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FOUNDED
DARTMOUTH N.S.
1982

FOUNDING MEMBERS

André Desrochers
Leo Goneau
Terry Havlik
Sam Semple
Michael Walsh

First President
Stanley F. Watts

DIPPERS DIGEST #4

7 Dec 90

Once again we find ourselves in the midst of the Festive Season and we have received a letter from CPO(Ret) Bert Drake who was celebrating his own festivities, in which he informs us that during a recent visit Down East with his Son, he was able to drop in to see Bob Wigmore in Digby, N.S. and later met up with Eric "Chippy" Galloway at the Halifax jetty where HMCS SACKVILLE was tied up. There was also a Sunset Ceremony put on by the Stad Band, HMCS SCOTIAN personnel and the local Sea Cadet Corps, which was most enjoyable to see once again. Chippy had been away at the Races in Moncton, N.B. when Bert went to Truro, N.S. for a visit, so he was pleased to see him on the jetty. The Association's President, Leo Goneau, took Bert for a tour of the Fleet Diving Unit(Atlantic) located in CFB SHEARWATER for an afternoon and evening, as he was on his holidays. Bert says "What a treat that was for an old hardhat Diver like me - I was in a different world. Being shown around the latest gear and being introduced to the Unit's members, from #1 down, and going through the huge historic photo's scrapbook - it brought back quite a few old memories to me. I really enjoyed and appreciated the whole tour and I was most grateful for the chance to do so". Bert and Chippy had a few libations, told some lies - which old friends do from time to time, and generally treated each other like lost brothers, albeit they had to revert back to using hand signals with each other since they are both 80 years young and their hearing isn't as good as it used to be! Bert sent the DIGEST Editor an historic photograph of the first East Coast Diving Boat which was constructed(?) for a Cutter with a housing thrown together on top of it. Included in the picture were John Brown, Wiggy Bennett, Lt. A.H. Baker, Joe Scoville, and Bert Drake, who was on the boarding ladder in Standard Dress. In looking at it closely, it sure appears to be a terrible platform to conduct diving operations from. This has got to be the only photograph left of diving in that era!! At any rate, the photograph will be enlarged and put in the photo album, which will be shown at the 91 CNDA Reunion. Bert says he really appreciates receiving all the information from you including the DIPPERS DIGEST, and states the stories are most interesting. It is also quite nice to be able to find more of his buddies names, addresses and phone numbers in the Communication List as it allows him to once again get in touch with them.

Frank O. Meal, another RCN Diver from the 1940 to 1945 timeframe, informs us that he is exceedingly pleased to get all the information that CNDA sends out and that he has joined the West Coast Chapter accordingly. He remembers some of his diving mates were: George Luscombe, Jack Daley, Bob Wigmore, Don Sanders, A. McLoughlin, Tug Wilson, Pete Daboka, Les Steeves, Jeff & "Snick" Pitt, "Hap" Porteous, Alf Larsen, Don Sweete, A. Logie, Jim Wilson, Art MacLean and Walt Tapley - Frank would specially like to be informed where Steeves, Sweete and Daboka are living so that he can contact them, can anyone out there help him?(Editor's Note: CNDA would also like to find them plus the following; Don Sanders, A. McLoughlin, "Hap" Porteous, Jeff & Snick Pitt who were from Calgary but are possibly dead now, Art MacLean, Walt Tapley and A. Logie). Frank provided CNDA with many photographs of his diving days in the RCN, which will be available for viewing at the 91 Reunion in Victoria, B.C. from 23 to 25 Aug 91.

1991 membership renewals are arriving in a steady stream in all the Chapters, and from all appearances this should prove to be the year the Association comes of age right across the country. However, we would be more than happy to locate a greater number of our Divers, be they Reserve Ships or Clearance Divers, or from all the myriad types of Divers trained by the Navy. In this way we could let them know there is a CNDA and to inform them of the benefits available to them by becoming a member of the Association. With 3 dynamic Chapters now in operation, it should not be too hard to find them by word of mouth and to inform CNDA National of their addresses. For those few members who have not yet renewed for 1991, please be advised that this will be

the final issue of the DIGEST sent to you, therefore it is advantageous for you to forward your renewal, right away, as we value you as one of our members. We are sure you will agree that receiving the DIGEST is one of the greatest values you have received as a CNDA member.

