

***A MANUAL
OF CUSTOMS
AND TRADITIONS
FOR THE
CANADIAN NAVY***



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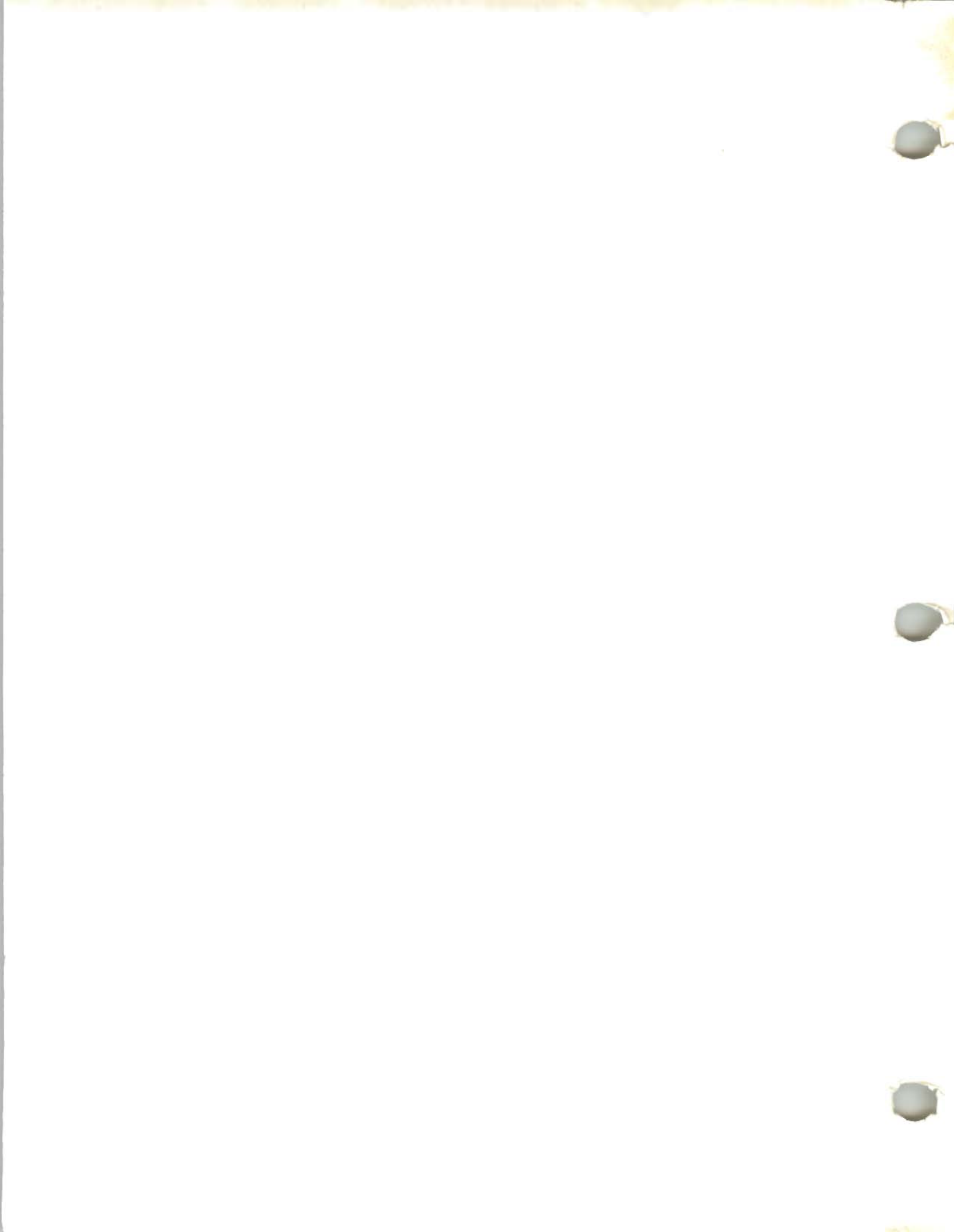
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FOREWORD

1. The Manual of Customs and Traditions for the Canadian Navy is issued on the authority of the Commander Maritime Command and is authorized for use in Maritime Command as the governing reference on matters dealing with Canadian Naval customs and traditions. It is not to be construed as modifying or superceding any written instructions or orders by higher authority.
2. This issue is effective on receipt. When completed this manual will supercede all previous references to Canadian Naval Customs and Traditions.
3. This manual is UNCLASSIFIED and may be placed in Wardrooms, Gunrooms, and libraries, etc. It has no executive authority, but is provided for the information and instruction of Canadian Naval Officers.
4. The custodian of this manual is the Commanding Officer, Naval Officer Training Centre. Suggestions for amendments should be forwarded directly to NOTC Esquimalt, FMO Victoria, B.C. VOS 1B0.



Vice Admiral
Commander Maritime Command



CONTENTS

Foreword

Preface

PART I - POLICY AND DIRECTION

Chapter 1	Introduction
2	Naval Ceremonial
3	Naval Ceremonies
4	Miscellaneous Naval Customs
5	Naval Music and Verse
6	The Wardroom
7	Dining in the Wardroom
8	Dress
9	Joining a Ship
10	Correspondence & Ettiquette

PART II - SUPPORTING DETAIL AND
ORIGIN AND HISTORY OF NAVAL CUSTOMS

11	Introduction
12	Naval Tradition and Ceremonial
13	Naval Ceremonies
14	Miscellaneous Naval Customs
15	Naval Music and Verse

- 16 The Wardroom
- 17 Dining In The Wardroom
- 18 Dress
- 19 Joining a Ship
- 20 Correspondence

Bibliography

Preface to the 'Manual of Custom and Tradition
for
The Canadian Navy'

1. As far as can be determined, the 'Manual of Custom and Tradition for the Canadian Navy is the first of its kind, produced by the Navy, to deal in depth with the variegated aspects of Naval Tradition. Most predecessors dealt solely with a specific topic, usually to deal with an immediate service requirement.

2. The Manual deals with two historic periods, and will hopefully answer three important questions for the reader. The first of these questions is:

"What customs and traditions are present in our Navy today?"

Volume One attempts to answer this question by explaining the various customs and traditions in today's terms. Each subject is dealt with briefly, and then as appropriate, the reader's attention is directed to the pertinent reference publication for further definition and detail.

The second of these questions is:

"How did the various customs and traditions start, and what evolution have they undergone?"

Volume Two attempts to answer this question by providing an indepth historical review of the customs and traditions described in the Chapters of Volume One. Every effort has been made to research these items, and provide a complete chronological progression from the beginning of each.

The final question is:

"To what extent will custom and tradition become involved in the Navy in the future?"

This is a question which cannot be answered by this Manual alone. Each reader must provide his own response. In the years since its creation, the indelible Canadian imprint has been made on many of the customs and traditions, the Canadian Navy, as the junior service, inherited from the senior service, the Royal Navy. Today, we can look back on a history which reflects the Canadian Navy's contributions around the world. It has striven for and achieved distinction - distinction which is the demonstrated combination of seventy years of contributions by Canadian sailors. It is the courage of the Battle of the Atlantic - the stamina and determination of the "Corvette Navy." It is the Ceremony of the Flags where old and new meld into a uniquely Canadian demonstration of parade colour and precision. It is a loyalty to the Sovereign and country expressed by each of "His" or "Her" Majesty's Canadian Ships", both past and present members of the "Fleet in which we serve." These are the traditions which lead us now into the future,

and give us the Canadian identity we guard so zealously.

These are the traditions that afford us the respect of our peers, those who judge us by our professional attributes and not our material possessions. On the foundations so painstakingly laid by our predecessors, we are all called to make our contributions. It is hoped through learning of the past and of the present, we too will be able to contribute to the future.

PART 1

MANUAL OF CUSTOMS AND TRADITIONS OF THE CANADIAN NAVY

CHAPTER 1 - INTRODUCTION

"We think according to nature; we speak according to rules; we act according to custom."

Francis Bacon

1.01 GENERAL

Regardless of a persons occupation, beliefs or individual habits, custom and tradition are an integral part of day to day life. Yet even as very real aspects of life, they are grey areas not as yet precisely defined.

Custom is generally accepted as being a long established continuing practice or observance. Considered as an "unwritten rule" it is entirely dependent on the consent of the community as a whole for its continued observance. Many aspects of naval life are governed and regulated by custom.

Tradition is not as much an actual practice, but rather a process by which certain knowledge, manners, codes of behaviour or even faith is passed from generation to generation without the benefit of written instruction. How better for a naval officer to show his affection and loyalty to Her Majesty the Queen, the Naval Service and his Ship and its company, or to publically demonstrate respect for the laws, instructions or considerations for his fellows that bind all sailors together in common bond, than by partaking in the customs and traditions which touch them all. There is a wealth of fascinating history entrenched in many of the routine practices of the Navy. How unfortunate that many officers and men do not realize this.

The customs and traditions of the sea have evolved over hundred of years. Indeed some, such as saluting the quarterdeck, can trace their origins back to Greek and Roman times. These customs and traditions form an international bond between "those that go down to the sea in ships", for there are many of the laws of the Navy that transcend even national boundaries.

Traditions have often proved to be the binding factor in time of stress. A signal such as "England expects that every man will do his duty" has had a significant effect on the behaviour in battle of generations of sailors in the Royal Navy. In the case of the Canadian Navy, many of our traditions have evolved from our close historical association with the Royal Navy, just as a majority of our legal practices have evolved from British legal custom (more often referred

to as "Precedents" in legal terms.)

To quote Mahan from the essay "Military Role of Obedience."

"The value of tradition to the social body is immense. The veneration for practices or for authority consecrated by long acceptance, has a reserve of strength which cannot be obtained by any novel device. Respect for the old customs is planted deep in the hearts as well as the intelligence of all inheritors of English speaking policy."

But how does this apply to the Navy in Canada today?

Naval customs and traditions have long played an essential role in maintaining those unique perquisites that separate the senior service from the rest of the Armed Forces. It is these perquisites "that allow sailors to build up pride in their ship and their service and thereby perpetuate the fact that theirs is, by the nature of the element they sail over and under, a unique life style."

Since the advent of unification it has become increasingly more tenuous to rely upon word of mouth or unofficial pamphlets to maintain an awareness of our naval customs and traditions among the officers and men who serve in the navy today. This manual has, therefore, been written to help ensure that the senior service maintains its unique identity.

However, it is vital that we do not lapse into blindly following tradition; for its own sake our naval customs and traditions must be meaningful, and it is with this goal in mind that this publication has been produced.

1.02 APPLICATION

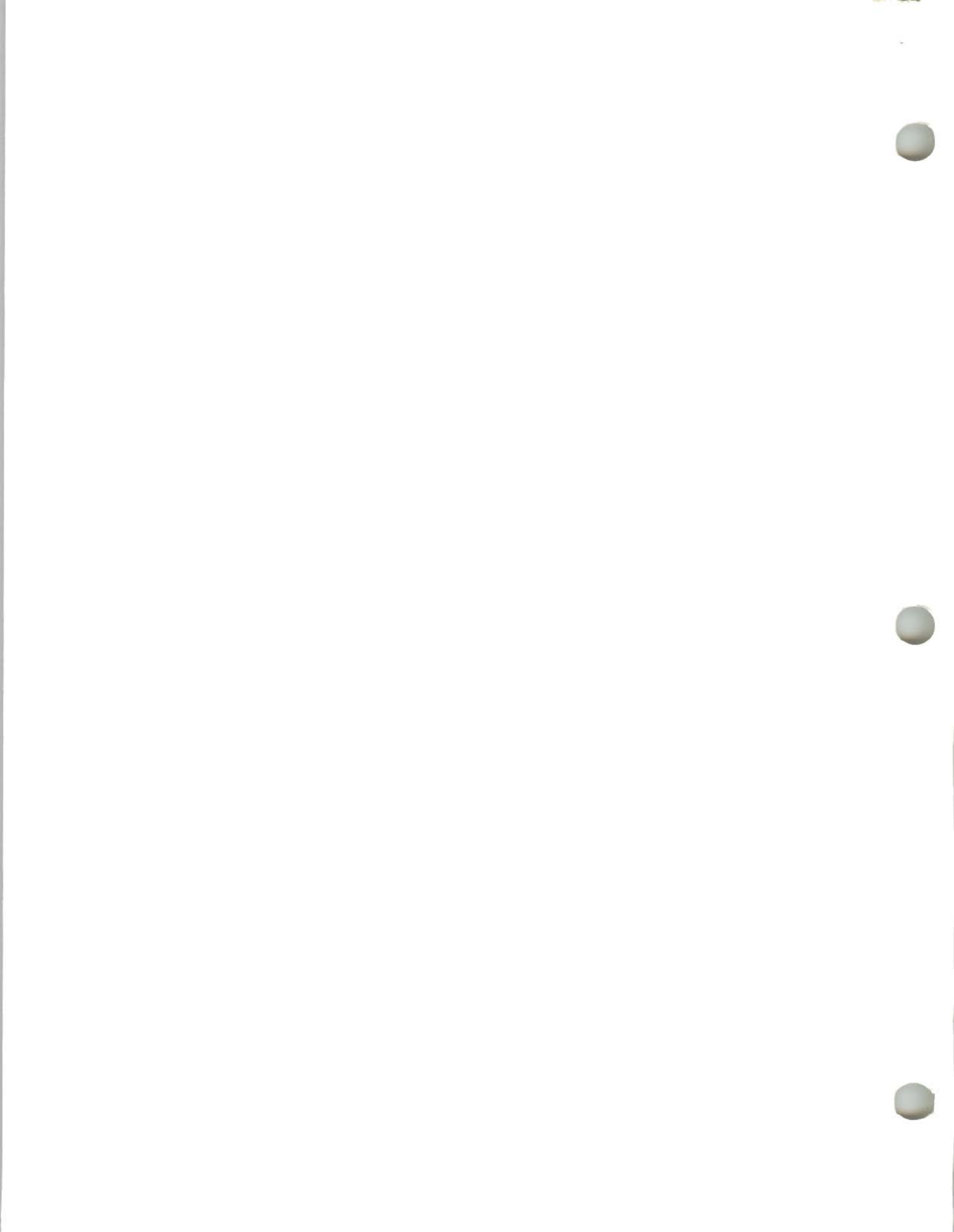
The Manual of Customs and Traditions of the Canadian Navy is applicable to HMC Ships and designated naval establishments.

The following units are designated as naval establishments for the purposes of this manual:

CFB Halifax; (formerly HMCS Stadacona),
CFB Esquimalt; (formerly HMCS Naden),
CFS Shelburne; (formerly HMCS Shelburne),
CFS St. Johns; (formerly HMCS St. Johns),
CFS Mill Cove;
CFS Aldergrove; (formerly HMCS Aldergrove),
"VENTURE", The Naval Officer Training Center, Esquimalt;
(formerly HMCS Venture), and

Naval Reserve Divisions:

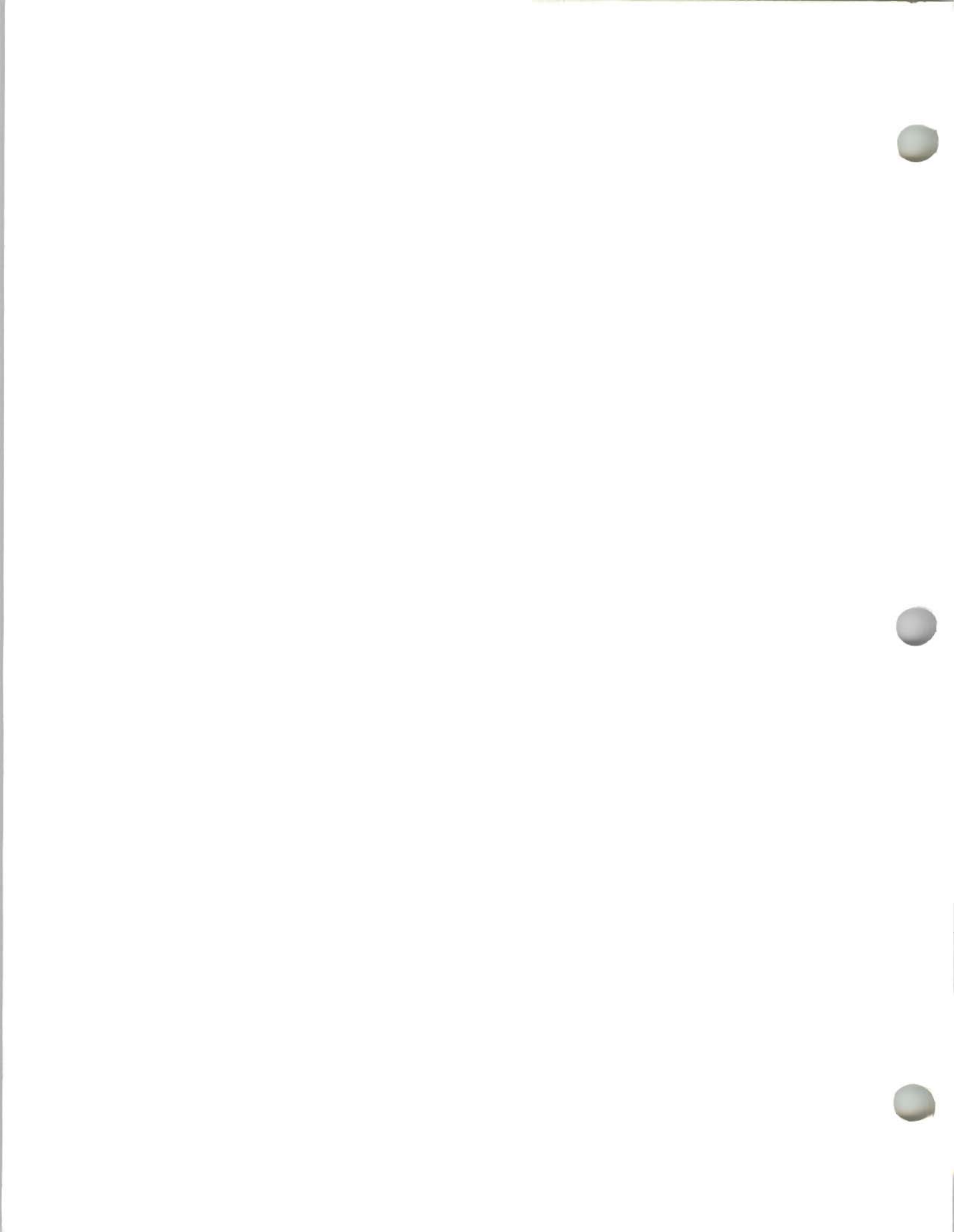
HMCS Brunswicker,
HMCS Cabot,
HMCS Carleton,
HMCS Cataraqui,
HMCS Chippawa,
HMCS Discovery,
HMCS Donnacona,
HMCS Griffon,
HMCS Hunter,
HMCS Malahat,
HMCS Montcalm,
HMCS Nonsuch,
HMCS Quadra,
HMCS Scotian,
HMCS Star,
HMCS Tecumseh,
HMCS Unicorn,
HMCS York.



CHAPTER 2

NAVAL CEREMONIAL

- 2.01 General
- 2.02 Salutes
- 2.03 Ceremony when two Ships Pass
- 2.04 Visits by VIP's to HMC Ships
- 2.05 Piping the Side
- 2.06 Gun Salutes
- 2.07 Shipboard Drill
- 2.08 Ship's Boats
- 2.09 Manning and Cheering Ship
- 2.10 Mustering by Open List
- 2.11 Ceremonial Anchorage
- 2.12 Honours and Marks of Respect
- 2.13 Flags and Pennants
- 2.14 Badges and Insignia
- 2.15 Ship's Bell

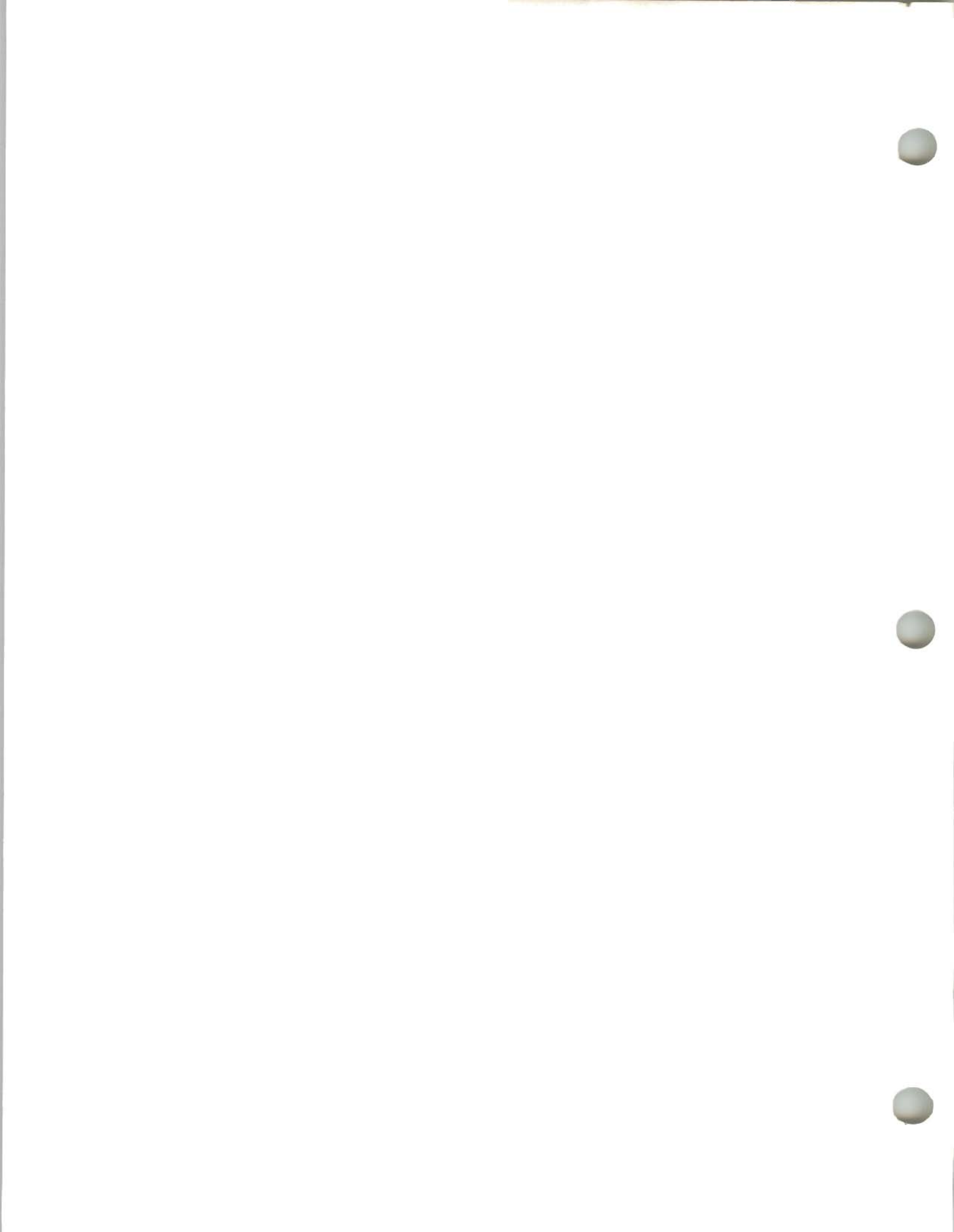


CHAPTER 2

NAVAL CEREMONIAL

2.01 GENERAL

1. Differing from Naval Ceremonies, ceremonial is a day-to-day expression of tradition and custom which has traversed the centuries since man first went to sea. From the origins of the salute and marks of respect, to manning and cheering ship, Naval ceremonial provides not only a display of skill and coordination, but for those who care to investigate and understand, a reflection of all seafaring history.



2.02 SALUTES, HONOURS, AND MARKS OF RESPECT

1. A common rule of etiquette which is still observed by many civilians is the payment or acknowledgement of a mark of respect by the raising or removal of the hat. However, Naval officers and ratings salute instead of raising the cap. When a civilian removes his hat for more than a short time, officers and ratings remove head dress.
2. The hand salute is a personal salute of officers and of ratings. It is a symbolic movement having several meanings. It is a greeting. It is a mark of mutual respect, trust, and confidence. It is an act of courtesy and good manners. It is a mark of loyalty. It is a recognition of the authority vested in the Queen's Commission and the responsibility and status of the bearer of that commission; it also demonstrates the willingness, indeed the obligation, to accept direction. There is no servility in a salute, no loss of dignity, for everyone in the Service has a superior and receives direction, right up to the Chief of the Defence Staff and Her Majesty The Queen, who exercise their various authorities by virtue of the powers vested in them by the Act of Parliament.
3. The hand salute of the Canadian Forces is the Naval salute in which the palm of the hand is turned slightly down and inwards, and is not seen, unlike the flat open palmed salute of the Army and Air Force tradition. It was adopted at the time of the unification of the forces in 1968. Yet historically, the hand salute was used in the British Army long before it was in the Royal Navy.
4. There are several stories about the origin of the hand salute, but because of this custom such beliefs can seldom be substantiated. Most contain the idea of showing friendly intention; the open right hand, the weapon hand, empty; the visor of the knights lifted to the open position, showing his face and demonstrating the voluntary vulnerability of the person saluting. However, in spite of lack of hard evidence, it would seem reasonable to assume that the hand salute has evolved from the ancient gesture of greeting and mark of respect, the uncovering of the head, which itself, probably originated in the days of chivalry.
5. Of course, the hand salute has a much wider application than the mark of respect given and returned by individual persons. There is the expression of loyalty when the National Anthem is played; of respect for the flag and what it stands for, at colours and sunset; and for the Queen's colour and the standard colours and guidons of specific units. (1)
6. Officers salute all other officers who are senior to them in rank. There was a time when officers of equal rank saluted one another. This was because a salute is really a greeting between two people who know each other or who have the honour to serve in the country's armed forces. It is a pity that such a practice has been discarded. However, officers do salute others of the same rank who, by nature of their ap-

pointments, are senior to them. For example, a Lieutenant attached to a Minesweeper should salute the ship's Commanding Officer even though that officer is also a Lieutenant. The latter should receive the title of "Sir" when the former addresses him on duty.

7. The Officer-of-the-Watch or Day is entitled to a salute by any officer who approaches him on a matter concerning his office, for he is the Captain's representative.

8. The officers of the other two services and of all foreign Armed Services who are senior should be saluted and everyone should ensure they accord this courtesy to them.

9. Always salute seniors when they pass in barracks or on shore. When onboard ship, only salute them when meeting them for the first time in the morning and thereafter when addressing or being addressed by them. The reason for this is obvious; when ashore people do not run across each other at frequent intervals, but in close confines of a ship they are sure to meet often.

The salute is a greeting and its significance would be destroyed if it were carried to irksome and ridiculous lengths. Remember, that all salutes must be returned, with the one exception that the Senior not return the second salute of a junior when the latter, having made a report, is departing. On the first meeting in the morning the junior salutes his superior in silence. The senior will return the salute and may probably say "Good morning." When and if he does, the junior responds. Do not wish your senior a good morning unless he greets you. This ritual may sound trite but it has its basis in good sense and helps in the maintenance of discipline. It is possible that the senior has a "Sore head" and, being human, is not particularly thinking about graciousness and good example at the moment. The result of this sorry state and the impact of the inopportune greeting on his jangled nerves may cause him to snub his subordinate. As the junior knows that it is not only rude, but very unwise to snub his senior, the fact that his may be the "Sore head" can be ignored and both men are protected. Petty Officers should salute the Captain, the Executive Officer, the Heads of Departments, their divisional officers and all other officers with whom they have close contact.

10. As men should rise and stand at attention when their officers pass and where applicable, salute, it is a custom of the service that, during non-working hours, an officer passing a group of men will remove his cap as a signal that he desires no other attention than to have a gangway made for him. Officers should only extend this courtesy when they are sure that, if it were not given, the men would observe the rules of good behaviour. In fact, it is a reward for good discipline. If an officer or man wants to salute when, by chance he has no hat, he comes to attention or executes a smart eyes left or right. Good manners require that the junior make way for his senior; they also require that everyone should give the gangway to a man carrying a load, regardless of rank.

