of plexiglass was most interesting. Joan got the sequence of testing wrong. All of the window fitting, machining of the hull, etc. was done at SWI. When all was completed and ready for testing in the tank, strain gauges fitted, etc., the hull was lowered and to everyone's dismay THE LID COULDN'T BE SHUT! The extra protrusion of the new window was slightly higher than the rim of the tank. That is when the unit was shipped to the Naval Unit in (Portland?) Washington, where the testing was satisfactorily completed, then shipped to ISE in Vancouver, B.C. The SWI testing was done in mid January. The weather in Texas being somewhat different from Vancouver, I took full advantage of the sunshine, so between witnessing various tests, it was quite pleasant to sit in the sun in an adjacent field. As I indulged in this one fine day, one of the SWI personnel came out and informed me this wasn't a very good place to soak up the sun. My comment "Why not?" elicited his reply "This field is full of rattlesnakes" - my speed in evacuating would have given Donovan Bailey some competition!! Editor's Note:-Geez Tom, I thought you got used to snakes after having to dive in the Indian Ocean amidst all those Sea Snakes when you were forced to clear your Submarines screws! Hope to see you at the August 99 Submariner's BBQ in Ottawa. I really enjoy the DIGEST, lots of old familiar names - Tom Sawyer, Moe Coulombe and his father were travelling from B.C. across Canada to visit two of his daughters and Grandchildren in Nova Scotia and dropped in to see Darryl Skaalrud, who has bought property in Calgary. Darryl, Conrad Constantine & Les Roarke are working EOD clearance at the old CFB Calgary Army Base. While in Ottawa he contacted Chuck Rolfe, John Cole & J.P. Carrier before heading off to Kingston, Ontario to attend his Grand-daughter's wedding. On his way home, Moe dropped in on Tom & Laine Sawyer down in Oakville. A great trip all round!! The Editor replied to Bill Lee in Sudbury "You pose an interesting question - How many people taking initial diving training under the tender tutelage of their Instructor, Leo Goneau, had to read a passage from the Bible as they made their morning high jump from the superstructure of HMCS GRANBY when going for their morning swim in Halifax Harbour?". Seeing as how you woke up one morning thinking of this for some unexplained reason, perhaps it was a flashback, or possibly one of those illustrious nightmares one gets from time to time. Sorry to hear that you lost your CNDA Lapel Pin during the Battle of Atlantic Parade held in Sudbury the 1st Sunday in May, and it is interesting to hear it has been celebrated there annually since 1943! For some reason I thought this parade only started after the end of WWII in 1945 - I learn something new every day! By the way, you are one of many who have informed me that this Parade held in cities across Canada provides all Matelots the chance to strut their stuff over the Pongo's and Pigeon's once a year. Bill wants to know if anyone has a neck seal for a Viking Divers suit - he is at 281 Victoria St. in Sudbury ON. Mickey Hardy in Niagara Falls, ON called to inform us of a prospective member (ex Diver) named Raymond Wheeler who wishes to join CNDA. Mickey said he is doing well after surviving 3 heart attacks and that his wife, Bruna lays down the law so he doesn't get into any more stressful situations. They have been married since 1944 with 6 children and 9 Grandchildren - he turned 78 years young on 20 Jun 99 and also helps Bruna since she had eye cataracts removed recently. He retired for good in 1979 and is part of the Colour Party at the local Chapter of the Royal Canadian Naval Association.

NOTICE: The Editor has been laid low with some health problems from November through January which is the reason the DIGEST did not get out to the members for December 1999. Therefore, the March 2000 Issue is now combined with this December 1999 Issue. Look for the new CNDA Millennium Medallion being available at the 2000 Reunion - it is serial numbered from 000 to 500 and makes an excellent memento for Divers as we turn to the new Millennium.



The above Millennium Medallion will be available at the 2000 CNDA Reunion and are Serial Numbered from 001 to 500

Halifax harbour serves up wartime history lesson

THE OTTAWA CITIZEN | APRIL 25, 1999

BEDFORD, N.S. — Navy officials returned what they suspect is a wartime bomb covered in mud to the bottom of Halifax harbour yesterday and assured neighbouring residents it poses no threat.

Navy spokesman Lt.-Cmdr. Glenn Chamberlain said the barge that dredged up the suspected bomb from the harbour Friday night dumped its contents back into the water.

But officials were still uncertain whether the tonnes of silt and muck they returned to Bedford Basin actually contained a bomb.

