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FOUNDED
HALIFAX, N.S.
1981

FOUNDING MEMBERS

Glenn Adams P. Eng
André Desrochers
Leo Goneau
Terry Havlik
Michael Walsh

First President
Stanley F. Watts

DIPPERS DIGEST #15

15 Sep 93

STAN STEPHENSON

Stan Stephenson was at HMCS DISCOVERY on 4 Jun 93 together with Will Lawther and Rick Shaw to attend Moe Coulombe's retirement gathering and to wish him well when he leaves on 28 June 1993 for his well earned easy years ahead. Stan still hops in his RV to head South every Winter to enjoy the good weather. He keeps his hand in for part of his old trade by working with his various machine shop tools, and has even added a welding machine to his paraphernalia. He thinks his neighbours look over a little askance when he is doing a job. One of these days he will get around to producing a story for us.

SPECIAL SERVICE MEDAL

There is a Special Service Medal available upon request if you fulfil one or more of these requirements - 1. for anyone who does not qualify under other conditions for a UN medal but have accumulated 180 days on peacekeeping operations in total; 2. for those who have served with NATO for an accumulated total of 180 days from 1 Jan 51; or, 3. for anyone with service in the Arctic at CFS ALERT at any time since 1 Sep 58. For RCN personnel, qualifications for 1. & 2. could be by serving on ships that transported Peacekeeping Troops or who were on NATO Exercises at sea for an accumulated total of 180 days. There is a bar for peacekeeping a bar for NATO and a bar for ALERT. Retired members who qualify must apply for the medal and bars to: NDHQ Attn: D Pers A 3-4-4 on the attached form.

BERT DRAKE

Bert Drake, our man from La Mancha (actually from Thorold, Ontario), returned home after an extended visit to the Maritimes to visit his 2 sons, 2 daughters, 11 Grand and 6 Great Grand children - Bert thinks there are enough for a ship's company! His oldest son Jack served 33 years with the RCN, and Jack's oldest son has now served 6 years as a Leading Seaman Fire Fighter. Bert had a good time Down East, what with fishing, visiting some of his old haunts from the 30's and 40's, and having a few suds with Leo Goneau when he was invited to one of the Eastern Chapter's meetings and to hear the Reunion Committee's discussions. He was quite impressed with how well the Committee has the 94 Reunion in hand, and Bert figures it should be a top of the house gala which will attract a record gathering of all the Divers across the country. He goes on to say "I for one shall be there if the good Lord has my dip chits made out for a later date than 9 to 11 September 1994. I wish all the Committee all the best in their very much appreciated endeavours, and I know that I will see many good friends when it takes place". Bert said that he was taken by surprise to find Ken & Marguerite Dahms and their sister-in-law waiting in the Arrivals section when he de-planed in Halifax. They were awaiting the arrival of their son from Kitchener, Ont. and did not expect to come across Bert on the same plane. All of them, together with Mr. & Mrs. Wigmore and Bob Galloway (Chippy's Galloway's son) attended the Spring burial of Eric "Chippy" Galloway in Truro, N.S. which was the sad part of the visit to Nova Scotia. Bert stated "We were there to witness the last dip our good friend and diving buddy made, about 6½ ft - a dry one, but he smiled and waved on his way down, gave one pull (on the bottom) and we said a prayer and Amen for Eric from all of us. A good friend will be missed on many of our future gatherings and Naval Reunions". They all met afterwards at Bob Galloway's cottage for a light repast and refreshments - a fine farewell to an exceptionally fine gentleman, and a good diving buddy.

HARRY THOMPSON

Harry & Phyllis Thompson have moved to their new digs at 41 Farquhar Place, Elliot Lake, Ont. P5A 3J2 Phone(705)848-4607. Harry said there is great fishing in all the numerous lakes

in the area, which he will enjoy doing very much. They will be going out to B.C. for a visit this Summer and hope to run across a few friends from their days spent at the Diving Units with the RCN.

SUNNY BERMUDIANS

Bill & Elda Lawrence (in Bermuda) are both doing well, with Bill pretty well having retired in the past year and turning his construction business (both land and underwater) on that sunny isle over to his son. He is keeping his hand in as a construction consultant only, which takes them away from their residence in Paget to a few months in the Bahamas for consultation on a site there. Bill sent 4 photographs, for inclusion in our Photo Album, of his time on Diving Tender #3 at the Halifax Dockyard in the early 50's. He still vividly recalls eating bologna for Christmas Dinner in lieu of the two Turkeys that went missing to the local tavern.

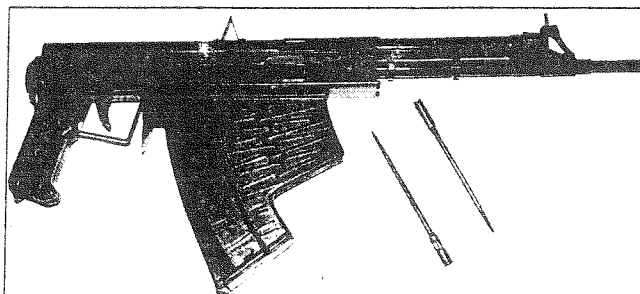
Bizarre weapons still in production

Herman

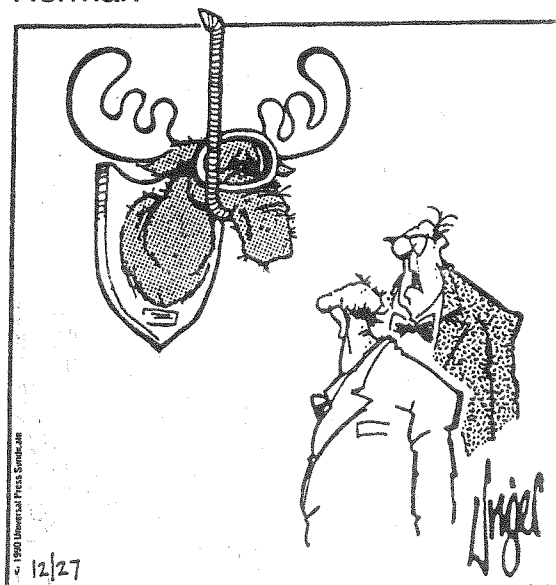
RUSSIA

Russia is still manufacturing a "whole complex of special weapons for special persons". Weapons in this bizarre armoury include underwater rifles and handguns and liquid chemical agent projectors, according to a spokesman for the GED (General Export for Defence) and V/O Oboronexport external trade concerns.