11. The regulations for "piping-the-side", salutes on the bugle and with guns, "and the manning and dressing ship" are all laid down further on in this chapter. If in the vicinity when a salute is sounded, face in the relevant direction, stand at attention, and salute if the circumstances warrant it.

12. When colours or sunset is sounded, face aft and salute, regardless of the fact that the ensign may be invisible to you or that the quarterdeck of another ship is near and is visible. If standing on the focsle and the "Still" or other call for attention is sounded on the quarterdeck of the ship ahead, face in that direction and stand at attention.

13. Stand at attention and salute when any National Anthem is played.

14. In places such as arenas where civilians normally keep their hats on, but raise them when the National Anthem is played, members, when in uniform, salute.

15. When embarked or serving in one of HMC Ships situations will also arise when it is necessary to salute between decks. When entering one of the following you remove your cap:

- a. An Officer's Cabin;
- b. An Officer's Office;
- c. An Officer's Mess; and
- d. An enclosed Mess.

16. Even when making rounds, the cap is removed in these places, with the possible exception of the Officer's office. If entering the main cafeteria to speak to someone, it is good manners to remove your cap.

17. Except when reporting rounds, never salute between decks. The junior should come to attention when addressing or being addressed by a senior, just as he would anywhere else, except in a mess or cafeteria where a more relaxed atmosphere prevails.

18. When a space between decks is used in lieu of the upper deck for such events as requestmen, defaulters, or general payment, the cap is worn and behaviour is exactly the same as if the affair were taking place on the upper deck. That is, on these occasions, members do salute between decks.

19. Speaking of being between decks, when a senior sends for you in his cabin or office, do not sit down or smoke until he invites you to do so. Another small point, do not tell anyone to get you a senior on the telephone; call him yourself so that he does not have to wait for you to answer.

20. Always salute when going onboard a ship in commission whether boarding over the quarterdeck or not and whether or not you are greeted by the Officer-of-the-Watch or another member of the quarterdeck staff. If in civilian dress, come to attention at the head of the brow or the gangway. If wearing a hat, ensure it is raised as you come to attention. In some Navies, a person pauses at the ship's side, faces the stern (where the ensign and quarterdeck are located) and then salutes. It should be noted that this is not normal practice in HMC Ships. The origin and precise meaning of the salute to the quarterdeck have long been debated. Some claim that it is a mark of respect for the place of Command and the Royal authority from which the Command, the Captain's Commission, is derived. But many historians believe, without solid evidence, that this salute has evolved from an obeisance paid to a shrine or cruifix which it is said was once housed aft, and may even be related to religious observances of pre-christian times. Certainly there is abundant proof that for centuries the quarterdeck has been considered a territory almost hallowed in nature, respected as the place of honour in the ship, the seat of authority and Command, an area of the upper deck restricted to use only by certain members of the ship's company and requiring a standard of dress and decorum not demanded for other parts of the ship. (2) When going ashore do not salute except to return that of the Officer-of-the-Watch or other officer or man who salutes as you go ashore.
21. The "Still" should be piped if a Flag Officer or other dignitary passes in a boat or is seen walking or driving past a ship on the jetty; everyone comes to attention facing him and the Officer-of-the-Watch salutes.
22. Ships at sea salute each other when passing and the junior ship asks permission to proceed. Should it be necessary or advisable for a junior to cross a senior's bow, he should ask permission to do so.
23. A ship in commission flies a commissioning pendant at the main top masthead. This is the Captain's pendant and indicates that she is commanded by an officer commissioned by the Queen to do so.
24. Whenever you approach or leave your ship have a good look at her and if you see anything wrong report it to the Officer-of-the-Watch. This is of great help to him, assists in the maintenance of discipline and ensures that your ship is not the ugly duckling of the fleet.
25. Always salute the quarterdeck when you step onto it. Do not salute when stepping off it unless returning Officer-of-the-Watch or quartermaster salutes as you go ashore.
26. The Officer-of-the-Watch salutes all officers, regardless of their rank, and all officers' guests both arriving onboard and going ashore.

27. When an officer from another ship or a guest making a call comes onboard to see an officer, the Officer-of-the-Watch should have him escorted to the Wardroom or to the cabin of the officer concerned. He should not be left to stand about the quarterdeck.

28. If you, although not the Officer-of-the-Watch, happen to be standing by the gangway when an officer or an officers' guest comes onboard, you should salute too.

29. The starboard side of the quarterdeck is the Captain's property. You are at liberty to use it until he appears on the Quarterdeck when you should move over to the port side.

30. The members of the quarterdeck staff are the Officer-of-the-Watches assistants and they should never be ordered to do any duty without his prior consent. If you want to use the messenger, request permission from the Officer-of-the-Watch.



2.03 CEREMONY WHEN TWO SHIPS PASS

1. The ceremony observed by two warships passing between sunrise and sunset is in keeping with the practices of other Maritime Nations generally.
2. When warships pass one another (whether both are underway or not), the junior is to sound the "Still." The senior is to do likewise and after a short interval is to sound the "Carry-on." The junior is then also to sound the "Carry-on."
3. When ships are nested, the out-board ship is to pipe in behalf of the senior officer of the nest.
4. When a foreign warship passes and doubt as to relative seniority exists, HMC Ships are to be prepared to pipe first and are to do so in sufficient time to avoid failing to pipe at all.
5. When a ship is alongside or at anchor the Officer-of-the-Day/ Watch is normally to salute from the gangway area. When underway or maintaining an anchor watch from the Bridge, an officer on the Bridge area is to salute. Personnel on the upper deck are to be brought to attention and are to face the direction in which the honours are being exchanged.
6. Certain auxiliary forces of other countries (ie: the US Coast Guard) have similar customs. While they are not entitled to the same marks of respect accorded warships, HMC Ships are to return such salutes when received as a matter of courtesy. (3)



2.04 VISITS TO HMC SHIPS BY VIPS

1. The following description of the ceremonial attendant the reception of personages onboard one of HMC Ships is given as a general guide. It is similar to the procedures given in The Manual of Ceremonial for HMC Ships.

2. Arriving at the Brow

a. Fifteen minutes before the expected time of arrival of the personage the ceremonial side party and the guard and band (if appropriate) are to muster at the vicinity of the brow;

b. The ceremonial side party is to consist of:

- (1) the ship's COXN, Chief Bosn's Mate, and at least two senior men of the Bosn 181 trade. They are to take up a position aft of the brow facing forward in order of seniority from outboard in.
- (2) the Officer-of-the-Day/Watch who may take either of two positions. The reason for this ambiguous statement is that there are two schools of thought. The first is that stated in Section 412. a. (1) (b) (ii) of the Manual of Ceremonial for HMC Ships which states that the OOD/OOW:

"Takes up a position forward of the brow facing aft."

This allows the CO/XO to stand and greet VIP's at the head of the brow. The second is that the OOD/OOW, as the Captain's representative insofar as watch co-ordination is concerned, and, therefore, responsible to ensure he is at the brow when VIP's arrive, should stand at the head of the brow so as to demonstrate this control on behalf of his Captain. The CO/XO are then able to move forward as the guest clears the brow area. An OOW/OOD should "Sound" out his Captain and ascertain his wishes in this regard.

- (3) the Commanding Officer and the Executive Officer, who are normally to stand six to eight feet from the end of the brow facing outboard.

NOTE: If a guard and band are paraded they are to fall in where most suitable, facing the jetty with the guard forward.

- (4) as the automobile containing the visitor comes onto the jetty the "Still" is piped.
- (5) as the dignitary crosses the gangway, the "Side" is piped.

- (6) as the dignitary reaches the inboard end of the gangway the guard is to be brought to the "Present" and the band to play the appropriate musical salute.
- (7) on completion of the salute, the guard is to be returned to the shoulder and reported to the visiting dignitary, who should inspect the guard (unless he is junior to the host officer, in which case the guard will not be reported to him) and
- (8) the visitor's retinue then comes onboard. After the official party has had sufficient time to retire from the upper deck the "Carry-On" is sounded.

3. Arrival from Shore - The same procedure as outlined above is to be followed except that:

- a. at least two extra brow staff are to be available to handle man ropes and to assist the dignitary to disembark from his boat;
- b. the Officer-of-the-Day/Watch should take up an initial position on the upper platform of the accommodation ladder, from where he can supervise the proceedings;
- c. the "Still" (or "Alert") is sounded when the boat is still several lengths away from the lower platform; and
- d. the first piping of the "Side" is made as the boat approaches, timed so that it finishes as the boat stops alongside the lower platform; the second piping is to be timed so that it finishes as the dignitary reaches the upper platform.

4. The ceremonial on departure is almost the reverse of that on arrival. In particular the following points should be noted:

- a. the "Still" is to be sounded as the dignitary emerges from the superstructure;

NOTE: The accompanying retinue should precede the dignitary into the boat prior to any piping;

- b. the first piping of the "Side" takes place as the dignitary steps on the upper platform; the second, as the boat leaves the accommodation ladder; and
- c. the "Carry-On" is not to be sounded until the boat clears either the stem or the stern of the ship.

5. Arrival by Air - Because of the peculiarities of helicopter carrying ships, whatever procedures are suitable under the circumstances are to be followed. Safety of personnel is to be the prime consideration.

2.05 PIPING THE SIDE

1. "Piping the Side" is a form of salute honouring certain personages as they board or disembark from HMC Ships. If that person boards from a boat he is piped twice, once as the boat approaches the ship and again as the person mounts the accommodation ladder. If the arrival is over the brow or gangway, he is piped once. Here again, the ancient call is associated with the giving of orders. In the days of sail, Captains often had occasion to visit other ships in company, perhaps for a counsel of war or to repair onboard the flagship "Booted and Spurred," that is, with swords and medals, to "Collect a Bottle" for some misdemeanor such as needlessly crossing his Admiral's bow, or simply to dine with a brother Captain. Certain personages such as Flag Officers and Captains were lowered into their barges or hoisted onboard in a contrivance not unlike a Bosn's chair suspended from a whip at the yardarm. This spared the exertion of climbing the accommodation ladder. "Piping the Side" today sounds very much like the notes of yesteryear which meant "Hoist Away," "Handsomely," and "Avast Hoisting." (5)

2. In recent years some changes have been introduced regarding "Piping the Side." Over the centuries the ceremony has been considered a purely nautical one in that the honour was accorded exclusively to the Sovereign; a member of the Royal Family in Naval uniform; Flag Officers; Captains of HM Ships and foreign naval officers.

3. The "Side" is to be piped when the following personnel come onboard HMC Ships between the hours of colours and sunset:

- a. Her Majesty The Queen;
- b. His Royal Highness Prince Philip, Duke of Edinburgh, when in Naval uniform;
- c. Members of the Royal Family of equivalent rank of Captain(N), above when in Naval uniform;
- d. The Governor General of Canada and the Lieutenants Governor of Provinces; when in uniform;
- e. Canadian Naval Officers of the rank of Commodore and above and Canadian Forces Officer of the rank of BGEN and above when in uniform;
- f. Flag Officers and Commodores of Commonwealth Navies when in uniform;
- g. all officers in uniform holding an appointment in Command of a formation or group of ships or an Officer in Command of a single ship;
- h. Members of a Court Martial attending or leaving the Court;

- j. The Officer of the Guard when flying his pennant;
- k. All Naval Officers of other than Commonwealth Nations in uniform at all hours;
- m. A body when being brought aboard or sent out of a ship, at all times.

4. The Side is normally to be piped for an officer entitled to it even though he may be accompanying an officer senior to him who is not so entitled. (6)

2.06 GUN SALUTES

1. The firing of gun salutes in honour of a Royal or other distinguished personage or in honour of a foreign state, or to mark a special occasion, is a very old custom. Gun salutes executed by the Canadian Forces today are fired from the guns of HMC Ships and by batteries of the Royal Regiment of Canadian Artillery at designated saluting stations from coast to coast. This ancient custom seems first to have developed in ships at sea in the days of sail the guns ranged at their ports along the lengths of the gun-deck were often kept fully shotted and charged, ready for action. Firing them in salute meant that for the considerable length of time it took to swab, reload and run out the guns again, the ship was virtually defenceless, indicating friendly intent. Some form of protocol measuring the degree of honour accorded by the number of rounds fired has always been observed. (7)

2. General - Gun salutes are salutes with canons given to:

- a. Royalty, (Royal Salutes);
- b. Nations, (National Salutes); and
- c. Individuals, (Personal Salutes).

3. Saluting Ships - All ships larger than destroyers provided with a saluting armament of Q.F. guns are designated as saluting ships. NDHQ may designate destroyers to act as saluting ships on special occasions.

4. Dates for Salutes - The National Anniversaries on which salutes are fired in Canada are:

- a. Monday immediately preceeding 25 May at 1200 local time. (The official birthday of the Sovereign);
- b. 1 July at 1200 local time. (Dominion Day);
- c. 11 November at 1100 local time. (Rememberance Day) See Note 1.

NOTE: Rememberance Day Salute is one of 21 minute guns.

5. Dates for Salutes in Foreign Countries - Dates for salutes in other countries should be ascertained locally. The Royal Navy pamphlet entitled "Ceremonial - National Anniversaries and Festivals" (DCI RN 761) is an excellent guide in this regard.

6. Salutes in Canada - Saluting ships in the vicinity of Canadian Saluting stations described in CFAO Article 61 - 8 (on the above occasions) are not to fire salutes but are to display the flags described in Paragraph 4.

7. Time for firing Salutes - As a general rule, salutes are only to be fired between 0800 and sunset. A salute fired by a ship-of-war of another nation outside of these times, however, is to be returned. In foreign waters, the custom of the country is to be followed.

8. Salutes on Sunday

- a. when the date of an anniversary requiring a salute falls on Sunday, the salute is to be fired on the following day; and
- b. other salutes are not to be fired on Sunday between the hours of 1030 and 1300. If a salute is delayed on this account, it is to be explained that the salute was delayed due to **Divine Service,**

9. Article 24D of the Manual of Ceremonial for HMC Ships deals with all aspects of salutes.

2.07 SHIPBOARD DRILL

1. Historically Naval Drill had a very practical application, just as an infantry formation required strict rule and discipline to deploy troops sufficiently in battle, so did the Navy effectively bring their guns to bear. Similarly, well drilled guns crews were able to achieve higher rates of fire, and well drilled ships companies were often victorious even when out-gunned or out-numbered by enemy vessels. Later when the top part of ship was the domain of the gunner, the gunnery instructor became the man responsible for the dress and deportment of the hands.

2. Drill has evolved through the centuries to its present form; but the essentials remain unchanged. Smart crisp movements reflect a well disciplined militarily effective unit.

3. Various ceremonies carried out onboard HMC Ships vary with the nature of the event to which they adhere. Various topics such as manning and cheering ship, muster by open list, divisions, evening quarters and various other topics will be addressed in this and subsequent chapters.



2.08 SHIPS BOATS

1. This section deals primarily with the ceremonial aspects of boatwork as far as it concerns HMC Ships.
2. Juniors enter a boat first and leave it last. When going over a brow or gangway with a senior the junior should take care to go well in advance so that there is no embarrassment or jostling. If, by chance, he doesn't make it, he will do as circumstances indicate. As a senior, one should take care to show one's intentions clearly; by that, wait at the head of the brow or gangway for the junior to go down first (and that is what you ought to do), or go on down it if you want to, but give him a clear lead. If he is polite - and as an officer he should be - he may have made every effort to go ahead of you, but circumstances may have delayed him. Notice that the drill for going over a brow onto a jetty is just the same as going over a gangway into a boat. There are some who will say that this is wrong but it is not. Seniors disembark from a boat first and go over a brow to the ship first.
3. If you have to cross a boat to reach your destination, always ask the COXN if you may. All you have to say is, "May I cross your boat COXN?" This custom originated out of consideration for the safety of men and gear; there may be good reason why you should not cross a boat at a particular time.
4. If the COXN of a non-routine boat gives you passage, he should be thanked for his kindness.
5. The COXN of a boat should always salute officers and their guests when they embark in, disembark from or cross his boat. Officers should see that COXN's do so. COXN's can - and should - help each other in this respect, by holding up the number of fingers equalling the number of stripes worn by the senior officer in their boats. One finger does duty for cadets and midshipmen as well as for Sub-Lieutenants. Two fingers do duty for Lieutenants and Lieutenant-Commanders. If there is no officer in the boat the COXN should hold his hand low and move it back and forth at the wrist as an indication that no salute is required.

NOTE: All salutes must be returned by the senior officer in the boat.

6. When embarked in a boat the appropriate miniature standard, distinguishing flag, or pennant may be displayed in the bow of a boat between the hours of dawn and dusk for:
 - a. The Sovereign or any member of the Royal Family - their own personal standard;
 - b. Foreign Royalty of Head of State - the appropriate standard or ensign of that country;
 - c. The Governor General of Canada - the Governor-General's personal flag;

- d. d. The Lieutenant Governor of a province, within the limits of his jurisdiction - the appropriate Lieutenant Governor's flag;
- e. The Prime Minister - The National Flag of Canada;
- f. The Minister of National Defence - The National Flag of Canada;
- g. The Chief of the Defence Staff - The Canadian Forces Ensign;
- h. For General Officers in command of a ship or formation thereof - the appropriate General Officer's flag;
- j. For Squadron Commanders and Commanding Officers of HMC Ships when proceeding on official business - the Commissioning pennant;
- k. Members of a Court Martial when proceeding to and from the Court - a Commissioning pennant; and
- m. The Guard Officer - a Commissioning pennant.

The personal or distinguishing flag or pennant is to be flown when the personage for whom it is authorized is actually in the boat. The flag or pennant is to be removed or hooded when the person is not in that boat. (9)

7. When passing a boat containing a senior officer and at other times when a salute is called for:

- a. the officer in charge of the saluting boat or its COXN gives a hand salute; and
- b. the senior officer or his COXN returns the salute.

Boats carrying officers of equal rank do not salute; all officers are saluted as they enter and leave the boat by the COXN or by the officer in charge.

8. Salutes are also required to be made:

- a. during colours and sunset;
- b. when passing a boat containing a funeral party with the body; and
- c. during the firing of gun salutes.

During salutes seated personnel sit at attention. Standing personnel face in the direction of the boat saluted. If you are a boat's COXN the following action is taken, weather and circumstances permitting, during the salutes outlined in the above paragraph.

- a. power boats stop engines;
- b. boats under oars - "Order Oars"; and
- c. under sail - let fly the sheets

Also, the COXN, if wearing a cap, salutes; if not, sits or stands at attention. (10)

9. At night a boat approaching a ship should be hailed with "Boat Ahoy." The various replies are to be found in the Manual of Ceremonial for HMC Ships. One very common mistake made by COXNs is to reply "Aye Aye", when an officer below Wardroom rank is the senior officer in that boat. The regulations state that this reply is only to be made when officers of A/SLt Rank or above are onboard.

10. The Officer-of-the-Watch should always be on the gangway when a boat is coming alongside and whilst it is there. No boat should ever leave the ship without the Officer-of-the-Watches permission, even should the officer in that boat be senior to the Officer-of-the-Watch. If the officer in the boat is greatly senior to the Officer-of-the-Watch, that officer should show politeness by asking him first if he is ready to go but the COXN receives the order from the Officer-of-the-Watch.

11. Boats should never be left lying alongside a gangway longer than is absolutely necessary to embark passengers or gear. If a boat is required to wait it should be told to "Lay Off."

12. Although the COXN of a boat will already have received his orders from the Officer-of-the-Watch, he should, while at a landing place, ask the permission of the senior officer present who belongs to his own ship and who is taking passage in the boat for permission to carry on. This officer, if he is tactful, will ask the permission of any other officer in the boat senior to him before he accedes, but the senior officer is in charge and his orders must be obeyed by all others. If there is no officer belonging to the ship present, the COXN should ask the permission of the next senior officer. Should none of the ships' officers be present, the COXN should ask the permission of the senior officer in the boat in the same order and manner as for his own officers. Officers must remember on such occasions that the COXN has already received orders from the Officer-of-the-Watch who is the Captain's representative, and that these orders must not be interfered with unless such action is necessary, at which point the COXN and OOW must be informed.

13. It is imperative to remember the old service saying "A ship is known by her boats." Remember when away in a boat that you carry the reputation of your ship with you. A smart boat and a seamanlike boats crew is a sign of a smart ship. Boats crews should be smartly and uniformly dressed and should go about their business in a smart manner

without fuss, noise, or waste of time. Boats serve a variety of purpose in a modern Navy, but while the Navy and its ships have changed drastically over the years the uses of boats have not. Ships now perform tasks undreamed of in Nelson's day, yet the tasks for boats has changed very little. (11)

2.09 MANNING AND CHEERING SHIP

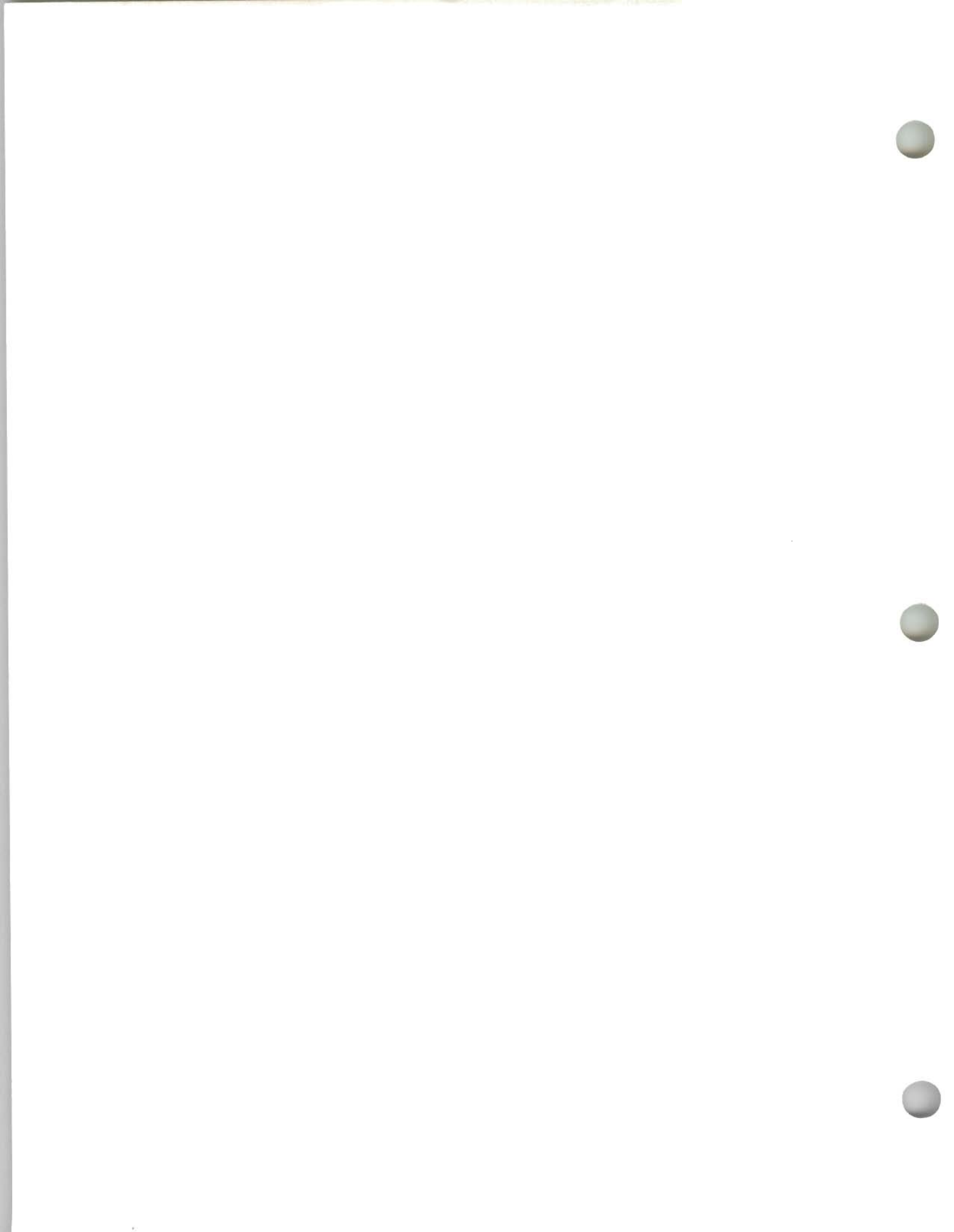
1. "Manning and Cheering Ship" is a very old custom. More than a mark of respect, it is an expression of esteem and affection by the "whole ship's company" for a particular person or "another ship's company." This drill or ships evolution, invariably carried out with spirit and enthusiasm, is to be seen when Her Majesty The Queen or her representative, His Excellency the Governor General, visit or make their departure from units of the Fleet; when HMC Ships enter harbour after an engagement or victory at sea; and when one of HMC Ships sails to her new home port or to pay off. Sometimes a departing Flag Officer or other senior officer is so honoured. In the days of sail manning and cheering ship made a remarkable sight as each ship of the squadron vied with the other in smartness and speed to man the yards and rigging clear up to the mastheads. "Today, the ship's company lines the rails of the upper deck and, led from the bridge, gives three mighty cheers." (12)
2. On the Command "Fall in for Manning Ship", the ship's company falls in as for divisions. The divisions are to be divided to ensure that there is an equal number of men on each side of the ship.
3. On the order "Stand by to Man Ship", divisions are to take up pre-assigned positions so that each man is one pace clear of the guard rail and at arms length from his neighbour. Dressing is by forward, care being taken that no unnatural "Holidays" appear due to obstructions such as fan trunkings or superstructure and personnel are to be at attention.
4. At the order "Man ship" each man takes one pace forward and grasps the guard rail with both hands, crossing hands with the man adjacent to him in doing so.
5. The Executive Officer orders "Stand by to cheer", Ship's Company Attention."
6. On the command "Remove Headdress; Three Cheers for; Hip Hip Hurray," the headdress is held at the full extent of the right arm and circled clockwise during the Hurray keeping the crown outboard. On completion of the three cheers, the order "Replace Headdress" is given; however, the ship's company is not to be dismissed from manning ship until the ship is well clear of the reviewing area. (13)
7. The ship's company may then be ordered to dismiss by one of the following methods:
 - a. the "disperse" being sounded on the bugle;
 - b. the "carry-on" being piped; or
 - c. the command "Dismiss" given by the Executive Officer.

Upon being dismissed the ship's company shall turn forward prior to moving off. (14)



2.10 MUSTERING BY OPEN LIST

1. Originally the "Muster by Open List" was a surprise muster of the ship's company where every man reported who he was, his rank and his duties onboard. This was to counteract the practice of some pursers having nonexistent people on the ship's books. Today a "Muster by Open List" is sometimes used by a senior officer when taking up a new appointment to meet and size up the people of his command. Procedures may differ dependent upon circumstances.
2. Normally the ship's company are to fall in by divisions with the senior men of the division on the left hand of the front rank. The remainder are fallen in, in order of seniority down the front rank from left to right in the second rank and likewise in the third rank.
3. Each man is to march up to the Captain or senior officer and salute. He is to report his SIN number, rank, name, initials, state his trade and the date qualification was last received (ie: 115 421 311 Leading Seaman Brown, J.F. Weapons Surface, Qualified TQ 4, April 1979).
4. He is to salute, turn right, and march off the quarterdeck/flight deck.
5. This procedure continues till all members of the ship's company and/or command have presented themselves to the reviewing officer.
6. Order of divisions commences with the division formed up on the forward side of the starboard side of the quarterdeck and continues in a clockwise manner until all divisions have been presented.
7. Officers report on completion. Divisional Officers report to the CO before their divisions.



