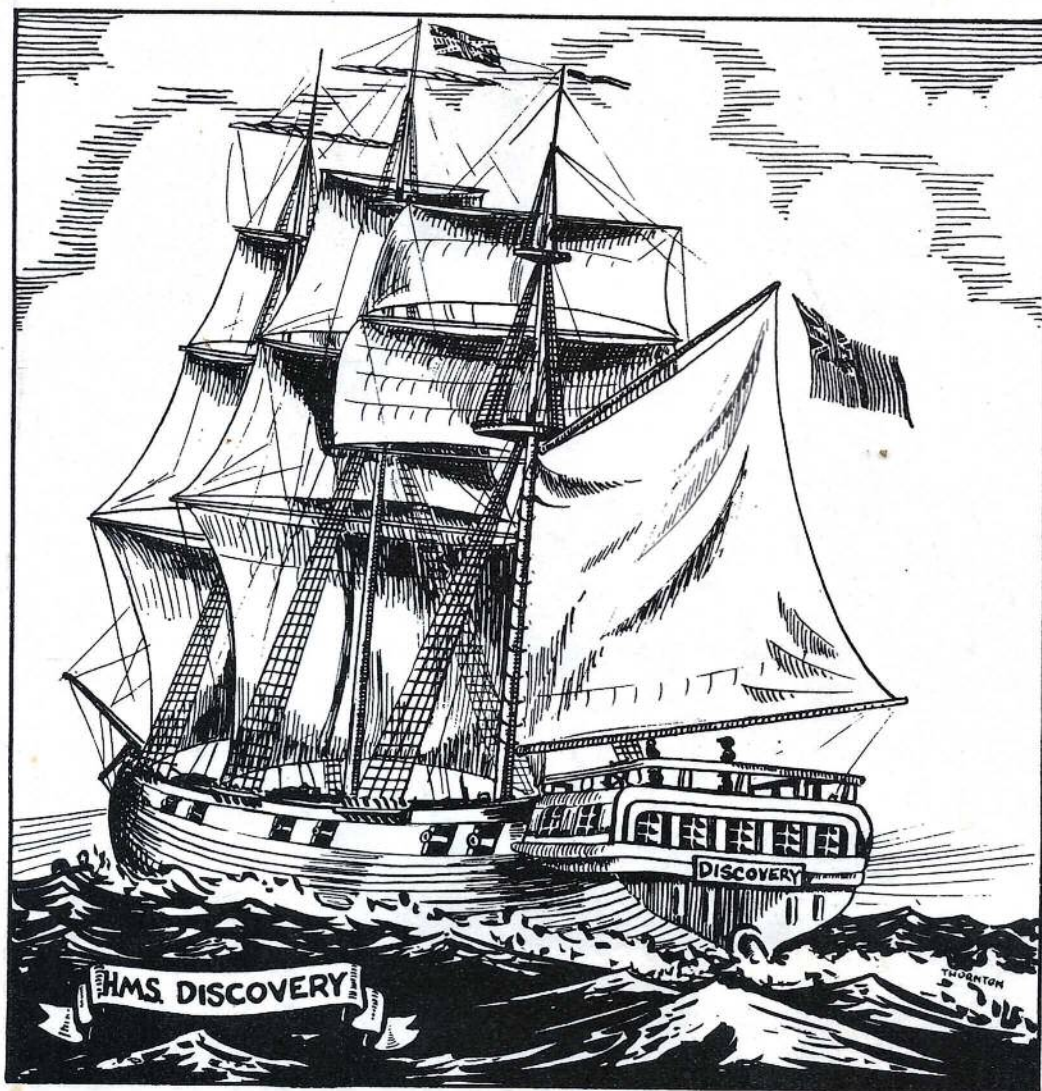


H.M.C.S. DISCOVERY



NEWSLETTER



**VANCOUVER
NAVAL
DIVISION.**

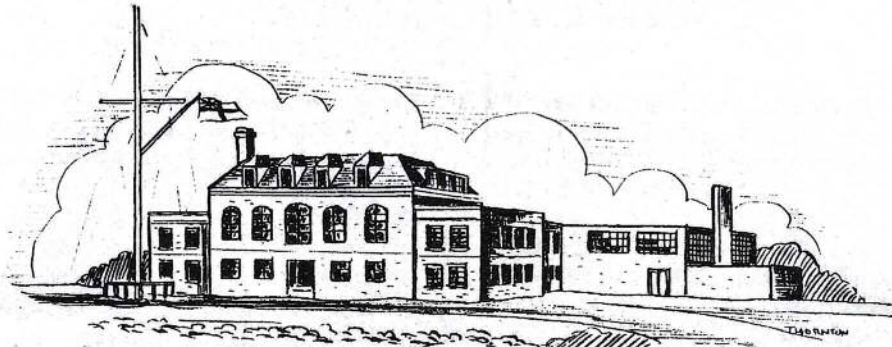
Vol. 7, No.8

November, 1961



Pictured are six of "Discovery's" eight newly-qualified Clearance Divers (Ships) who became the first reserves in Canada to pass the rugged tests and make the grade as specialists in this field. The diver in the fancy suit in the left foreground is LCDR. Robert Hughes, RCN, who was on course with "Discovery's" divers. They are (standing from the left) Petty Officers Muir, Nebisuk and Holland and Able Seamen Sayers and Peters. Kneeling beside LCDR Hughes is L/S Conlon. The picture was taken at "Naden". Already qualified and not shown are Lt. Ken McIntyre and AB Wright.

(see story, page 7)



HMCS DISCOVERY NEWSLETTER

Volume 7, Number 8

November, 1961

Published with the kind permission of
Capt. A.W. Ross, Commanding Officer,
HMCS Discovery.