It is widely believed that these weapons have been distributed to special forces and the former KGB.



Above: APS 5.66 mm underwater assault rifle with two of 26 darts, which can be fired singly or in a burst



"He almost made it across the river."

RETIREMENTS

Moe Coulombe retired from the Forces on 28 Jun 93 (final retirement date 29 Jan 94) having served a total of 35 years and 33 days. He and his good wife, Mary Ellen, were feted at a gathering of 60 to 70 friends on 4 Jun 93 at HMCS DISCOVERY in Vancouver, B.C., and a great time was enjoyed by them all! Some of the Divers attending were: Terry Thompson, Glynn Munr, Stan Stephenson, Lt. Brown, LS Gilmore, & LS Savard from FDU(P), Tim Stevens, Scott Lorette, Alan Whitehead, Will Lawther, etc, etc. Many messages were also received from his friends across the country wishing them well and that he have a most pleasant retirement at their new home at RRI, 8985 McLarey Ave, Black Creek, B.C. VOR 1CO Phone (604) 337-5466. Moe is a Charter Member and driving force of the Western Chapter and will continue as their Treasurer. Additionally, Moe is the Vice President of your National Association. We wish you and your family all the best in your future endeavours, Moe, and enjoy the good life now that you have the time.

John Cole retired from his position with NDHQ on 4 Jun 93, with his final retirement date being 7 May 94. He finds himself doing all the jobs around the house that he was unable to do while he was working full time. Having retired coincidentally on the same day that Moe Coulombe had his retirement party, 4 June, he contacted the West Coast to wish Moe all the best. John figures on staying in the Ottawa area for a time before any decision is made for a possible movement elsewhere.

COMBAT DIVERS ASSOCIATION OF CANADA

The Combat Diver Association of Canada (CDAC) has recently become an organization representative of those Service Divers and can be contacted at NDHQ, DCER/PM LRMP, 101 Col By Drive Ottawa, Ont. K1A 0K2 Attn: LCol Doug J. Foreman Phone: 995-9240. CDAC publish their Newsletter

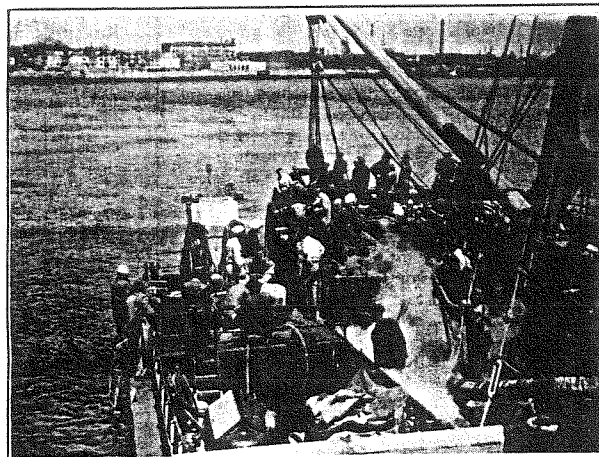
"THE ARMY DIVER TIMES" on a twice yearly basis and we have an arrangement to exchange the DIPPERS DIGEST with them on an ongoing basis. For anyone wishing to become a member please find an application form included in this issue - eligibility requirements are included on the application form. We are pleased to welcome the Combat Divers into their new Association and note that their newsletter displayed a photograph of Combat Divers on course at FDU(P) dated 9 Dec 65, with the Course Instructors being PICD R. Thompson and LSCD Ivan Sherlock.

SUNKEN OIL BARGE

The Irving Oil Company's oil barge IRVING WHALE, used to recover oil from the sunken Tanker ARROW in Chedabucto Bay, N.S. was back in the news again recently. A program, "Sunday Morning" on CBC radio reported in May 1993 that there is great concern by the Governments of P.E.I. and the Magdalen Islands that the remaining 3,000,000 Litres of Bunker C oil may suddenly break up. You will recall that this barge had 4,000,000 Litres of oil pumped into it from the ARROW by Divers from FDU(A) in 1970. As it was being towed from the disaster site by the Tug from the Atlantic Towing Co of Saint John, N.B., it sank in rough weather just 55 kilometres North of P.E.I. in the Gulf of Saint Lawrence and has lain there in 70 metres of water ever since. Coast Guard Divers checked it on the bottom in 1970, in the 80's and in 1990, finding it to be still intact, albeit leaking oil steadily from vent stacks and from pressure vacuum relief valves. So far the estimate is that 1,000,000 Litres have leaked out since it sank 23 years ago. The Coast Guard has contracted an agency to study and report on what options there are to resolve this problem, and those options are:

- 1-Do nothing and leave it as it now lies on the bottom
- 2-Raise the barge and remove the oil
- 3-Have Divers attach the fittings and pump the oil from the sunken barge.