The 91 Reunion in Victoria, B.C. is now well under way, as can be seen by the attached Flyer. The all inclusive cost per person will be \$37.50, which includes all events plus the Saturday night Dinner/Dance. For those who wish to participate in the events, but are unable to attend the Dinner/Dance, the Part Rate cost per person will be \$15.00. Please note that Registration Forms are provided on the Flyer and should be forwarded, with a cheque in the appropriate amount payable to 91 CNDA Reunion, at your earliest opportunity to: 91 CNDA REUNION, c/o Mark Draibye, 7266 Ella Drive, Sooke, B.C. V0S 1N0. Should you have any queries, you can write to Mark or phone him at (604)642-4072. A Meet & Greet happy time will be held in the Fleet Divi Unit(Pacific) Combined Mess, together with Registration Confirmation from 1400-2000 on Friday 23 Aug 91. There will also be a late Registration Confirmation take place at FDU(P) from 0800-1100 Saturday morning. It is a requirement that the number of meals be ordered for the Dinner/Dance no later than 19th Aug 91, therefore it is imperative that your Registration Form be received no later than that date if you wish to attend the Dinner/Dance. We recommend that you register as soon as you receive the Flyer as this will definitely assist the Planning Committee with their task of organizing a great Reunion. The Committee will assist you should you require either information or assistance for accommodations - you need only request this on the Registration Form. Please note the preliminary schedule of events shown on the attached Flyer; there will be a full schedule of events available to you also during the Registration Confirmation at FDU(P). We are hoping that all the 30's, 40's & 50's Divers will attend this gathering of the clan! Further up-dates on Reunion 91 will be published in future editions of the DIPPERS DIGEST.

GOOD NEWS - The Association has authorized the use of an attractive Divers Crest for use on Blazer Jackets! It is a 4" diameter round crest with a black background upon which is a large red Maple Leaf, superimposed over the Maple Leaf is a silver hardhat, with a gold ribbon running from left to right underneath the leaf and helmet, upon which in gold wire are the words "Canadian Naval Divers Association". It is expected they will be available in March 1991 and will be available for purchase on a first come first served basis, with the price being \$20.00 each. If at all possible, we shall attempt to have them available for sale by each Chapter and the Fleet Diving Units in April 1991. Additionally, an exquisite Divers Lapel Pin has been obtained in quantities sufficient to have one for every member, with the purchase price being \$5.00 each. The pin consists of a gold coloured hardhat with the letters CNDA immediately below. You may order the lapel pins from the National Office by writing: Chuck Rolfe, RR2, Kinburn, Ont. K0A 2H0 or by phoning him at home(613)832-1653 or at work(613)952-4304. Please include a processing and mailing fee of an additional \$1.00 more. You may also obtain them from your Eastern or Western Chapter of the Association.

WAR AT SEA

Having just recently obtained Frank Curry's just published book "WAR AT SEA; A Canadian Seaman on the North Atlantic", I commenced reading this prairie dog's story of his New Entry Training and his life aboard the Corvettes HMCS KAMSACK and HMCS CARAQUET as an Asdic Operator.

The book is a real life tale of all the lower deck activities of the wartime RCN and gives one the feeling of having been there with Frank(he is also well known by many as The Walker). It details all the perils and pleasantries of the short spells they were allowed ashore, plus the actions taking place at sea on the North Atlantic. It was the RCN like it really was during the 1940's - and very similar to what Navy life was like immediately after the War and into the 50's, before everything changed!! The book may be purchased from the Author, Frank Curry 5 Edwards Ave, Aylmer, Que. J9H 1C6 Phone(819)684-4564, or you may use the order form shown elsewhere in the DIGEST. Please ensure you add \$1.00 for handling and shipping.

MINESWEEPING

LCDR Dan Nicholson(Diver), NDHQ/DNR 7-2, Ottawa, Ont. K1A 0K2 Phone(613)994-8789 is attempting to collect and collate a history of Canada's involvement in minesweeping operations, and is keen to contact anyone who has any experience or, in particular, any documents or photographs of this subject. Can anyone help him?



"At least the new green uniform matches his complexion!"

NOV 64
LT.-CDR. EARL DOUGLAS THOMPSON, CD; commenced service in the RCNR on Nov. 6, 1938, as a probationary stoker; served in Naden, St. Laurent, Malaspina, Haro, Quesnel, Vancouver, Givenchy, Burrard, Sudbury, Bytown, Scotian, Stadacona; transferred to RCN as acting engine room artificer, 4th class; promoted to acting warrant on May 1, 1943; served in Scotian, Iroquois, Stadacona, Haida, Magnificent, Niobe, Niagara, Cornwallis, Cape Scott, Granby; last appointment HMCS Naden for Diving Establishment West Coast; commenced leave Oct. 5, 1964; retires on May 2, 1965.