Editor-in-Chief.....W.J. Herbert
Cdr(SB),RCN(R)
Associate Editor.....J.M. Thornton
Lieut.,RCN(R)
Art,Layout,Typing
Production....Lt. Thornton
Circulation.....P2 H.Levasseur
Chief's & PO's News....CPO M.Laidlaw
Wren's News.....L/Wren L.Ryder
UNTD News.....Cadet A.V. Okulitch

CONTENTS

Editorial.....	Page 4
Personality of the Month.....	Page 5
Know the Navy.....	Page 6
Base Lads Qualify as Clearance Divers.....	Page 7
"Discovery" takes part in Tocsin.....	Page 8
RCN Reservists Help to Train Ghana Navy.....	Page 8
Make a Signal.....	Page 9
New Steward Served With Naval Air Arm.....	Page 10
Children's Christmas Party Discontinued....	Page 11
UNTD News.....	Page 11
Remembrance Day.....	Page 13
News from the Messes.....	Page 14
Naval Quiz.....	Page 15

Editor's Notes

"Discovery's" permanent staff went well over the top in the recent Savings Bond drive...the locals wrote up 270 percent of their quota..and that, as they say, ain't hay...Cdr. F.W. Bradley, COND's training boss, here to look over our facilities...don't expect anything new, but we may get rid of a lot of obsolete equipment...PO Hec Levasseur is organizing a volley ball team to take part in the local tri-service league...congratulations are out to Lt. and Mrs. Tony Penley: a son, number four evenly dividing the family into two of each kind.. and also the same congrats for PO and Mrs. Frank Wapola..they, too, a boy... another savings bond note..ours subscribed the largest amount of all divisions across the country...sorry to say so-long to the president of the seamen's mess, AB John Leard, who has gone to civvie street to be succeeded by AB Dennis Johnson, from "Assiniboine"...new president is our red-bearded L/S Sandy Peden, who along with AB Jack Freeman, represented the Royal Canadian Navy, so well on the guard at the Cenotaph..and maybe because of Peden's impressive appearance at the Cenotaph, permission to grow has been requested by L/S Brian Stevenson and Harvey Bowers and AB Jim Fearn..(permission to "cease shaving, that is)..and Cmd.Off.(SB) Bill Gordon, once bandmaster at "Naden" now COND number one in charge of reserve bands, in town to put Lt. Les

Continued on page 4

EDITORIAL

Since Canada's survival exercise "Tocsin-B" was staged--apparently successfully from many points of civil defence view, even though in Vancouver the sirens stuck and there were other small bugs--NEWSLETTER has been approached by many members of the ship's company with one question, "What do we do when the sirens start?". The only answer we can give you at this moment is "we don't know". But NEWSLETTER hastens to add that as far as we can learn this is a question that will be given to you within a very few weeks--possibly before the end of the training year. We can tell you that this whole question is very much to the fore in the thinking of Commodore Taylor at COND and with the Naval Board at Ottawa. Capt. Ross has spent a great deal of time and effort seeking the answer to that same question and has told us that there should be something definite to report to all of us shortly. Meantime, we suggest that you remain as patient as you have been over the past few months, since this problem has arisen again so markedly. We also suggest that it wouldn't be a bad idea if you acquainted yourself with the rudiments of safety in the event that you are caught off guard in any emergency. If you are interested further you can secure a copy of a booklet entitled "11 Steps to Survival", printed by the Federal Government by writing to Mr. Carl Boehm, Regional Officer, Emergency Measures Organization, Federal Building, Government Street, Victoria, or if you prefer a short address, the same officer at PO Box 10,000, Victoria, B.C. This booklet has some interesting suggestions that might prove helpful if say you were on your way to "Discovery" and an attack developed. You are told what to do with your car and how it could be used to protect you. But, in the interim period, we are still waiting to hear from Ottawa and Hamilton on specifics and we'll report them to you just as soon as they are received.



EDITOR'S NOTES, Continued from page 3

Palmer's music makers through their paces as part of an inter-divisional competition...latest word out is that the annual awards night presentations will be made on 5 December, with pay night scheduled the following week and after that the Chief's and PO's, and we suppose, the Wren's choir, will make their annual visit to bring some naval cheer to the young patients at the Health Centre for Children at VGH. Last drill night of the year will be held on 19 December, and the first drill of the New Year will be on 9 January...keep in mind the "payment night raffle"...now a regular feature of pay night. The money goes to a good cause and every member of the ship's company should subscribe to the draw. To win, you must be present when the tickets are drawn after Evening-quarters. If your number is called and you are not present to collect, you've "had it"..... that's thirty for November and who are you rooting for in that Grey Cup in Toronto and for the early birds, your editor will be giving his all via CBC-TV from Toronto on the Grey Cup parade at either 7:00 am or 7:30 am on Saturday morning, December 2 via channels 2 or 6...be watching, eh?

Personality of the month

Samuel Roy Lawrence was sure his entire war was going to be spent as a writer. Not the dizzy heights of a Chief or PO writer--not even as a Leading Writer, but as an Ordinary Writer. Today, this bespectacled young man, with twenty years of service behind him, is a Lieutenant-Commander, who has held the same appointment as Officer's Personnel and Records Officer at the base as a supply type.

We know him mostly as Roy, but his lower deck chums (and his wife) all call him "Sammy".

LCDR Lawrence was born in Plymouth, England on November 10, 1921, but came to Canada at the age of five. He lived in Toronto and Windsor, before his family moved West to Calgary when he was nine years of age. He attended Victoria Public School in the Stampede City and later graduated in commerce from Western Canada High School. That was in 1939.