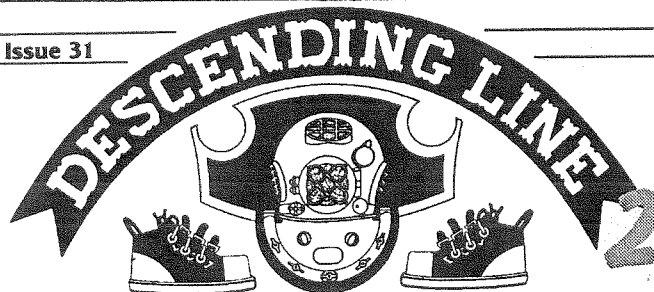
Number 1 was unacceptable as not being environmentally sound, Number 2 could not be accepted since it is believed the barge would break up, therefore Number 3 is the only feasible option although it would cost the Government in the range of \$20,000,000.00. Following the sinking K.C. Irving stated "We are watching it for leaking oil like a cat watching a mouse". It was felt that the Irving Oil Company, being the owners and operator of both the barge and Tug, has the moral responsibility to resolve the problem, however when the barge sank it became the responsibility of the Federal Government. The Coast Guard is responsible for monitoring the barge. The Federal Environment Minister recently stated in March 1993 that the Government would do whatever is best for the environment, and that the first possible date for a start up could be 1995 - but don't hold your breath waiting for it to happen!! The ironic twist about this whole situation is that the people who have the expertise, personnel and equipment to pump the barge out are the people who owned the barge when it went down 23 year ago - the Irving Oil Company! The Company officials recently stated that they haven't talked about it for the past 23 years - and don't intend to now!! Sounds like they could use the salvage expertise of the FDU(A) Divers from the ARROW episode.



GENE MONAHAN provides us with this "Pic O' The Past" of a salvage job he was on in Kill Van Kull (Between Staten Island & N.J.) in the Early 40's.

Volume X, Issue 31

June 1993



U.S. Navy Salvage Divers Reunited

Incorporated in the State of Tennessee

THERE IS A "CANADIAN NAVAL DIVERS ASSOCIATION" and we are reciprocating with news letters and communications. We have heard from Charles V. Rolfe, the Association's Sec./Treas. They have extended an invitation for any

YOUR 1993 OFFICERS ARE:

Pres. - Bill Quigley
V.-Pres. - Ron Hubbard
Secretary - Roy Reite
V.-Pres.-Treas. - Leo Ely

American "Bubbleheads" to be regular members of their organization. If you are interested you may contact Shipmate Rolfe at: RR2,

Kinburn, Ontario, Canada, KOA, 2HO. His telephone number is (613) 832-1653 Their stated founding objectives are, "...to provide a social forum and a fraternal organization for all Naval Trained Divers and Associates. As such it promotes social intercamaderie of like-minded people who remember their Service careers in the unparalleled world of the Navy Diver." (Don't I remember some of our Northern (Canadian) friends were trained at Pier 88?)

MEMBERSHIP RENEWAL

For those whose membership expires as of 31 Dec 93 (check front page, upper left hand corner for your membership expiry date), there is a Membership Renewal Form enclosed for you to complete and return to your appropriate Chapter. The amount of dues remains the same as it has since the founding of your Association, \$10.00, which is about the only real bargain left since taxes and the cost of living have increased drastically over the past 10 years. For those who are fully paid up members, there is no Renewal Form enclosed. We urge our members to take out membership for at least two years, this way you do not have to worry about paying every year, and it is less of an administrative burden on the Chapters - some paid 5 years! We value your membership and we hope you enjoy the Newsletter - do it now!

RICK WOOD

Rick Wood tells us that he is now a Grandfather and that his second son has also recently married. He is now working with the Commissionaires in Halifax, N.S. having retired from the Navy several years ago. Rick built his own pool in the backyard and says that is the nearest he has been to the water lately. With the big Reunion taking place down East in Sept 1944, he is looking forward to seeing many of his good buddies once again.

ED DALTON

Ed Dalton from Thunder Bay visited the Ottawa area in June - he says that he is really enjoying his retirement and travels quite a lot, California, West Coast, etc. - no RV though! Over a coffee and sandwich we talked about recovering a jet out of Lake Winnipeg, near Gimli Manitoba, and also about the mine disposal work he did while serving aboard HMCS ATHABASKAN in Korean waters in support of the Inchon invasion during the war over there.

JOINT OPERATIONS

Your Editor, Chuck Rolfe, has entered hospital for a refit as of 24 Aug 93 (left hip joint replacement) and will be off on sick leave for the next couple of months. The next Quarter edition of the Newsletter will be published as per normal and be mailed out approximately 1 Dec 93. Word is around that Dan McLeod, who is down East, is also due for a hip joint replacement shortly.

PARTY! PARTY! PARTY!

FDU(A) held their BBQ/picnic in June at the WO & Sgts Mess at Shearwater, at which more than 25 people had a most enjoyable time. Information from the West Coast is that arrangements are tentatively being made for a Dinner/Dance, possibly in the Ukrainian Centre in Victoria on 18 Sep 93 - check your Western Chapter for further information.

CAREERS FOR MEN IN THE RCN

The Royal Canadian Navy has an authorized personnel strength of some 3,000 officers and 17,000 men. The men of the Navy range in rank from ordinary seamen, newly entered and under training, to chief petty officers possessing extensive experience in both executive and specialized fields and holding posts of considerable responsibility. The RCN has re-shaped its personnel structure to meet most effectively the manpower needs of a modern fleet in which technology and science are playing an increasingly important part. To enter the RCN as an ordinary seaman, a young man must be between 17 and 25 years of age, have Grade 8 education or better and be physically fit.

PAY AND ALLOWANCES

RATING	Basic Pay	Basic Pay after 3 yrs service in the rank	Basic Pay after 6 yrs service in the rank	Basic Pay after 9 yrs service in the rank
Chief Petty Officer 1st Class.....	\$304.00	\$309.00	\$314.00	\$319.00
Chief Petty Officer 2nd Class.....	272.00	277.00	282.00	287.00
Petty Officer 1/c.....	235.00	240.00	245.00	250.00
Petty Officer 2/c.....	211.00	216.00	221.00	226.00
Leading Seaman.....	187.00	190.00	193.00	196.00
Able Seaman.....	134.00	154.00	176.00	.....
Ordinary Seaman (Trained).....	115.00	.....	.....	.....
Ordinary Seaman.....	108.00	.....	.....	.....
Ordinary Seaman (under 17 yrs of age).....	56.00	.....	.....	.....