"If it's there, it's under tons of mud," Lt.-Cmdr. Chamberlain said, adding that a live bomb would pose no danger.

The Bedford basin and harbour were staging areas for Allied convoys headed overseas during both world wars.

"It was dropped under between 90 and 100 feet (27 to 30 metres) of water, so if there ever was a detonation... it's not going to hurt anyone."

About 200 homes were evacuated for several hours Friday when a wartime bomb was spotted amid the seabed mud collected by the barge.

A worker thought he saw a second bomb fall back into the dredged material on the barge and the military was called.

Bomb disposal experts examined the first bomb, believed to weigh more than 110 kilograms, and determined it was a dud.

Military officials said alloy plugs in the old bomb had corroded and the explosive material was no longer inside its shell, about 70 centimetres long and 20 centimetres in diameter.

Lt.-Cmdr. Chamberlain said navy divers are to return to the basin tomorrow or Tuesday to search for a second bomb.

In the meantime, police and the Canadian Coast Guard were enforcing a 600-metre exclusion zone around the site.

It's not known how the bomb got into the basin.

Lt.-Cmdr. Chamberlain said it is unclear whether the bomb is from the famous 1917 explosion of a French munitions ship in the harbour, or from a fire and explosion at a munitions depot in 1945.

Halifax harbour is considered one of the most littered harbours in all of North America from explosives. The Bedford basin and the harbour were staging areas for Allied convoys headed overseas during both world wars.

On Dec. 6, 1917, the Belgian relief ship *Imo* collided with the French munitions vessel *Mont Blanc* causing a mile-high explosion that destroyed more than 5.8 square kilometres of the industrial section of Halifax.

The explosion caused a tidal wave and a raging fire that engulfed buildings and a wide residential area of Halifax.

About 1,600 people were killed, and about 9,000 people were injured. Total losses were estimated at \$35 million.

On July 18, 1945, an ammunition dump at Magazine Hill caught fire and explosions continued for almost for 24 hours. The fire caused about \$4 million in damages but no casualties.

The dredging by the construction company was halted over the weekend, but is expected to resume tomorrow, said Lt.-Cmdr. Chamberlain. The dredging going on near the town of Bedford is for a marina-complex, he said.

The Canadian Press, with files from Tony Lofaro

Model Avro Arrow found in Lake Ontario

THE OTTAWA CITIZEN

Marine mechanic

used sonar technology

SUNDAY, JUNE 20, 1999

BY CHRIS MALETTE

BELLEVILLE — A marine mechanic says he's beaten a handful of so-called experts in locating one of nine scale test models of the fabled Avro Arrow on the bottom of Lake Ontario.

Dave Gartshore, 44, of nearby Carrying Place, released video he said shows one of the models of the Arrow. The video was made earlier this week by divers after only eight days of searching the lake bottom.

"I'm very excited about this find, but I don't know if the initial shock has worn off, to tell you the truth," said Mr. Gartshore of the huge national interest in any tangible record of the ill-fated supersonic jet fighter, scrapped by the government in 1958.

Mr. Gartshore said he became interested in the Arrow models, fired from a test range over Lake Ontario 40 years ago, because he has long had an interest in marine artifacts in Lake Ontario.

He has been involved in team searches for the Arrow models, but made the find this week on his own, he said, using borrowed equipment.

Mr. Gartshore first pinpointed the Arrow model using side-scan sonar and later sent down two divers "who stayed back from the model and did not touch it while videotaping it." He used an advanced model of sonar, called Edge Tech, borrowed from the manufacturer in Massachusetts.

"I didn't need a lot of the technical calculations the others have been running around with," he said. "I used historical records for three days and gave up. It came down to having the best equipment. That's what did it."

He said he used eye-witness ac-

counts of the firings from Carmen Johnson, a technician who worked on the model test firings, to help him locate the general area where he believed the models to be.

Meanwhile, national interest in his find has soared. "In the past 18 hours," he said, "I've spent 17 and a half of them on the phone across Canada."

The story of the Arrow models is well-documented, but the search for them has been frustrating for organizations from London, Ont., to Toronto. Groups have been on the water off Prince Edward County since 1995 looking for the models.

In the past five years, at least four teams of Arrow buffs, aviation conservation groups and underwater salvage companies have scoured the bottom of the lake with side scan sonar technology looking for the models.