For two years (until December, 1941) to be precise) Roy Lawrence worked as office boy for a firm handling many accounts, notably General Foods. But at Christmas-time, 1941, Roy hied himself off to the Navy Recruiting Office and was taken on as a probationary writer.

He was sent to "Discovery" for basic training (at the old establishment where the Yacht Club is today, across the harbour from us) and then went off to "Naden" for a technical course for writers. He served then in "Naden's" Pay Office--a confirmed writer after a year's drudgery in the West Coast base. Then, he was sent to "Givenchy" in the drafting office where, still a writer, he stayed for another year before he drafted himself out and into HMCS Prince David.

This one-time armed merchant cruiser had just completed refit as an LSI and within two weeks he was off for his first taste of sea-going life in company with the ship's entire writer staff: one PO and one leading hand--and Writer Lawrence.

"Prince David" served in the invasion as a landing craft mother ship, and Roy remembers eight boat-loads going ashore on "D-Day", two filled with tough and hardboiled RN Commandos and the other six manned by equally tough soldiers of the Chaudiere Regiment from Quebec. "Prince David", reports Lawrence, was the first ship back with casualties from the invasion to reach Southampton, and he has vivid memories of great columns of ambulances lined up ready to whisk the injured to hospitals.

"Prince David" was re-assigned to the Mediterranean and actually went to Taranto, headquarters of the now-defeated Italian Navy. From there, Roy accompanied his ship in the uneventful (to him) invasion of Southern France, as the Canadian ship carried French poilus back home. Then, it was back to Taranto and a couple of commando raids in the islands around Greece before the big assignment. Prince David carried the Greek government in exile back to Athens.

He recalls the Canadian LSI was met at the harbour entrance by an aged and almost museum-piece Greek warship. The Greek government (cabinet and all) transferred and re-entered their country in a Greek warship.

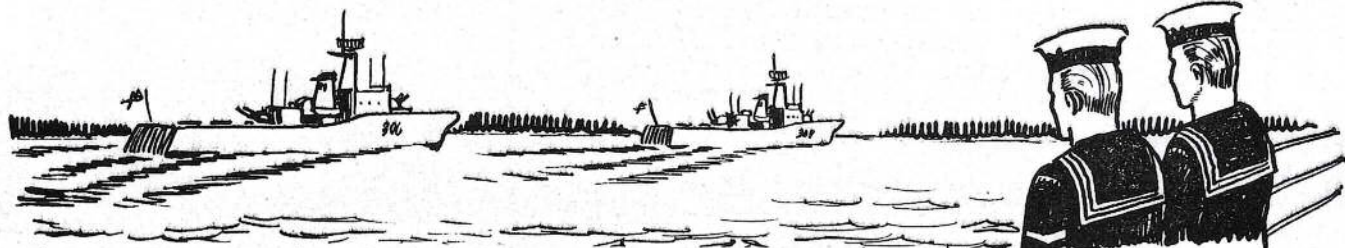
Further action in the Greek civil war for the Canadians in "Prince David" came to an abrupt end when she was mined in the entrance to the Port of Athens--the Pireaus--and was dispatched to Malta for repairs. Luckily, reports Lawrence, no one was killed and only some minor injuries occurred. The ship was returned to Esquimalt. Somewhere along the way Lawrence had broken the jinx--he came ashore as a PO Writer. This was March, 1945.

Roy served for awhile aboard in Esquimalt, then transferred to Halifax to the manning depot and eventually was demobbed in "Tecumseh" in February, 1946--as a PO Writer.

(Continued on page 12)



KNOW THE NAVY



There are many facets of the service that most of us are not too familiar with. The lack of this knowledge causes us embarrassment from time to time, and it is with this in view that NEWSLETTER presents a new series starting with this article on the naval uniform.

How often has a certain "dress of the day" been announced for some future function and the shipmate next to you whispers "what rig is that? ". Herewith, then, is the RCN system of numbering uniforms with brief descriptions.

OFFICERS

- No. 1 Blue ceremonial dress, with gloves and medals
- 2 not allocated
- 3 Blue service dress
- 4 not allocated
- 5 Battledress
- 6 not allocated
- 7 Mess dress with white waistcoat, "gold pants", miniatures
- 8 Mess undress with blue waistcoat, medal ribbon bar
- 9 not allocated
- 11 White ceremonial dress with medals
- 12 not allocated
- 13 White service dress
- 14 not allocated
- 15 not allocated
- 16 not allocated
- 17 White mess dress with white waistcoat, "gold pants" miniatures
- 18 White mess undress with cummerbund, ribbon bar
- 19 Tropical mess undress ("Red Sea Rig")
- 21 not allocated
- 22 not allocated
- 23 Khaki service dress
- 24 Khaki service dress negative jacket
- 25 Khaki tropical dress...open-neck shirt, shorts.

MEN (Class 1 and Class 11 uniforms)

- No. 1 Blue uniform with gold badges, medals (lanyard, class 11)
- 2 Blue uniform with red or gold badges, ribbons, (lanyard, class 11)
- 3 Blue uniform with red badges (negative lanyard, class 11)
- 4. Blue uniform ("night clothing") Class 1: negative tie
Class 11: negative collar
- 5 Working rig...denim shirt, jacket, trousers
- 11 White uniform, with white shoes, medals (lanyards Class 11)
- 13 White uniform with black shoes, ribbons
- 19 Class 1 only...("Red Sea Rig")
- 23 Class 1....khaki uniform
Class 11...No. 2 or No. 13, negative jumper
- 24 Class 1....khaki uniform, negative tunic
Class 11...No. 3 or No. 5, negative jumper
- 25 Tropical working rig...blue shirt, shorts, sandals

BASE LADS ARE FIRST
RESERVES TO QUALIFY
AS CLEARANCE DIVERS

Eight "Discovery" sailors pass tough tests to win laurels for us...