2.11 CEREMONIAL ANCHORAGE

1. A ceremonial anchorage can be carried out by a group of ships coming to a formation anchorage or by a single ship on a special occasion. It is also exercised as a combat readiness requirement.
2. Prior to reaching "ten cables to go" when proceeding to a ceremonial anchorage, the following preparations are to be completed:
 - a. accommodation ladder rigged and turned outboard;
 - b. mediterranean ladder and boats booms rigged;
 - c. boats turned out and manned ready for lowering;
 - d. ensigns and jackstaffs rigged;
 - e. brow area prepared for use; and
 - f. ship's bells and name boards fitted.
3. At ten cables: (if not already done by signal)
 - a. shift ensign to harbour position; and
 - b. hoist call signs and Squadron Commander's pennant.
4. At five cables:
 - a. lower boats to deck level.
5. At three cables:
 - a. hands fall out, stand by boats, booms and ladders.
6. At two cables:
 - a. lower boats and ladders to the water line, but clear of water; and
 - b. place booms in a vertical position.
7. At one-half cable: (Standby)
 - a. remove pins.
8. On letting go the anchor:
 - a. boats are to be slipped and are to proceed to waiting positions on the quarters until the ship is finished with engines;
 - b. the Jack is to be hoisted; and
 - c. the fitting of boat's booms and ladders is to be completed as expeditiously as possible.

9. For a ceremonial anchorage involving a group of ships, the senior officer is to conduct a "Countdown" of distance to go to ensure uniformity of action. (15)

2.12 HONOURS AND MARKS OF RESPECT

1. It should be noted that throughout this article when no band or bugler is available the procedures similar to the arrival of a VIP are to be followed.

2. Honours accorded Royalty - When members of the Royal Family proceed onboard one of HMC Ships they are to be received by a Royal Guard commanded by a Lieutenant Commander or a Lieutenant(N) with arms presented, the bugle sounding the "Alert", and the band playing "God Save The Queen." If a band is not available, the "General Salute" will be sounded on the bugle. When more than one member of the Royal Family is present the musical salute is played only for the senior personage, although each is received onboard as described above. The whole of "God Save The Queen" is to be played at the reception of Her Majesty The Queen, the Duke of Edinburgh, and the Queen Mother. The first six bars of "God Save The Queen" are to be played at the reception of other members of the Royal Family.

3. Honours accorded the Governor General and Lieutenant Governor of Provinces - When the Governor General or Lieutenant Governor proceeds onboard on one of HMC Ships, he is to be received by a Royal Guard, commanded by a Lieutenant Commander or Lieutenant(N) with arms presented, the bugle sounding the "Alert" and the band playing the "Vice Regal Salute" (as described in paragraph 2), or if a band is not available, the bugle sounding the "General Salute."

4. Honours accorded the Prime Minister and Minister of National Defence - The Prime Minister and the Minister of National Defence, when visiting HMC Ships in an official capacity, are to be received by a guard commanded by a Lieutenant(N) with the bugle sounding the "Alert."

5. Honours accorded members of the Diplomatic Corps - All officers of the Canadian Diplomatic Corps who are entitled to a salute of eleven guns or more are to be received onboard HMC Ships with the "Alert" sounded on the bugle.

6. Honours accorded the Chief of the Defence Staff and General Officers in Command - The Chief of the Defence Staff and Officers of Commodore rank in command when flying their appropriate flags are to be received onboard HMC Ships by a guard commanded by a Lieutenant(N) "With Arms Presented", the bugle sounding the "Alert" and the band playing "The Musical Salute", or if a band is not available, the bugle sounding the "General Salute." General Officers not entitled to fly distinguishing flags when paying formal visits or attending as a President or member of a Court Martial are to be received as above with the exception of the musical salute.

7. Honours accorded Officers below Commodore Rank - Captains(N) in command in paying official visits to HMC Ships are to be received onboard by a guard under the orders of a Petty Officer with arms presented. Captains(N) and Commanders attending a Court Martial as members are to be received by a Petty Officer's Guard. The Guard is to present arms only to the President of the Court.

8. Honours accorded to Officers of other Nations - Foreign officers are to be paid similar honours and marks of respect as those accorded the Canadian Officers under similar circumstances.

9. Honours accorded Civic Dignitaries - When civic dignitaries pay official visits to HMC Ships they are to be received with respect and attention due their position, but inappropriate honours such as military guards shall not be accorded them.

10. The Manual of Ceremonial for HMC Ships Table 2.2 gives a complete indication of the Honours and Marks of Respect for official visits or when personages are embarked in HMC Ships. This table is not reproduced here in order to avoid duplication. (16)

2.14 BADGES AND INSIGNIA

Uniforms

1. When the Royal Canadian Navy officially came into being with the signing of the Naval Service Act on May 4th, 1910, it adopted the Royal Navy uniforms. Since that time the uniform has been modified and improved for Canadian use. Most Navies of the world wear similar uniforms apart from some minor details and the colours are universally dark blue and white; the only known exception being the red pom pom of the French Navy sailors' hats. The light blue collar is in general use throughout the world. The origin of this collar was that it was designed to prevent the sailors jumper from becoming soiled from contact with the tarred pigtail. Most of these light blue collars have three rows of tape and each navy claims a different reason for them. Let it suffice to say that three rows of white tape rather than two were chosen as an embellishment to the collar. The black silk worn around the neck is worn by most Navies of the world and its practical use in the days gone by was that of a sweat band. The traditional dark blue and white uniform of the Navy has now been replaced by the uniform of the unified forces and should be worn proudly by members of the sea environment. (17)

2. Sections in Chapter 12 will delve more deeply into the historical aspects and background of badges and insignia which today find themselves part of our naval life. This chapter will give a brief history of some of the more distinguished badges and insignia which are found in the naval service today and will also show the ships' crests, base and station crests as well as the distinguishing flags and pennants for MARCOM personnel.

3. A badge is a sign, a symbol, a distinctive mark, intended to identify its bearer. The origins of this concept of identification are lost in myths of prehistoric times. However, the system of badges and other identifying symbols employed in the Canadian Forces has come down to us through our European heritage. In the days of chivalry, knights fully armed and helmeted needed signs on their shields to indicate their identity, just as the famed standards had done more than a thousand years before for the legions of the Roman Empire. (18) Thus it is that the badges and other distinctive marks of Maritime Command trace their history back through the origins of the Canadian Navy, the Royal Navy, Dutch, Spanish, Portuguese Navies, back to the first days when men first set sail on the open ocean.

4. The adoption of the Maple Leaf as an emblem of the people of Canada became more and more popular commencing early in the 19th century. Gradually over the years it has become very well known the world over by a variety of avenues, not least of which being its display in HMC ships. The wearing of the Maple Leaf badge on the funnels of Canadian war ships is a tradition stretching back some six decades. In November 1917 four wooden patrol vessels of the Royal Canadian Navy called

drifters put to sea from Halifax escorted by HMCS SHEARWATER, a sloop, bound eventually for service in the Royal Navy off the West Coast of Africa. Manned mainly by Canadian sailors, it was not long before these tiny ships reported bright green Maple Leafs on their funnels. During the Second World War, the wearing of the green Maple Leaf as a funnel badge was officially authorized by the Naval Board. In those days all of His Majesty's ships, from whatever country of the Commonwealth, proudly flew the white ensign. The Maple Leaf badge readily identified a ship of the Royal Canadian Navy. This symbol carried over into peace time but the colour of the Maple Leaf was changed from green to red, much as it appears today.

5. While the badges of all Air Squadrons, the majority of regiments, and all bases and stations are surmounted by the Royal Crown, the badges of HMC Ships are all contained within a rope surmounted by the Naval Crown, a device of great antiquity. Somewhat similar to the Rostral Crown of Roman origin, this symbol consists of a circlet bearing the sterns of three ships of the line, each with three poop lanterns and two square sails, each spread on a mast and yard and fully fitted and sheeted home. The hulls and sails are positioned alternately around the circlet. The naval crown is also found to be in the fly of The Canadian Forces Naval Jack authorized in 1968.

6. An eighteen century author stated that the naval crown was given as a mark of commendation "To officers and who first grappled or boarded an enemy ship" (19). Like the laurel wreaths of ancient times the naval crown can be traced back to the Romans where it was known as the Corona Navalis or Rostrata (which may have been two distinct degrees of recognition; both are mentioned in Virgil's Aeneid) and was given to the sailor who first boarded an enemy's vessel. In more recent times the naval crown has been granted as an honourable augmentation to the armorial bearings of outstanding Naval Officers, for example Earl St. Vincent and Lord Nelson.

7. Something of an enigma is the ancient badge of mariners the world over - the foul anchor. A dictionary definition of a century ago made no mistake about the connotation of the expression: "An anchor is said to be foul or fouled either when it hooks some impediment under water or when the ship but the wind shifting, entangles her slack cable around the stock or around the upper flute thereof. The last from being avoided by a sharp lookout, is termed the seaman's disgrace." (20) If the foul anchor insignia does, in fact, illustrate one of the worst examples of seamanship, no one has ever found the explanation for the badge's highly cherished prestige. The foul anchor, through its long tradition, enjoys an honoured place in the service today: Canadian Forces Badge (1967) and Ensign (1967); Badge of Maritime Command (1968) and the Naval Jack (1968); and Badge of the Naval Operations Branch (1973).

8. As mentioned earlier, Chapter 12 will delve more deeply into the histories, traditions and customs of the various badges and insignia worn by naval personnel today. The remainder of the pages of this section will be devoted to the presentation of Command Badges, Base and Station Crests and the Crests used by HMC Ships in Maritime Command today. Each will include the description, heraldic significance and where applicable the Motto of each of the Crests. (21)

CANADIAN FORCES BADGE

Blazon: Within a wreath of ten stylized maple leaves gules, a cartouche azure edged or, charged with a fowl anchor or, surmounted by crusaders' swords in saltire argent and azure, pommelled and hilted or; and in front an eagle volant affronté head to the sinister or, the whole ensigned with a royal crown proper.

Significance: The crown is emblematic of the relationship of the Canadian Forces to the sovereign as Queen of Canada. The three central devices, the fowl anchor, the crusaders' swords in saltire, and the eagle volant are symbolic of the universal environments in which the Canadian Forces operate in carrying out their missions. The oval blue shield is representative of the loyal and faithful devotion of Canadian servicemen to their sovereign and country, and in the defence of peace and freedom. The wreath of red maple leaves in the stylized design of the Canadian emblem, approved for the national flag of Canada, provides distinctive Canadian identity in the badge.



MARITIME COMMAND

Blazon: Azure, a wooden-stocked anchor, foul of its cable, a dexter fluke and sinister stock-arm foremost, debruised by an eagle volant affronté, the head turned to sinister, all or.

Significance: The blue field refers to the sea, and the combination of the anchor and eagle to the cooperation between the sea and air elements in the pursuit of the enemy in that element.

Motto: READY AYE READY



NAVAL OPERATIONS

Description: Within a wreath of maple leaves or, a cartouche azure edged or charged with a fowl anchor of the first, the whole ensigned with a Royal Crown proper.

Significance: A fowl anchor, a naval emblem of long standing, has been chosen as the central device of their badge.



ALDERGROVE

Blazon: Barry wavy of ten Argent and Azure, a Caduceus from the head of which issue three forks of lightning pointing to the dexter, centre and sinister chief respectively, Or, between two alder leaves conjoined on one stem Gules.

Significance: The caduceus is the attribute of Hermes of Greek mythology, who was the messenger or herald of the gods. It is used here as a symbol of one who carries, sends or receives messages. The fact that these particular messages are transmitted by means of radio is indicated by the three flashes of lightning that shoot out from the head of the Caduceus. The name Alder-grove is referred to by displaying a sprig of two alder leaves; these are shown red because the particular kind of alder that grows in the area where this Station is located is the Red Alder.

Motto: LOUD AND CLEAR



HMCS ALGONQUIN

SHIP'S BADGE

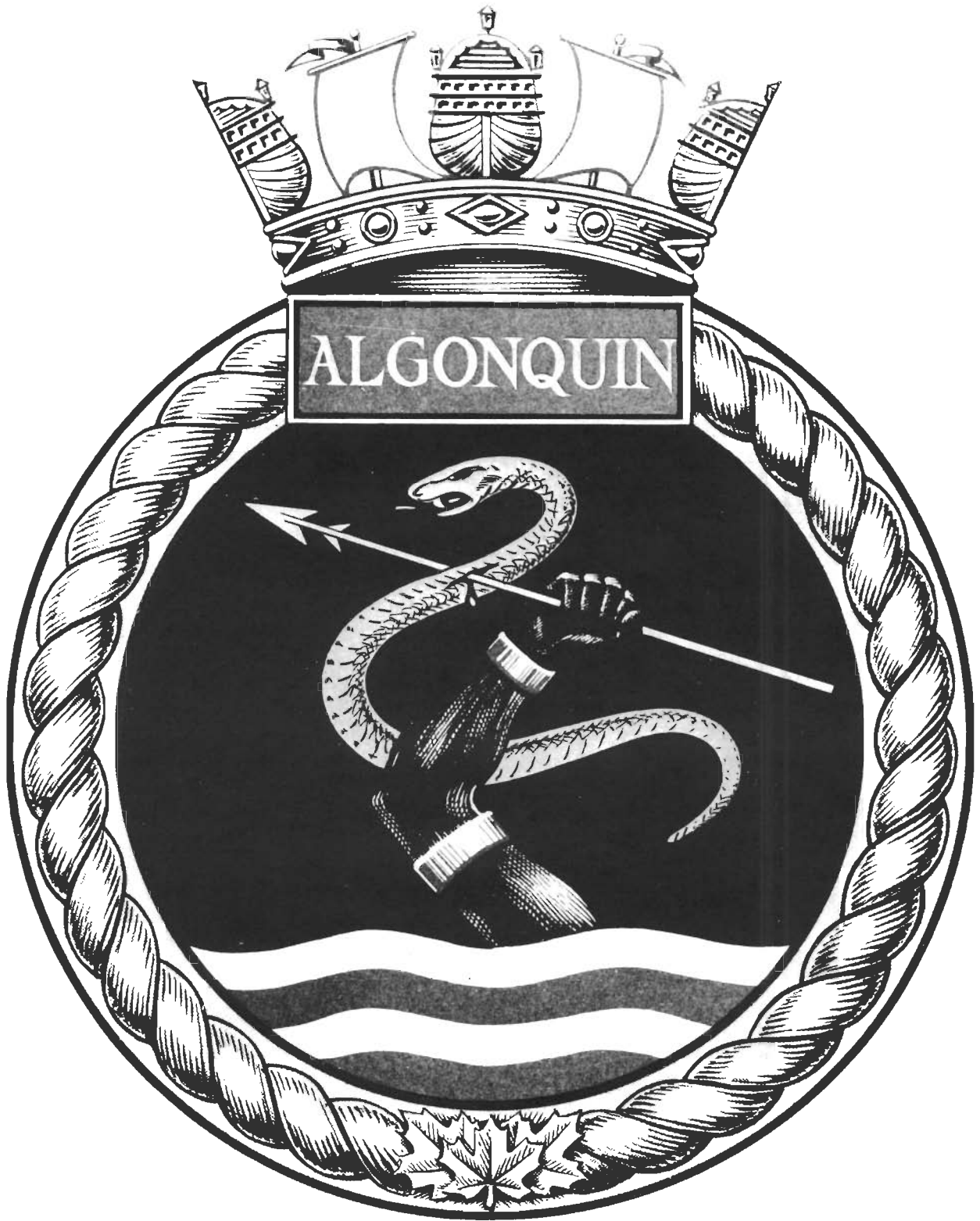
Blazon: Sable, a base barry wavy Argent and Azure of four, from which issues an Indian's arm embowed proper, wearing arm and wrist bands Argent and holding a fish-spear in bend Argent transfixing an eel Or.

Significance: This was one of the best badge designs produced during the war before Ship's Badges were issued officially. Of such excellence of design and appropriateness in suggesting this destroyer's activities in anti-submarine warfare, it has been accepted as the official badge.

Ship's Colours: Gold and Azure Blue.

Motto: "A coup s^ûr" (with Sure Stroke)

Battle Honours: NORWAY 1944
NORMANDY 1944
ARCTIC 1944-45



HMCS ANNAPOLIS

SHIP'S BADGE

Blazon: Gules, a bend wavy Argent charged with a like bendlet Azure, and over all a Cypher of the letters AR entwined in ornamental scrip ensigned by an Ancient Crown, all Gold.

Significance: This ship derives its name from the Annapolis River in Nova Scotia, which is symbolized by the white and blue wavy diagonal. The crowned Cypher of the letters AR has a treble significance in that it suggests Annapolis Royal in Nova Scotia from which settlement the river got its name; Annapolis, Maryland the site of the United States Naval Academy, and Queen Anne, in whose honour these places were named. The original HMCS "ANNAPOLIS" in the Second World War, was formerly the American "four-stacker" Destroyer, USS "MACKENZIE", one of seven such ships that were turned over to the Royal Canadian Navy in the early days of the war.

Ship's Colours: Gold and Scarlet.

Motto: To excel.

Battle Honours: ATLANTIC 1941-43



HMCS ASSINIBOINE

SHIP'S BADGE

Blazon: Or, a bend wavy Azure charged with two cotises wavy Argent, over all a bison's head caboshed proper.

Significance: The unofficial war-time badge of the original ship of this name displayed a buffalo and three green maple leaves in chief. These devices were chosen no doubt without consideration of their suitability to interpret the name or from the point of correct heraldry.

According to the Encyclopedia Americana the name "Assiniboine" was applied by the Algonquins to a tribe of the Sioux who did their cooking by dropping heated stones in water. They inhabited the territory between the Missouri and Saskatchewan Rivers, and the name "Assiniboine" was given to a tributary of the Red River that flows into Lake Winnipeg. HMCS "Assiniboine", being a River Class destroyer, derives its name from this river.

Although the name would best be interpreted or depicted by a stone or group of stones from which flames issued, this could hardly make a very glamorous badge design, so the buffalo head has been chosen in reference to the location of the river -- Manitoba, and also in respect of the war-time device. The golden background represents the fine wheatgrowing region through which the river flows -- and the blue and white "bend" is a symbol for the river.

Ship's Colours: Black and Gold

Motto: "Nunquam non paratus" (Never Unprepared)

Battle Honours: ATLANTIC 1939-45
BISCAY 1944
ENGLISH CHANNEL 1944-45



HMCS ATHABASKAN

SHIP'S BADGE

Blazon: On a field Argent a North American Indian clad in buckskin breeches, leggings and beaded moccasins, but bare to the waist except for a necklace of bear's claws and Blue shells, and ear ornaments of the last. The Indian wears the full-feathered head-dress and is mounted bare-back upon an Indian pony being halted from the trot. The Indian holds a Red bow and arrow in the "ready" position, the latter pointing down.

Significance: This badge design is based on the one which had been planned by officers of the original ATHABASKAN, but was not completed before that ship was lost in action with the enemy.

The elements of the originally planned design have been retained in the new official badge as a special tribute to those gallant officers and men who went down with their ship, fighting.

Those of the original ship's company who survived that fateful night, as well as those now serving in the new ATHABASKAN, may take the utmost pride in their badge for it commemorates an action that ranks with the best in British Naval history of courage and devotion to duty.

Ship's Colours: White and Scarlet.

Motto: "We fight as one"

Battle Honours: ARCTIC 1943-44
ENGLISH CHANNEL 1944
KOREA 1950-53



HMCS BRUNSWICKER

SHIP'S BADGE

Blazon: Or, upon a base barry wavy of four Vert and Or, a Lymp-
had or ancient galley with oars in action, Sable, mainsail Gules
upon which is displayed the "White Horse of Brunswick", and from
the main a pennant Gules, and from the fore and mizzen a flag
Gules bearing a maple leaf Or.

Significance: This design is derived from devices contained in
the Arms of the Province of New Brunswick. The white horse on
the mainsail is the dominating device which is intended to sug-
gest the name BRUNSWICKER.

Ship's Colours: Gold and Black.

Battle Honours: Nil.



HMCS CABOT

SHIP'S BADGES

Blazon: Argent a maltese cross Gules charged with a fouled anchor Or.

Significance: A statement inscribed upon the world-map of 1544, now called the Paris Map, related that on the 24th of June in the morning (1497) John Cabot and his son Sebastian discovered land "to which they gave the name Land First Seen, and to a large island which is near the said land they gave the name Saint John" because it had been discovered on St. John the Baptist's day. Because of the fact that Cabot called this land Saint John's land, and also because the capital of Newfoundland, in which the Naval Division is situated is called St. John's, it would seem fitting to display the Maltese Cross of the Knights of St. John, displaying it in Red as a difference. To connect this particular Cross of St. John with the Navy, a golden anchor has been superimposed upon it.

Ship's Colours: White and Vermilion.

Battle Honours: Nil.



HMCS CARLETON

SHIP'S BADGE

Blazon: On a field barry wavy of eight Argent and Azure, the crest from the Arms of Sir Guy Carleton, Baron Dorchester, which is, "A dexter arm embowed and naked to the elbow, the shirt sleeve folded above the elbow Argent, and vested gules: the hand grasping an arrow in bend sinister, point downwards, proper."

Significance: Although this Division was named after the British Schooner HMS CARLETON (Battle of Valcourt Island, 11 October, 1776), there is no doubt that this original ship was named in honour of Sir Guy Carleton who is accredited with having saved Canada for the British in the defeat of Montgomery and Arnold at Quebec, New Year's Eve 1775-1776. It is therefore appropriate that in selecting a suitable badge for this Division that some device from the Arms of Sir Guy Carleton (Baron Dorchester) should be used. Placing the Carleton crest upon the field of heraldic water indicates connection with the sea.

Ship's Colours: White and Scarlet.

Motto: "Vincemus armis"
(With these arms we shall conquer).

Battle Honours: LAKE CHAMPLAIN 1776



HMCS CATARAQUI

SHIP'S BADGE

Blazon: Azure, a "patte de griffon" Or.

Significance: This device is taken from the Arms of Count Frontenac, who bore three such griffin's feet upon a blue field.

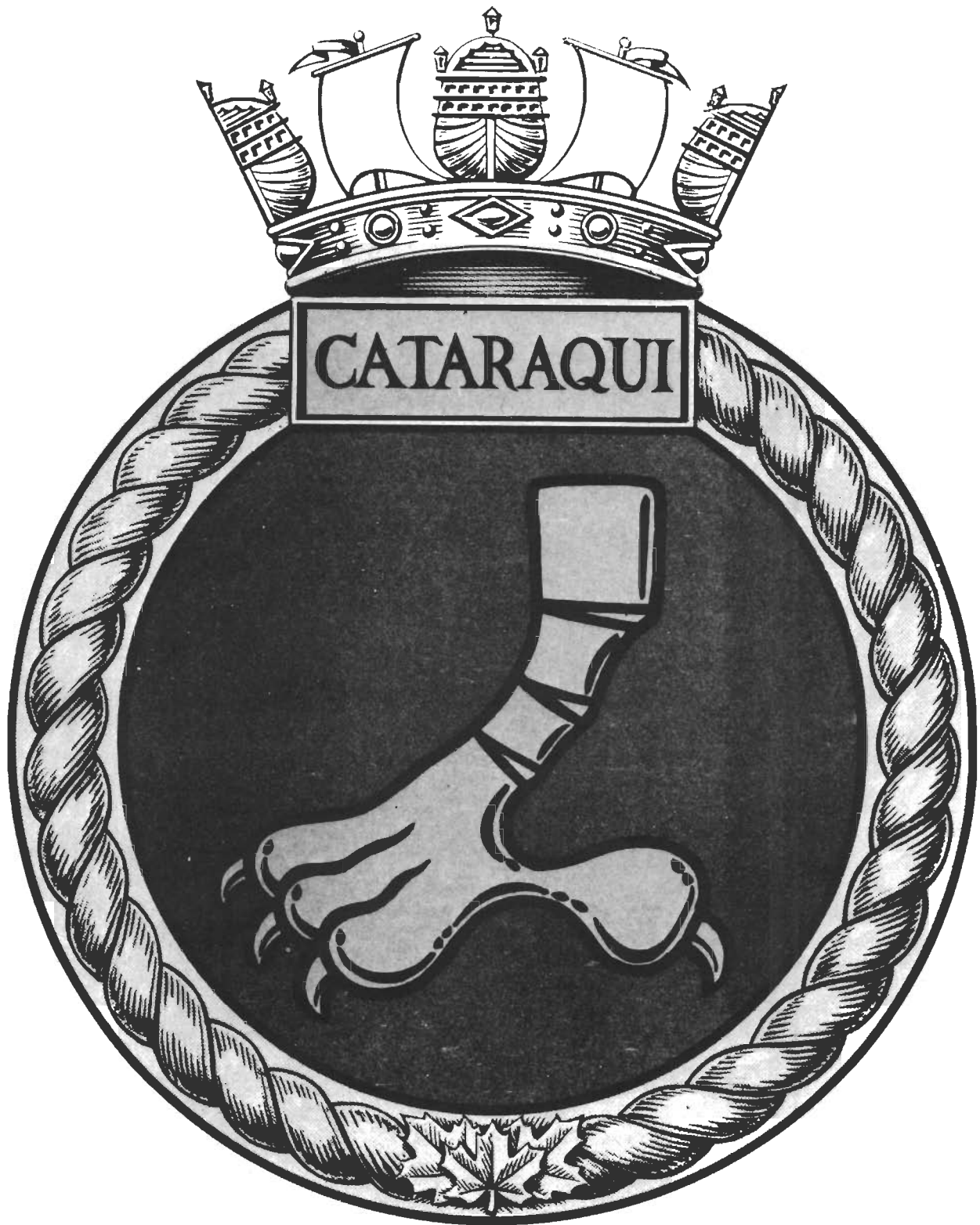
It was at Cataraqui in 1673 that Frontenac met the Iroquois on friendly terms and later established the first fort and stores. Subsequently four sailing vessels were built there for use by LaSalle in the fur trade on Lake Ontario. One of these ships was named "Cataraqui" and she was completed in 1678. This was the beginning of shipbuilding at Kingston. The Indian village Cataraqui became Fort Frontenac under French tenure and later when taken by the British its present name Kingston was given.

Kingston is rich in Naval history, as it was the operational base for the Fleet in the war of 1812 when much activity centred around HM Dockyard there. As Frontenac was the founder of the white man's settlement and activities at Kingston, it is felt that a device from his Arms would be appropriate as the badge of HMCS CATARAQUI.

Ship's Colours: Gold and Azure Blue.

Motto: "Porta lacuum, portus classis"
(Gate of the lakes, port of the fleet.)

Battle Honours: Nil.



HMCS CHALEUR

SHIP'S BADGE

Blazon: A field pily Or and Gules above barry wavy Azure and Argent, and in the centre an equilateral triangle Azure bearing a fern leaf Or.

Significance: In July 1534, Jacques Cartier in his explorations in the Gulf of St. Lawrence sailed into a deep bay in hope of discovering a passage leading to the westward.

Cartier and his men were somewhat alarmed when they came upon a band of savages, Micmacs in 40 or 50 canoes. These Indians eventually proved to be friendly and traded all their furs and even clothing for a few knives, tools and trinkets.

The weather on that July day of 1534 was no doubt like similar July days in modern times -- hot and humid, and Cartier and his men suffering greatly from the heat called the place "la baye de Chaleur" -- (The Bay of Heat). The English version is of course, the Bay of Chaleur from which our Canadian ship of war takes her name.

In the badge design, the heraldic water in the base refers to the Bay of Chaleur, and the red and gold shafts of the background above it are intended to convey in heraldic style the impression of heat rising. The triangular device in the centre displaying a golden fern leaf refers to the fact that the Bay of Chaleur lies in the heart of the Micmac country, and also to the meeting of Cartier with these Indians in 1534. The fern leaf is derived from the Micmac legend that tells of the slaying of his evil twin brother by Glooscap the good who was a Prophet of the Great Spirit or Manitou. Glooscap was supposed to have clubbed this evil twin to death with a fern-- of all things! This suggests perhaps, that it is the spirit behind the weapon that makes for a good fight, which is quite appropriate for a ship of war. The triangle on which the fern is displayed is intended to mean the place where Micmacs live and is shown in the form of a wigwam.

Ship's Colours: Gold and Red.

Battle Honours: Nil.



CHALEUR

HMCS CHAUDIERE

SHIP'S BADGE

Blazon: Vert, three cottises in bend wavy Or, debruised in the centre with a plate voided, the inner edge invected.

Significance: This ship derives its name from the Chaudiere River which rises in Lake Megantic and discharges into the St. Lawrence, almost opposite Quebec City.