The Belleville Intelligencer

B.C. diver finds crash clue

Voice recorder found in 60 metres of water

By Clare Ogilvie
Staff Reporter

A navy diver from Esquimalt has recovered the cockpit voice recorder from the wreckage of Swissair Flight 111.

"I thought, 'Right on, we found it,'" Leading Seaman Kent Gulliford said yesterday from HMCS Halifax in Peggy's Cove, N.S.

"It seemed like the whole world was talking about it and waiting to see it, so I was glad that we finally got it."

Gulliford, 30, who lives in Cobble Hill with his wife and five-year-old son, was searching for bodies in what's left of the MD-11 aircraft when he found the orange-coloured recorder on Friday.

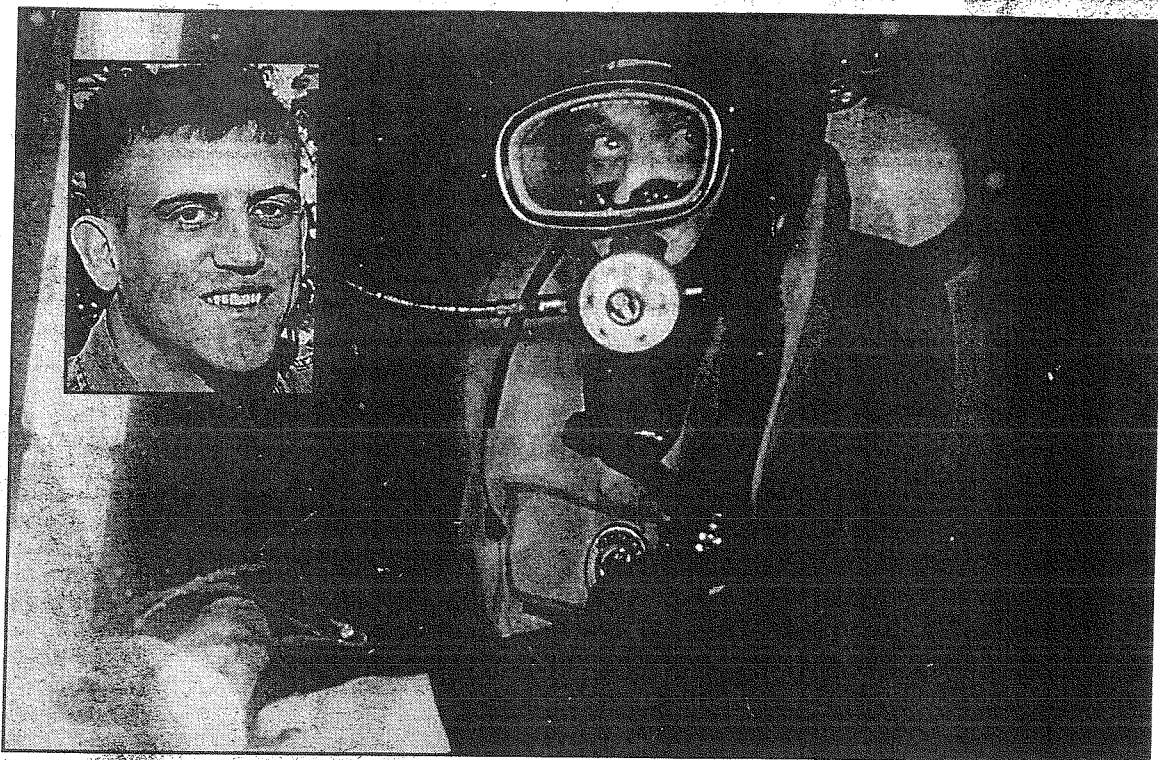
He and other dive team members had been experimenting all day with sonar equipment that can pick up the recorder's signal.

On Gulliford's dive, the ping of the sonar was insistent as he stepped off the diving platform lowered by crane from his ship into 60 metres of water.

"I followed the sound for about 20 to 30 metres," said Gulliford, who wore a special diving suit with weighted boots, and was connected to the surface with a hose that pumped oxygen and helium into the suit so he could breathe.

Carefully picking his way past razor-sharp pieces of wreckage, Gulliford found himself walking on a thick pile of debris.

"I got to two large pieces of debris and I realized the sonar



Navy diver Kent Gulliford (inset) on the job. Based at Esquimalt Naval Base, he's the diver who found the cockpit voice recorder of the downed Swissair Flight 111 aircraft off Peggy's Cove, N.S.

pinging was coming from under my feet," he said.