PO JAMES FRANCIS CONNOLLY, CD and 1st Clasp; PICD3, joined March 24, 1941; served in Naden, Kelowna, Givenchy, Swansea, Uganda, Ontario, Rockcliffe, (DT No. 2), Cornwallis, Niagara, Cayuga, Oshawa; retired March 26, 1964. MAY 64

RE-ENGAGEMENT

*Whether to Sign On for Another Hitch
Poses Sailor with Tough Problem*

In the July issue of The "Crowsnest" the subject of conditional advancement, together with its attendant problems, was discussed. This was described as one of the tougher decisions facing men of the RCN.

In the same general category, but having even more far-reaching effects, is re-engagement.

Whether to accept his discharge at the end of his engagement period or to "sign on" for another five years is a decision that confronts every man in the navy, at one time or another. It is not a decision to be made either carelessly or lightly.

It is recognized, of course, that there are cases where personal circumstances make re-engagement inadvisable. But for the majority the issue is decided by the weighing of the known advantages and disadvantages of service life against those of "civvy street."

It is to bring the issues involved more clearly into focus that the following points concerning service in the Navy are brought out.

First, there is the matter of pension. Each member of the permanent service contributes monthly to a fund, and, after a specified number of years' service, is entitled to draw a pension, based on length of service and rate of pay and allowances, for the rest of his life.

Pensions may be granted, under certain circumstances such as medical unfitness, after a minimum of 10 years in the permanent service. The maximum period of service which may be counted towards pension is 35 years, but at present men normally are retired after 25 years.

For pension purposes, service is divided into two categories: (1) qualifying service and (2) service for computation of contributions and benefits. (1) is service in the permanent forces only and determines, according to the length of such service, whether the contributor qualifies for pension or gratuity. (2) This category includes permanent force time as well as any other service reckonable under the Militia Pension Act and is used in the computation of the amount of pension or gratuity. This category of service includes, in addition to service in the permanent forces, active service in time of war in any of His Majesty's Forces, time in the Civil Service or the RCMP and one fourth of service in the reserve forces of Canada when not on active service. Election to count such service and contribute therefore must be made within one year of becoming a contributor under Part V of the Act.

If an officer or man dies while in the service (after completing the 10-year qualifying period) or while in

receipt of pension, one half of the pension to which he would have been entitled, or actually receiving, is paid to his widow along with additional amounts for each child under the age of 18 years.

The service pension is a generous one. For each year of service, an officer or man receives as pension one-fiftieth of his average total pay and allowances over the last six years of his service. Thus, a chief petty officer who received an average of \$270 a month in pay and allowances during his last six years, and who retired after 25 years service, would be entitled to a pension equal to 25/50 or one half of his service pay, \$135 a month for life. If he continued in the Navy for the maximum time, 35 years, his pension would be approximately \$189 monthly.

A man who joined the RCN at the age of 18 could qualify for pension as early as 43 years of age.

To provide a similar pension through ordinary investment and insurance channels would require a capital investment of nearly \$20,000. In addition, within three and one half years of receipt of his first pension cheque a pensioner has usually recovered the entire amount contributed over his period of service.

Another point to be considered is the value of the medical and dental care which is provided for every member of the Armed Forces. Fully experienced medical and dental practitioners and the best of facilities are available free of charge to safeguard the sailor's medical and dental health. Further, his pay and allowances do not stop should illness prevent him from carrying out his duties.

Veterans of the Armed Forces also are entitled, under certain conditions, to medical and dental care after discharge. Treatment under this heading comes under the jurisdiction of the Department of Veterans' Affairs.

Career opportunities in the present day RCN are constantly increasing. The present expansion of the Navy is opening up new avenues to promotion. For those who wish to improve their educational standing, the Navy provides instructors and facilities for obtaining a standard up to and including Senior Matriculation.

These are only a few of the many points which the wise man will consider carefully before deciding whether or not to re-engage. Other aspects of service life worthy of a second thought include annual leave periods of up to 30 days, travel to new and interesting places, making new friends, acquiring new and valuable skills and, not by any means least important, the sense of satisfaction that comes from doing an important job in the service of one's country.

LT.-CDR. E. D. THOMPSON
Pioneer Diver
Leaves Service

JUN 65

A pioneer of the Royal Canadian Navy's diving and demolition organization, Lt.-Cdr. E. D. (Tommy) Thompson, of Victoria, retired in April after 26 years' service with the RCN.

He is the last serving member of Canada's first Underwater Bomb and Mine Disposal Team, the basis of the present Navy "frogmen" organization.

Called up from reserve service as a stoker, Lt.-Cdr. Thompson joined the regular force and became an instructor at HMCS Naden early in the Second World War. Later he served as an engineer in HMC Ships Vancouver and Sudbury; then trained as a diving officer with the United States Navy in Washington, D.C.

He was a member of the diving team that helped clear Bedford Basin after the naval munitions depot explosion in 1945.