TRADE QUALIFICATIONS

Additional pay is received for trade qualifications. Monthly rates for these groups are:

Trade Group 1.....	\$12.00	Trade Group 3A.....	\$63.00
Trade Group 2.....	30.00	Trade Group 4.....	72.00
Trade Group 3.....	54.00	Trade Group 4A.....	90.00

SUBSISTENCE ALLOWANCE

When a man is not provided with meals and lodging, he is given a monthly subsistence allowance on the following basis:

Ordinary Seaman, Able Seaman and Leading Seaman.....	Single \$65.00	Married \$100.00
Petty Officer Second Class.....	75.00	105.00
Petty Officer First Class.....	85.00	105.00
Chief Petty Officer Second Class.....	85.00	105.00
Chief Petty Officer First Class.....	95.00	110.00

KIT UPKEEP ALLOWANCE

\$9.00 monthly for Petty Officer First Class and above.
\$7.00 monthly for other ranks.

FOREIGN SERVICE ALLOWANCE

Additional payment on the following basis will be made for all service ships outside of Canada, provided the ship away for a continuous period of not less than 30 days.
Ordinary Seaman, Able Seaman and Leading Seaman. \$ 9.00
Petty Officer Second Class..... 12.00
Petty Officer 1/c and Chief Petty Officer 2/c..... 15.00
Chief Petty Officer First Class..... 16.00

MARRIAGE ALLOWANCE

A Marriage Allowance of \$30.00 per month will be paid to all married men who are twenty-one years of age, or over.

FLYING PAY

Qualified aircrew men engaged in flying duties, or undergoing flying training, receive flying pay at the rate of \$75.00 per month.



Dear Leo,
A salvage diver can do anything, but where is he when I need him? -Paul

SNOW JOB - to be sure; and its over Paul Emersor's front door

OCTOBER 196

OPERATION OIL or "BROKEN ARROW"

During the early morning hours of 4 Feb 70, the Liberian flagged Oil Tanker SS ARROW, on passage with her cargo of 16,000 tons of Bunker "C" oil from Venezuela to Nova Scotia Pulp Limited in Point Tupper on the Strait of Canso, entered Chedabucto Bay. Her Master, Captain Anatasobolvs, had enjoyed a largely uneventful trip, with repairs carried out to the radar in New York, however the repairs had not been effective. In fact, his radar was malfunctioning and his sonar was out of commission. So it was that their discomfort intensified somewhat when they entered the Bay this Winter morning with the North Atlantic in a most hostile state; her icy waters were lashed into awesome swells by the 70 MPH gusts of a Northerly gale. The only obstacle to navigation in the deep ice free Bay was a large obstruction called Cerberus Rock, towards which mountainous seas and gale force winds were slowly causing the ARROW to deviate from her safe course to her ultimate demise on the Rock. The ship had been reduced to slow ahead at this time, with her Officers and crew probing the mist shrouded black rolling Bay for the buoy marking Cerberus Rock, when at 0930 a shudder was felt throughout the ship, and it came to a sudden stop. She was hard aground on Cerberus Rock!! She remained there for five days while deliberations of how best to salvage the ship and it's cargo continued, however on the fifth day, under the influence of wind and sea, the ARROW split in two, the stern section with most of it's tanks remaining intact swung 90° to the bow section, which remained almost totally submerged atop the Rock, but with all it's tanks split open to the sea. Seven days after going aground the stern section sank some 700 yards from the bow in 90 feet of water. Personnel from the Fleet Diving Unit (Atlantic) were then tasked to assist in recovering the oil in the sunken stern section before it too polluted the water. An advance diving survey team travelled to Port Hawksbury on 23 Feb 70, while the Diving Tender YMT-12 arrived on 1 Mar 70. The initial survey found all tanks in the bow section open to the sea and on the stern section Tank 6 Stbd and Tanks 7, 8 & 9 Stbd, Centre and Port were intact and filled with oil. After many unique innovations to the tapping and valve installations by the Divers, the oil was safely pumped out - all of this when the water temperature was 30°F!! During the 41 days that the team was available for underwater work, they completed 29 days actually spent diving, and they were unable to conduct working dives on 12 days due to heavy weather. The days they could not work on the wreck were spent in repairing and preparing gear for the next days work. A typical days working schedule was:

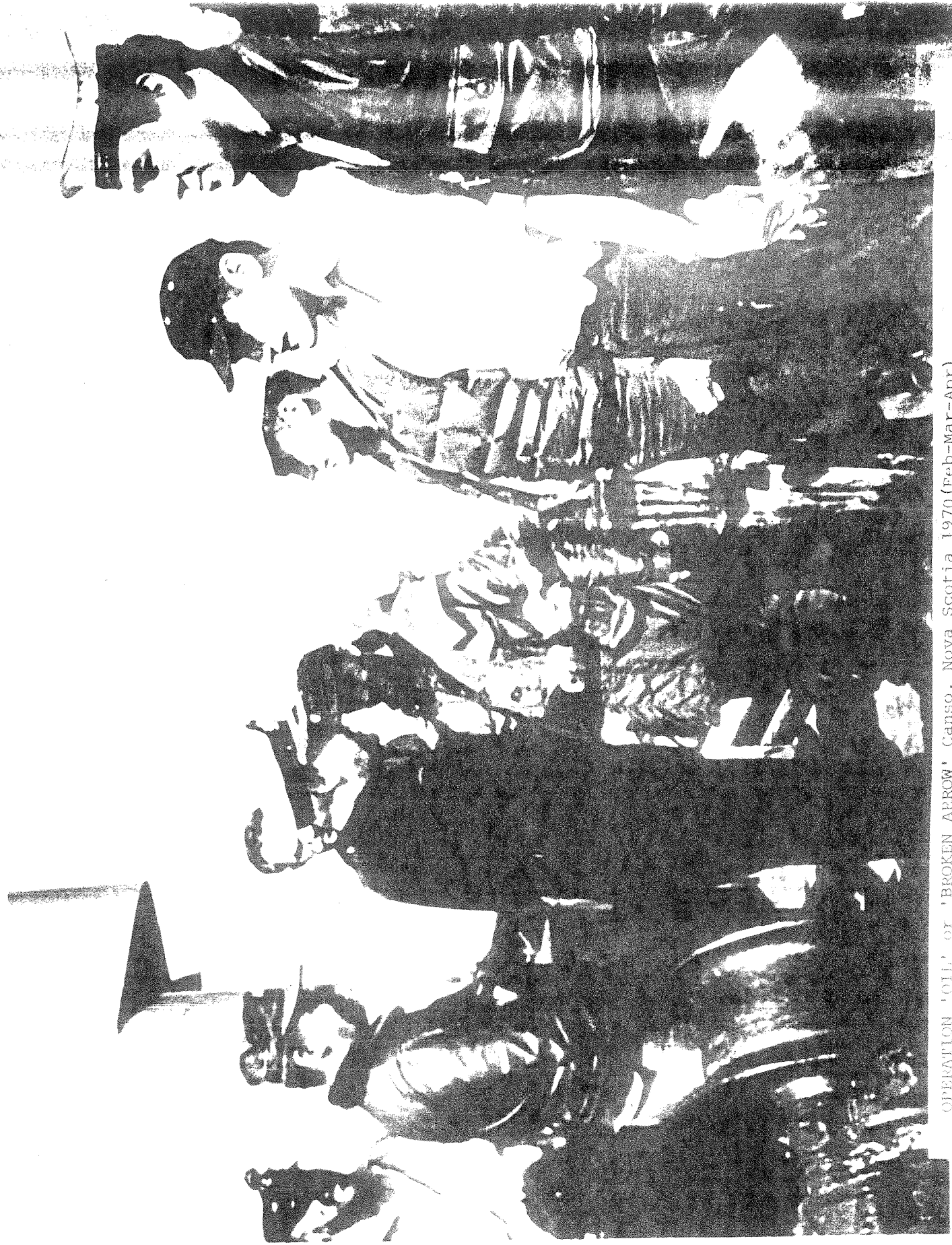
0400	Wakey-Wakey	1600-1700	Secure
0500	Breakfast Underway to Site	1800	Tied up in Arichat
0600	Moored Above the Wreck	1830	"Up Spirits"
0630	First Diver in Water	1900	Review Days Work - Schedule Next Days Work

(depending on weather forecast)

The Diving Crew tasked to complete this work consisted of: OIC LCDR Don Hope, 2IC Lt. Bud Nuquist, C2CD Ike Eisner, C2CD Stan Stephenson, P2CD Tony Dubois, P2CD Gilles Larivierre, P2CD Wayne MacDonald, LSCD Terry Armitage, LSCD Butch Bouchard, LSCD Don Downs, LSCD Charlie Hamm, LSCD Terry Havlik, LSCD Fred Lamerandiere, LSCD John Bryson, LSCD Archie Rose, LSCD Sam Sempie, LSCD Bob Smith, LSCD Mike Walsh and LSCD Rene Young.

Upon the successful conclusion of this operation, it was announced in the local Legion on Saturday evening, and subsequently in local Churches on Sunday morning, that YMT-12 would put on a diving display on Sunday afternoon for the benefit of the people of Arichat. The result was an overwhelming turnout, which created a considerable traffic jam and a dense crowd on the Jetty, with the public being permitted aboard YMT-12 in controlled numbers. A great hit with the youngsters was the opportunity to "fish for pop", with Divers attaching the "catch".

It can now be said that everyone involved did a bang up job of conducting this difficult task to the highest standard that is the hallmark of our Navy Divers. They were most innovative when problems cropped up, and certainly deserved the congratulations given to each Diver personally by Vice Admiral J.C. "Scruffy" O'Brien for a job well done under extremely trying conditions (see article "The Dirty Dozen"). Admiral O'Brien request their presence alongside his Jetty immediately they arrived in Halifax Harbour and met each individual Diver in their working dress - he did not require any fancy dress from these working Divers!!



OPERATION 'OIL' or 'BROKEN ARROW' Canso, Nova Scotia 1970 (Feb-Mar-Apr)
Admiral J.C. 'Scruffy' O'Brien congratulates the Divers of EDU(A) YMT 12 upon successful



In a month, all 1.3 million gallons of Bunker C oil in the sunken tanker Arrow were recovered, thus removing the threat of future pollution. Making it all possible was the dedicated work of naval divers like Ldg-Sea Rene Young (left) and Ldg-Sea Robert Bouchard

The dirty dozen

by Lt Robert Tracy

"When we started diving on the *Arrow* in February the water temperature was only 29 or 30 degrees, by early April it had only warmed to 33 or 34 degrees," said stocky Lt H. S. "Bud" Nuquist, commander of the fleet diving tender YMT-12.

Nuquist, a US Navy officer on exchange duties with the Canadian clearance divers, was one of a dozen who worked on the sunken tanker *Arrow* which carried an estimated one-and-a-half million gallons of Bunker C oil to the bottom of Cheda-

bucto Bay after running aground on February 4th.

The naval divers, under the direction of Lt-Cdr Don Hope, were called in early to take part in the massive oil clean up which was directed by a Department of Transport organized task force.

The divers won heavy praise from the gaggle of scientists and salvage

experts connected with Operation Oil, and their hard work and professionalism is credited with making the recovery of oil from the sunken wreck a success.

There are many history-making firsts resulting from the divers' work. It was the first time that a successful attempt had been made to recover oil from a wreck lying in frigid waters. Scientific expertise resulted in first-time methods being used to heat the oil so that it could be pumped from the wreck and it armed the divers

with hardware that, although not designed for underwater work, proved effective.

The result of the oil-recovery operation will prove of future value to Canada and the world, and may lead to the construction of specialized equipment and methods for future disasters of a similar nature.

As well, the lessons learned during Operation Oil may have special implications for the Canadian arctic, where the feasibility of using giant oil tankers is only now being studied.

The temperatures and water conditions found during the *Arrow* recovery operation are similar to those that are found in the arctic.