The word Chaudiere means, according to the Dictionnaire Larousse, "a large metallic vessel used for warming, cooking, boiling etc." It is generally agreed that the river received its name because of the effect produced by the spectacular falls near its mouth, which tumbling into a great bowl-shaped basin, resembled "a pot full of boiling water."

In the badge design, the golden diagonal wavy stripes represent the river; the white circular device in the centre, termed in heraldry "a plate", has been hollowed out or "voided", with a scalloped effect on the inner rim, to symbolize the appearance of the basin with its foaming waters where the river tumbles into it.

Ship's Colours: Gold and Green.

Motto: "La fortune sourit aux braves"
(Fortune smiles on the brave).

Battle Honours: ATLANTIC 1944
NORMANDY 1944
BISCAY 1944



CHAUDIERE

HMCS CHIGNECTO

SHIP'S BADGE

Blazon: Gules, a pile Azure fimbriated Argent charged with a sprig of Bulrush Or.

Significance: W.S. Wallace, general editor of the Encyclopedia of Canada describes the word Chignecto as being of Micmac Indian origin, meaning "the great marsh district."

The badge design for HMCS CHIGNECTO depicts the V-shaped device that has been associated with Bay Class ships of the RCN.

This carries on it a representation of a bulrush in gold, suggestive of the vegetation that grows in marshy lands.

The red background refers to the reddish coloured earth of the area.

The narrow white V separating the blue and red areas of the design is an heraldic requirement.

Ship's Colours: Blue and Gold.

Battle Honours: Nil.



HMCS CHIPPAWA

SHIP'S BADGE

Blazon: Azure, an anchor upon two tomahawks in saltire Argent, and over all at the fesse point a garb Or.

Significance: The anchor and blue background refer to the sea. The tomahawks suggest the Chippawa Tribe of Indians, and the wheat sheaf refers to the great wheat area which this Division serves.

HMCS CHIPPAWA was named after HMS CHIPPAWA one of Commander Robert H. Barelay's ships on Lake Erie in 1812-13.

Ship's Colours: White and Azure Blue.

Battle Honours: Nil.



HMCS COLUMBIA

SHIP'S BADGE

Blazon: Gules, a bend wavy Argent charged with two like cotises Azure, and over all in the centre a Dogwood flower proper.

Significance: This ship is named for the Columbia River, one of the largest in North America flowing into the Pacific Ocean.

The river is said to have been named by Captain Robert Gray of Boston after the ship "Columbia" in which he sailed into the river's mouth in 1792.

The white and blue diagonal wavy stripes are suggestive of the river. The red background refers to the fact that the headwaters of this great river are in British Columbia -- red being one of the Royal Colours.

The flower of the Dogwood, displayed as the main device, is the floral emblem of British Columbia and amplifies the connection with that Province.

Ship's Colours: White and Red.

Motto: "Floreat Columbia ubique"
(May Columbia flourish everywhere).

Battle Honours: BELGIAN COAST 1914-15
ATLANTIC 1940-44



HMCS CORMORANT

SHIP'S BADGE

Blazon: Argent, a cormorant volant, wings elevated proper, in base, three barulets undy vert.

Significance: The Cormorant is a splendid swimmer and is able to travel for long distances under the surface of the water. In the air it is strong in its flight, which our badge design has endeavoured to suggest. The base of "water", has been shown green (vert) the colour of the sea from below the surface and in reference to the Cormorant's endurance and agility in plowing through the seas that border Canada.

Ship's Colours: Green and White.

Battle Honours: QUEBEC 1759
MINORCA 1798
CHINA 1856-59



CORMORANT

HMCS COWICHAN

SHIP'S BADGE

Blazon: On a field barry wavy, Argent and Azure, a pale Argent on which a chief's ceremonial mask traditional of the "Cowichan type" of the Salish, Vert.

Significance: Cowichan is an Indian word which means "between streams". Thus the vertical strip or "pale" in the middle of the badge lies between two sections of heraldic "water".

The mask depicted is taken from one in the Anthropological Museum, University of British Columbia; Museum Number 1784, Raley Collection. It is described as being of the traditional type produced by the Salish, particularly in the Cowichan district of Vancouver Island, and often referred to as the "Cowichan type" mask. Typical features are the two smaller heads rising above the forehead, and the protruding eyes. The original mask is made of wood and is probably painted red, black and white, but in order that the badge may be accurately described in terms of our heraldry it has been depicted all in the one colour green, as though carved out of jade.

Ship's Colours: White and Green.

Battle Honours: ATLANTIC 1941-45
NORMANDY 1944



HMCS DISCOVERY

SHIP'S BADGE

Blazon: Azure, a shake-fork Argent supporting in the middle chief a bezant.

Significance: The devices used in this badge design have no historical reference to the name "Discovery", but instead an ancient and true form of heraldry has been used which is best described by the French expression "armes parlantes" or speaking arms, where pictures of things are employed to illustrate the different syllables of the word.

Obviously the shake-fork looks like the letter Y, and the bezant is a disc of gold. So in the design we find DISCOVERY-Y, a neat rebus on the word Discovery.

While this does not provide anything that might foster a spirit of pride by referring to the history and traditions connected with the name, as a badge it is nevertheless one of the best designs in the series and was suggested by the late Sir Arthur W. Cochrane, KCVO, Clarenceux King of Arms, College of Arms, London, England.

Ship's Colours: White and Blue.

Battle Honours: PORTLAND 1653
COPENHAGEN 1801



ESQUIMALT

PORTARE PER OMNIA

HMCS FRASER

SHIP'S BADGE

Blazon: Azure, a buck's head erased Or, attired Argent, charged on the shoulder with a maple leaf Gules.

Significance: This ship derives its name from the Fraser River in British Columbia. The Fraser River was discovered by Alexander Mackenzie in 1793, and was subsequently explored to its mouth by Simon Fraser in 1803, in whose honour the river was named.

Simon Fraser, a partner in the North West Company of Montreal was born in 1776 near Bennington, Vermont. His father, Simon Fraser after whom he was named, a descendant of the titled family of Lovat, died as a result of service on the loyalist side in the American Revolution, and his widowed mother moved her family to St. Andrews on the Ottawa.

Young Simon, after moving to Canada, joined the North West Company in 1792, at the age of 16. He became a partner in 1802 -- and in 1805, the duty of establishing posts to the farthest west was assigned to him.

He reached the headwaters of the river that bears his name in 1806, but regarded it as the Columbia or one of its affluents. However, in the spring of 1808, Fraser, with John Stuart, Jules Maurice Quesnel and a crew of nineteen men and two Indians, embarked on this unknown river with the determination to follow it to its mouth. This they did and after emerging from the canyons they reached the mouth of the river on 2nd July 1808.

The badge design is derived from the crest in the Fraser arms, a buck's head in gold with white antlers. It is differenced by being charged with a red maple leaf, to show that this Simon Fraser was associated with Canada.

Ship's Colours: Blue and Gold.

Motto: "Je Suis Prêt"
(I am ready).

Battle Honours: ATLANTIC 1939-40



HMCS FUNDY

SHIP'S BADGE

Blazon: Gules, a pile Azure, fimbriated Argent charged with a maple leaf between two fleur-de-lis, all conjoined on the one stem, Or.

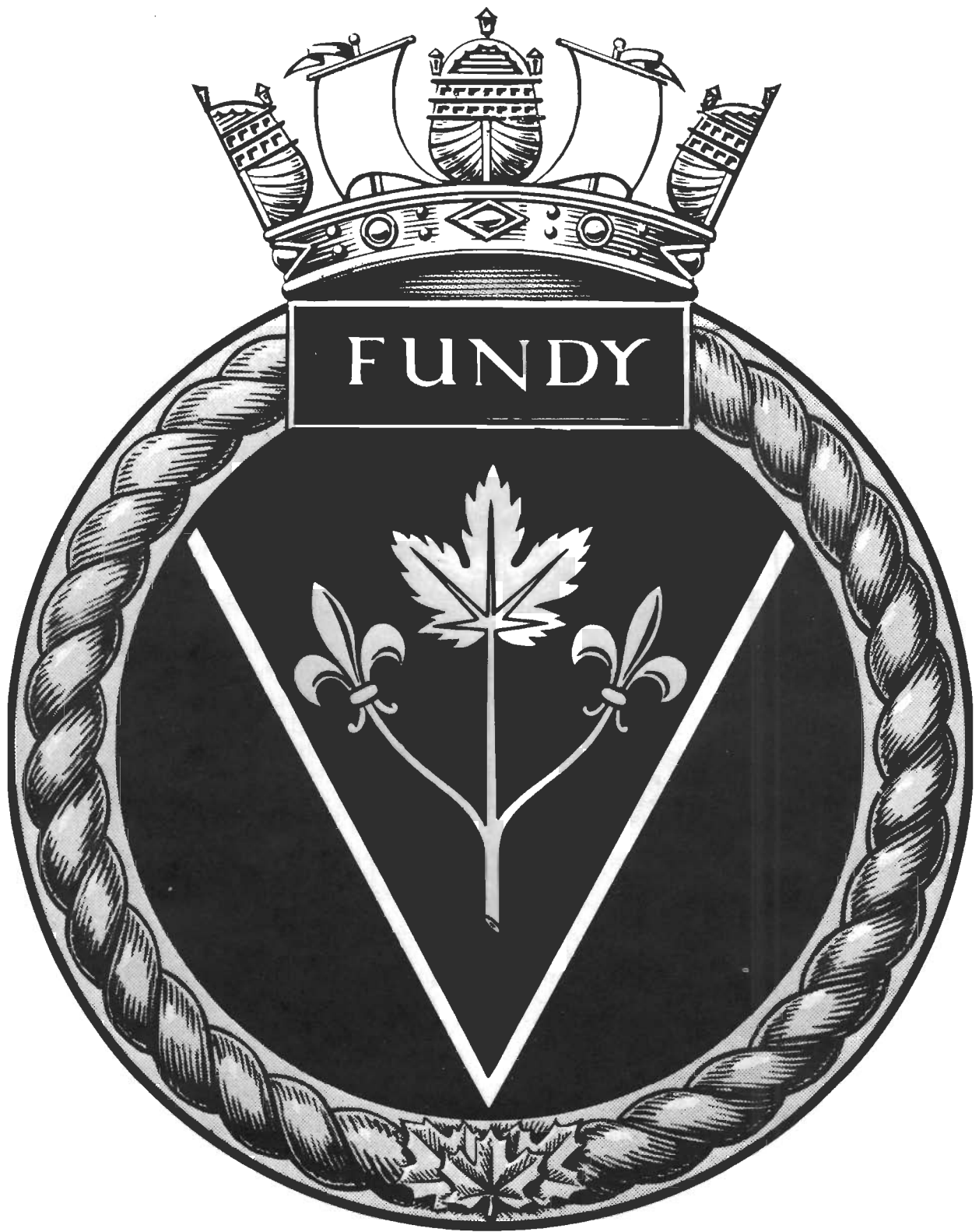
Significance: The blue pile refers to the Bay of Fundy. The red background is primarily for contrast and brightness, but it could also refer to the reddish earth of the land that borders this Bay. The white "fimbriation" is an heraldic requirement to mark a division between the two colours. The Cross of St. George (England) in the union flag has a similar fimbriation.

The golden floral device pays tribute to the original white settlers around Fundy who came from France, and from this root, or stock, present-day Acadians in spite of many vicissitudes have become loyal Canadians. This was given evidence in 1956, when Acadians from all over met at Moncton, N.B., and sent an eloquent declaration of allegiance and loyalty to Her Majesty the Queen. The gold of the floral device is one of the Royal Colours.

Ship's Colours: Red and Gold.

Motto: "Verrimus altum"
"We sweep the deep"

Battle Honours: ATLANTIC 1939-45



FUNDY

HMCS GATINEAU

SHIP'S BADGE

Blazon: Vert, a Bend wavy Argent charged with two like Cotisses Bendlets Azure, debruised with a Sun in Splendour Or which is charged with a Beaver Sable.

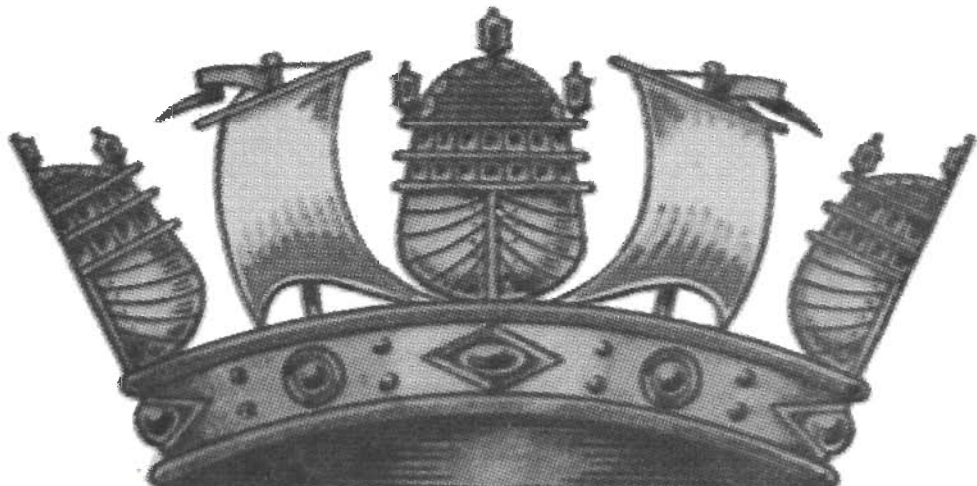
Significance: HMCS GATINEAU takes her name from the Gatineau River in the Province of Quebec. It rises near the headwaters of the St. Maurice River and flows in a westerly direction before turning south to join the Ottawa River a short distance below the City of Hull, and across from Ottawa, the Canadian Capital. Most authorities agree that the Gatineau River took its name from one Nicolas Gatineau or Gastineau, a notary, civic official and fur-trader of Three Rivers, and one time connected with the Company of One Hundred Associates. It is presumed that he lost his life by drowning about 1683 during one of fur-trading expeditions down the Riviere duNord (the present Gatineau), and henceforth his name began to be applied to this river and district. Today the Gatineau River and Valley are renowned for two things, lumbering and as a recreational area.

The wavy white and blue diagonal stripe refers to the Gatineau River. The green background to the forests and recreational areas of the Valley. The Sun, the source of life and health is depicted in the badge in reference to the fact that annually thousands of city-dwellers hie off to the hills, lakes and streams of the Gatineau River Valley to enjoy the sunshine and outdoor life. The little black beaver is in tribute to Mr. Nicolas Gatineau and his fur-trading activities.

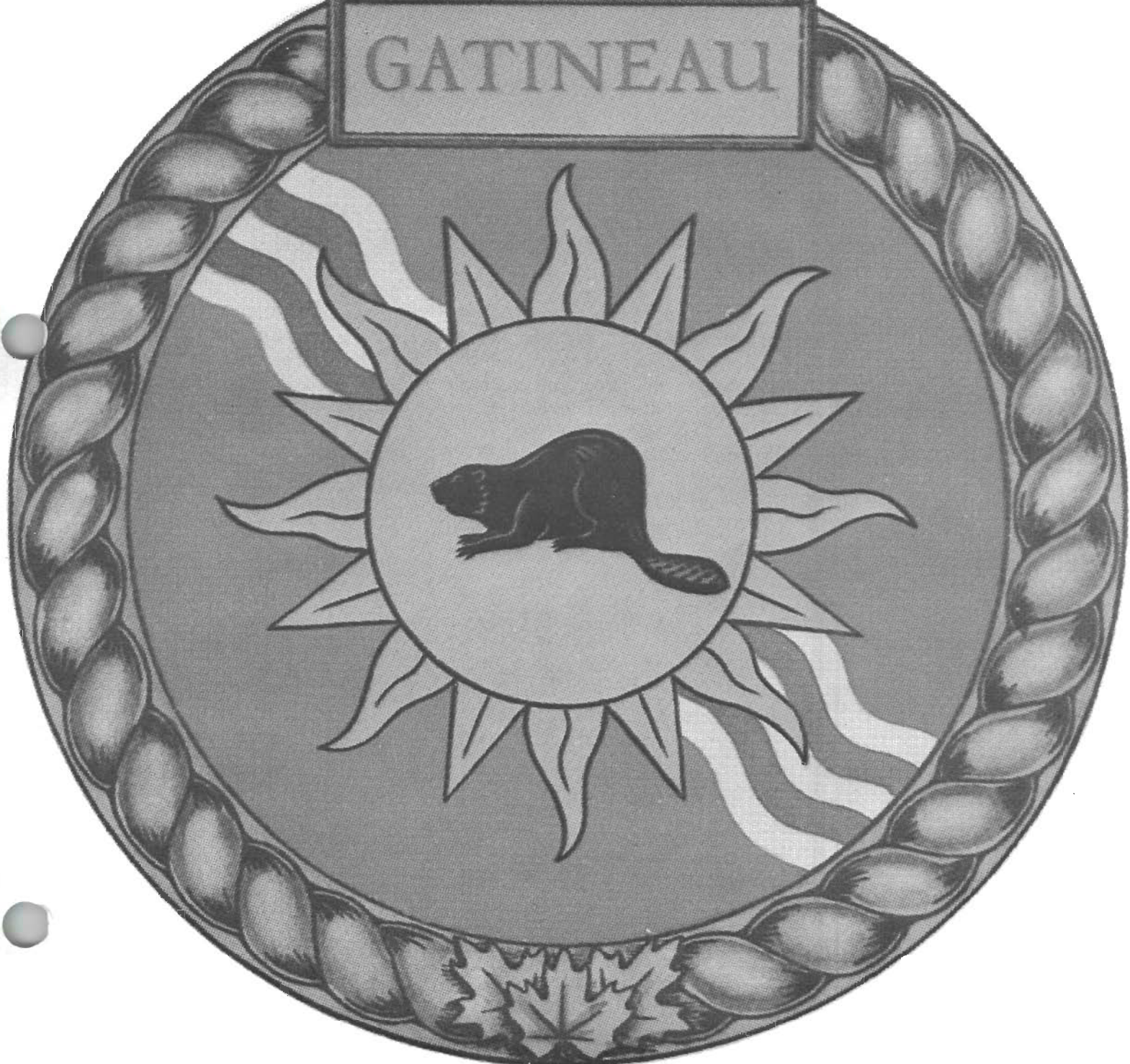
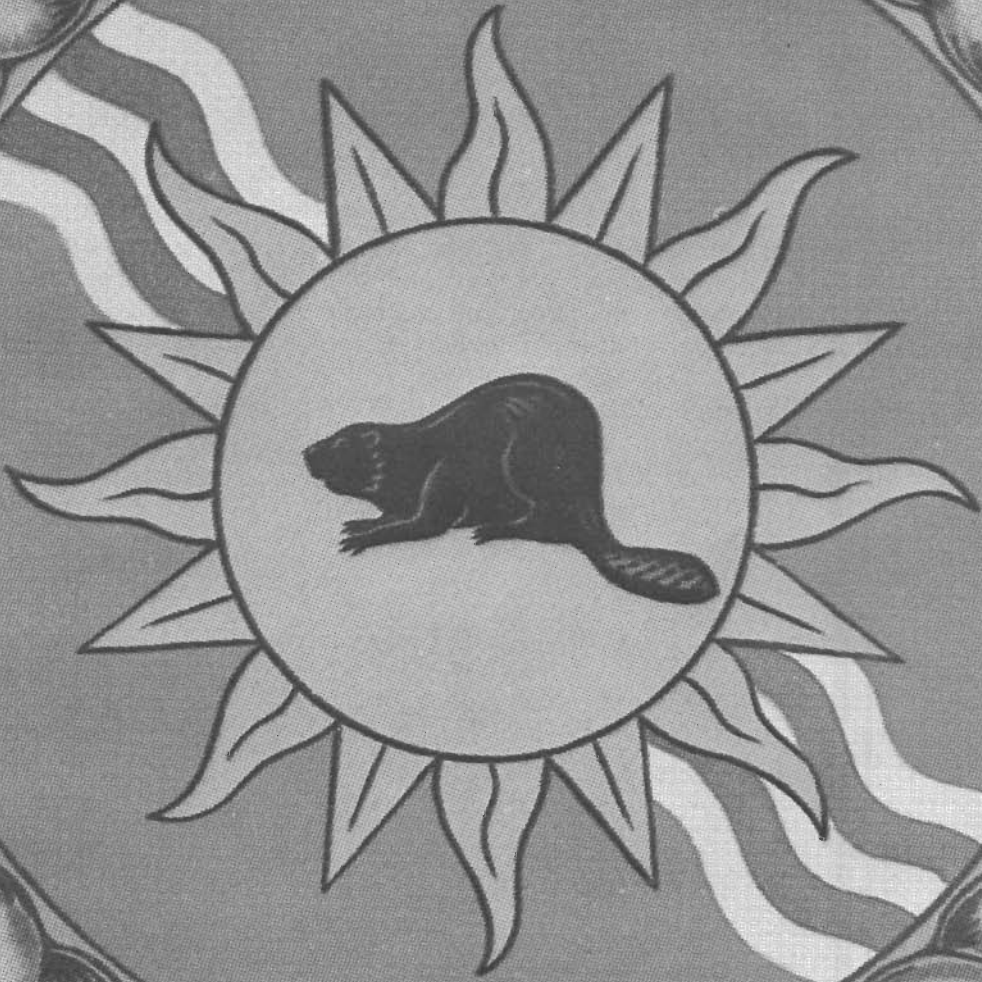
Ship's Colours: Gold and Green.

Motto: "In hoc catino potestas"
(In this ship lies power).

Battle Honours: ATLANTIC 1943-44
NORMANDY 1944



GATINEAU



HMCS GRIFFON

SHIP'S BADGE

Blazon: Argent, a griffin segreant Azure, seme-de-lis Or, beaked and fore-legged Gules.

Significance: The obvious device for the badge of HMCS GRIFFON is a representation of this mythical monster, but as the name is derived from a French vessel and written in the French way, the griffin is depicted with the colours and devices of Royal France, namely, a blue field powdered or sown with gold fleurs-de-lis.

Ship's Colours: White and Royal Blue.

Battle Honours: Nil.



HALIFAX

Description: Azure, upon the Halifax Citadel a kingfisher supporting a fowl anchor, all or.

Significance: The Halifax Citadel, a noted land mark and historic site, denotes the long military association with the city. The fowl anchor symbolizes the major naval role. The kingfisher, accepted as the symbol of Halifax, marks the close association of the city with Canadian Forces Base Halifax.

Motto: WARDEN OF THE NORTH ATLANTIC



HALIFAX

WARDEN OF THE NORTH ATLANTIC

HMCS HUNTER

SHIP'S BADGE

Blazon: Vert, a crossbow Or in bend sinister with two arrows Argent interlaced, one on either side of the crossbow shaft.

Significance: This badge design has been inherited from the Royal Navy with a slight alteration. In the original badge the two arrows stopped short of the cor on the bow, whereas we have extended the arrows and interlaced them with the bow, making the device one unit instead of three.

The significance of the crossbow and arrows is quite obvious as these were implements used in early warfare by those who hunted out their enemies to destroy them with their shafts.

Ship's Colours: Gold and Hunter Green.

Battle Honours: GARBARD 1653
SCHEVENINGEN 1653
BARFLEUR 1692
VIGO 1702
VELEZ MALAGA 1704
LOUISBURG 1758
QUEBEC 1759
ATLANTIC 1939-44
NARVIK 1940
SALERNO 1943
SOUTH FRANCE 1944
AEGEAN 1944
BURMA 1945



HMCS HURON

SHIP'S BADGE

Blazon: Or, nicotine bloom Gules, seedpod Vert, and stamens Or.

Significance: The Hurons were known as the Tobacco Indians hence this badge design is derived from that plant and shows the conventionalized representation of the nicotine bloom.

This is in keeping with the traditional use of flower and plant forms as fighting emblems such as the Roses of York and Lancaster; the Thistle of Scotland; the Leek of Wales; the Shamrock of Ireland; and our own Maple Leaf.

Ship's Colours: Gold and Crimson

Battle Honours: ARCTIC 1943-45
ENGLISH CHANNEL 1944
NORMANDY 1944
KOREA 1951-53



HMCS IROQUOIS

SHIP'S BADGE

Blazon: Or, the head of an Iroquois brave, couped at the base of the neck, properly coloured and wearing two eagle feather in his hair and a Gold ring pendant from the ear.

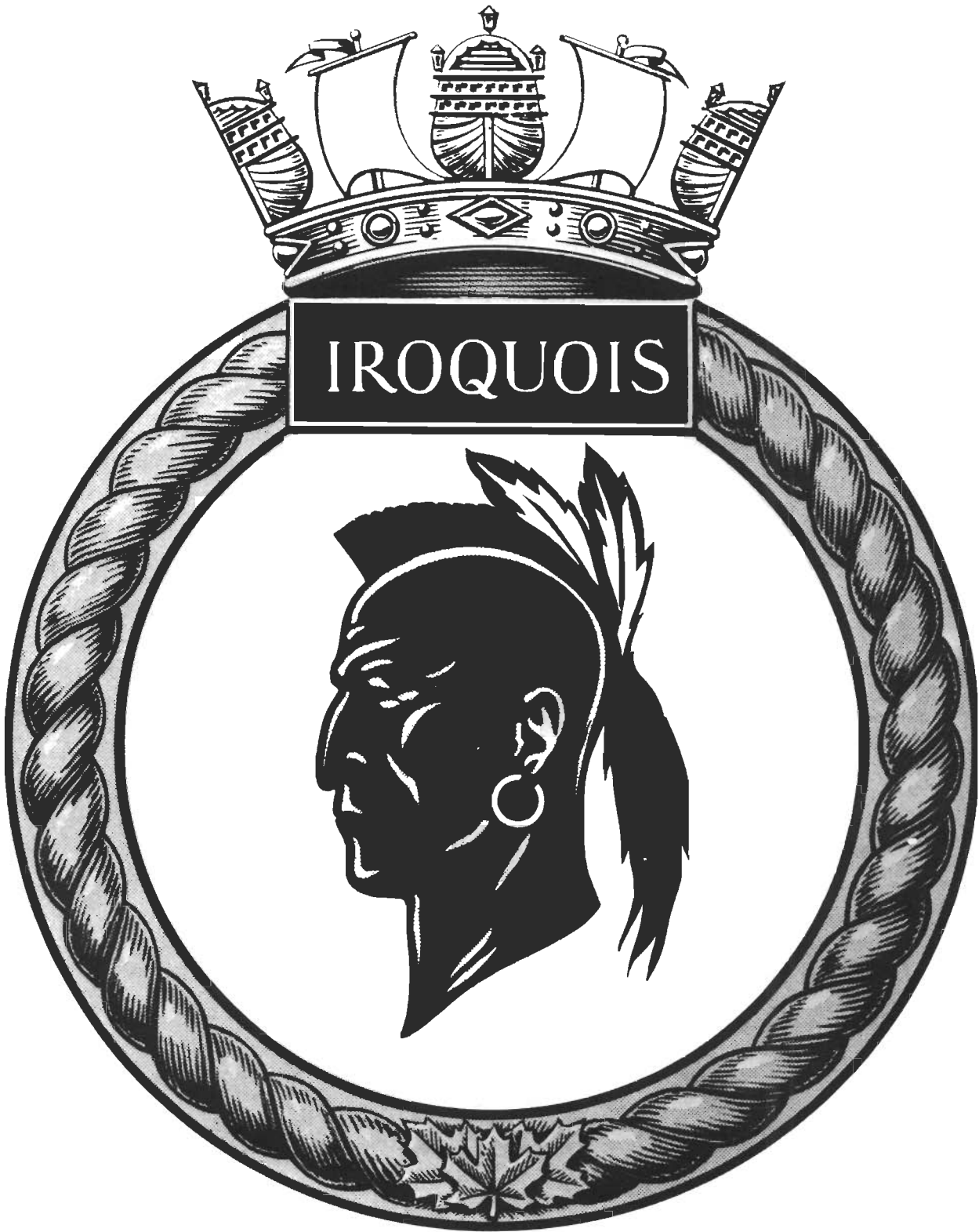
Significance: In 1942, a Commanding Officer of this ship initiated steps to procure a badge for the ship. This resulted in the making of an unofficial one in the shape of a shield which bore the head of an Iroquois brave, with his peculiar cox-comb hair-do, ring in ear and war paint, etc. It was taken from a painting by the late C.W. Jeffries and contrary to the usual procedure in heraldry it faced the right as one looked at it.