Eight "Discovery" sailors have won for our base the distinction of being the first RCN(R) lads to qualify as Clearance Divers (Ships) after extensive courses with the RCN at the Navy's Pacific Coast Diving School at Colwood, near HMCS Naden. Our divers are now completely operational and ready to take on any assignment that fits their training.

The successful lads had first to pass rigorous medicals before going to Victoria to take the courses. There, they fitted into the RCN programme, without special consideration.

NEWSLETTER invited Lt. Ken McIntyre to give us the story of the course and here's his account:

"This past summer a new trade appeared in the RCN(R) with the advent of the Clearance Diver (Ships) qualification. In this, as in all cases, the Navy moves rather slowly, and so to say that the diving began this summer is rather misleading. Actually, it was about this time last year that the rumour that we would be getting divers began to take on substance. Series after series of rather secretive signals crossed and recrossed the country and, after a time lapse of approximately four months, we were able to call for volunteers. Originally, we started out with sixteen young (?) but very eager aspirants. It was the original intent of COND to have each man write an aptitude test and sit for a board of selection to determine whether or not he was suitable or at least adaptable for diving. It soon became evident that this would in no way guarantee the suitability of the man, and so we were "processed" in the most logical way possible-- by an actual practical dive.

Late last spring, the RCN diving tender from "Naden" was brought over for our trials. At the time, these trials seemed to be of almost superhuman proportion. Under the guidance of the RCN diving staff, we did a "long" distance swim from our jetty to the beach and back, and several closely supervised dives into the ooze and under the floats. The most "twitching" part of the whole episode was a night dive in zero visibility. Once we were down, however, the sensation was utterly fantastic. As you move through the blackness, small phosphorescent bubbles float past your face mask at a great rate...most unrealistic.

Of the original applicants, eight of us qualified for the CDS course at "Naden". A.B. Wright and I were in the first group on course in August while Petty Officers Holland, Muir and Nebisuk and L/S Conlon and A.B.s Sayer and Peters took the following course in late October. The first thing that impressed all candidates at the Diving School is that regardless of rank, age or presence of grey hair at the temples, everything is done at the double. We doubled to draw gear, doubled to exchange gear and doubled to return gear. We even doubled to and from the point from which we doubled. The training period itself was an exhausting combination of three mile swims and seven-mile cross-country runs. This last feat is no small accomplishment, considering that it is done in full diving dress, negative tank and fins. After coffee break each morning, we would dive til noon, an hour off for lunch, and then back to the chamber for another four hours underwater. During the evolution of the diving school, the RCN has managed to devise some particularly tricky projects. All work in courses is done in zero visibility mud and consists of flanges in which every bolt is of different size and thread to be disassembled and replaced, chain to be cut with a hammer and cold chisel, wood and pipe cutting and the best of all---a chamber in which the diver

must seal himself and exit by removing a bolted plate from the far end of the chamber. Ship's bottoms were searched and inspected and long-distance swims underwater became the rule rather than the exception. A great deal of theoretical work in physiology and diving physics was also covered and so I believe anyone who finished the course has reason to be justifiably proud of his CDS qualification.

A great deal of further training still lies ahead for "Discovery's" divers, notably on weekends and Thursday nights, but having survived the initial phase, nothing could be worse. At any rate, we are now operational and ready to go.

DISCOVERY TAKES PART IN TOCSIN

HMCS Discovery took a small but active part in this month's nation-wide survival test conducted by the Emergency Measures Organization, the authority which will take over direction of the nation in the event of an emergency or a direct attack.

Set as a surprise on the afternoon of 13 November, the exercise which simulated both manned-bomber and missile attacks (all nuclear) on strategic Canadian cities and towns, began when sirens began to wail at 1600.

"Discovery's" role is to transport members of the Canadian Army assigned to a re-entry survival team as well as leaders of Federal Government agencies to a port near Nanaimo where these people will take up their jobs at British Columbia Regional Emergency Headquarters.

Since Monday, 13 November had been designated "Sunday routine" for the RCN staff at the base, the crew of YFP-319 were at home when the sirens began their mournful wail, signalling the alert. Using the sirens as their call back to duty, the crew hastened to "Discovery" and prepared the YFP for its assigned task.

By 1645 everything was ready and the representative six members of the army's re-entry crew went aboard, accompanied by the representatives of several Federal government agencies, including the Departments of Transport, Fisheries and Finance, as well as the Canadian Broadcasting Corporation, the official radio for the nation in the event of an attack.

First port of call was Caulfield, where other EMO officers came aboard. The YFP then set course for Nanaimo, arriving at 2057, which allowed the EMO party to take up their assigned posts on time.

LCDR Mike Sandes, Staff Officer (Administration), captain of the YFP, informed NEWSLETTER the ship made 10 knots and behaved beautifully and had a smooth and uneventful crossing. His crew included CPO Lloyd "Bud" Fell, CPO Thomas Fraser, L/S W.V. Lennox and L/S G.R. Regulous.

The return trip was a little more eventful. The crew bucked a thirty-five knot gale. All were glad, especially the civilians that the reverse wasn't the case.

RCN RESERVISTS HELP TO TRAIN GHANA NAVY

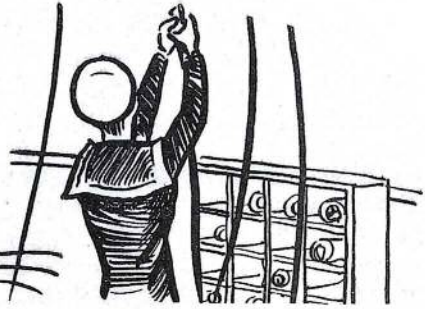
One officer of the Royal Canadian Navy and two from the Royal Canadian Navy (Reserve) have been named to the Canadian Training Team from the three services who will assist the military in Ghana in their training.