The divers can testify to the coldness of Chedabucto Bay. When they started diving the water temperature was warmer (below 30 degrees) than on the surface. In fact, when the divers surfaced into five degree air temperatures their masks and lines froze immediately. Water temperatures are no colder in the arctic; seawater freezes at 27 degrees.

Lt-Cdr Hope says while working on the *Arrow* the naval divers discovered a capability for salvage work that they never realized they had.

In the initial stages the sea around the wreck was relatively undisturbed, and visibility was about 30 feet. As work progressed visibility dropped to five or six feet in the oil-polluted waters.

Work for the divers began in earnest after an initial underwater survey of the stern half of the sunken wreck which was lying on a sand bottom 100 feet below the surface. First priority was the attachment of flanges to the deck of the tanker, about 45 feet down.

The heavy flanges, with a diameter of 20 inches, were fastened to the deck over the oil-filled cargo tanks. Explosive bolts penetrated the five-eighths-inch steel deck to hold the flanges solidly. Then a gate valve, similar to a giant water tap, was bolted to the flange. The valve was opened and the divers used a huge drill to bore a hole in the deck through the open valve. Once the hole was punched through, the drill was withdrawn and the gate valve closed as quickly as possible to stop the release of oil.

The method and hardware were developed for surface work at oil refineries to draw petroleum products

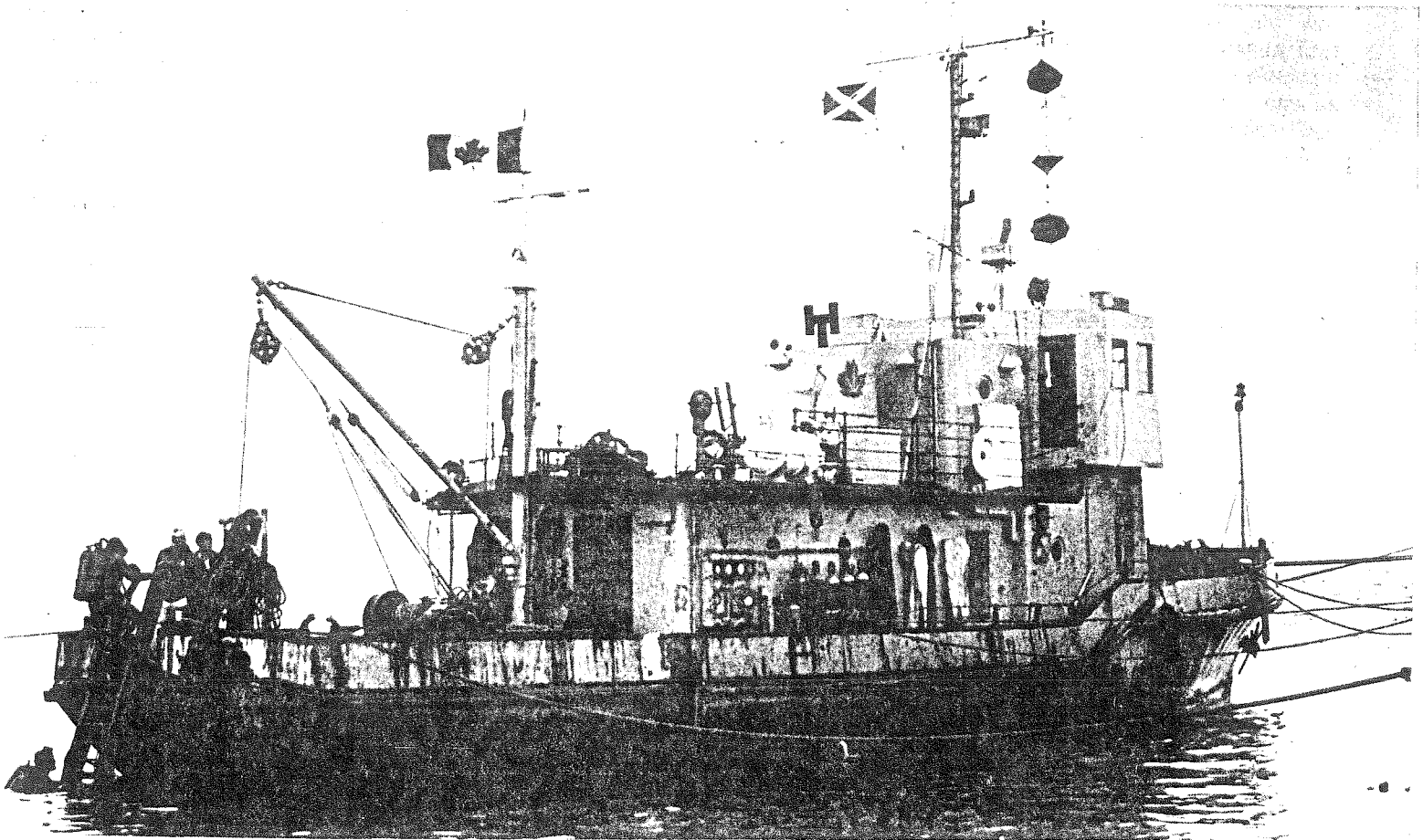
from tanks and lines with minimum spillage.