After completing the USN Master Diver's Course he continued training in the United Kingdom and again with the United States Navy in bomb and mine disposal techniques.

As officer in charge of the RCN's Clearance Diving Trials and Development Unit, he played a leading role in the design and development of recompression chambers now used by the RCN.

The veteran diving officer has started a new career as hyperbaric engineer with the University of British Columbia Faculty of Medicine in Vancouver. The hyperbaric oxygen chamber, to be installed in the Vancouver General Hospital, will be the first of its kind west of Toronto. Made possible by a grant from the Heart Foundation to cardiac specialist Dr. W. G. Trapp, the new unit will be used primarily for research purposes.

SEP 50

ROYAL CANADIAN NAVY

BADGES & INSIGNIA

RCN TRADE BADGES

BADGES MARKED THUS ● HAVE DIFFERENT TRADE NAMES WHEN USED BY WRENS.

- ① SECRETARY ② PERSONNEL RATE
- ③ ACCOUNTS ④ NAVAL OPERATIONS
- ⑤ COMMUNICATIONS OPERATOR



AIR FITTER



AIR RIGGER



APPRENTICE
TECHNICIAN



AVIATION
TECHNICIAN



BANDSMAN



BOATSWAIN



ADMINISTRATIVE
WRITER



AIR ELECTRICAL
TECHNICIAN



AIR ELECTRONIC
TECHNICIAN



ELECTRICAL
TECHNICIAN



ELECTRICIAN'S
MATE



ELECTRONIC
TECHNICIAN



ENGINEERING
MECHANIC



ENGINEERING
TECHNICIAN



FIRECONTROLMAN



HULL
MECHANIC



HULL
TECHNICIAN



HYGIENE
ASSISTANT



LABORATORY
ASSISTANT



MEDICAL
ASSISTANT



METEOROLOGIST'S
MATE



NAVAL
AIRMAN



NAVAL
STORESMAN



OPERATING ROOM
ASSISTANT



PAY WRITER



PHARMACIST



PHOTOGRAPHER



P & R TRAINER



PHYSIOTHERAPY
AID



RADAR PLOTTER



RADIOGRAPHER



RADIOMAN



RADIOMAN
SPECIAL



SHIP'S
STORESMAN



SHIP'S
WRITER



SIGNALMAN



SONARMAN



STEWARD



TECHNICAL
ASSISTANT



ACTUATING
STORESMAN



WEAPONMAN
AIR



WEAPONMAN
SURFACE



WEAPONMAN
UNDERWATER

RANK BADGES



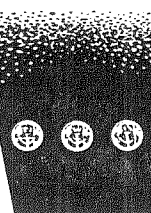
LEADING
SEAMAN



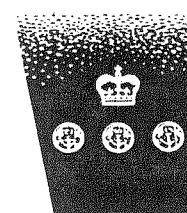
PETTY OFFICER
2ND CLASS



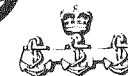
PETTY OFFICER 1ST CLASS



CHIEF PETTY OFFICER 2ND CLASS



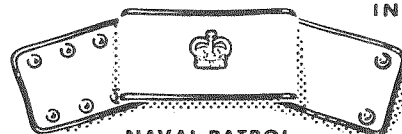
CHIEF PETTY OFFICER 1ST CLASS



MISCELLANEOUS BADGES



BLAZER



NAVAL PATROL
ARMLET



INSIGNIA BUTTON
(PERSONNEL)



INSIGNIA BUTTON
(WREN, PO, CPO)



SHOULDER
BADGE



NAVAL
AIRCREWMAN



CLEARANCE
DIVER(SHIPS)



MARKSMAN



BUGLER



SUBMARINE



INSTRUCTOR'S
BADGE

(Worn on Maple
Leaf above
Branch Badge)

GOOD CONDUCT
BADGES



RCNR TRADE BADGES



COMMUNICATOR
RADIO



COMMUNICATOR
VISUAL



CONTROL
ARMOURER



GUNNERY
ARMOURER



HULL TECH. (WOOD)
HULL TECH. (METAL)



LAYER
RATE



MECHANIC



ORDNANCE
TECHNICIAN



PLUMBER



QUARTER'S
RATE



RADAR CONTROL
RATE



REGULATOR



SAFETY
EQUIPMENT
TECHNICIAN



SAILMAKER



SEAMAN



TECHNICIAN
MECHANIC



TORPEDO
ARMOURER



TORPEDO
DETECTOR
RATE



AIR ARTIFICER



ANTI-AIRCRAFT
RATE



ARMOURER'S
MATE



COMMUNICATOR

Fifty years apart . . .