When a definite policy regarding Ship's Badges was laid down, at the end of hostilities, it was approved that the head of an Iroquois, facing the opposite direction to that in the original badge, would be used for reasons of sentiment and appropriateness.

Ship's Colours: Gold and Black.

Motto: "Relentless in chase"

Battle Honours: ATLANTIC 1943
ARCTIC 1943-45
BISCAY 1943-44
NORWAY 1945
KOREA 1952-53



HMCS KOOTENAY

SHIP'S BADGE

Blazon: Argent, three cotises in bend wavy Azure, over all a crescent Sable debruised by an Indian fish spear-head Gules, bound around the hilt with thongs Argent.

Significance: The Kootenay Indians from which the River derives its name were known to have depended for food upon the fish caught in the rivers and streams and on the buffalo found to the east on the slopes and foothills of the Rocky Mountains.

The buffalo also provided them with skins for wearing apparel, and other necessities.

In the Badge design, the Kootenay River, for which the Ship is named, is symbolized by the three blue diagonal wavy stripes.

The black Crescent resembles the horns of the Bison or Buffalo, and the Fish spearhead is typical of the kind used by the Indians.

While this design carries no reference to any legend or historical event that might inspire courage and devotion, it is nevertheless a unique and interesting symbol for a ship-of-war in that the horns and spear are both instruments of attack and at times, of defence.

Ship's Colours: Red and White.

Motto: "We are as one"

Battle Honours: ATLANTIC 1943-45
NORMANDY 1944
ENGLISH CHANNEL 1944
BISCAY 1944



HMCS MACKENZIE

SHIP'S BADGE

Blazon: Gules, a bend wavy Argent upon which a like bendlet Azure, and over all a Lion rampant Or, armed and langued of the third, charged on the shoulder with a hurt upon which a representation of a Compass Rose of eight points Argent, the vertical and horizontal pointers extending beyond the perimeter of the hurt.

Significance: This Destroyer derives its name from the great Mackenzie River, that in 1789 was discovered and explored by Sir Alexander Mackenzie, a native of Scotland and partner in the famous North West Company of fur traders. The gold lion rampant upon a red field is the reverse colouring of the main device in the Royal Arms of Scotland, this change being a necessary heraldic difference, and is used here in reference to Mackenzie and the land of his birth.

The Compass Rose on the lion's shoulder, is a symbol of geography, travel and exploration and is used here as a reference to Sir Alexander's great feats in this field. It is also part of the Crest in the Armorial Bearings of the Northwest Territories through which the Mackenzie River flows.

Ship's Colours: Gold and Scarlet.

Motto: "By Virtue and Valour"

Battle Honours: Nil.



HMCS MALAHAT

SHIP'S BADGE

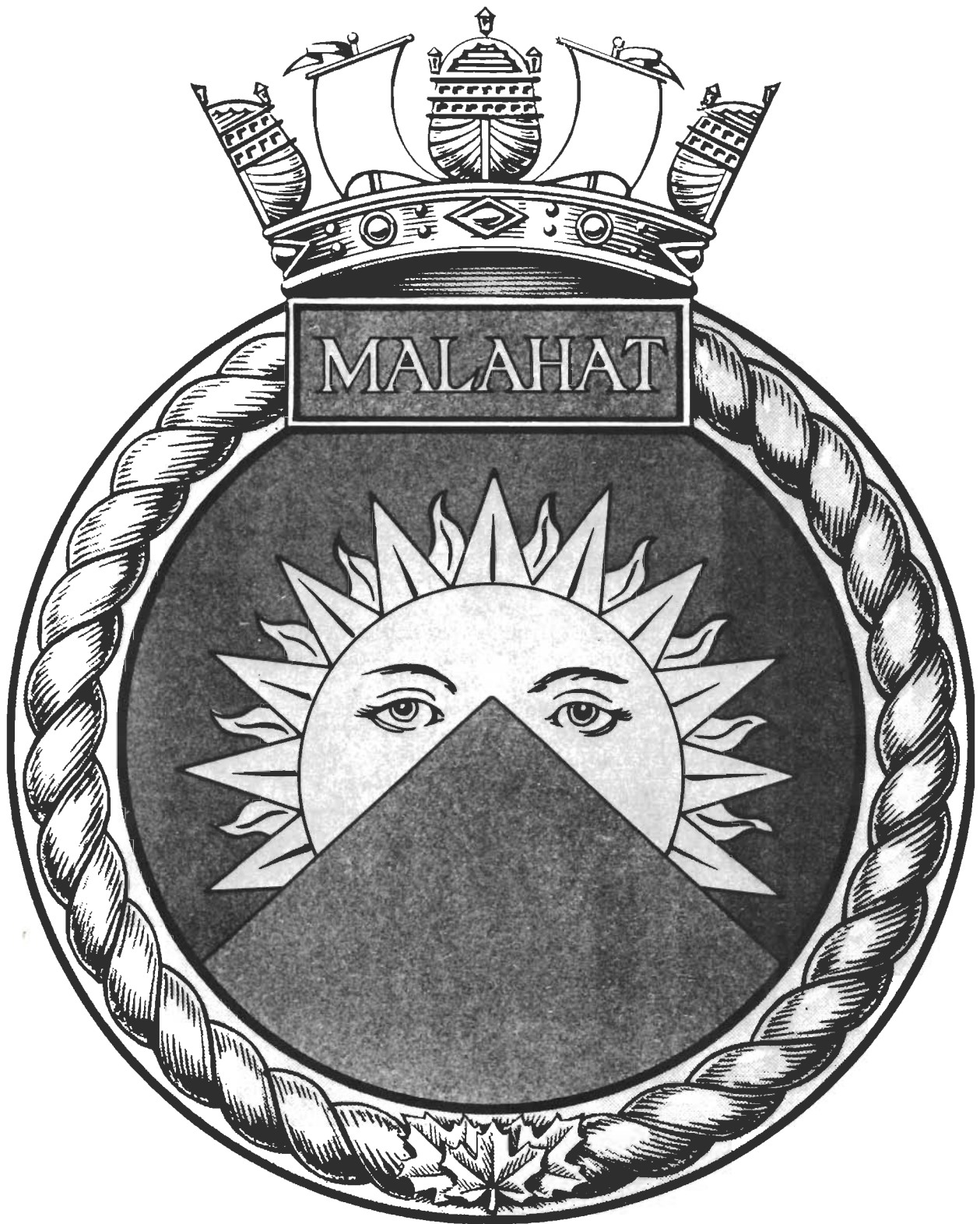
Blazon: Per chevron Azure and Vert, in chief a demi-sun Or, rising from the base.

Significance: The green sector is intended to represent a mountain, and in this instance refers to the Malahat Range on Vancouver Island. The sun, although heraldically described as rising from the base is intended to refer to the sun setting in the west and is derived from a similar device in the Arms on the Province of British Columbia. As HMCS MALAHAT is situated near the Provincial Capital, Victoria, and serves that area, reference to the provincial Arms is felt to be appropriate. The blue suggests water or the sea.

Ship's Colours: Gold and Dark Green.

Motto: "Navis exercitatione parata"
(A ship prepared by training).

Battle Honours: Nil.



MALAHAT

HMCS MARGAREE

SHIP'S BADGE

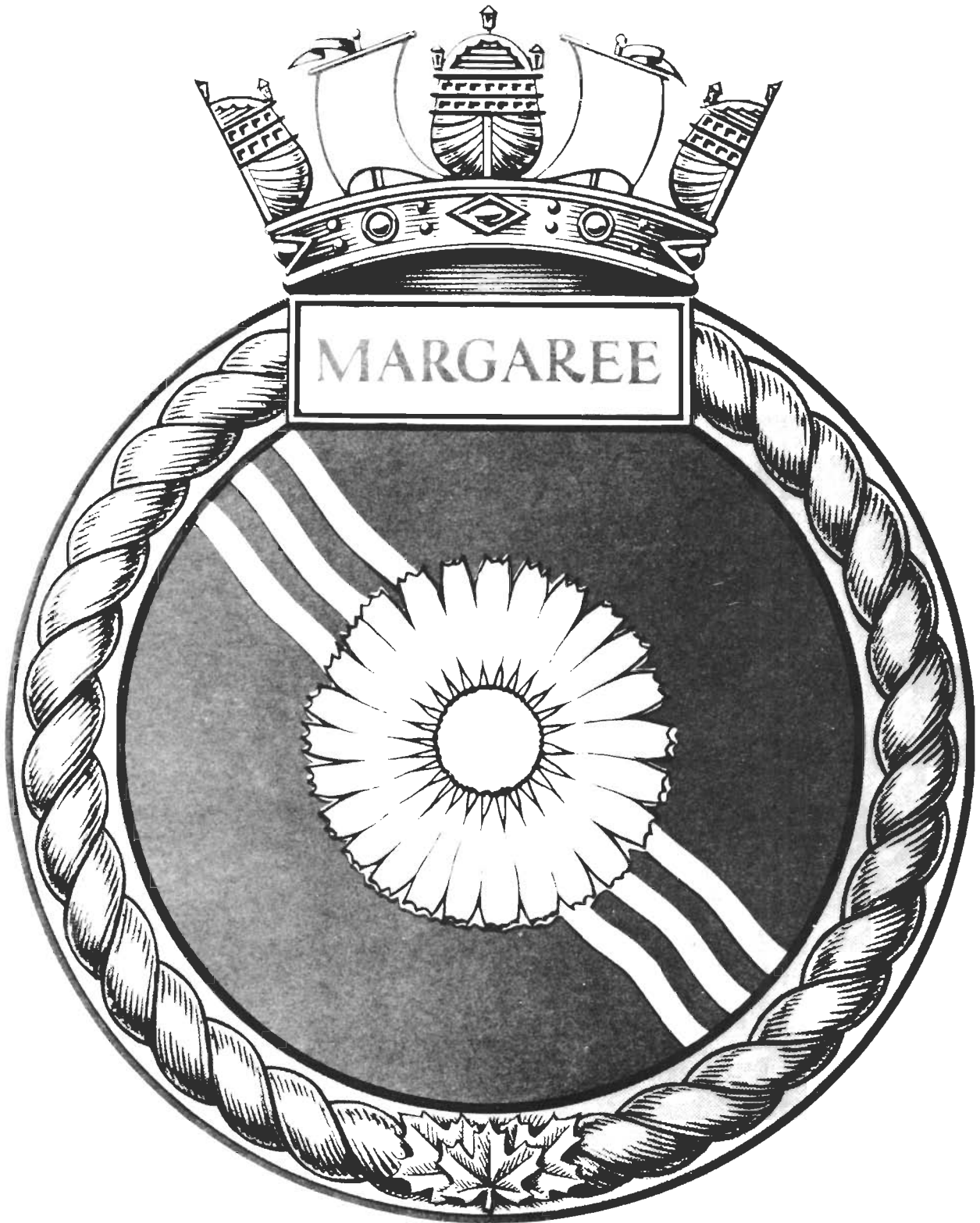
Blazon: Azure, three cotises wavy Argent, over all a flower of the Marguerite (Daisy) proper.

Significance: This ship is named after the Margaree River in Cape Breton. Margaree is a corruption of the name Marguerite which was the original name of the river.

The badge design displays an heraldic representation of a river over which is depicted a flower of the Marguerite or Daisy plant.

Ship's Colours: White and Blue.

Battle Honours: ATLANTIC 1940



HMCS MIRAMICHI

SHIP'S BADGE

Blazon: On a field of birch bark proper, a pile Barry wavy of ten Argent and Azure and overall an equilateral triangle, apex to the chief Gules, charged with a porcupine Or.

Significance: This ship is named after Miramichi Bay in New Brunswick. W.F. Ganong, in his report read before the Royal Society of Canada in May 1926, states the following in part: '... the collective data are found to point consistently to the conclusion that MIRAMICHI is a direct lineal, though corrupted descendant via the forms MISAMICHI and MECHEWAY (CHY) from a name MAISSIMEUASSI meaning MICMAC LAND, applied by the Montagnais Indians to the country occupied by the Micmac Indians south of the Bay Chaleur'. From this it seems apparent that the meaning of 'Miramichi' is 'Micmac Land'.

A study of the legends and stories of the Micmacs in so far as the word Miramichi is concerned produced nothing suitable for badge design. However, we do know these Indians used birch bark to cover their wigwams and to make their canoes and utensils. Also they hunted the porcupine for food and especially perhaps for the quills which they used to decorate their clothing and utensils.

Putting these items together it has been possible to arrive at a badge design that is distinctive and interpretative. The field or background is a representation of birch bark while upon it is placed a V-shaped compartment known in heraldry as a 'pile' -- this is shown as heraldic water and represents the Bay of Miramichi. Over all is an equilateral triangle suggestive of the Indian Wigwam and this is charged with a porcupine in gold.

Ship's Colours: Red and Gold.

Motto: "Loyal a la mort"
(Loyal unto death).

Battle Honours: Nil.



HMCS MONTCALM

SHIP'S BADGE

Blazon: Party per pale Gules and Azure, a tower with three turrets Argent, masoned Sable.

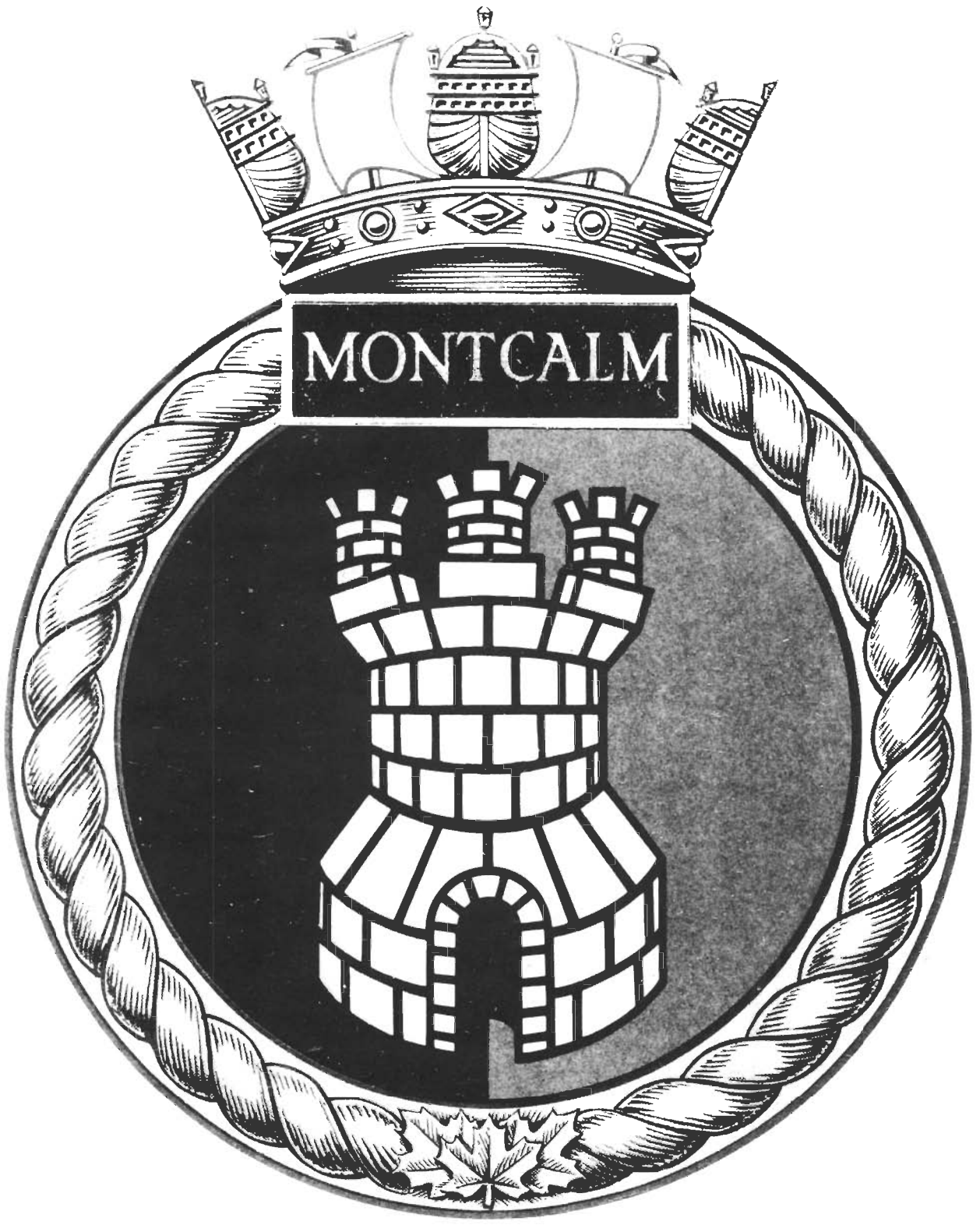
Significance: It is appropriate that some device from the Arms of the distinguished French General Marquis de Montcalm should be used for the badge of this Division, and one finds the following in the 2nd and 3rd quarters of these Arms:

"Sable, a tower with three turrets, argent". That is a white tower upon a field of black.

For the badge we have chosen to use the tower and by placing it upon a field equally divided red and blue, reference is thus made to the historic tenure of Quebec by both British and French.

Ship's Colours: Black and Scarlet.

Battle Honours: Nil.



HMCS NIPIGON

SHIP'S BADGE

Blazon: Gules, in base a bar fessewise wavy Argent charged with a like barrulet Azure, out of which leaping, two Trout Or, one to the dexter chief the other to the sinister chief.

Significance: At the mouth of the Nipigon River, which flows into Lake Superior from the north, is located the famous "Red Rock" on which early Indians painted representations of various objects familiar to them.

This "Red Rock" is referred to by the red background in the badge.

The Nipigon River, after which this ship is named, is renowned for its excellent trout fishing, and to signify this, two golden trout are shown leaping from the river, symbolized by the wavy white and blue horizontal stripe.

Ship's Colours: Gold and Scarlet.

Motto: "We are one."

Battle Honours: ATLANTIC 1940-45



HMCS OJIBWA

SHIP'S BADGE

Blazon: Azure, an escallop shell erect Argent irradiated by nine ears of wild rice Or, all issuing from two barrulets wavy of the last, in base.

Significance: The design of this Badge is derived from a traditional Ojibwa legend in which the migrations of this Tribe through the centuries from the Atlantic seaboard to Lake Superior and even further westward has been a part of the ceremonial used during the initiation of novices into warrior status.

The legend is that their migrations were controlled by the rise and fall of the great Megis or sea-shell. When the great Megis rose from out the waters it reflected the rays of the Sun from its glossy surface, and gave warmth and light to the Red Man's race, and brought prosperity.

When it descended back into the depths of the waters it brought hard times, misery and death to the Tribe causing them to move to a new region in the hope of finding happier conditions.

At one period of these migrations they settled around Lake Ontario, and the area north of it. In this region they found an abundance of wild rice growing around the shores of the lakes. This they gathered, and it became one of their staple foods, which they claimed had been given them because the great Megis had once again risen from the waters and shed its beneficent radiance over the land.

Ship's Colours: White and Blue.

Motto: "Ne Ke Che Dah"
(Let us be prepared)

HMCS NONSUCH

SHIP'S BADGE

Blazon: Or, a beaver rampant proper, gorged with a collar Gules edged Or, upon which a roundel displaying the device of St. George.

Significance: This Division derives its name from that of the ketch that brought the early merchant adventurers into Hudson's Bay in 1668. Two years later the Hudson's Bay Company received its charter, and a Trading Post and Fort was established by them at what is now the City of Edmonton. Due to the influence of the Hudson's Bay Company in Western Canada, there is little doubt that this organization was largely responsible for that part of Canada remaining in the British Empire.

The Arms of the Hudson's Bay Company are basically the Cross of St. George but in each of the quarters there is displayed a beaver (black) in the conventional pose.

127A

The badge design for HMCS NONSUCH is composed of the elements found in the above-mentioned arms. The gold background refers to the wealth of wheat and oil for which the area around Edmonton is today renowned.

Ship's Colours: Gold and Scarlet.

Motto: "A campis ad maria"
(From the prairies to the sea).

Battle Honours: KENTISH KNOCK 1652
PORTLAND 1653
GABBARD 1653
TEXEL 1673
ST LUCIA 1778
THE SAINTS 1782
JUTLAND 1916



127B



HMCS OKANAGAN

SHIP'S BADGE

Blazon: Or, issuing out of a base barry wavy of four Azure and Argent, a Marine Monster "Ogopogo" Gules, langued of the second.

Significance: This design pictures a fanciful heraldic version of a "Marine Monster" that is reputed to inhabit Lake Okanagan in British Columbia, and which has been given the name "Ogopogo."

Although anthropologists discount the existence of any Marine Monster in Indian folklore, the legend persists, indeed there are responsible people who have sworn to having seen it.

Be that as it may, the Ogopogo legend certainly lends itself to the romance of Heraldry, and there are numerous well-known precedents for it, such as the dragon, griffin, unicorn and so on.

The Monster illustrated here is purely imaginary, even to being coloured red, when Ogopogo, real or fable, is said to be of a greenish complexion.

Ship's Colours: Scarlet and Gold.

Motto: "Ex imo mari ad victoriam"
(From the depths of the sea to victory).



OKANAGAN

HMCS ONONDAGA

SHIP'S BADGE

Blazon: Azure, within a representation of the Wampum of the Iroquois nation, another of the head of the Mace used at the sitting of the first Parliament of Upper Canada in 1792, both proper.

Significance: This design displays a representation of the Wampum of the Iroquois nation, of which the Onondagas were members and known as the "Keepers of the Wampum". It is referred to as the Magna Charta of the League of the Iroquois, constructed at the foundation of the League about 1580 and handed down through a line of hereditary custodians until 1930. ("The Iroquoians" - National Museum of Canada Guide to the Anthropological Exhibits, Leaflet 2, pub. 1937. Illustrated on page 10 therein).

The Mace head is an indirect reference to the Schooner "Onondaga", a ship of H.M. Provincial Marine on Lake Ontario, which had a part in the convening of the first Parliament of Upper Canada at Newark in 1792, and also in the founding of York (now Toronto) in 1793.

Ship's Colours: White and Blue.

Motto: "Invicta" (Unconquered).



HMCS ORIOLE

SHIP'S BADGE

Blazon: Or, an Oriole proper.

Significance: It is obvious that nothing could be more appropriate for this badge design than the Oriole in its natural plumage.

Ship's Colours: Black and Orange.

Battle Honours: DUNKIRK 1940



HMCS OTTAWA

SHIP'S BADGE

Blazon: Gules, a bend wavy Argent charged with two cotises wavy Azure, over all a beaver Or, the sinister forepaw resting on a log of silver birch proper.

Significance: This design is derived from the unofficial pre-war and war-time badge of HMCS "Ottawa", - a beaver on a log of wood. The white and blue wavy 'bend' represents the Ottawa River after which the ship is named. The red field is intended to refer to those Indians (redmen) - the Outaouas or Ottawas who travelled this river and from whom the name was derived.

Ship's Colours: White and Red.

(Note: Normally, according to the rules of heraldry the two principal colours in the badge gold and red would be the ship's colours, but as the Capital of the Nation is situated on this river, the official colours of Canada white and red, have been used in reference to this honour).

Battle Honours: ATLANTIC 1939-45
NORMANDY 1944
ENGLISH CHANNEL 1944
BISCAY 1944



HMCS PORTE DAUPHINE

SHIP'S BADGE

Blazon: Gules, a castle embattled Argent, masoned Sable, over which an escutcheon Or bearing a dolphin embowed Azure, teeth, fore fins and gill Gules.

Significance: A blue dolphin in the shape of the letter "C" in reverse and placed on a field of gold appears in the arms of the Dauphin of Royal France. As there was neither "Dauphin" or "Dauphine" in France when this bastion and gate at Louisbourg were built and given this title, one can but display a reproduction of the dolphin as the identifying device over the Gate Vessel wall.

Ship's Colours: Gold and Red.

Battle Honours: Nil.



HMCS PORTE DE LA REINE

SHIP'S BADGE

Blazon: Azure, seme-de-lis Or, a castle embattled Argent, masoned Sable, over which a lozenge Argent displaying the eagle of Poland Gules.

Significance: Porte de la Reine, after which this ship is named, was a gate in the old fortifications of Louisburg. Judging by a map made of Louisburg in 1723 (National Archives, Map Division No. C240) neither the Bastion de la Reine nor the Porte de la Reine seem to have been completed although it was in that year, when there existed no Queen of France that the name "de la Reine" was applied.

Marie Leczinska, daughter of the King of Poland, was the next Queen of France (the previous one, Maria Teresa died in 1683) and she assumed the title in 1725 when she married the 15 year old Louis XV.

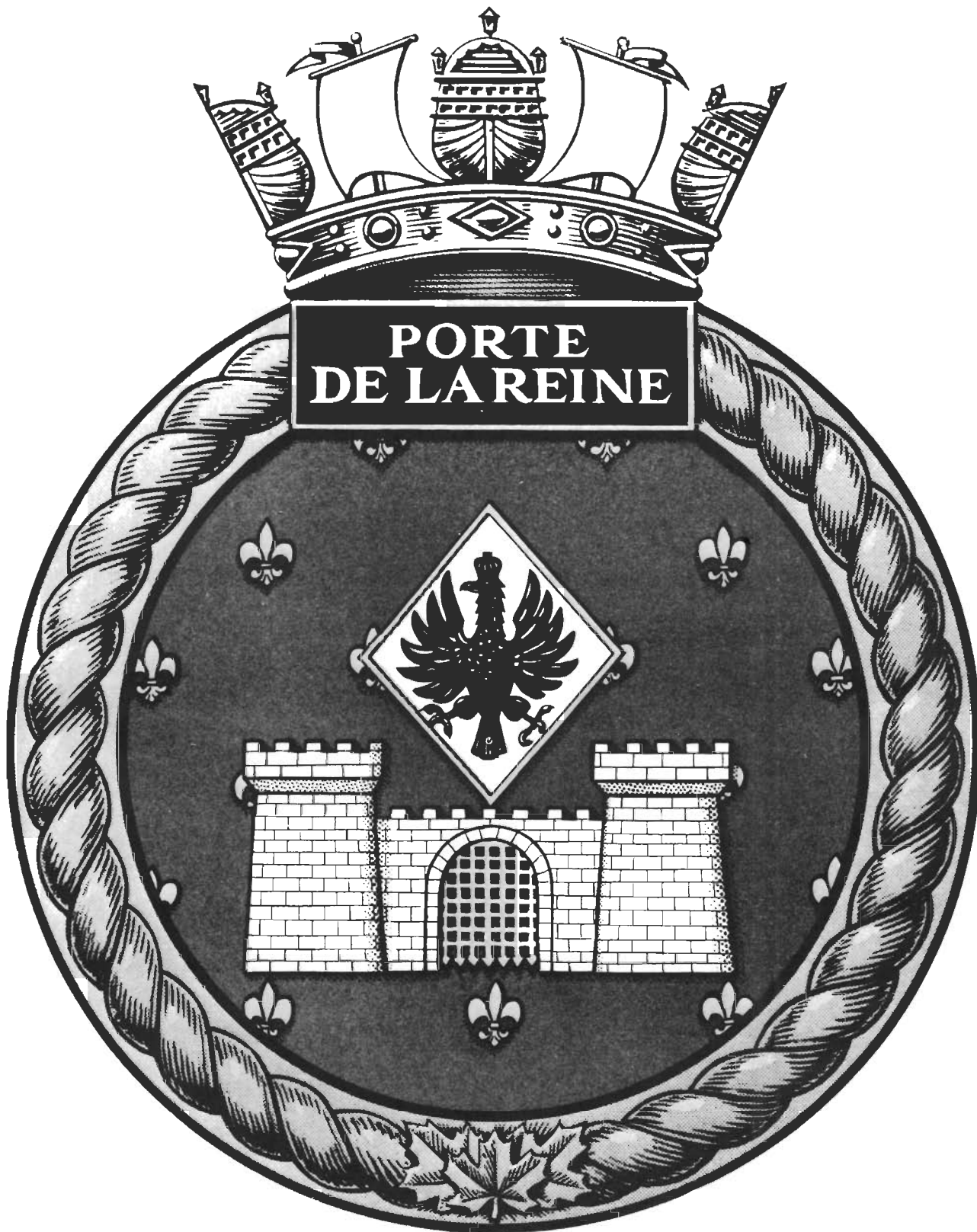
It is not decisive as to which Queen the gate was intended to honour as there existed a custom, at that time, which permitted builders to name various edifices in honour of an expected Queen, or a Queen past.