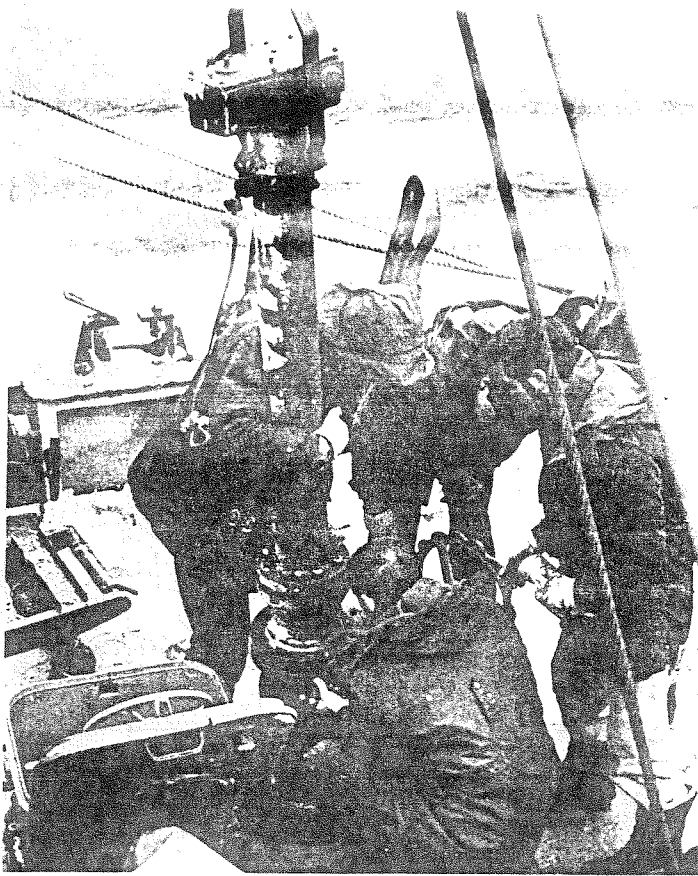
Next step was to attach the huge, unwieldy pumping hoses which were linked with pumps aboard a barge on the surface. Using live steam injection, the heated oil was drawn through the hoses to the tanks aboard the barge.

If bad weather threatened, all pumping stopped and the hoses were disconnected from the barge. When the weather abated, the divers went down once again to untangle the pumping hoses from the wreck and bring them back to the surface so that pumping could resume. The hose recovery operation took up to 12 hours of hard work for the divers, each limited to about 90 minutes submerged working time.

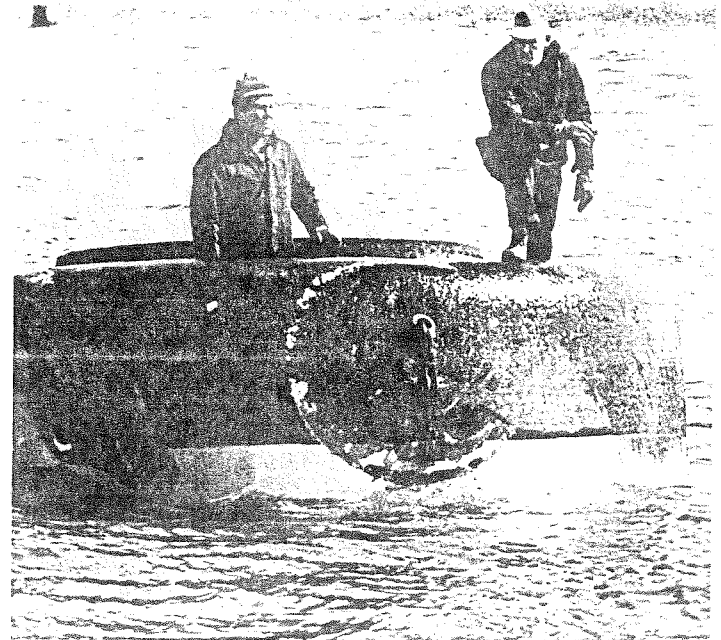
It sounds like a simple, straightforward task, but there were many difficulties to overcome. For example, drilling through the deck onto the cargo tanks was hampered because the *Arrow*, an old vessel, had been equipped with a new deck and additional metal strengthening beams which did not show on the blueprints available. When the drill struck a beam, work had to start over again in a different

Fleet diving tender YMT-12 became covered with black, sticky oil during recovery work. Vessel is shown here on site alongside barge.





Huge "hot tap" drill, developed originally for surface work at oil refineries, was used by divers to bore holes in tanks of sunken wreck.



Funnel of wrecked tanker interfered with divers' work; strategically-placed explosives were used to blow it clear so work could continue.

location.

The oil goop the divers were forced to work in stuck to them and their equipment like glue. There was no way they could avoid bringing the stuff aboard after they surfaced, and it transformed the diving tender YMT-12 into a black-smearred mess.

Cleaning up and warming up after a dive presented problems, and the

divers found their own solutions. They jury-rigged a warm-water shower on the afterdeck of the YMT-12 to be immediately available to the surfacing diver.

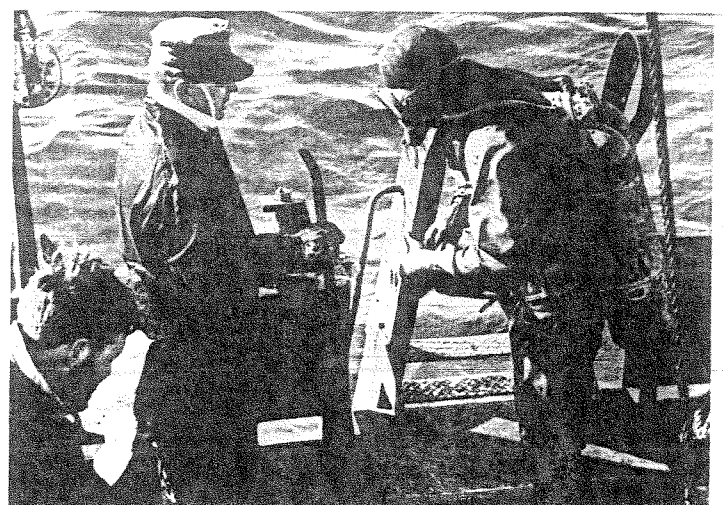
Every drop of oil recovered from the wreck meant that much less to foul the shoreline of Chedabucto Bay. Over a million gallons is estimated to have escaped after the tanker ran

aground on Cerberus Rock and broke in two.

And partway through the recovery operation the hatch of the ship's fuel tank broke loose and spilled 35,000 gallons into the open sea. It's suspected that the hatch came off when the divers were dynamiting the funnel of the sunken ship so that it would not foul lines and interfere with the



Diver studies Arrow blueprint with senior diving officer Lt-Cdr Don Hope (right) and US Navy exchange officer Lt Bud Nuquist.