Woman waves goodbye to naval husband, son in times of crisis

A4 THE OTTAWA CITIZEN • TUESDAY, AUGUST 14, 1990



—CP photo

Getting set: Canadian sailors aboard destroyer *Athabaskan* lower diver to make repairs for Persian Gulf mission

Fifty years ago this month Margaret Summers waved goodbye to her husband Ken, a naval officer who steamed off to fight Hitler in the Second World War.

Now she's saying goodbye to her son, Commodore Ken Summers — the officer in command of three Canadian navy ships ordered to the Persian Gulf.

"History does repeat," she said Monday from her home near Acres Road in Nepean.

"Fifty years ago I said goodbye to his father, now it's goodbye to this lad.

"Of course, this is not a combat situation," she said. "Not yet."

Pausing a beat, she added: "But things went well for his father. 'I'm sure everything will be fine this time, too.'"

That's the upbeat message Cmdr. Summers is giving his mom — and the entire country.

Summers, 46, expects the destroyers *Athabaskan* and *Terra Nova* and supply ship *Protecteur* will be seaworthy within two weeks as frantic renovations to install new weapons systems on the ships continue in Halifax.

"As the senior officer afloat, I know I have three capable vessels under my command with some of the finest sailors and airmen in the world," Summers told the Canadian Press in Halifax.

"Our ships will only be tasked for roles for which they are adequately prepared."

He said it was prudent to add extra weapons and said other supplies — like enough chemical warfare suits — take time to gather up.

"We don't normally carry clothing to be in the Antarctic and we don't normally carry clothing to be in the (Persian) gulf. Those things take time."

The navy's top surgeon, Capt. Larry Myette, was assembling a team of 15 to 20 doctors, nurses and technicians. They were equipped to treat everything from food poisoning to combat injuries — including chemical weapons, Myette said.

Summers said the Canadian ships and the five Sea King helicopters they carry intend to operate beyond the range of Iraqi missiles and aircraft in performing sea lane control and surveillance duties in the Gulf of Oman, south of the Persian Gulf.

"But we know there's no 100-per-cent guarantee when you go into anything like this."

The Summers family moved to Ottawa from St. Thomas, Ont. when Ken was 13. The eldest of four children, he attended Nepean High School and began his naval career at Royal Roads Military College in 1963.

Summers and his wife Joanne have three children: Ted, 20, an officer cadet at Royal Roads in Victoria; Kim, 15; and David, 10.

"The children know Ottawa very well," said Margaret, whose husband died in 1975. "Their dad has served here at National Defence headquarters three times."

Summers is also at home on the *Athabaskan*, having served as the ship's executive officer, or second-in-command, before becoming commanding officer of the destroyer *Algonquin*.

While in Ottawa, Summers was responsible for the development of the appropriate maritime force to implement policy direction set out in the 1987 Defence White Paper.

Last year, Summers was promoted to commodore and appointed chief of staff operations at Maritime Command Headquarters in Halifax and the Commander Canadian Fleet.

The ships commanded by Summers won't leave Halifax until four Phalanx anti-missile guns, purchased and in storage for frigates now under construction, are installed.

About 1,700 civilian workers are swarming over the three ships. In one of the biggest bursts of activity since the Second World War, dockyard workers logged over 5,000 hours of overtime since Friday's decision and were working around the clock in shifts.

One Phalanx, whose computers and twin radars direct up to 3,000 rounds a minute at incoming missiles or aircraft, will be put on the *Athabaskan* and one on the *Terra Nova*. Two of the seven-tonne weapons will be mounted on the *Protecteur*.

Even a brief conversation with Margaret Summers leaves the impression that she would be happy to have the guns stay in their crates and the latest chapter of Middle East madness solved without Canada's help.

"But I'm sure things will be fine," she repeats in the best stiff-upper-lip tradition of the Summers family.

Father and son

Margaret Summers's husband Ken, left, served in the Second World War. Today the Nepean woman's son, Commodore Ken Summers, right, is in charge of Canada's navy ships in the Persian Gulf.



