

37 Handling of Unexploded Ordnance

The following information, of concern mainly to fishing vessels, is being published for the benefit of any other vessels which may have occasion to draw nets or trawls:

- 1 Fishers operating off the coasts of Canada are warned that both non-explosive and explosive ordnance may be discovered in normal fishing areas. These ordnance items may be brought to the surface in nets or trawls.
 - o Non-explosive ordnance such as practice torpedoes will normally be painted bright orange; smaller non-explosive ordnance will normally be a dark blue or light blue. Any item which cannot be readily identified by sight as non-explosive ordnance should be treated as explosive in character. Explosive ordnance, small or large, will normally be painted or marked in yellow, red or green. If there is any doubt about the identity of any object brought up by nets or trawls, it should be considered as an explosive. It should be noted that ordnance having been in the water for longer periods of time will most likely have lost its markings and, like ordnance found on land, will likely have rusted.
- 2 Practice ammunition still dangerous:
 - a. Orange torpedoes could still contain Otto Fuel;
 - b. Dummy ammunition formerly had a dark blue marking; currently, it has a bronze marking;
 - c. Colour Codes Above 20mm
 - i. Yellow High Explosive
 - ii. Brown Low Explosive
 - iii. Grey Chemical
 - iv. Black Armour Defeating
 - v. Light Green Smoke
 - vi. Light Red Incendiary
 - vii. Orange Recoverable
 - d. When a colour for a primary role does not in itself indicate the presence of an explosive or other hazardous material, the presence of these materials may be indicated by narrow bands or by letters applied in an appropriate colour of the code.
- 3 Explosive ordnance may still be dangerous even after having been in the water for many years. Suspected explosive ordnance should be treated with great care, and if observed in the net or trawl while still outboard, no attempt should be made to bring it alongside or aboard. The trawl should be lowered and where possible, towed clear of regular fishing grounds before cutting away the net as necessary.
- 4 In the event that a suspected explosive ordnance item cannot be released or freed by cutting the net or line, the following actions are advised:
 - (i) Stream the object as far aft as possible.
 - (ii) Notify the nearest Joint Rescue Coordination Centre (JRCC) and stand by for instructions or help.
 - (iii) Position the crew at the forward end of the vessel, keeping the deck house between them and the object astern.
 - (iv) Maintain steerageway as necessary to stay in the area until help or instructions arrive.

- 5 In the event of a suspected ordnance item not having been detected until the contents of the trawl have been discharged on deck, the following action should be taken:
- (i) Great care should be taken to avoid bumping the object.
 - (ii) It should be stowed on deck away from heat and vibration.
 - (iii) It should be firmly chocked up and well secured to prevent movement.
 - (iv) It should be kept covered up and dampened down. (This is important because any explosive which may have become exposed to the atmosphere is liable to become very sensitive to shock if allowed to dry out).
 - (v) Notify the nearest Joint Rescue Coordination Centre (JRCC) and stand by for instructions. The JRCC will then contact the nearest EOD team for direction.
- 6 A ship with a suspected explosive item on board or in her gear should warn other ships in the vicinity and give them her position.

Note: The accompanying plates showing ordnance used currently and formerly by DND ships and aircraft will assist in identifying explosive ordnance that may be recovered from the sea.

Naval Underwater Charge



Signal Underwater Sound MK411
(Reduced Charge) (SUS) Signal
Underwater Sound
MK 410 (High Explosive)



Depth Charge High
Explosive DM211
Anti-Frogman



Signal Sound Marine MK
NC 1 Mod 1

Naval Decoy



82 mm Rocket Practice
MASS Decoy



MK 234 Electronic Decoy
Cartridge (Nulka)



Cartridge 5.125 Inch
Chaff



Rocket 100mm Radar
Echo Practice C20

Naval Pyrotechnics



Signal Smoke
Aircraft Orange Drift
Indicator C8



Marker Location
marine C2A1



Marker Man Over
Board (MMOB)



38mm Hand Held
Illuminating Signal
Flare (Radaflare)



Signal Smoke and
Illumination Marine
Mk 66 Mod 2



Signal Smoke Marine
MK3 Orange



Marker Man
Overboard
Smoke and Light

Length 500 mm
Diameter 190 mm
(including the float)



Signal Illum
Marine Red Pinpoint
Mk7

Length 247 mm
Diameter 35 mm

Naval Pyrotechnics



Rocket 100 mm
Radar echo P8

Length 1700 mm
Diameter 102 mm



100 mm Infra red
Decoy P6

Length 1600 mm
Diameter 103.2 mm



Flare Aircraft
Parachute
LUU 2AB/2BB

Length 91.4 cm
Diameter 12.4 cm



Signal Underwater
Sound Mk411

Length 38.1 cm
Diameter 7.62 cm



Signal sound Marine

Height 8.89 cm
Diameter 7.62 cm



Signal Illum A-C
Single star 1.5 inch

Length 82.6 mm
Diameter 38 mm



Marker Location
Marine
C1A1 or C1A2

Length 47 cm
Diameter 7.56 cm



5.125 inch chaff
Mk 182

Length 1206.5 mm
Diameter 130 mm

Naval Pyrotechnics



Marker Location
Marine Mk 58

Length 21.5 inches
Diameter 4.9 inches



Signal Distress
Day and Night

Length 135 mm
Diameter 42 mm



Marker Man
Overboard, Light
And Smoke,
Series III

Naval Shells



40 mm



57 mm



76 mm



20 mm

Naval Shells



Mk46 torpedo



Mk48 Torpedo



Cart 57mm Pre-Fragmented High Explosive



Cartridge 40mm High Explosive-tracer (HE-T)



Cartridge 57mm Non-Frag Brown Band Low Explosives



Both are inert Dummy 40mm Drill 40mm



Cartridges 40mm Practice (BL/P)

Projectile inert but could have live primer and propellant in cartridge case

Other Possible Ordnance



Depth Charge
HE DM211
Anti-Frogman

Length 268 mm
Diameter 60 mm



Practice bomb



2.75 inch
rocket motor



2.75 inch
warhead

Authority: Department of National Defence (NDHQ)