Careful not to snag his breathing line on the jagged edges of fuselage, Gulliford tried to remove the toolbox shaped device from

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under the pieces of plane.

"But they were too heavy and it was too dangerous, so I moved around to the other side to see if I could get closer.

"It turned out the only piece I could move was covering it."

He brought the recorder to the surface, where it was placed in distilled water to prevent corrosion from sea salt and flown to the federal Transportation Safety Board lab in Ottawa for analysis.

Flight 111 crashed on Sept. 2 while en route to Geneva from New York.

"It's unrecognizable as a plane," said Gulliford.

"You know it's a plane only because of the type of metal and the rivets. You may recognize a small hatch as being aircraft-like.

"But you can't see a wing. And

the fuselage isn't like a big tube; it's all flattened out and smashed to smithereens."

Gulliford said the grim task of recovery is taking its toll on the divers.

But he said: "We know how important it is for the families and how important it is for the flight investigators to get the answers.

"We know what it would be like if it was us whose family member was lost.

"And who else is going to do it? We are the ones that they expect to do it, so we do."

Annual Arctic sealift a tradition in transition

June 1999

IQALUIT, Nunavut — Attention, Arctic shoppers: Get your yearly orders of diapers and dog food in now.

Warm weather and favourable sea ice mean the northern sealift is leaving early this year, bringing remote communities their annual supply of everything from coffee to concrete.

And for Robert Sheaves of Grise Fjord on the southern tip of Ellesmere Island, it's not a moment too soon.

"Everybody's pretty well out of ground coffee," he says. "Most of the pop and goodies are gone from the store."

For northern families, the Canadian Coast Guard's annual sealift from Montreal is one-stop, one-time shopping that can significantly cut the North's lofty cost of living.

For industry and government, it's the most cost-effective way to get sup-

plies from office equipment to lumber to 50-tonne gravel crushers.

But like everything else in the North, it's a tradition in transition.

While northern residents used to crowd the beaches when the sealift came in, airlifts are now reducing its importance. And the pressure's on to shift the sealift from an Ottawa-based, government-run operation to one run by private, Inuit-owned operators.

"Back in the '60s, when the Canadian government decided to open up the North for Canadian sovereignty, they found to get economies of scale it was better to have one carrier and it was all set up through the Coast Guard," said John Perry, who has been organizing the annual run since 1977.

"This is what we did and what we've been doing all these years."

Northern residents, businesses and

governments place orders with the Coast Guard, which tenders the total shipment with various shipping companies. Having one large agent gives northerners greater bargaining power to keep prices low, says Mr. Perry — and ensures that all communities get serviced, no matter how remote.

But privately owned companies such as Nunavut Eastern Arctic Shipping are already moving more cargo than the Coast Guard-sponsored sealift. NEAS wants the Coast Guard out.

"There's enough carriers to justify privatization," said vice-president Suzanne Paquin. "All you would be doing is eliminating the agent."

Her company is loading cargo this week for Iqaluit, where it is expected July 2. With a major contract for building materials, Ms. Paquin expects to

ship about 24,000 tonnes of cargo north this season — almost twice what will go by the Coast Guard.

John Fast, the Nunavut government's transportation co-ordinator, acknowledges privatization is on the table. "Nunavut will allow the Coast Guard to run it for the next couple years," he said. After that, the policy will be reviewed.

Nunavut likes dealing with Inuit-owned companies, and Nunavut Eastern Arctic Shipping is 60-per-cent owned by three Inuit organizations.

"Most of the carriers have recognized over the last couple years they would be in a much better position if they were affiliated with an Inuit organization," said Mr. Fast.

As well, he says airlifts are being used more often, especially for items such as food in large communities.

Mr. Perry says that may be fine in Iqaluit, which has a well-equipped airport and lands as many as a dozen ships a year. But he worries that without the Coast Guard, remote communities such as Grise Fjord may be cut off. He also points out the Coast Guard tries to keep costs down for everyone.

"If you're a small guy shipping 600 pounds, you get the same rate as someone shipping 1,000 tonnes of building materials," he says.

Ms. Paquin says her company has a 50-year history of shipping all across the North and that Coast Guard ice-breakers are available to all vessels.

For northern families, the stakes are high. Mr. Sheaves says spending \$6,500 on this year's sealift will save him another \$10,000.

MARINE MYSTERY

-- RCN Divers Probe Ancient West Coast Wreck --

Nov 59

FROM WHAT distant land and in what far-off time came the ship whose wreckage has been found almost buried in sand, muck and debris on the bottom of Sydney Inlet, Vancouver Island?