For the purpose of this badge design the identifying device used is the eagle of Poland in reference to Marie Leczinska.

The embattled castle with closed gate is the device common to all gate vessel badge designs.

Ship's Colours: Red and White.

Battle Honours: Nil.



HMCS PORTE QUEBEC

SHIP'S BADGE

Blazon: Sable, a castle embattled Argent, masoned Sable, over which a third tower with three turrets of the same and upon this tower an escutcheon Azure bearing a dove standing Argent (from the arms of Montcalm).

Significance: The identifying device is taken from the coat of arms of Montcalm, the courageous defender of Quebec against General Wolfe. In Montcalm's arms, the fourth quarters shows a white (argent) tower with three turrets against a black background, while the first quarter displays three white doves on a blue field. The Montcalm tower has been placed above the device common to all Gate Vessels, viz., a stone wall with an entrance way and supported by two towers. On the Montcalm tower has been placed a blue shield bearing a white dove (from his arms) which, coupled with the protective stone wall, suggests that the Gate Vessel, like the wall, stands to maintain peace within by keeping the enemy out.

All "Porte" Class vessels of the Royal Canadian Navy are named for gates of Canadian fortresses and walled cities or towns. Porte Quebec was one of the gates of the City of Montreal.

Ship's Colours: Azure Blue and White.

Battle Honours: Nil.



HMCS PRESERVER

SHIP'S BADGE

Blazon: Azure, a life preserver Argent, cabled Or, charged on the centre chief point with a maple leaf slipped Gules, and within the ring a star-burst also Argent.

Significance: The life preserver is a rebus on the ship's name and with the red maple leaf gains Canadian identification. The star-burst in the centre symbolizes the flare that is automatically ignited when the life preserver touches the water.

Ship's Colours: White and Blue.



PRESERVER

HMCS PROTECTEUR

SHIP'S BADGE

Blazon: Azure, a silver helmet with five grills Or, garnished of the last, and bearing a coronet 'fleur-de-lisé' also Or.

Significance: A helmet is an instrument of protection, and in this instance, having the coronet trimmed with fleurs-de-lis, the device of former Royal France, it becomes a "PROTECTEUR."

Ship's Colours: Gold and Blue.



PROTECTEUR

HMCS PROVIDER

SHIP'S BADGE

Blazon: Azure, an ancient Greek amphora garnished around the base of the neck with maple leaves, and on the main body of the vessel, a fowl anchor erect all of Gold.

Significance: This badge depicts an ancient Greek amphora, an earthenware vessel used as a storage container and from which the stored items were dispensed into smaller vessels as required.

The amphora suggests the Ship's function of storing and dispensing supplies: the superimposed maple leaves and fowl anchor indicate the Ship belongs to the Royal Canadian Navy.

The golden colour of the amphora is representative of the yellowish colour of oil, a major item of PROVIDER's replenishment stores and the dark blue background is generally known as "Navy Blue."

Ship's Colours: Golden Yellow and Navy Blue.

Battle Honours: Nil.

Motto: "Ready to Serve"



HMCS QUADRA

SHIP'S BADGE

Blazon: Or, three bends Gules, a tower embattled Argent, masoned Sable, port and window Azure.

Significance: This badge design is derived from the Arms of the Spanish Naval Captain and Navigator, Juan Francisco de la Bodega y Quadra. He had a distinguished naval career, making two voyages of note to the Northwest Coast of America, the first in 1775 where he reached Latitude 58°N off Chichigo Island, Alaska and the second in 1779 reaching Latitude 60°N, and sighted Mount St. Elias.

In 1792 he was sent to Nootka Sound, on Vancouver Island, as Spanish envoy to arrange with Captain George Vancouver for the restoration of British properties seized by the Spaniards in 1789. The two men differed on details of their diplomatic mission, but became firm friends. Vancouver honoured the Spanish commissioner by naming the presentday Vancouver Island. "The Island of Quadra and Vancouver"; it so appeared on charts of the period. It is in tribute to Naval Captain Quadra and his friendship with Captain Vancouver that this naval establishment for Sea Cadet training is named HMCS QUADRA.

The badge for HMCS QUADRA is a composite of the principal elements of the Quadra Arms.

Ship's Colours: Red and Gold.

Battle Honours: Nil.



HMCS QU'APPELLE

SHIP'S BADGE

Blazon: Azure, a bend wavy Argent charged with a like bendlet Gules, and over all a Fox's Mask Argent.

Significance: The Qu'Appelle River in Saskatchewan, for which this Destroyer Escort is named, derives its appellation from an Indian legend. It relates how a brave was paddling in his canoe when he heard a voice calling. Going ashore to investigate, there was not a trace of anyone.

Because of the mystery surrounding the incident, the Indians referred to this river as 'Who Calls?' -- which french explorers translated into 'Qu'Appelle'.

To suggest an attitude of intent listening and watching, the face or mask of a white fox is shown for the badge, the large erect ears and keen eyes being indicative of this and also of the functions of the Destroyer Escort QU'APPELLE with its Sonar (for listening) and Radar (for watching).

Ship's Colours: White and Blue.

Battle Honours: ATLANTIC 1944
NORMANDY 1944
BISCAY 1944



HMCS RESTIGOUCHE

SHIP'S BADGE

Blazon: Or, the head of a five-pronged fish spear erect, Azure.

Significance: The gold field is derived from the field in the Arms of New Brunswick, through which province the Restigouche River flows.

The five-pronged fish spear is in reference to the five tributaries of this river. One authority states that the meaning of Restigouche is "river with five branches". (Rev. Ph. F. Burgeois). It is thought to be derived from a Micmac word meaning this. The fork is coloured blue in suggestion of water.

There is another inference to be seen in this device as an instrument of the hunt for the destruction of fish below the surface of the waters -- subtle allusion to anti-submarine activities.

Ship's Colours: Blue and Gold.

Motto: "Rester droit"
(Steer a straight course).

Battle Honours: ATLANTIC 1939-45
NORTH SEA 1940
MEDITERRANEAN 1943
NORMANDY 1944
BISCAY 1944



RESTIGOUCHE

HMCS SAGUENAY

SHIP'S BADGE

Blazon: Sable, a bend wavy Argent charged with two like cotises Azure, surmounted by an Indian's head facing sinister and coupé at the shoulder proper having a fillet Gules about the temples, depending therefrom, tips downward, four feathers of the second pied of the last, and pendant from the ear an annulet silver.

Significance: During the Second World War, HMCS SAGUENAY, used unofficially for badge a shield displaying, besides three maple leaves, an Indian's head somewhat similar to the one shown here. To commemorate this ship's war service, the Indian's head is retained in the official badge design.

The black background refers to what one early explorer described as the "dark woods" of the region drained by the Saguenay River. This was probably due to the heavy stands of fir which, under certain lighting conditions gave the landscape a dark appearance.

The wavy white and blue diagonal stripe represents the Saguenay River itself, from which the ship derives her name.

Ship's Colours: Red and Black.

Motto: "A l'erte"
(On the lookout for danger -- ready to act).

Battle Honours: ATLANTIC 1939-42



SAGUENAY

HMCS SASKATCHEWAN

SHIP'S BADGE

Blazon: Vert, a bend wavy Argent charged with a like bendlet Gules.

Significance: This design refers to the unofficial war-time badge of HMCS SASKATCHEWAN, which displayed a Wheat Sheaf or Garb and is derived from the devices and colours in the Arms of the Province of Saskatchewan, three wheat sheaves upon a green field.

The wavy white and red diagonal stripe, termed a 'bend' in heraldry, refers to the river.

Ship's Colours: Gold and Green.

Motto: Ready and Confident

Battle Honours: ATLANTIC 1943-44
NORMANDY 1944
BISCAY 1944



HMCS SCOTIAN

SHIP'S BADGE

Blazon: Argent, on a saltire couped Azure, a roundel Barry wavy of nine Argent and Azure, charged with a maple leaf Gules.

Significance: In connection with the name SCOTIAN, it is fitting to use the Cross of St. Andrew as it appears in the Arms and Flag of Nova Scotia.

However, in order to show more clearly that this SCOTIAN pertains to Canada and has something to do with the sea, the Saltire is marked at the centre with a roundel bearing an emblem of Canada, a red maple leaf upon heraldic water.

Ship's Colours: White and Azure Blue.

Battle Honours: Nil.



SCOTIAN

CFS SHELBURNE

Blazon: Azure, a pegasus rampant argent, bridled, crined and unguled or, the wings addorsed and inverted of the same, charged upon the shoulder with a fleur-de-lis of the field and holding between the forelegs an estoile or.

Significance: CFS Shelburne is an establishment at the town of the same name in Nova Scotia which was settled by United Empire Loyalists in 1783. They named it after the Earl of Shelburne, a statesman who had just been forced to resign the premiership, largely on account of his sympathies with the colonists. The badge is derived from his arms. His shield is supported by two pegasi. They have gold wings, manes, tails, hooves and bridles and a blue fleur-de-lis on the shoulders, but their bodies are marked with ermine spots. The shield is ermine with a blue 'bend' of diagonal strip bearing a gold polar star with a magnetic needle pointing to it. For the station's badge, a plain white pegasus is shown standing on his hind legs (as in the arms) and holding a polar star which, with the blue background, is taken from the coat of arms. The heraldic star, which is drawn with wavy rays, somewhat resembles a starfish, usually found on the seashore. This introduces a secondary feature - that CFS SHELBURNE is a shore establishment with marine associations.

Motto: "Serving in Silence"



HMCS SKEENA

SHIP'S BADGE

Blazon: Azure, out of a base inverted Argent, a salmon sinister-wise proper.

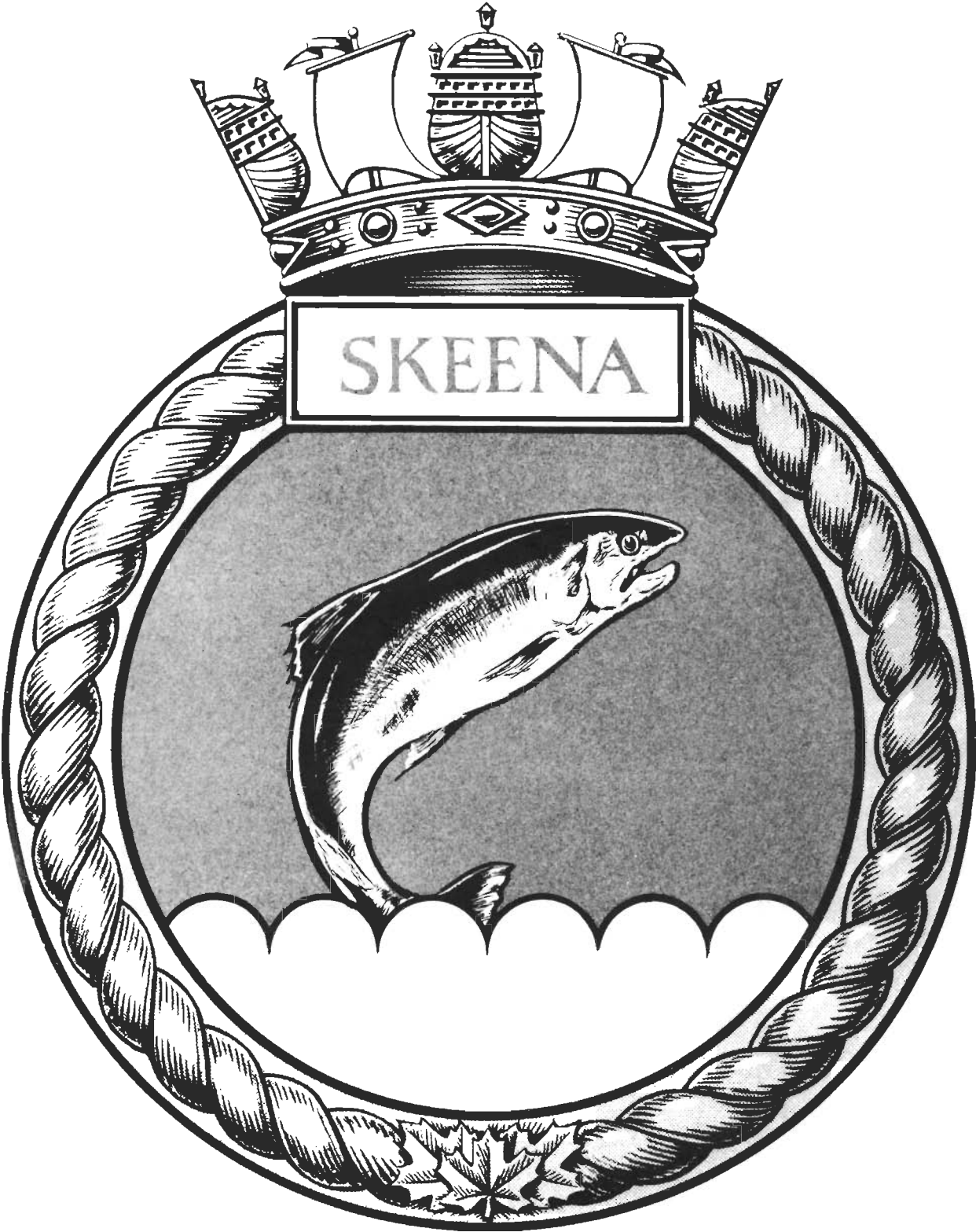
Significance: G.H. Armstrong in 'The origin and Meaning of Place Names in Canada' says the word Skeena is derived from the Indian 'iksh' meaning 'out of' and 'shean' or 'shyen', - the clouds.

As the Skeena, like most of the rivers along the coast of British Columbia, finds its source far inland among the mountains whose tops are so often shrouded in clouds and mists, it is but natural that this name meaning 'Out of the Clouds' should be given to this great river. Hence, for the badge of HMCS SKEENA a base suggesting clouds has been made in heraldic manner out of which there rises a fine salmon, which is here used in honour of the original ship of that name which used the salmon as its unofficial badge.

Ship's Colours: White and Blue.

Motto: "Go forth"

Battle Honours: ATLANTIC 1939-44
NORMANDY 1944
BISCAY 1944



HMCS STAR

SHIP'S BADGE

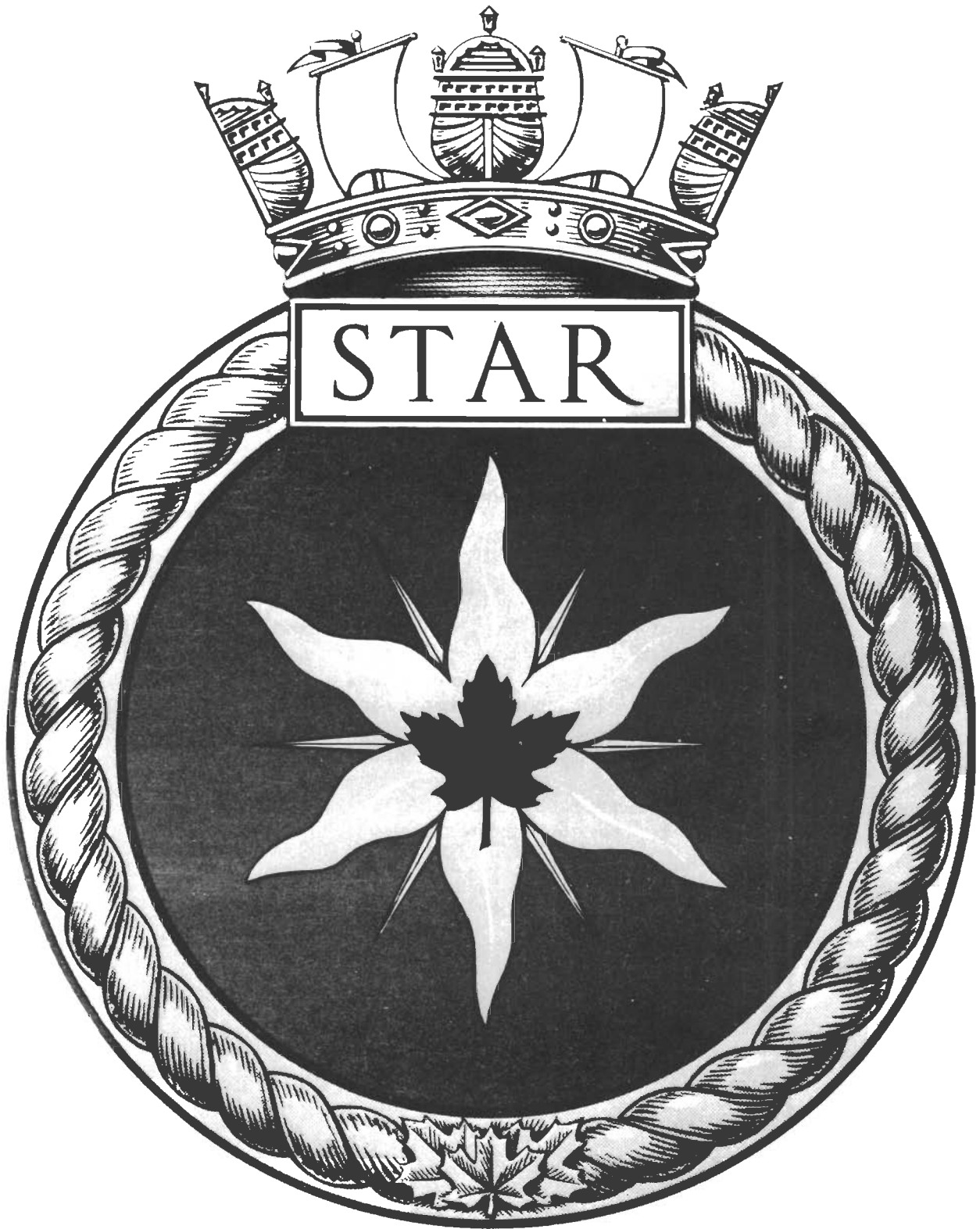
Blazon: Azure, an estoile Or charged with a maple leaf Gules.

Significance: The device used for this badge is an "estoile" or heraldic star. The five pointed device usually called a star, is known in heraldry as a "mullet".

The red maple leaf, an emblem of Canada, indicates that this particular "Star" pertains to Canada.

Ship's Colours: Gold and Royal Blue.

Battle Honours: DOVER 1652
MARTINIQUE 1809
GUADELOUPE 1810



ST JOHN'S

Blazon: Azure, in front of the sun in splendour or Cabot Tower upon Signal Hill Proper.

Significance: The sun in splendour along with the Cabot Tower is a factual and historical mark of the location of this station. This theme is amplified by the motto. In addition, it was at Signal Hill in 1901 that Marconi received the first trans-Atlantic wireless message; a significant fact which bears reference to the past history of the station.

Motto: HANC PRIMUM SOL ILLUMINAT
"Here the sun strikes first"



ST JOHN'S

HANC PRIMUM SOL ILLUMINAT

HMCS TECUMSEH

SHIP'S BADGE

Blazon: Sable, an annulet Argent, debruised with a panther crouching to spring, Or.

Significance: the name TECUMSEH is said to mean a panther crouching to spring, or a meteor, which was called by the Indians the panther of the sky.

It is related to Ethel T. Raymonds TECUMSEH (in the "Chronicles of Canada" Series) that when he was approaching manhood, Tecumseh went off into the forest alone to endure hardship and fasting, in order to prove himself worthy of becoming a "brave". After days of hunger and roaming in the deep forests he threw himself exhausted at the side of a brook where, he fell asleep and dreamed of a cluster of stars out of which were shot one brighter than the rest and with shining tail. This flaming meteor which resembled a crouching panther ready to spring, recurred a number of times, and Tecumseh accepted this as his symbol and "the radiant guardian of his destiny."

In recognition of Tecumseh's genius and bravery as a leader in uniting the various tribes from the South Mississippi into Canada to form a Confederacy which fought at the side of Britain, the annulet or circle is introduced into the design to suggest the unity that he achieved amongst the Indians.

Ship's Colours: Gold and Black.

Battle Honours: Nil.



HMCS TERRA NOVA

SHIP'S BADGE

Blazon: Gules, a bend wavy Argent charged with two like cotises Azure, debruised with a cross of the second charged with a penguin erect proper.

Significance: The wavy white and blue diagonal stripe refers to the River Terra Nova in Newfoundland, after which this ship is named.

The white cross on the dark red background is derived from the Arms of Newfoundland.

HMCS TERRA NOVA will be the first ship either of the Royal Navy or Royal Canadian Navy to bear this name. It is not, however, a name unknown on the seas.

A famous Terra Nova, built in 1884, was one of the largest and stoutest of Scottish whalers. Her years as a whaler were uneventful, but in 1903 she was chartered by the Admiralty for service in the Antarctic and for the next ten years was either associated with or commanded by Captain Robert Falcon Scott, CVO, DSC, RN, of South Pole fame. The Admiralty commemorates the memory of this very gallant officer - explorer in HMS SCOTT, whose Ship's Badge displays a penguin on a field of water.

The Royal Canadian Navy also pays tribute to Captain Scott's courage and leadership by placing a penguin on the Ship's Badge of HMCS TERRA NOVA.

Ship's Colours: White and Dark Red.

Motto: "Tenax propositi"
(Steadfast to pursue the aims or
Do not falter).

Battle Honours: Nil.



HMCS THUNDER

SHIP'S BADGE

Blazon: Gules, a Pile Vert edged Or, charged with a representation of the head of Thor, god of thunderstorms, affronté, wearing a Nordic open crown composed of a circlet with eight arches all plain and meeting together in a point at the pinnacle, his beard formed into nine radiating coils each tapering to a point with a small spearhead at the end.

Significance: Named after Thunder Bay in Lake Superior, Northern Ontario, this badge design carries the V-shaped section that has been associated with RCN ships bearing the names of bays. As this bay is in Ontario it is appropriate to use the colours of this Province, green and gold, (from the Provincial Arms).

The red field or background refers to existing evidence that at a very early time copper was found and mined in this region. The thin gold line between the green and red parts is a heraldic requirement, for two adjacent colours should be separated by a metal.

In using the head of Thor, god of thunderstorms in Nordic legends, it not only introduces one of the better known deities and one appropriate to the name of this ship, but it also suggests that the early miners of copper in this area might have been Vikings. There is of course no clear proof of this but coupling Thor and the Vikings together seems to fit the name Thunder and the adventurous nature and courage of both present day and ancient seafaring warriors of the North.

Ship's Colours: Green and Gold.

Battle Honours: MARTINIQUE 1762
HAVANA 1762
BASQUE ROADS 1809
ATLANTIC 1941-44
NORMANDY 1944
ENGLISH CHANNEL 1944-45



HMCS UNICORN

SHIP'S BADGE

Blazon: Azure, a winged unicorn rampant Argent, armed, unguled crined and winged Or.

Significance: This badge design was furnished by Admiralty who have graciously granted its use as the Ship's Badge for HMCS UNICORN.

The mythical animal shown in this badge is actually a winged Horse, or Pegasus, but having the horn coming from its head it is no doubt considered to be winged Unicorn, rather than a Horned Pegasus.

It has ever been the custom to add wings to any figure held in veneration, from the angels of Christianity to Mercury and Pegasus, so probably because the name UNICORN is highly esteemed in British Naval annals the wings were added.

Ship's Colours: White and Royal Blue.

Battle Honours: ARMADE 1588
CADIZ 1596
PORTO FARINA 1655
SANTA CRUZ 1657
LOWESTOFT 1665
ORFORDNESS 1666
SOLE BAY 1672
SCHOONEVELD 1673
TEXEL 1673
"VESTALE" 1761
"TRIBUNE" 1796
BASQUE ROADS 1809
SALERNO 1943
OKINAWA 1945
KOREA 1950-53



HMCS YORK

SHIP'S BADGE

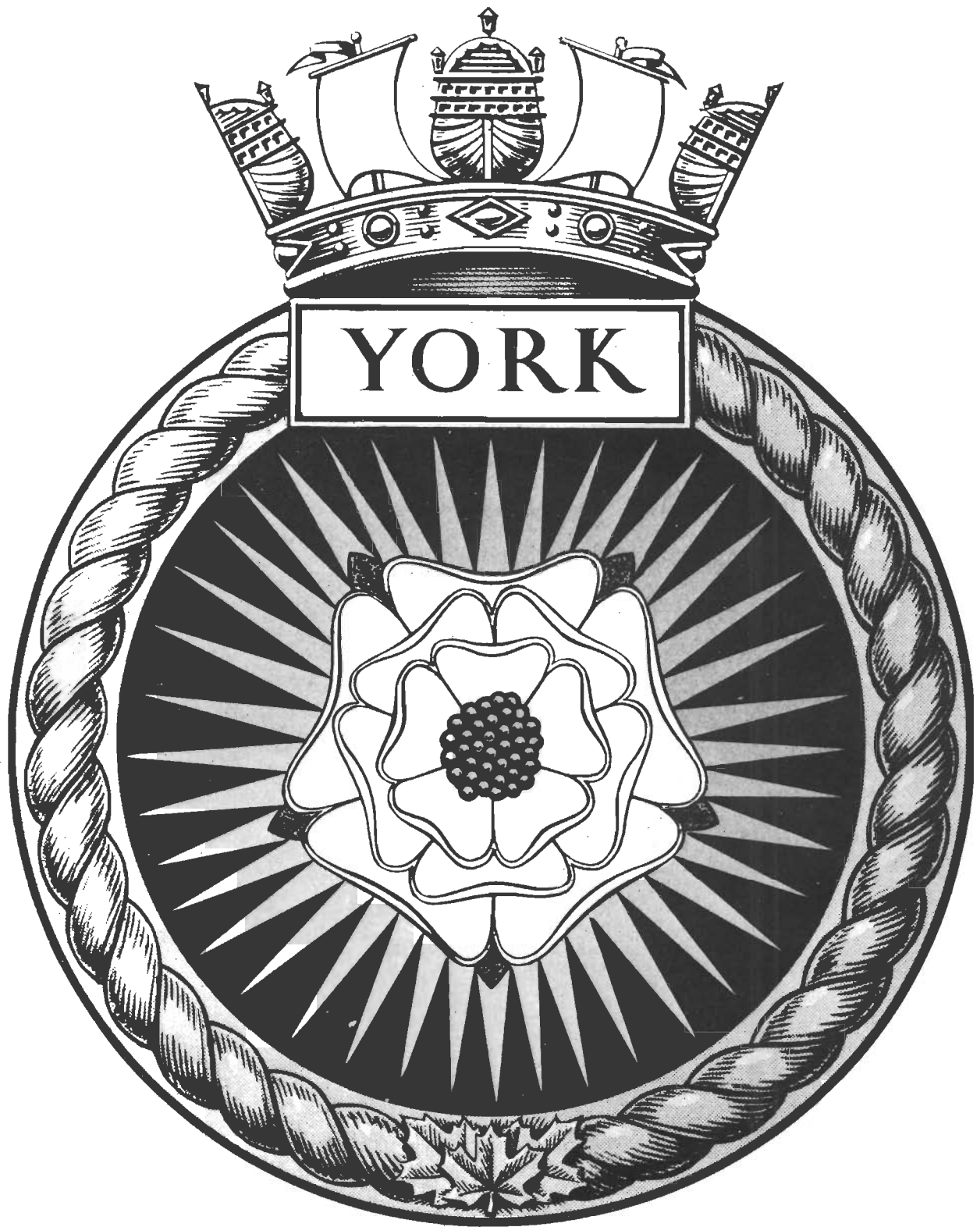
Blazon: Azure, a white rose of York, Rayonne Or.