The Navy officers appointed to the Ghanaian Military Academy, outside Accra, the capital of Ghana, include Lt. John Dexter, RCN of Moose Jaw and Dartmouth, Lt(S) William Saslowsky, RCN(R) and Lt. Harold Paddock, RCN(R) of Pilleys Island, Newfoundland.

The two Reserve officers have left for Ghana and Lt. Dexter will be leaving shortly. All three have completed a two-week familiarization course at Camp Borden, Ont.



Make A Signal



(Herewith the third and final installment of a collection of peace and war signals, taken from the splendid book by Capt. Jack Broome, DSC RN, "Make A Signal")

Reply to signal by an officer, congratulating him on his promotion: "VMT. Psalm 140; second half of verse 5". (They have set gins for me).

In Winter, 1940, when Wrens were buying up all available serge to make trousers, a Commander-in-Chief made the following signal: "Wrens clothing is to be held up until the needs of seagoing personnel have been satisfied".

"An American destroyer new to Commonwealth signal methods was seen in the Atlantic flying two flags: Church Pennant and Interrogative flag. On being asked what the signal was intended to mean, she replied "God, Where am I".

"From American destroyer to Flag Officer Queenstown: "Have attacked and sunk enemy submarine. Where am I". (From FO Queenstown): "Top of the class".

"From dissatisfied Admiral during manoeuvres to private ship: "Would it not have been better to have turned to starboard". (Reply): "Yes".

Two Mediterranean destroyers being attacked periodically by enemy aircraft. (From 1st destroyer): "Today is Coronation Day". (Reply): "Hope you don't get crowned".

"From C-in-C Mediterranean to Sunderland aircraft which had just announced proudly by signal that she had shot down a small Italian shadower: "You great big bully".

"From corvette to base: "Am tied up to No. 5 berth!" From Base: "Shoe laces are tied up, HM Ships are secured".

"In a Mediterranean convoy operation "Nelson", flying the flag of Flag Officer Force H was torpedoed. (From C-in-C Med to FO Force H): I hope that these , my congratulations will compensate for a slap in the belly with a wet fish. (Reply from FO Force H): "Thank you. At my age kicks below the belt have little significance".

"HM Minesweepers PROMPT and JASON were built, launched, commissioned and operated together. They were chummy ships and much friendly rivalry existed between them. One day PROMPT was struck by an acoustic mine. While she was settling down in the water with upper deck awash: (From PROMPT to JASON): "First again".

"From Commander-in-Chief, Med, Admiral Cunningham to Admiral Commanding Force H, Admiral Somerville, already a KBE on the occasion of his receiving the KCB: "Twice a knight and at your age. Congratulations".

ANSWERS TO NAVAL QUIZ, page 15

- (1) Vessel not under command (by day).
- (2) The curve given to the surface of a deck from side to side so that water will drain off it.
- (3) Lieutenant-Commander.
- (4) "Redoubtable"
- (5) Church pennant.
- (6) In battleships, the magazine is where the charges were kept, whereas the actual shells were kept in the shell room.
- (7) A naval vessel other than a flag ship.
- (8) A. U.S. carrier "Kitty Hawk".
B. Chilean destroyer "Almirante Riveros".

NEW STEWARD SERVED
WITH NAVAL AIR ARM

As a boy of just over sixteen, the new wardroom steward, Jim Stephenson, had his first taste of the Navy. He served with the forerunner of what is today the RAF and the RN Fleet Air Arm, but which during the last couple of years of World War 1 was the Royal Flying Corps. He was a mechanic and served as far afield as the Med until he left the service in the early twenties.

So it is that "Discovery", and particularly the wardroom welcomes aboard as a much-needed addition to our base, Mr. and Mrs. James Stephenson (Jim and Jean) with the hope they're with us for a long time.

Jim was born in Aberdeen; Jean in Manitoba. They were married in Hamilton in 1940 and only this month observed their twenty-first anniversary. Mr. Stephenson came to Canada as a stoker in the old CGS ship "Canadian Scottish" when she made her maiden voyage from Southampton to the West Coast. After arrival, he packed up the sea and worked as a clerk in several hotels, winding up his hotel career at the York in 1931.

In Toronto (yes, he passed up the temperate Coast for the winterized East) Jim got himself a strange job. He became caretaker at a Jewish Synagogue and over the six-year period became an authority on Jewish faith ritual, even to adherent themselves. He recalls that he would have to supervise the catering for such things as weddings, Bar Mitzvahs and so on and on one occasion discovered that one caterer had achieved the impossible. He had made sixty chickens "kosher" in sixty minutes. A very difficult job, said Jim, when each chicken has to be kept in salt as part of the operation for at least ninety minutes. A pretty good job for a Presbyterian, don't you agree?

After that job, Jim went to Windsor and worked in the automobile industry and during the war (by this time he had married Jean whom he had met four years earlier) both of them served on the Great Lakes. Jean, by the way, who had learned her professional trade as a cook in camps on the prairies, was signed on as stewardess and Chief Cook. Her Second Cook and assistant? You're right. Jim.

During the war period they worked for Col. McCormack, the British-hating owner of the Chicago Tribune. Jean recalls how on every occasion possible she declined to serve the Colonel some of the tasty meat tid-bits she had managed to secure in the guise that she needed all of it for the crew. A little British revenge, declared Jean. They were in Chicago the night President Roosevelt died and recalled the bonfire set in front of the Chicago Tribune building as a protest to the editorial policies of that anti-British (and Canadian) newspaper.