The sea, which has given up fragments of the ship to RCN divers, may keep its secret forever, but already some interesting speculation has arisen from the discovery and some of the flightier suggestions have been brought down to earth.

It was hopefully thought at first that the wreck could be that of one of the old Spanish ships which explored along the British Columbia coast more than a century and a half ago.

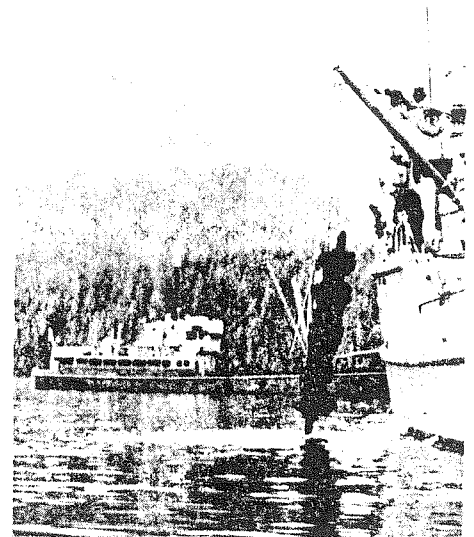
Then it was thought that the wreckage had provided the answer to one of the unsolved mysteries of the Pacific Coast—the fate of the screw sloop *HMS Condor*, which disappeared with all hands, presumably in a violent storm off Cape Flattery. Only two clues to the fate of the *Condor*, which sailed from

Esquimalt on December 3, 1901, Honolulu-bound, were ever discovered, one a lifeboat, washed ashore in Kyoquot Sound, the other a lifebuoy cast up at Banks Island.

Guesses that the wreck had lain on the bottom of Sydney Inlet, not far from Estevan Point, for as long as 200 years and hence might be that of a Spanish vessel of olden times were considered far from the mark when a cast-iron bilge pump was recovered from the wreckage. There were also reasons for regarding the wreck as of a much earlier date than that of the loss of the *Condor*.

One of the best preserved portions of the ship was a 62-foot mahogany mast, which apprentices from the Naval Technical School were put to work on shaping into a flagstaff for use at the school, if the core proves sound after its long immersion in the sea.

A mahogany mast would appear to rule out a ship of British or North American construction. Major F. V.



The minesweeper *James Bay* lifts a barnacle-covered windlass from the floor of the sea. In the background is the naval auxiliary vessel *Laymore*. (E-52613)

Longstaff, who has long delved into marine history on the West Coast, believes that remains may be those of one of three ships lost off the coast of Vancouver Island—the Peruvian bark *Florenzia*, lost in 1860; the bark *Iwanowna*, lost in 1865, or the bark *Mauna Kea*, lost in 1866.

The solid facts in the case are embodied in five tons of rusty, barnacle-coated fragments of the unknown ship, which have been landed at Esquimalt.

The interesting salvage story started when a group of adventurous men from Portland, Ore., made an expedition to Sydney Inlet in 1958.