KENNETH CHARLES DAHMS

Ken Dahms is a native of Millbank, Ont. who joined the Royal Canadian Navy in December 1939 at Kingston, Ont. as an Ordinary Seaman in the Seaman Branch. He travelled by overnight train to Halifax sitting up on wicker bench seats (as did everyone in the Forces it would appear at that time) and as they arrived in Halifax during the night they all stayed on it until morning light. Ken relates that there was then a sudden LOUD roar that immediately woke everyone up, which was Master-at-Arms "Bunker" Hill's way of getting their attention, which certainly did in jig time! Ken and his group of New Entries had their Christmas that year in Halifax, together with limited training in Gunnery and some Parade Square bashing at HMCS STADACONA. He was then drafted to HMCS COLUMBIA, which was one of those four funnel Destroyers obtained from the U.S. Navy at that time, & around mid January 1940 - one month after joining the Navy - they sailed for England. On the passage between Halifax and Newfie John an attack was commenced on a submarine which they had detected. This being many of the crew's first experience in dropping a full pattern of depth charges, it sure shook them and the old ship up! Ken recalls that he was Duty Lookout in the Crow'snest when nearing Newfoundland, and as he was previously informed that it was his responsibility to report anything in sight, he so reported it since it looked like a big rock in the water to him, but they told him that it was OK. Of course, the closer they approached the more he could comprehend what it was, until finally he could see the opening in the steep cliffs - which was the entrance to St. John's Harbour. They quickly took on bunkers and continued on their storm tossed voyage, which took another 14 days to traverse in support of a Convoy. During this period the weather and seas were in quite a high state, which together with the many submarine contacts and setting the depth charge patterns kept them all in a ready state of alert throughout. One night a Lookout reported sighting a periscope and they immediately commenced a rapid fire of Starshells, so that when cease fire was ordered, the last shell in the breech had to be fired simply because the gun was so hot that it would have been too dangerous to remove it. As it was, even the spent shell casings all over the deck were still red hot! The next morning it was found that any canvas or covers on the forward gun deck were all in shreds from the muzzle blasts of the 4 inch guns and there were several merchant ships missing from the Convoy, either sunk or so severely damaged as to become stragglers. Upon finally reaching Greenock, Scotland, they spent a few days replenishing and unwinding before the transit down to Plymouth, England, where a partial refit was to be effected and the crew were to take Royal Navy courses. Ken had been conversing with a chap on the way over to England who turned out to be a Deep Sea Diver at one time in the Royal Navy with the discussion evolving into this chap stating that Ken had all the perquisites to become a good Diver, i.e. you were not afraid of anything and you wanted excitement!! Ken then decided to apply to become a Diver, but with everyone trying to bring the battle to the BISMARCK at that time off the coast of France after she had just sunk the British Battleship HMS HOOD, there was absolutely no opportunity for him to be detached for a Diving Course then. Every available ship was ordered out to protect the Battleships HMS KING GEORGE VI and HMS RODNEY, who on the high seas eventually brought their tremendous firepower to bear, which proved too much for the BISMARCK. Ken says that he recalls that aircraft were all over the skies and were coming in from all directions at them. Happening to be in the aft heads next to the 10 pounder at the time he immediately assisted pushing in shells, worked the breech and tried to cover his ears - all at the same time, and he could hardly hear for some time after the action. All incoming rounds missed and those on the upper decks were unscathed. Having finally returned to tie up in Plymouth, the Battleship HMS KELLY came alongside (using them for a fender is what they all believed). Admiral of the Fleet, Lord Louis Mountbatten, was the Captain of HMS KELLY and had on board the King, therefore they came aboard Ken's ship as well.

Shortly thereafter, they were on Convoy duty runs between Ireland and Iceland, where they could not play their radios whilst at sea. Instead they held impromptu jam sessions with the fiddle and guitar which Ken had the foresight to take onboard with him. At one time a sick merchant seaman was being brought aboard (they were fortunate in having a Doctor with them at that time), Ken was at the bow for this evolution and hung on to the line after catching it - the next thing he knew, there he was dangling 20 to 30 feet in the air from the boat, and he stated in no uncertain terms how happy he was when he was able to get back in the boat. He also had his time on the wheel as a helmsman, which he considered to be a very good experience, what with all the course changes that were necessary. Eventually they escorted a Convoy back to Halifax where a draft awaited him to take a diving course - he remembers a sign in large block letters put on the front of the Barracks in Stadacona urging people to volunteer to become Divers in the Navy, and he figured that since he wanted excitement, he would soon get it.

First though, he went home on 28 days leave he really deserved, and what a surprise he found waiting for him there. All the residents of Millbank threw a huge surprise party for him in the largest hall in town, as they had never had a sailor there before - and Ken was a hero in their eyes! Arriving back in Halifax, he checked out in A-1 shape on the really thorough Medical the Navy put prospective Divers through at that time. He then commenced the Divers Course (hardhat of course) with Chippy Galloway, Clem Racey, Shorty Powers, Jack Jenkins, Slinger Woods, Joe Scoville and others he finds hard to remember the names for due to the passage of time, however John Brown and Bert Drake had them he recalls. LCDR Baker, their Diving Officer, used to invite them all up to his cottage where they were all treated as one big family, and it was most enjoyable to go there. A very sad job that Ken was on happened when two young ladies were given a free ride in Catalina seaplane for selling the most Victory Bonds. The aircraft crashed and sank in Halifax Harbour shortly after takeoff, with only one crewmember surviving, and the diving crew had to recover the bodies and part of the aircraft. Later a little 9 year old girl was murdered by her Father, who disposed of her body in the Northwest Arm, requiring the services of the RCN Divers to locate & bring her to the surface, which he recalls was not one of the tasks any Diver likes. One job he remembers from the dead of Winter was when they were tasked with check tightening all the screws on the bottoms of 4 or 5 Russian submarines which had arrived in Halifax in January. It was so cold that the Divers could only stay in the water for 20 minutes to do an efficient job.