At war's end, Jean and Jim moved to Hamilton, where Jean took a job as a rivetter with the Westinghouse people and Jim signed on with the Hoover company. However, in 1949 when Cullis S.J. Lancaster, whom many of you will remember as a lieutenant-commander in "Discovery", was XO of HMCS Star, he was instrumental in having Jim and Jean take over the catering at the wardroom there, and they remained until the RCN moved COND to Hamilton in 1954.

For about a year they worked off and on at the Royal Hamilton Yacht Club, came to Vancouver two years ago, where Jim was employed at the Marine Building. He resigned from there to join us at "Discovery" a few weeks ago.

Jean said that if the demand warrants she'd like to do two things: (1) re-institute the curry lunches and (2) serve hot lunches as a regular thing. They are available to cater for private parties and look forward to a happy association with us.

Their pride and joy is thirteen-year old John, who attends Lord Roberts and who, a few days ago began to taste the salt, when he took over a boat of his own from Lt. Dennis Case, we're informed, which he named the "Little Dipper", maybe because he may get dunked several times this summer as he learns how to sail.

CHILDREN'S CHRISTMAS PARTY
DISCONTINUED AT BASE

The Ship's Fund Welfare Committee has decided to discontinue an event that has taken place on "Discovery's" drill-deck each December for many years...the annual children's Christmas party. It was felt that most of the children of base personnel have opportunities to attend several such parties during the Christmas season, and that the money allocated for such an event might be better spent in some other way.

The Committee has proposed the purchase of a television set to be presented to some needy group, such as a home for the aged, etc. plus the "adoption" of several needy families to whom would be given food hampers, clothing, toys and other help. It is felt that most "Discoveries" will support this decision and feel that the money will be well-spent in the true spirit of Christmas.

UN.T.D. NEWS

After a brief absence of one month, the UNTD section of the NEWSLETTER is back again. The absence resulted from a change of writers, but the confusion is now straightened out and these articles will be appearing regularly.

All of us have now returned from our summer training on the east and west coasts and are deeply engrossed in our studies at university. Such things as Physics, Mathematics, Economics, as well as football and other sports, and of course girls, are all part of our study plans. On Monday evenings the Navy becomes our dominant interest with such subjects as Navigation, Seamanship, and War taking up our time.

The main event this month for us was, of course, the Barnacle Ball. This annual event, now in its twelfth consecutive year has always been popular and enjoyable among cadets and the campus crowd as well. Held on 17 November, the dance drew large numbers of happy people to "Discovery" in the last big fling before the oncoming doom of Christmas exams. About three hundred couples were present, attracted by the three bars, good food and fine music. Among those attending were Captain and Mrs. Ross, Commander and Mrs. Young, Wing-Commander Herbert and Mrs. Herbert, as well as many officers from "Discovery" and the Reserves. A cocktail party was held for cadets and their dates in the Gunroom at eight and the dancing on the drill deck continued until one the next morning when various couples left for "after-parties" at private homes or staggered home to bed.

Decorations for the dance were kindly supplied by the Trafalgar Ball committee and had been put up by happy groups of "volunteers" during the week. Saturday morning found these same cheerful souls groggily removing flags and putting away curtains. Money obtained from the Ball will benefit all cadets, however, as it goes into the Gunroom kitty to be used for such improvements as hi-fi sets, brass bar-rails, pictures and penny beer sales.