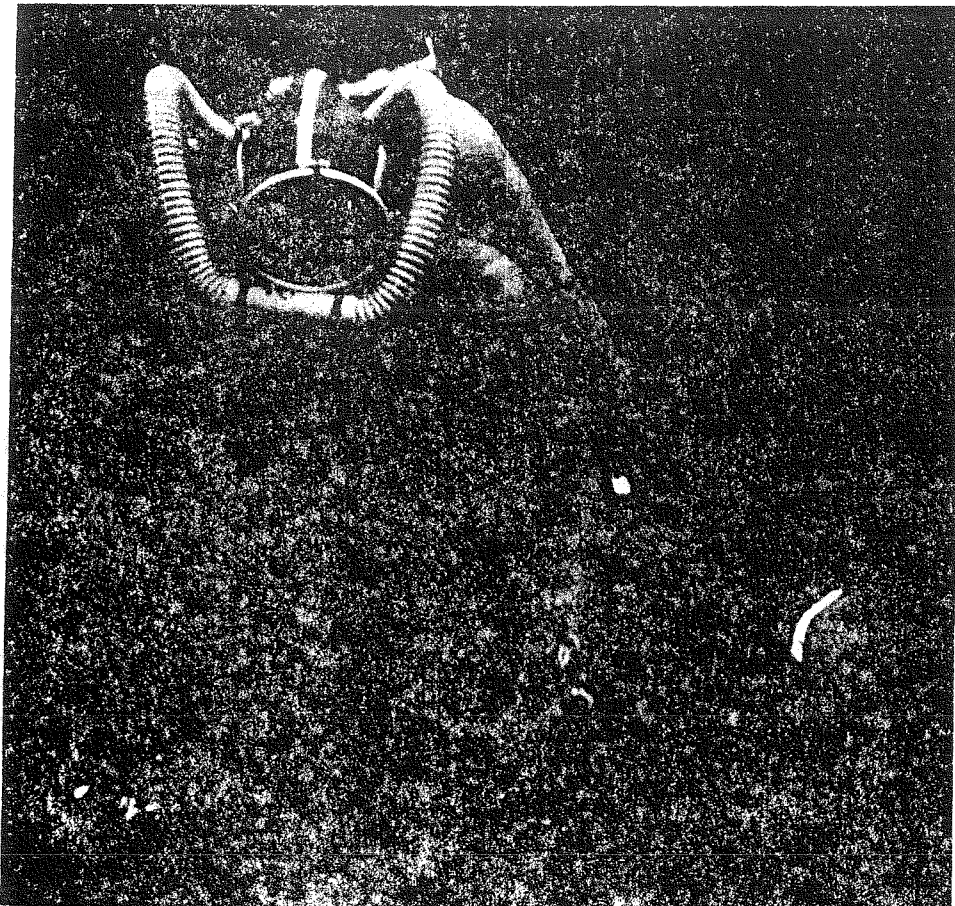
Dr. George Gottrell, of Portland, whose fascinating hobby is skin-diving for historic sunken ships, headed the exploratory party. Also with the group was Tom Metz, a consulting engineer, another skin-diving enthusiast.

The search party found a wreck, noted its location, and recently interested the Royal Canadian Navy in obtaining relics for the British Columbia Maritime Museum, at Esquimalt.

During the last week of October the naval auxiliary vessel *Laymore*, with several members of the RCN diving school aboard, proceeded to the location. There the group was joined by the minesweeper *HMCS James Bay*, which was conducting exercises in the area.

Among the searching party were Mr. Metz, who travelled from Portland especially for the salvage project; Lt.-Cdr. Ben Ackerman, officer-in-charge of the Navy's operational clearance diving unit at Esquimalt; and Lt. John Turner,

Naval diver Ldg. Sea. Charles Greengrass probes among the debris of the sunken sailing ship. (E-52615)



NOV 59

in charge of the Pacific Command's photographic branch.

On the bottom of a bay on the north side of the inlet, the divers re-located the ancient wreck. She rests bottom up at a rakish angle with the bow in 35 feet of water, and her stern some 70 feet down.

The old sailing ship was broken and scattered. Her planks were encrusted with barnacles and other sea growth. Parts of her broken hull were covered with copper sheathing. It was estimated the ship had been approximately 150 feet long, with a beam of 35 or 40 feet.

With the salvage group were naval divers Glen Sine, Paddy Dutton, and Charles Greengrass.

Between them all, and with equipment carried by the minesweeper, a number of pieces of the ship were brought to the surface. They included the 62-foot mahogany mast, an ancient anchor measuring eight feet in length, a 12-foot-long hand-worked windlass, a great capstan made of teak to which were attached broken length of heavy (17½ inch wide and six inches thick) teakwood planking, and the ship's bilge pump, made of cast iron, in which the leather valves are still visible. Underneath the copper sheathing the wood is in a remarkably good state of preservation. Elsewhere on the winch, time, marine life and the action of sea have left their mark.

Lt.-Cdr. Ackerman said there were many sodden logs on and about the sunken wreckage. This gave rise to the theory that possibly an unsuccessful attempt had been made—years ago—to raise the sunken ship by the use of bundles of logs. The logs were "rotten and hollow", he said.