Diver prepares to go over stern of YMT-12 into cold, murky waters around submerged tanker wreck. Each dive was limited to 90 minutes.



Diver prepares explosive charges used to clear hamper on the sunken wreck. Clearance divers are experts in underwater demolition work.



How do you keep your stogie clean when you're smeared with Bunker C oil? Ldg-Sea Giles Larivierre, a diver, seems to have answer.

oil recovery.

The divers immediately set to and spread the oil with peat moss to make it more manageable should it drift ashore. Some of it did, but most of the oil spill headed out to sea, thanks to favourable winds.

It was hard, gruelling work, and the end of a day on site in Chedabucto Bay saw the divers exhausted. But

when all diving was finished they never really left their work behind.

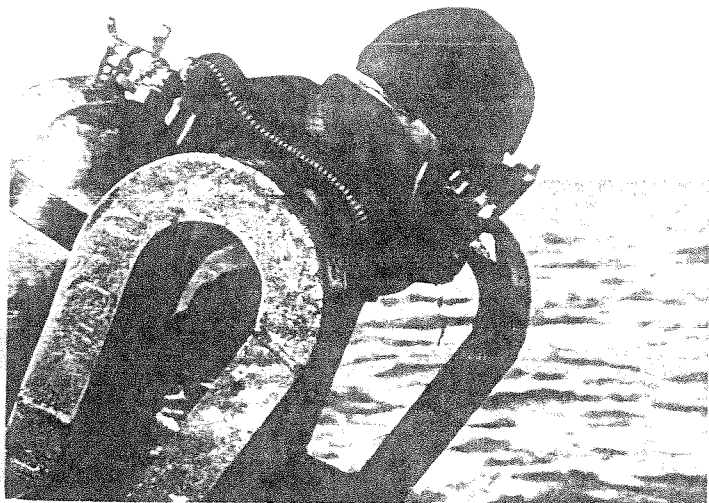
At night the YMT-12 was moored alongside the oil-stained jetty at Arichat fishing village. After "Up Spirits" and evening meal the divers held bull sessions in the cramped forward mess deck they called home.

There was no way to escape the oil . . . there seemed to be a film of

the stuff everywhere. The divers and the crew of the tiny YMT-12 had to learn to live with it.

Operation Oil task force commander Dr. P. D. McTaggart-Cowan said that the divers were the heroes of the oil recovery and clean up.

If so, there were probably never dirtier heroes in Canada's armed forces.



Frigid water, visibility restricted by oil, slowed work of Dartmouth-based clearance divers like the one shown on diving ladder.



As oil (foreground) bubbles to surface from wreck, divers treat it with peat moss to make stuff easier to handle should it reach shore.



APPLICATION FOR THE SPECIAL SERVICE MEDAL (SSM)
FORMULE DE DEMANDE POUR LA MÉDAILLE DU SERVICE SPÉCIAL (MSS)

Surname/Nom de famille		Given names/Prénoms	
SIN/NAS	Service No/No de Service	Date of Birth/Date de Naissance	
Address/Adresse		Place of Birth/Lieu de Naissance	
Telephone No (home) No de Téléphone (résidence)	Telephone No (work) No de Téléphone (travail)	Rank/Grade	Release Date Date de licenciement
Date(s) and Place(s) of Duty/Date(s) et endroit(s) de Service			
Additional Comments/Commentaires Additionnel			
I hereby apply for the Special Service Medal/Je demande, par la présente, la Médaille du Service Spécial.		Signature	Date

Reserved for D Pers A-3-4-4 (SSM)/Réservé pour D Pers A-3-4-4 (SSM)

COMPLETED FORM SHOULD BE SENT TO: / VEUILLEZ ENVOYER LE FORMULAIRE DUMENT REMPLI À :

Attention: D Pers A-3-4-4 (SSM)
National Defence Headquarters
MGen George R. Pearkes Building
Ottawa, Canada
K1A 0K2



APPLICATION FORM

**COMBAT DIVER
ASSOCIATION OF CANADA**

FOR SECRETARIAT USE

CDAC No. _____

Dive Coin No. _____

Card ____ Pin ____

UIC _____

Date _____

1. GIVEN NAME _____ SURNAME _____

2. RANK _____ SIN _____

3. HOW DO YOU WISH YOUR NAME TO APPEAR ON THE MEMBERSHIP CARD? _____

4. ADDRESS - HOME

ADDRESS - WORK

5. WHICH ADDRESS DO YOU PREFER THE ASSOCIATION TO USE?
(Unit Addresses will be used for military persons)

WORK ____

HOME ____

6. CATEGORY FOR ELIGIBILITY FOR MEMBERSHIP:

- a. Graduate of SWDLF/Combat Diver Course
- b. Member of Engineer Unit Dive Team
- c. Graduate of SHIPS DIVER COURSE/
- d. All other militarily qualified Canadian or Allied divers
- e. Induction as Honourary Combat Diver
- f. Persons interested in furthering the objectives of the Association
whose application for admission as a member will require the
approval of the Board of Directors
(Please attach appropriate information to support your application)

DATES

7. Are you a current member of MEAC?

Yes

No

8. TYPE OF MEMBERSHIP REQUESTED:

a. FOUNDING MEMBERSHIP
(Valid until 1 JAN 94)

	X
\$15.00	

b. YEARLY MEMBERSHIP

\$12.00	
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c. 5 YEAR MEMBERSHIP

\$30.00	
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d. LIFETIME MEMBERSHIP

\$125.00	
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e. ASSOCIATE MEMBERSHIP

\$12.00	
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Signature of Applicant

9. AMOUNT ENCLOSED _____

FORWARD TO: CDAC SECRETARIAT

c/o DIRECTORATE OF CONSTRUCTION ENGINEERING REQUIREMENTS

101 CLONEL BY DRIVE

OTTAWA, ONT K1A 0K2