Significance: This badge design was furnished by Admiralty who have graciously granted its use as the Ship's badge for HMCS YORK.

Ship's Colours: White and Azure Blue

Battle Honours: LOWESTOFT 1665
ORFORDNESS 1662
SOLE BAY 1672
SCHOONEVELD 1673
TEXEL 1673
LOUISBURG 1758
MARTINIQUE 1809
ATLANTIC 1939
NORWAY 1940
MEDITERRANEAN 1940 - 41
MALTA CONVOYS 1941

Motto: BON ESPOIR
"Good Hope"



HMCS YUKON

SHIP'S BADGE

Blazon: Gules, a bend wavy or charged with a like bendlet Azure, and overall a Malamute Sled Dog, Proper.

Significance: The Malamute Sled Dog is derived from the crest in the Arms of the Yukon Territory. The wavy diagonal in blue and gold is a reference to the River Yukon along the borders of which great gold deposits once existed.

Ship's Colours: White and Red

Motto: "Only the Fit Survive"

Battle Honours: Nil



32 UTILITY SQUADRON

Description: Per fesse azure and barry wavy argent and azure, two chain links conjoined in pale, the one in chief argent, the one in base or.

Significance: The design is intended to symbolize the close co-operation and unity between air and sea elements of the Canadian Forces.

Motto: NIHIL QUAM ARDUUM (Nothing too difficult).



33 UTILITY SQUADRON

Description: Per fesse azure and barry wavy argent and azure, in chief a chain link pale-wise argent, pendant therefrom a fowl anchor or, the link passing through the ring of the latter, and upon the chain link, wings displayed and conjoined in base or.

Significance: The design suggests the close cooperation and unity that exists between the air and sea elements of the Canadian Forces.

Motto: FINIS CORONAT OPUS (The end crowns the deed).



404 MARITIME PATROL SQUADRON

Description: A buffalo's head.

Significance: The buffalo is a fierce and powerful fighter.

Motto: READY TO FIGHT.



405 MARITIME PATROL SQUADRON

Description: An eagle's head erased faced to the sinister and holding in the beak a sprig of maple.

Significance: The motto refers to the fact that this was the first RCAF bomber squadron overseas, and the only RCAF pathfinder squadron. The eagle's head, facing to the sinister to suggest leadership, is derived from the pathfinder badge.

Motto: DUCIMUS (We lead)



406 MARITIME OPERATIONAL
TRAINING SQUADRON

Description: A lynx salient affronté.

Significance: A lynx was chosen as the central device of 406 Squadron's badge, in view of this animal's reputation for keen sight at night.

Motto: WE KILL BY NIGHT



407 MARITIME PATROL SQUADRON

Description: A winged trident piercing the shank of an anchor.

Significance: The badge represents the blows struck against enemy shipping by the demon squadron.

Motto: TO HOLD ON HIGH.



SQUADRON

407

407

ESCADRILLE

TO HOLD ON HIGH

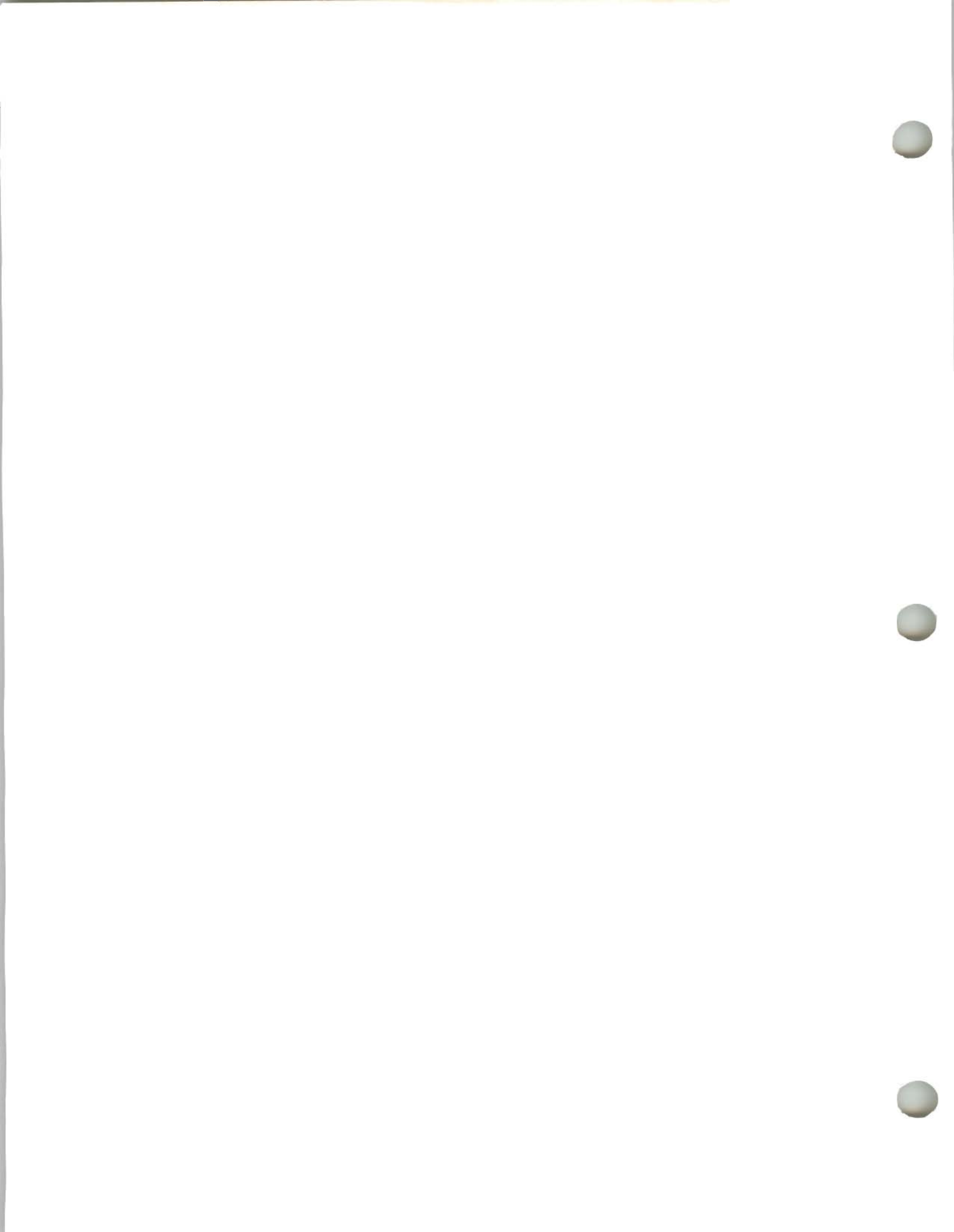
880 MARITIME SURVEILLANCE SQUADRON

Description: Or, in base three barulets undey azure, and issuing therefrom a demi-opinicus sable armed and langued gules and holding in the dexter paw a maple leaf of the last.

Significance: The opinicus is a member of the managerie of fabulous monsters used in heraldry. It resembles the griffin whose upper half is an eagle and the lower part a lion. The forelegs of the opinicus are, however, those of the lion while it has a short tail such as that of a bear or camel. The significance of this design is fairly obvious, for it suggests that 880 has the strength of the lion combined with the aerial agility and power of the eagle as it rises from the sea on strong wings to defend and uphold the honour of Canada.

Motto: REPERER ET DETRUIRE (To seek out the foe and to destroy him).





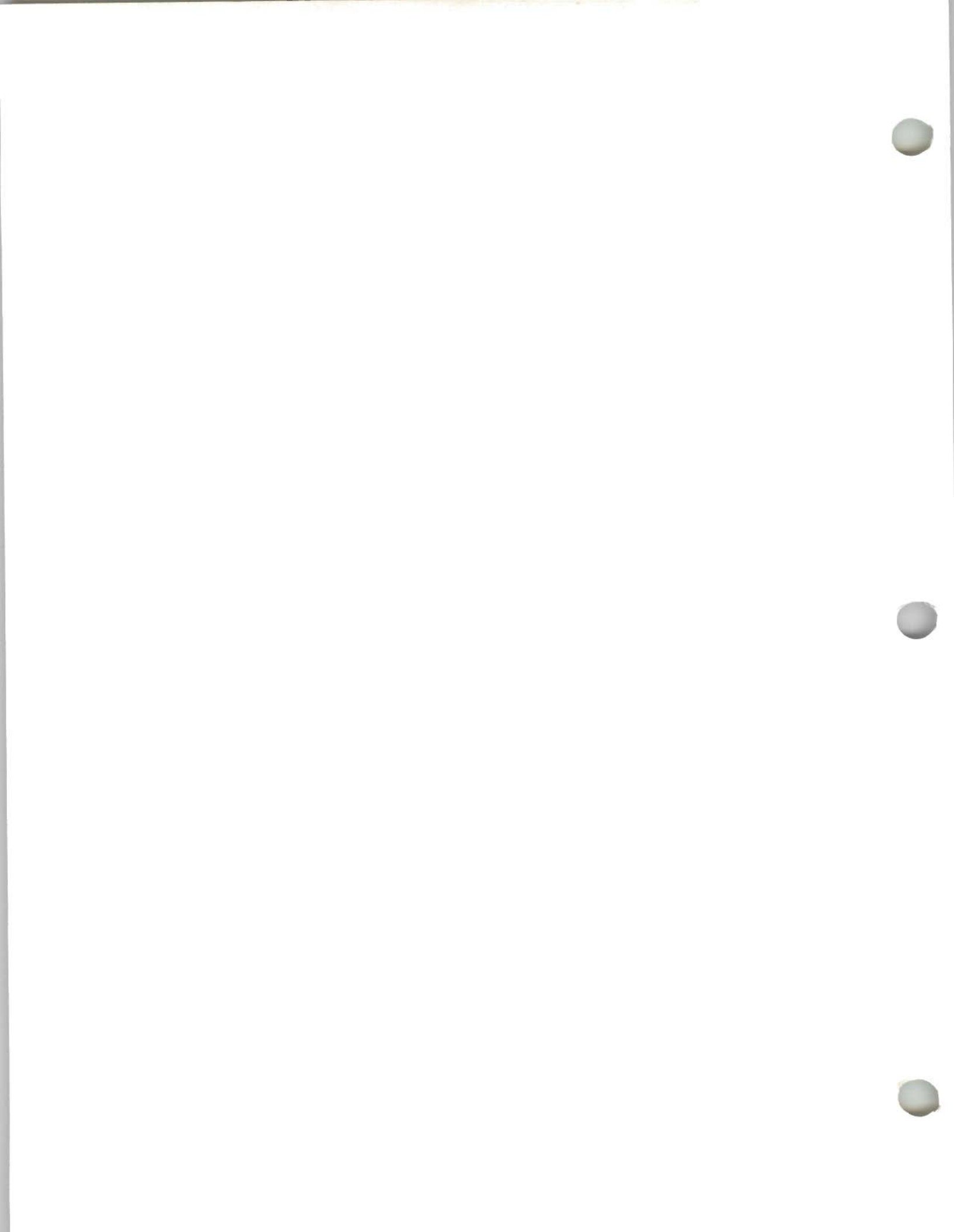
2.15 THE SHIP'S BELL

1. Irrespective of changing customs, functions and technology, the ship's bell remains, like the binnacle, one of the focal points of the ship. It is prized by the ship's company as one of the most valued pieces of the ship's original equipment. In many instances the ship's bell is the sole reminder of many of the vessels which have preceded those we serve in today in Naval service of Canada. Apart from its everyday use of proclaiming the passage of time, the bell may also be used as a fog signal and as a general alarm, at the Captain's orders.

2. A visitor to the Parliament Buildings, Queen's Park, Toronto, may notice that a ship's bell occupies an honoured place there. It is the bell of the cruiser, "HMCS ONTARIO." A closer look will reveal the names of children enscribed on the bell, children who were baptized onboard the "ONTARIO." Traditionally, in Her Majesty's Ships, children of members of a ship's company may be christened by a Chaplain using the ship's Un-Shipped bell inverted as a baptismal font. Afterwards the consecrated water is returned to the sea by the Chaplain and the "Side" is piped during this ceremony. The child's full name is then inscribed on the bell. As well, in "STADACONA" Chapel, CFB Halifax, the permanently fitted baptismal font is the bell of "HMCS UGANDA" bearing the date 1944, inscribed on it are the names of children baptized during the Cruiser's period in commission.

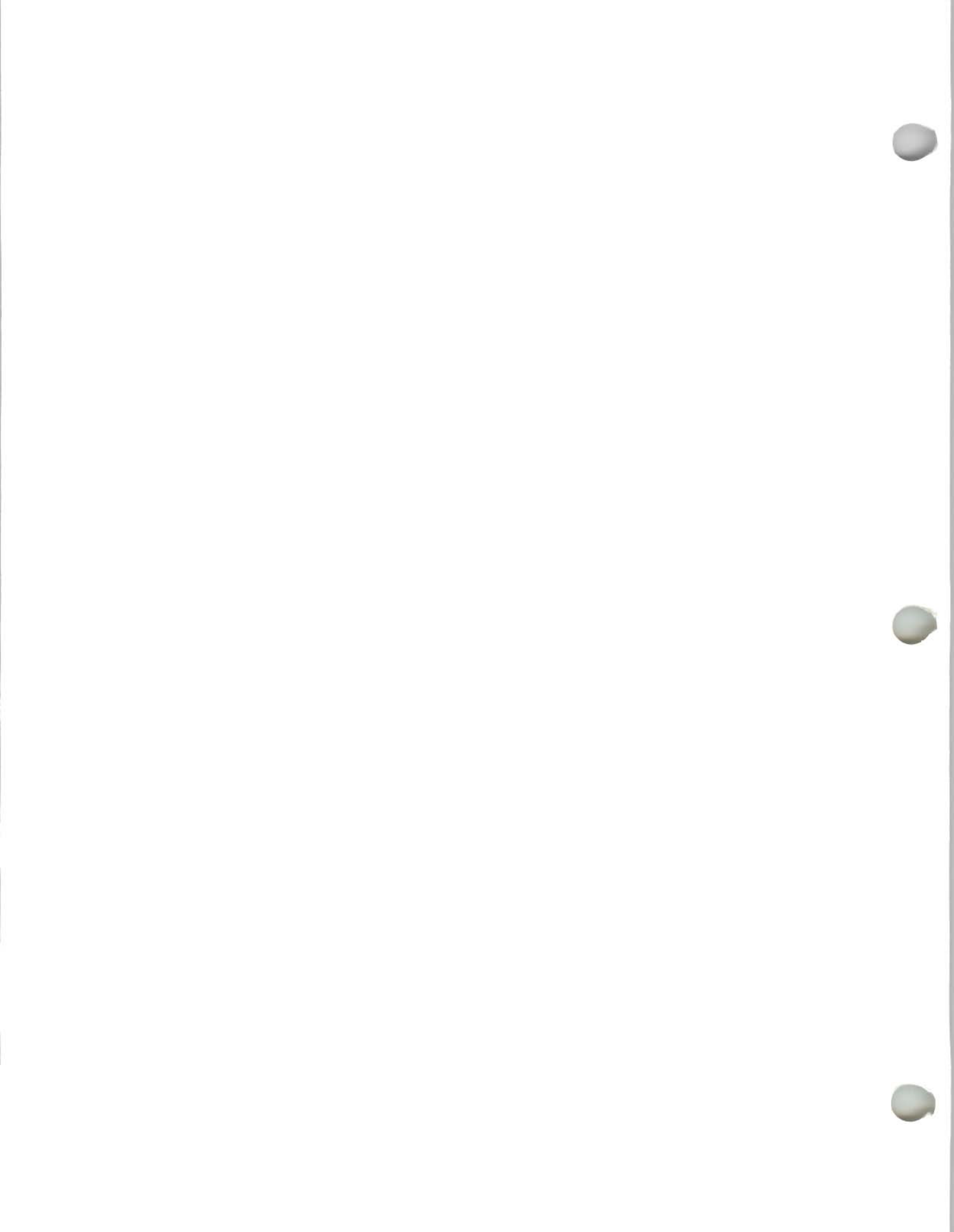
3. When a church service is being held the bell is sometimes used to summon the ship's company to worship.

4. But the primary purpose of the ship's bell today is to help avert collisions between ships. A Royal Naval diary dated 1575 quoted use of the ship's bell in order to prevent collision on dark and foggy evenings.



NOTES ON CHAPTER TWO

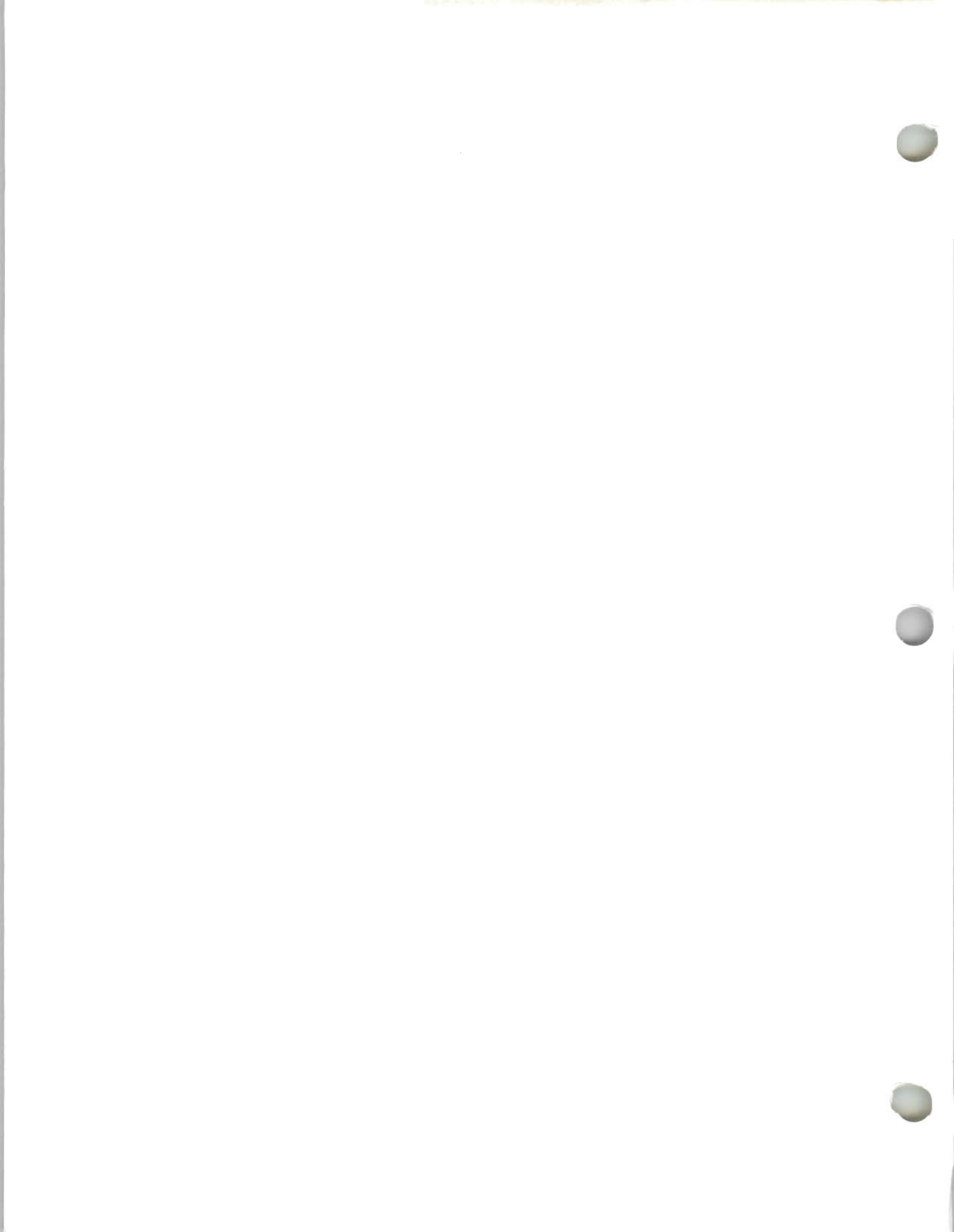
1. Russell, E.C., "Customs and Traditions of the CAF., Deneau and Greenberg Publishers, Ottawa, (1980) p. 7.
2. Ibid.
3. "Manual of Ceremonial for HMC ships", May (1980) Section 410.
4. Ibid.
5. Russell, E.C., Deneau and Greenberg Publishers, Ottawa, (1980) p. 77.
6. "Manual of Ceremonial for HMC ships", May (1980) Section 413.
7. Russel, E.C., Deneau and Greenberg, (1980) p. 9.
8. "Manual of Ceremonial for HMC ships", May (1980) Art. 240.
9. Ibid Art. 431.
10. CFP 152 "Seamans Handbook" Dec. (1972) Art. 1210.
11. Ibid Art. 1201.
12. Russell, E.C., Deneau and Greenberg, (1980) p. 96.
13. "Manual of Ceremonial for HMC ships", May (1980) Section 443.
14. CFP 201 "Manual of Drill and Ceremonial", Feb. (1976) Art. 2506.
15. "Manual of Ceremonial for HMC ships", May (1980) Art. 440.
16. Ibid Art. 242.
17. CFP 152, Dec. (1972) Art. 207.
18. Russel, E.C., Deneau and Greenberg, (1980) p. 142.
19. Mullan, J., "Signals for the Royal Navy and Ships under Convoy", London Press, (1778) p. 4.
20. Smyth, Admiral W.W., "The Sailors Word Book", London (1867) p. 319.
21. CFP 267 "Badges of the Canadian Forces", Sept. (1975).
22. Russel, E.C., Deneau and Greenberg, (1980) p. 115.



CHAPTER 4

MISCELLANEOUS NAVAL CUSTOMS

- 4.01 General
- 4.02 Routine Orders
- 4.03 "Wakey Wakey" and other pipes
- 4.04 "Make & Mend" and "Pipe Down"
- 4.05 Splice the Mainbrace & Spirit Issue
- 4.06 Commissions and Warrants
- 4.07 Decorations and Medals
- 4.08 HMCS
- 4.09 The Barber Pole
- 4.10 Battle Honours
- 4.11 Battle of the Atlantic
- 4.12 Trafalgar Day
- 4.13 Banyans
- 4.14 Biblical Quotations
- 4.15 Courts Martial
- 4.16 Mascots



4.01 GENERAL

1. It would be an over-simplification to attempt to cover all of miscellaneous Naval Customs for they are virtually un-numbered. This chapter, however, deals with the more important items, items which are encountered frequently during the course of a service career. The individual importance of each is applicable to all Naval Officers and ratings and although they are experienced in varying degrees and changing circumstances, they too are a pillar of Custom and Tradition.

2. In some instances a complete explanation is given, where in others, readers are directed to the parent publication for precise direction and definition.



4.02 ROUTINE ORDERS

GENERAL

1. Routine Orders are published when required to disseminate information to the ship's company including:

- a. Routine, dress and leave;
- b. personnel required for duty;
- c. re-publication of orders originated by higher authority that are of particular concern e.g. MARCORDs, CFAOs, CFSOs, etc.; and
- d. items of general interest.

PUBLICATION

2. Publication of routine orders is in accordance with CFAO 4-8. Orders will be prepared by the Coxswain as directed by the Executive Officer and signed by the Executive Officer on behalf of the Commanding Officer.

DISTRIBUTION

3. CFAO 4-8 directs that routine orders shall be classified RESTRICTED. Distribution shall be limited to a minimum consistent with adequate dissemination of information. Orders may be posted on routine boards except in areas where non-service personnel are permitted access. When the information has been sufficiently promulgated, routine orders shall be moved from notice boards and destroyed in accordance with regulations governing disposal of RESTRICTED waste (see Chapter 4 Article 4-2-9 of Marcords, Vol 1.)

CAUTION

4. Information contained in routine orders shall not be released to the general public without the specific approval of the Commanding Officer.

5. Items referred to in Routine Orders under the term Dress may be found in more detail in CFP 265, the "Canadian Forces Dress Manual". (1)

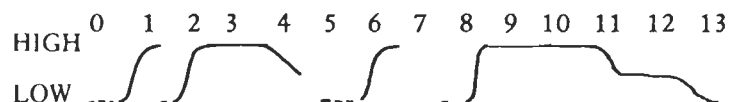


4.03 "WAKEY WAKEY" AND OTHER PIPES

1. Piping is the Naval method of passing orders and information. Every seaman should know how to use a boatswains call and how to pipe an order. Orders thus passed are known as "pipes." Most pipes are orders in themselves and do not require any verbal addition.

Pipe	Description/Time Frame	When Used
------	---------------------------	-----------

Special Call		<i>Calling of the bands at Wakey-Wakey.</i>
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NOTE - This pipe is an order by itself. There is to be no verbal elaboration given, nor is it permissible to substitute it with the words "wakey-wakey".

(2)

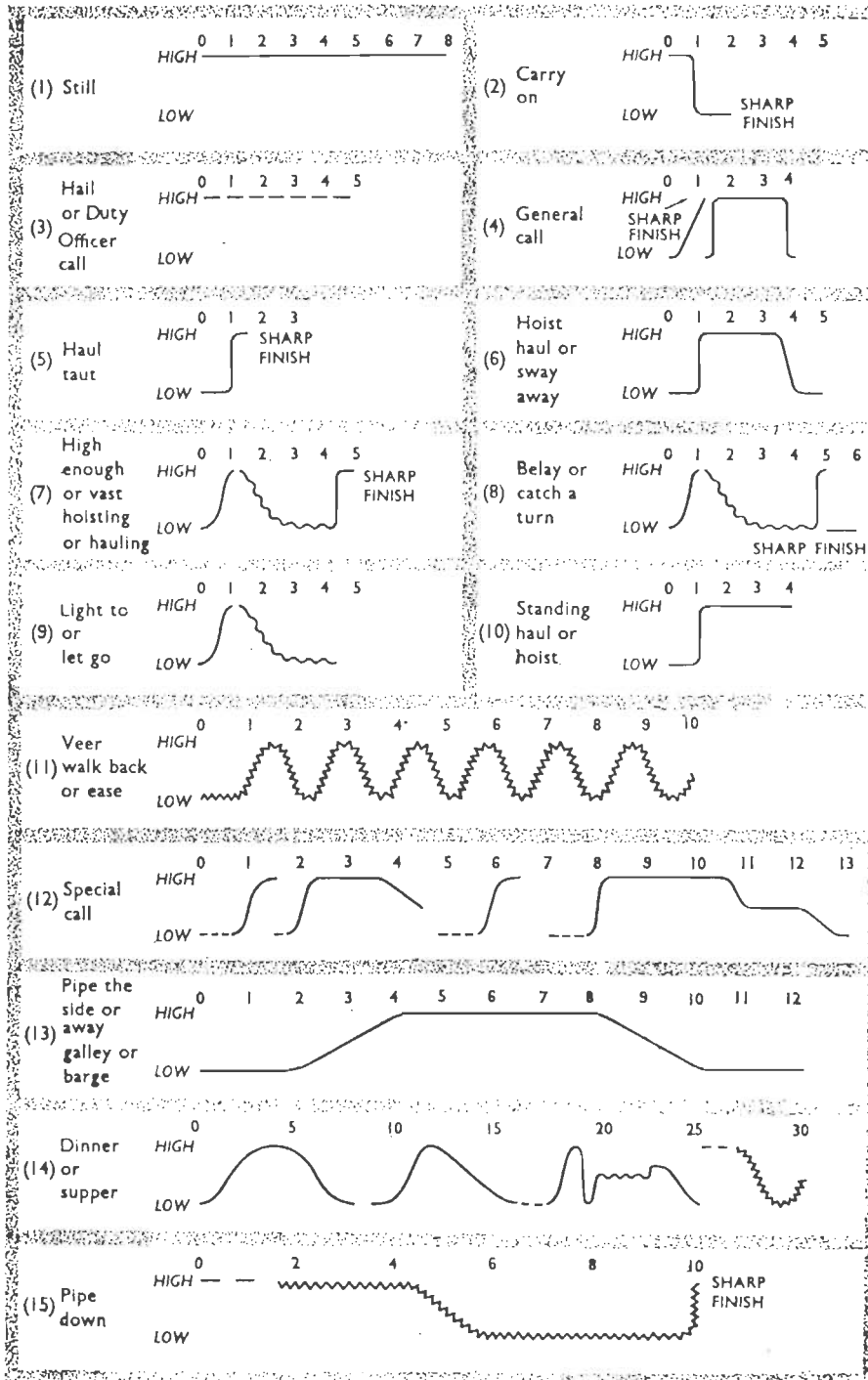
NOTE: Officers should take cognizance of the fact that the "special call" is the only authorized pipe for Wakey Wakey. Be on the look-out for incorrect pipes and ensure that only the correct pipes are made.