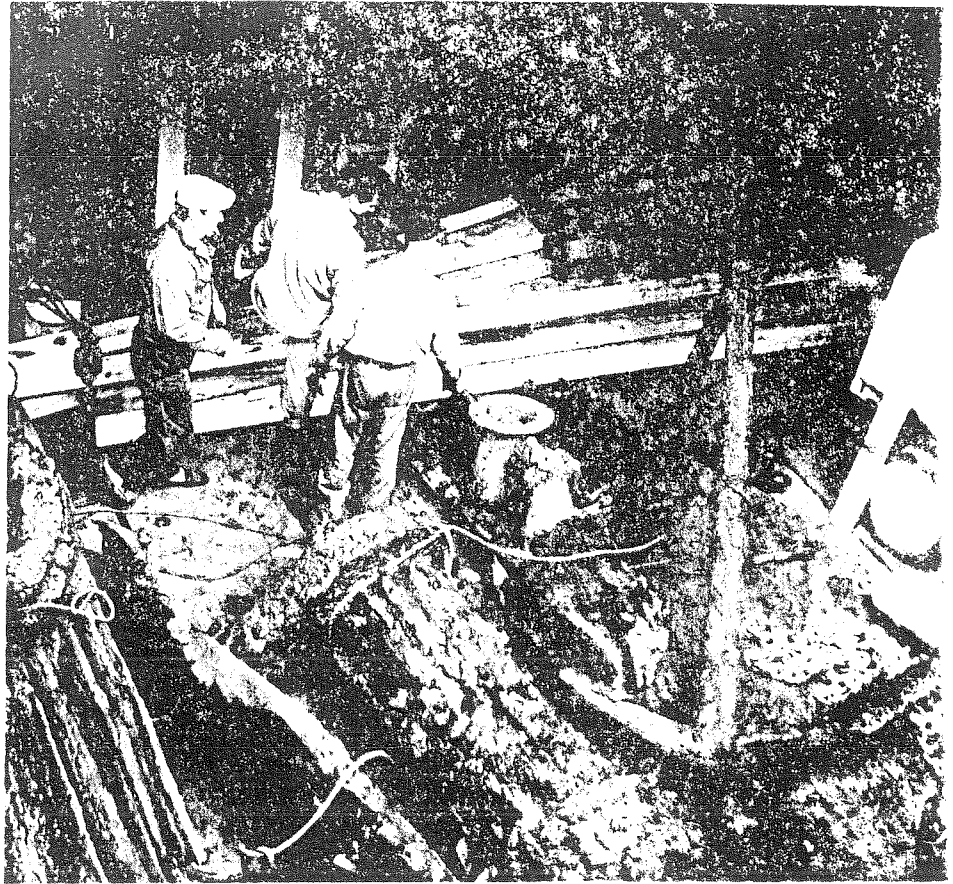
Naval photographic officer Lt. Turner, who assisted in the salvage program and took a series of photographs of the operation, said parts of the hull were buried in sand, rock and muck.

He said there was a second mast lying on the bottom and protruding from the wreck . . . even longer than the one brought to the surface. No human remains have been found.

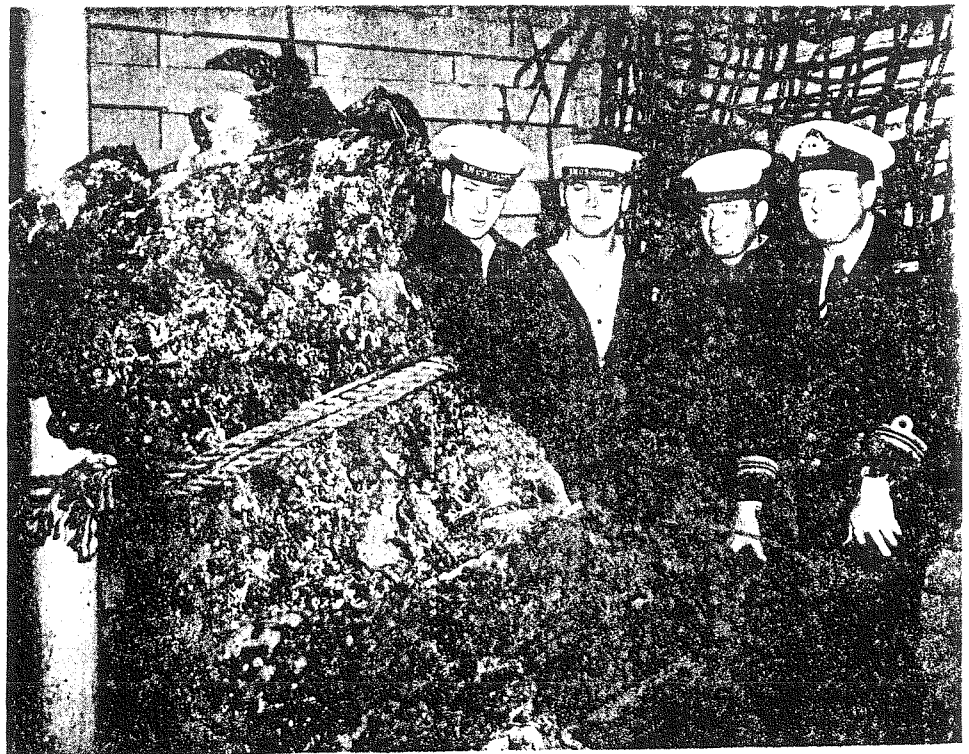
The salvaged equipment was delivered to Esquimalt harbour on the morning of October 23.