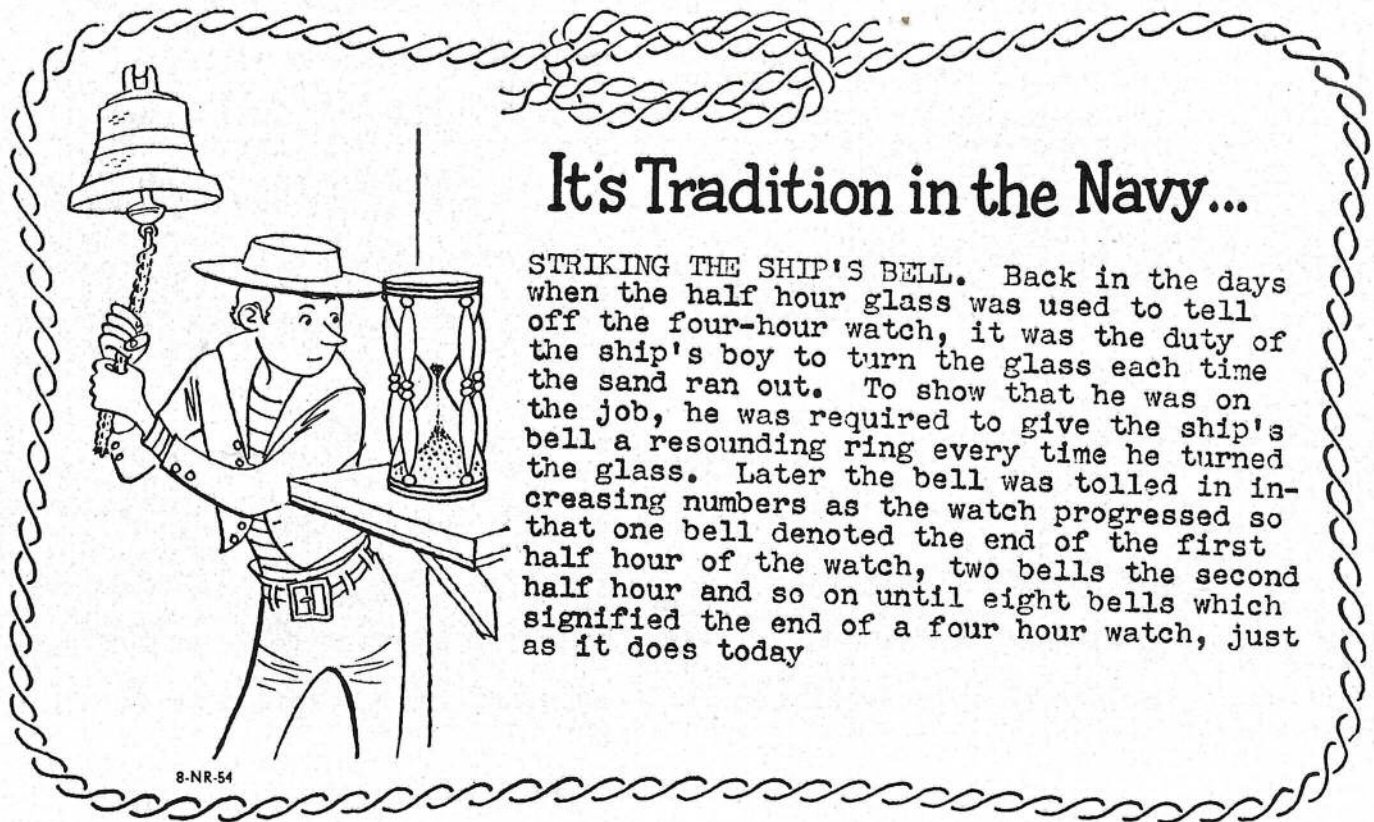
A more serious event took place on November 11th when the cadets of the three services paraded at the University of British Columbia in the Remembrance Day Parade. The one hundred and ten Naval cadets, forming three platoons, well outnumbered the other two services during the ceremony. Under Chief Cadet Captain Stevenson, as Regimental Sergeant Major and Company Commander, Cadet Captain Hahn, we marched from the armouries to the Memorial Gymnasium, where the service was held. Afterwards, a brief reception was held in the COTC-RUS mess in the Armouries for cadets and officers.

PERSONALITY OF THE MONTH continued from page 5

He returned to his old firm, but in 1948 joined that unmentionable agency of the Crown (The Department of National Revenue - Taxation Division). At the same time, through the University of Toronto's extension department, he studied on his own time and in 1950 was rewarded with a degree in RIA, which translated, means industrial cost accounting. At the same time as he received his degree, Roy re-entered the reserve, this time as an Acting Lt.(S). A year later - at "Tecumseh" - he spent three years on SSA and then was transferred by the Taxation chaps (those income tax men again!) to Vancouver and he joined "Discovery" where he has held almost every supply post in the book. Roy was promoted LCDR in April, 1959.

He is married (Margaret) and has one boy Gordon, aged 11. Roy's hobby is sports. He coaches a Canadian football team in the local minor leagues and is a spectator at most local sporting events. In the Navy he played ice hockey.

And even though he's an income tax official, we're very fond of him around "Discovery" and hope that he stays with us for a long time.



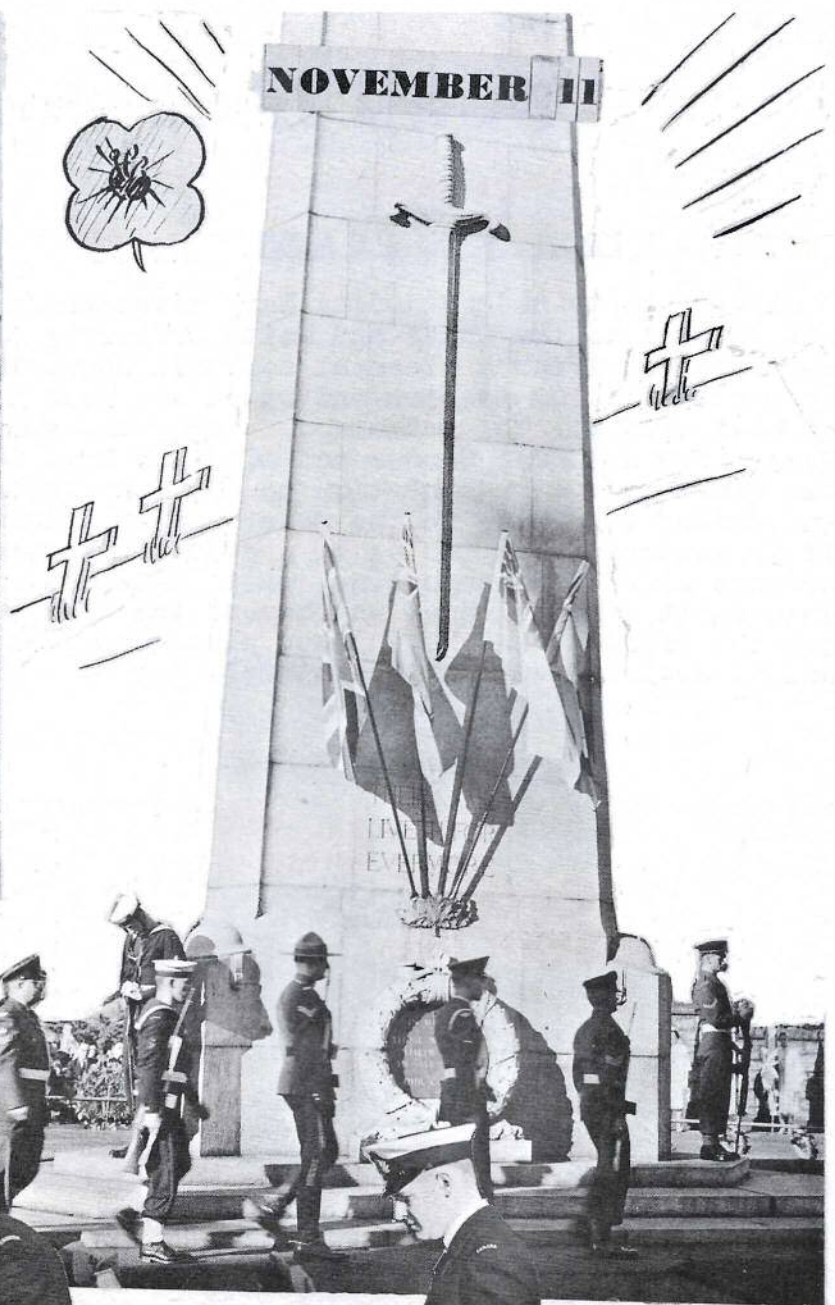
It's Tradition in the Navy...