There were many other jobs Ken did, however it all soon came to an abrupt end on 16 January 1942. A coil of minesweeping wire had to be recovered from the bottom and when Ken finished bending over to attach the hoist and stood erect, he found himself being rapidly blown to the surface from 60 feet down. When he hit the surface his suit cuff blew out which caused him to quickly sink to 40 feet before his tender, Chippy Galloway, and his Diving Supervisor, Bert Drake, finally were able to stop his rapid descent. They quickly brought him back to the Tender, got him out of the suit and took him to the Camp Hill Hospital in short order. According to the "CERTIFICATE OF WOUNDS AND HURTS" form, he "sustained at that depth unequal pressure on his body"! Ken states *"That the first night in the Hospital was the very worst. I bled from the eyes, ears & nose with the only way I could breathe being through my mouth, so I kept holding my tongue out to let me breathe satisfactorily. The Nurse kept yanking my hand away, which would cause me to start choking again - after a short time the Medical people began to understand what I was doing and it was then OK for me to do it. I said to myself, if I can make it till morning, I might pull through. The Doctors didn't expect me to make it and I was later told that they put everyone who they expect to die in this special cubicle - which is where I was esconced! The Doctors would just stand there and shake their heads."* After a couple of weeks in Hospital, Ken asked for and was given a mirror, and after seeing what he looked like (he was still black and blue all over), stated that he did not ever want to see himself again. He doesn't know how long he spent in the Hospital, but they eventually drafted him to HMCS AVALON I in St. John's, Newfoundland (but not for diving) where he again spent some time in another Hospital there. Eventually he was drafted back to Halifax, and in February, 1944 he was granted a Medical Discharge from the RCN. Ken remained in Halifax with friends for a while before moving to Kingston, Ont. to take a position as a Guard at the Collins Bay Penitentiary for a short time, and then spent 30 years as a Manager for the Loblaw Stores. He is now retired and lives at 11 Tanglewood Ave, Kitchener, Ont. N2B 1S5 Phone (519) 742-8698, where many of his diving buddies from WWII have lately been getting in touch with him to renew old friendships. He states that it is a most pleasant experience to be remembered by them after such a long time has passed, and he is pleased to hear from them. Every Winter Ken likes to visit his daughter in Los Angeles, California, as it is such nice weather down there at that time. He is also looking forward to going out to the Victoria, B.C. Divers Reunion if at all possible. Ken just recently celebrated his birthday (74 years young) and says he has his good and his bad days as far as his health goes - he has learned to live with the head pains that he gets from time to time. It just goes to prove that you can't keep a good Diver down.



Certificate for Wounds and Hurts

These are to Certify the Honourable the Minister of National Defence of the Dominion of Canada that

(Name in full)

(Rank or Rating)

(Official No.)

KENNETH CHARLES DAHMS AB. RCNVR U-18158

belonging to His Majesty's Canadian Ship "STADACONA"

being then actually upon His Majesty's Canadian Naval Service in

Here describe the particular duty.

DIVING - HALIFAX HARBOUR

"Injured" or "Wounded." Date.

was* Injured on January 16th 1942 by

Here describe minutely the nature of the injury sustained and the manner in which it occurred—as required by articles 1207, 1318, 1354 of the King's Regulations.

being blown to the surface of the water from a depth of sixty feet while diving - On reaching the surface a cuff of his suit ruptured thereby permitting partial escape of air from the diving suit - He then sank to a depth of forty feet and sustaining at that depth unequal pressure on his body. This resulted in compression to his body and manifested by severe shock, haemorrhage into conjunctiva, ears, from nose and lungs and haemorrhages into skin of upper one half of body -

"Sober" or "not sober."

He was† Sober at the time of injury

Age about 24 years. Born at or near MILLBANK, ONT Height 5 ft 6 ins.

Personal Description.

Hair BLOND Eyes BROWN Complexion FAIR

Particular marks or scars.

NONE

Date April 9 19 42

Signature of Commanding Officer of Ship.

Rank

Commander RCNVR.

Signature of person who witnessed the accident.