Now studies and inquiries are being made with the hope that some clues might be found to identify the sunken ship—and to unlock another secret held for years by the "graveyard of the Pacific".

Whatever the answer may be, the B.C. Maritime Museum has acquired some interesting relics and naval divers have obtained valuable experience.



Crew members of CNAV Laymore, in the hold of their ship, look over some of the relics salvaged from a sailing ship sunk, perhaps a hundred years ago, in Sydney Inlet on the west coast of Vancouver Island. (E-52611)



This huge capstan, coated with barnacles and other marine growth, was among pieces of equipment salvaged by naval divers from an ancient shipwreck, on the west coast of Vancouver Island. Attached to it are chunks of broken teakwood planking. Looking over the relic are, from left naval divers AB Paddy Dutton, AB Glen Sine, Ldg. Sea. Charles Greengrass, and Lieut.-Cdr. Ben Ackerman, officer in charge of the navy's operational diving unit at Esquimalt. (E-52589)

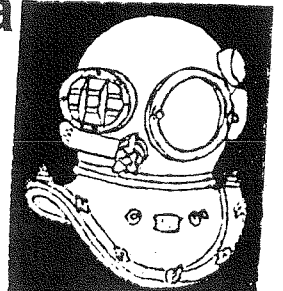
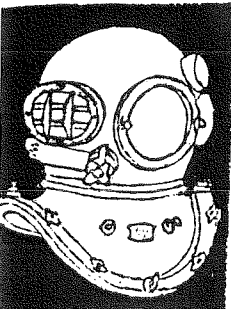
10th Triennial Reunion



15-17 September, 2000

NAVY Fleet Diving Unit - Pacific
Victoria, British Columbia, Canada

NAVY



2000 CNDA REUNION INFORMATION

ACCOMMODATIONS: Members attending may use any private or commercial arrangements they wish on their own. The same Motel we utilized at the 1991 Reunion - Paul's Motor Inn at 1900 Douglas Street, Victoria B.C. V8T 4K8 Phone(250)382-9231 or FAX 250-384-1435 has agreed to be our host again this year. It is suggested that you book early to ensure you get a room(rates may be approx. \$39.00 to \$55.00).

REGISTRATIONS: All Inclusive means for all events - Costs \$50.00 per person
Part Rate(does not include dinner/dance) - Costs \$15.00 per person

SCHEDULE OF EVENTS

(proposed)

Friday September 15, 2000

1400 - 2000 Registration Confirmation FDU(P)
Meet & Greet Combined Mess

Saturday September 16, 2000

0800 - 1100 Late Registration FDU(P)
0830 - 1200 CNDA National Directors Meeting
0830 - 1100 Tour of Harbour from FDU(P) - Proposed
1300 - 1800 Free time, sightseeing
1800 - 0100 Dinner/Dance at Pro Pats Legion

Sunday September 17, 2000

1100 - 1300 Brunch & Au Revoir at Pro Pats Legion

NOTE: You may bring any number of friends to the Reunion

QUERIES: Should you require any information further to the above, please contact:
Al McRae at 4264 Moorpark Place, Victoria BC V8Z 6P2 Phone(250)727-6776
or E-mail AMCRAE@VANISLE.NET or Tom Essery Phone(250)477-9321

Please Print

2000 CNDA DIVERS REUNION APPLICATION

Name _____ Spouse/Friend 1st Name _____ Phone No(Home) _____

Address _____ Phone No(Work) _____

Arrival Date _____ Departure Date _____ Number People Attending _____

Registration Fee "All Inclusive"(\$50.00 Person) _____ "Part Rate"(\$15.00 Person) _____

Please enclose.

Make all Cheques or Money Orders
payable(and forward)to:

2000 CNDA REUNION
C/O Tom Essery
3628 Doncaster Dr.
Victoria BC V8P 3W6
Phone(250)477-9321
E-mail TESSERY@HOME.COM