STRIKING THE SHIP'S BELL. Back in the days when the half hour glass was used to tell off the four-hour watch, it was the duty of the ship's boy to turn the glass each time the sand ran out. To show that he was on the job, he was required to give the ship's bell a resounding ring every time he turned the glass. Later the bell was tolled in increasing numbers as the watch progressed so that one bell denoted the end of the first half hour of the watch, two bells the second half hour and so on until eight bells which signified the end of a four hour watch, just as it does today

8-NR-54



On duty "resting on his arms reversed" at the Cenotaph is AB Jack Freeman, one of the two naval sentries assigned to Victory Square for the Remembrance Day Ceremony.



(Above) On behalf of the ship's company, Capt. Andrew Ross, our CO, places a wreath on the Cenotaph at the annual Remembrance Day service at Victory Square, while his secretary, Lt. Gerry Underhill, stands by.

(top right) Bearded L/S Alexander Peden takes over sentry duty at the Cenotaph, relieving AB Jack Freeman as the guard is changed at the service.

News from the Messes



CHIEF'S AND PETTY OFFICER'S MESS

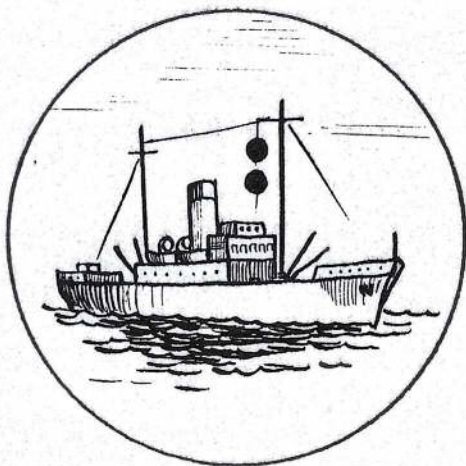
A tribute to understanding Navy wives was paid by our Commanding Officer in his address to the Chief and Petty Officer's Mess Banquet in the Mess on November 18th. After a pleasant cocktail hour, which was busy with introduction, approximately 100 members and wives sat down to a sumptuous banquet of prime ribs of beef with all the trimmings. Among the guests were included Capt. and Mrs. Ross, LCDR and Mrs. Sandes and LCDR and Mrs. Learoyd. During the evening CPO Wes Clark made a presentation to CPO Charlie Hartney in recognition of his long and faithful service to the mess. After dinner, dancing was enjoyed by all and it is reported that the polka proved a bit strenuous for the older types, however someone started a congo line, which pace was a bit more geared to those types. This first mixed banquet was beyond the shadow of a doubt, one of the most successful affairs that have taken place and it is hoped that it will become an annual social event in the future.



Snappy salutes and alert "eyes right" are given to the RCAF's Group Captain J.G. Archambault, Senior Staff Officer, 5 Air Division, in Vancouver, as part of "Discovery's" Remembrance Day marching contingent marches past. The base had a particularly fine turn-out of all ranks in what has been judged the best-attended Remembrance Day Ceremony in recent years.

NAVAL QUIZ

NUMBER 50



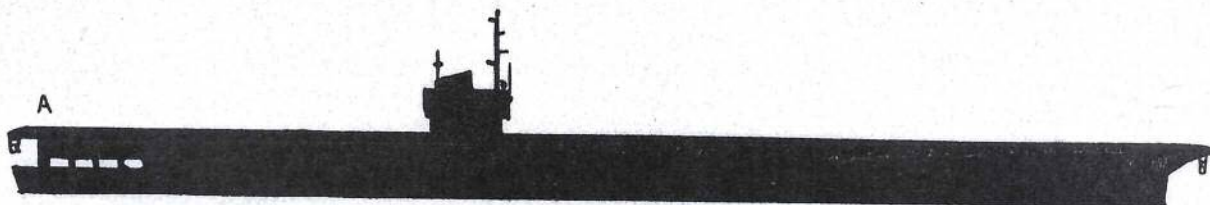
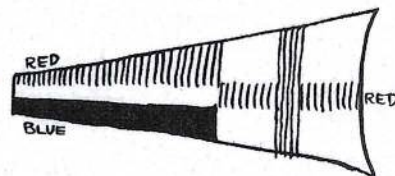
- (1) What do the two black balls mean in the accompanying illustration?
- (2) What is the "camber" of a ship's deck?
- (3) What does the slang term "spun yarn major" mean?
- (4) From which French ship did the fatal bullet come which killed Lord Nelson?

(5) What pennant is this?

(6) What is the difference between a magazine and a shell room?

(7) What is a private ship in the navy?

(8) Identify the two warship silhouettes illustrated below.



For answers, see page 9