Rank

lt. R. CN.

Signature of Medical Officer.

Rank

Surgeon Lieutenant R. CNVR.

NOTE:—The grant of a Hurt Certificate to a Petty Officer or Man is to be noted on his Service Certificate.

AVAILABLE JULY 1990

War at Sea:

A Canadian Seaman on the North Atlantic

by Frank Curry

5 Edward Ave, Aylmer, Que. J9H 1C6 Phone(819)684-4564

Fifty years after he joined the Royal Canadian Navy, Frank Curry finally speaks for the thousands who endured lower-deck life in the Battle of the Atlantic. Part of the battle was protecting Allied convoys from German U-boats. As an ASDIC operator, trying to locate enemy submarines with Sonar, Curry was a key member of his corvette's crew. The bigger part of the struggle, as Curry reminds his readers, was the struggle to survive the Atlantic itself. Tiny corvettes, with their raw, seasick crews faced merciless elements. Mountainous waves threatened to overwhelm the corvettes and sometimes crushed their upperworks. Mid-winter temperatures brought "white mist": frozen spray that coated the ships with tons of ice, threatening to plunge them into a watery grave.

Frank Curry tells how it was to be an ordinary seaman on HMCS Kamsack and Caraquet. There was nothing romantic about living in messdecks awash with seawater, vomit, clothing, broken dishes and food. Only youth could endure sleeplessness, hunger and the agony of joints aching after days of bracing against the endlessly rolling sea. Yet this is anything but a depressing book. Like any good sailor, Curry survived because of his sense of humor, self-discipline and shore leave that were his salvation against a despair that could be maddening.

Curry reflects a seaman's pride in his ship and shipmates. The war took him from a reserve naval division in Ottawa through grim convoy battles to the D-Day invasion. Countless naval veterans will relive their own memories through this book and the generations they helped spare from war will know what it was like to serve in Canada's "Corvette Navy."

Desmond Morton, Principal
Erindale College, University of Toronto
April, 1990.

(co-author: *Forged in Fire, Canadians in the Second World War*)

ISBN: 0-921633-52-1

AVAILABLE JULY 1990

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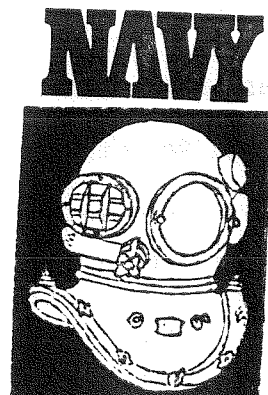
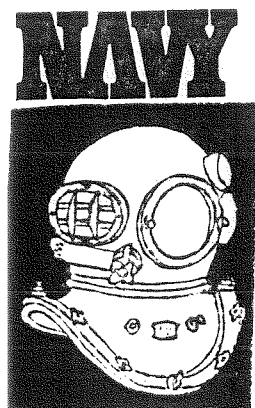
NAVAL DIVERS
ASSOCIATION



August 23rd, 24th & 25th 1994

Fleet Diving Unit - Pacific

Victoria, British Columbia, Canada



91 CNDA REUNION INFORMATION

ACCOMMODATIONS: Please check off the circle if you wish information concerning Hotels or Motels preferable to use. Rates will be furnished as well as addresses and phone numbers. There may also be some accommodations provided by local Divers - if requested.

REGISTRATIONS: All Inclusive means for all events - costs \$37.50 per person
Part Rate(does not include Dinner/Dance) costs \$15.00 per person

SCHEDULE OF EVENTS

Friday August 23rd, 1991

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

Saturday August 24th, 1991

0800 - 1100 Late Registration FDU(P)
0830 - 1200 CNDA National Directors Meeting FDU(P)
0830 - 1100 Tours aboard HMCS ORIOLE(Sail Training Vessel) Harbour
1130 - 1300 "Up Spirits" Lunch
1300 - 1600 Local Sightseeing/Buchart Gardens/Harbour Tour/etc.
2000 - 0100 Dinner/Dance

Sunday August 25th, 1991

1100 - 1300 Brunch
1300 - Au Revoir Combined Mess FDU(P)

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

QUERIES? - Contact Mark Draibye, 7266 Ella Dr, Sooke, B.C. V0S 1N0 Phone(604)642-4072

Please Print

1991 CNDA DIVERS REUNION APPLICATION



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

Address _____ Postal Code _____ Phone (Work) _____

Arrival Date _____ Departure Date _____

Please send information about accommodations ☐ Number of Persons Attending _____

Reunion Registration: All Inclusive \$37.50 ☐ Part Rate \$15.00 ☐ Per Person Total \$ _____

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c/o Mark Draibye
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Sooke, B.C.
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