2. The sounding of a pipe, followed by "Wakey Wakey, hands to breakfast and clean" is entirely incorrect. In accordance with the ship's schedule, the special call should be made at the appropriate time. Approximately five minutes later hands are piped to breakfast and to clean into the rig of the day. (eg: Hands to breakfast and clean to working dress (or other dress as specified in routine orders).

3. For information purposes a chart of the various pipes is given here. Some are familiar while others are used less frequently or not at all. Most notable amongst this group are numbers four through eleven.

4. This history of piping is more closely examined in Chapter 14.

Piping chart



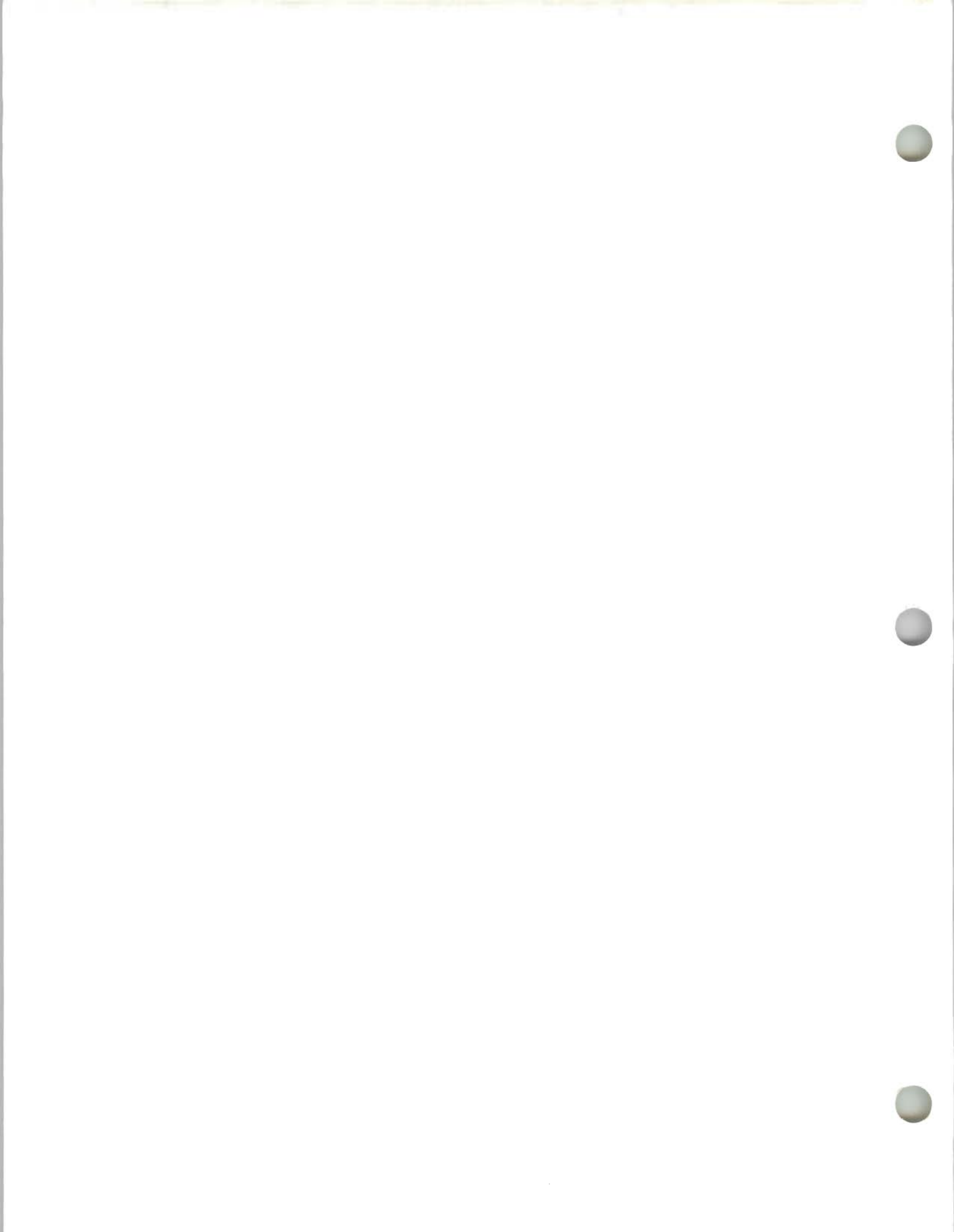
4.04 "MAKE AND MEND" AND "PIPE DOWN"

A "Make and Mend" is a half day (afternoon) when the normal ship's routine is suspended. The expression is often abbreviated to "makers." It is now the custom to declare Friday afternoons as "makers," however, a ship returning to harbour may declare the remainder of the day as a "makers."

As a result "make and mends" appear in routine orders or are piped sufficiently in advance, in order to allow the crew to plan ahead. Thus it is that the pipe referring to "make and mend clothes" is not often heard. At sea the same result is achieved by piping the order "pipe down." (3)

Pipe	Description/Time Frame	When Used
Pipe Down		<p style="text-align: center;">SHARP FINISH</p> <p>A. <i>When quietness is to be maintained in living spaces Times laid down for harbour/sea.</i></p> <p>B. <i>Saturday/Sunday afternoon at sea.</i></p> <p>C. <i>No other pipes to be made over the broadcast system unless it is an emergency during "Pipe Down".</i></p>

NOTE - This pipe is an order by itself. There is to be no verbal elaboration given, nor is it permissible to substitute it with the words "pipe down".



4.05 SPIRIT ISSUE

1. With the approval of the senior officer present, the Commanding Officer of a ship may authorize an issue of spirits when exceptional circumstances justify the issue.
2. With the approval of the Officer commanding the Command, the Commanding Officer of a fleet diving unit may authorize an issue of spirits to those personnel specifically and directly employed in a diving operation.
3. With the approval of the Officer commanding the Command, an officer who is in command of a base or station, or an officer of or above the rank of Commander (LT COL) who is in command of a unit or other element, may authorize an issue of spirits to personnel.
 - a. who are performing their duties under unusual and difficult conditions that are sufficiently adverse to warrant the issue as a morale booster; and
 - b. serving at a location remote from the permanent facilities normally occupied by that base, unit or other element.
4. When an issue of spirits is authorized under para 1, 2 or 3, the issue:
 - a. shall not be repeated in any 24 hours period;
 - b. should be made only at the conclusion of the day or activity when personnel have returned to shelter and are not likely to be called out for duty for at least four hours; and
 - c. shall not exceed two fluid ounces per person per day.
5. When the order "Splice the Main Brace" is given in a ship, every member is entitled to receive a special issue (2.5 fluid ounces per person) of spirits.
6. The order "Splice the Main Brace" may only be given by:
 - a. a member of the Royal Family;
 - b. His Excellency the Governor General of Canada; or
 - c. the Chief of the Defence Staff.
7. A medical officer may authorize a special issue of spirits to personnel who are injured, in emotional shock or require it for other medical reasons.
8. Spirits shall not be issued in any circumstances other than those specified in this order without the approval of NDHQ/DGPS (Director General Personnel Services.) (4)



4.06 COMMISSIONS AND WARRANTS

1. "Commission, in a military sense, is the authority by which every officer acts in his post." Today, this "authority" is represented by the parchment or linen backed paper scroll presented when the individual's accession to officer status is formalized. The Queen's Commission is the delegation of the authority required by officers in order to exercise command on her behalf.

In the Canadian Armed Forces, the Commission is signed by His Excellency, the Governor General, as Her Majesty's representative, and by the Minister of National Defence.

Officers are commissioned, and continue to exercise command by right of their commissions at the pleasure of the Sovereign.

Over the centuries, the sovereign's commission has occasionally changed in wording but for the most part the message conveyed has remained constant. The officer commissioned is named, his duties and obligations are outlined in general terms, and there is an expression of trust and confidence in him. In the Canadian Forces, an officer may be given only two commissions, one when he is first commissioned, usually in a junior rank and a second if he should reach the rank of "Commodore."

The commission scroll bears the coat of arms of Canada. The signature of the Governor General is in the centre, over which is the impression of the Governor-General's privy seal. The signature of the Minister of National Defence is at the base of the scroll which reads:

Elizabeth the Second, by the Grace of God of The United Kingdom, Canada and Her other Realms and Territories Queen, Head of the Commonwealth, Defender of the Faith.

TO

(Name in full)

HEREBY appointed an Officer

In Her Majesty's Canadian Armed Forces

With Seniority of the ____ day of _____ 19____

We reposing especial Trust and Confidence in Your Loyalty, Courage and Integrity, do by these Presents Constitute and Appoint you to be an Officer in our Canadian Armed Forces. You are therefore carefully and diligently to discharge your Duty as such in the rank of _____ Or in such other Rank as We may from time to time hereafter be pleased to promote or appoint you to, and you are in such manner and on such occasions as may be prescribed by Us to exercise and well discipline both the inferior Officers and men serving under you and use

your best endeavour to keep them in good Order and Discipline. And We do hereby Command them to Obey you as their Superior Officer, and you to observe and follow such Orders and Directions as from time to time you shall receive from Us, or may your Superior Officer according to Law, in pursuance of the Trust hereby reposed in you.

IN WITNESS Whereof Our Governor General of Canada hath hereunto set his hand and Seal at Our Government House in the City of Ottawa this _____ day of _____.

in the Year of Our Lord One Thousand Nine Hundred and _____ and in the _____ Year of Our Reign.

BY COMMAND OF

HIS EXCELLENCY THE GOVERNOR GENERAL

MINISTER OF NATIONAL DEFENCE

WARRANT OFFICER

2. Today, these words are used to designate the three senior non-commissioned officer ranks in the Navy:

- the Chief Petty Officer first class;
- the Chief Petty Officer second class;
- the Petty Officer first class in HMC Ships.

The word "Warrant" can be traced to medieval times and the ancient French "Warrant", itself a variant of "guarant" or "garant." There are similar roots in the early German "warent" and "wahren." Even today, the word has many meanings but, in the military context, it contains the idea of an authority granted by one person to another to do something which he has not otherwise a right to do, not unlike a commission.

Indeed a Chief Petty Officer today receives a warrant, a document bearing the signature and seal of the Minister of National Defence, which reads in part:

By virtue of the Authority to me, by His Excellency the Governor General in Council in this behalf given, I do hereby Constitute and Appoint you the saidto be

from theand to continue in the said Office during the pleasure of the Honourable the Minister of National Defence.

3. Additional history of "Commissions" and "Warrants" can be found in Chapter 14.

4.07 ORDERS, DECORATIONS, MEDALS

SECTION 1 - DETAILED INSTRUCTIONS

GENERAL

1. Authorized orders, decorations and medals shall be worn by personnel entitled to do so. Where doubt exists as to the entitlement of an individual to wear a badge, the matter shall be referred to NDHQ by the command concerned for clarification.
2. Loose Mounting - The ribbons of medals, with the required length of ribbon exposed, are sewn over a pin bar with the medals hanging free.
3. Court Mounting - The ribbons and medals are mounted on a panel, its size determined by the number of ribbons. The lower edge of the panel is in line with the centre of the medals. Commencing from the lower edge, each ribbon runs up the front of the panel to the top and back down to the medal. The medals are stitched to the panel so that they do not swing loosely.
4. Medals are worn so that no part of the mounting bar is visible, with their lower edges in a straight line. Each medal is suspended by its ribbon from the bar, beginning with the senior medal at the end furthest from the shoulder (inner end), its obverse worn outwards, ie, the head of the Sovereign showing.
5. Medals are to hang so that they are fully visible. If this is not possible because of the number worn, they shall be overlapped with the senior medal showing in full. Normally, six or more standard size medals and more than eight miniatures will require overlapping. The maximum width of the mounting will be governed by the physique of the individual. The bar shall not project beyond the edge of the lapel or the arm seam of the jacket. See figure 4.07 - 1 and 4.07 - 2.

Occasions for Wearing Orders, Decorations, and Medals

6. Orders, decorations, and medals shall be worn with the Service dress uniform on the following occasions:
 - a. State ceremonies;
 - b. Investitures;
 - c. Royal and Vice Regal escort duties;
 - d. When in attendance on Royal or Vice Regal personages or Heads of Foreign States;
 - e. Guards of Honour;
 - f. Courts Martial;
 - g. Parades and inspections;

h. Church services;

j. Funerals and memorial services;

k. Officer of the Guard when boarding ships of war; and

m. Service and civilian ceremonial occasions.

11. Orders, decorations, or medals are not worn at Royal or Vice Regal garden parties unless specifically requested by the host. (5)

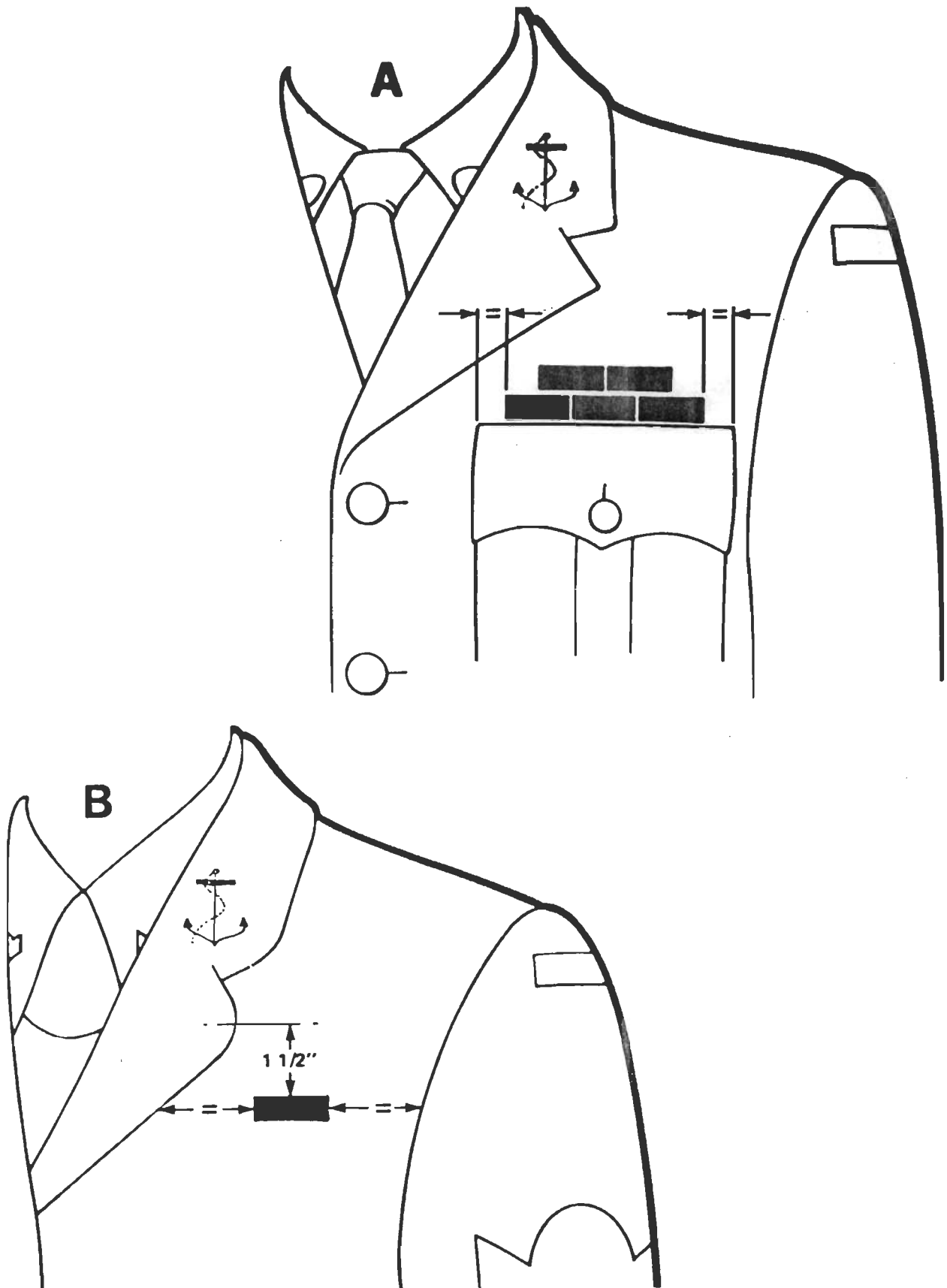
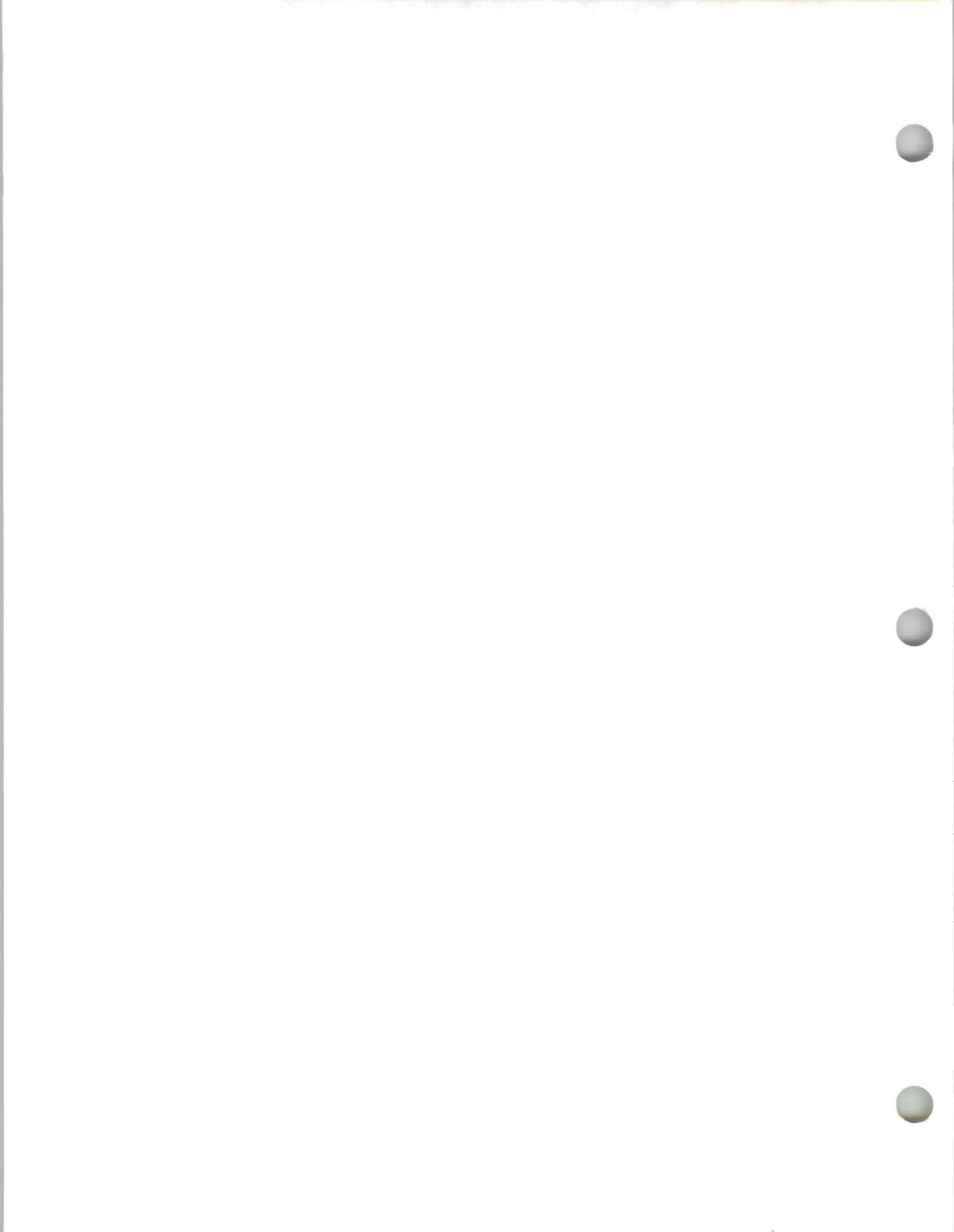


FIGURE 4.07-1



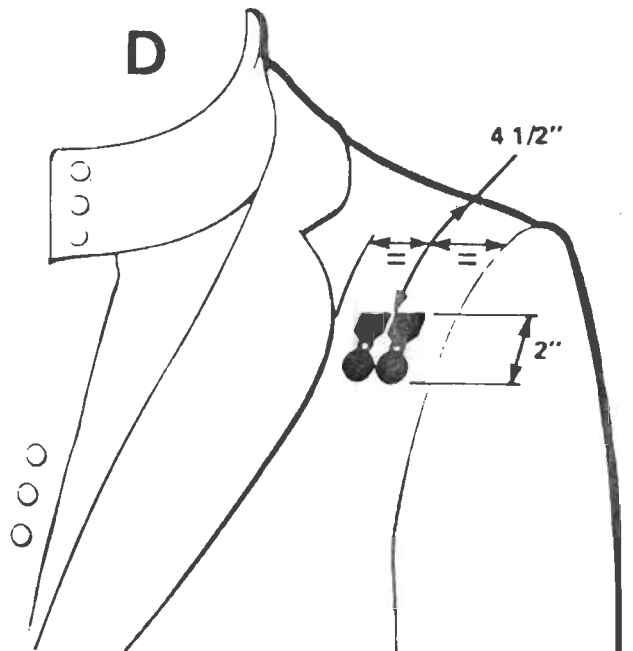
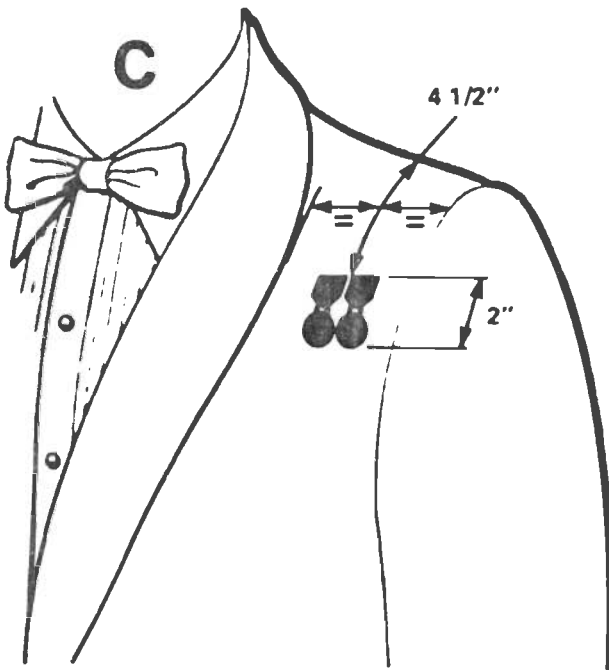
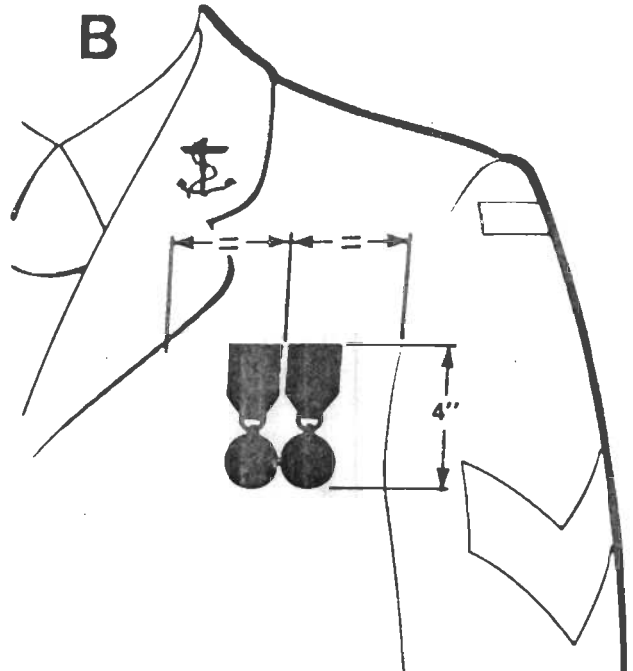
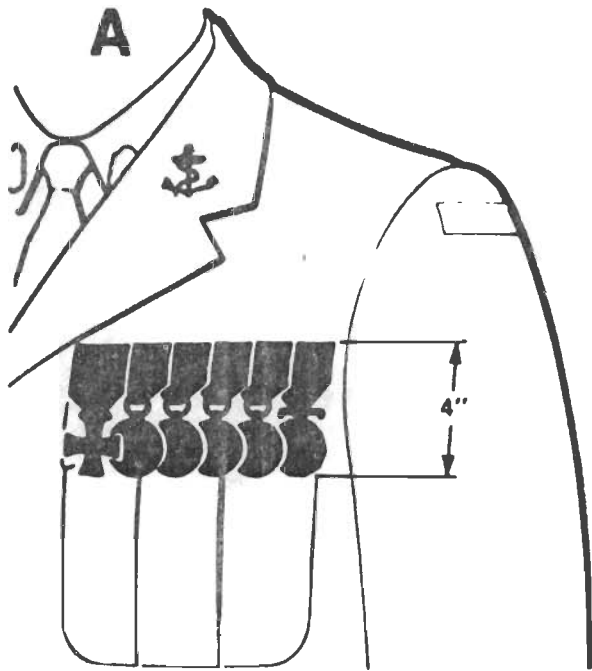


FIGURE 4.07-2



ORDERS, DECORATIONS AND
MEDALS - PRECEDENCE

PART 1 - CANADIAN ORDERS AND DECORATIONS - WORN SEPARATELY OR WITH
SENIOR BRITISH ORDERS AND DECORATIONS

1. The protocol for wearing the insignia of Canadian orders and decorations, separately or together with senior British orders and decorations, is prescribed in Order in Council P.C. 1972-1206 of 1 Jun 72 which reads as follows:

"1. This Directive may be cited as the Canadian Orders and Decorations Directive.

2. The correct sequence for wearing the insignia of Canadian Orders and Canadian decorations is as follows:

- (a) Cross of Valour - CV;
- (b) Companion of the Order of Canada - CC;
- (c) Officer of the Order of Canada - OC;
- (d) Commander of the Order of Military Merit - CMM;
- (e) Star of Courage - SC;
- (f) Officer of the Order of Military Merit - OMM;
- (g) Medal of Bravery - MB;
- (h) Member of the Order of Canada - CM; and
- (i) Member of the Order of Military Merit - MMM.

2. A person who, prior to the coming into force of this Directive, was a member of an Order or the recipient of a decoration referred to in this section should wear the insignia of the Order or the decoration, together with the insignia of any Canadian Order or any Canadian Decoration that he is entitled to wear, in the following sequence:

- (a) Victoria Cross - VC;
- (b) George Cross - GC;
- (c) Cross of Valour - CV;
- (d) Companion of the Order of Canada - CC;
- (e) Officer of the Order of Canada - OC;
- (f) Order of Merit - OM;
- (g) Companion of Honour - CH;
- (h) Order of the Bath (Companion) - CB;
- (i) Order of St. Michael and St. George (Companion) - CMG;
- (j) Royal Victorian Order (Commander) - CVO;
- (k) Order of the British Empire (Commander) - CBE;
- (l) Commander of the Order of Military Merit - CMM;
- (m) Distinguished Service Order - DSO;
- (n) Order of the British Empire (Officer) - OBE;
- (o) Imperial Service Order - ISO;
- (p) Order of the British Empire (Member) - MBE;
- (q) Royal Red Cross (Member) - RRC;

- (r) Distinguished Service Cross - DSC;
- (s) Military Cross - MC;
- (t) Distinguished Flying Cross - DFC;
- (u) Star of Courage - SC;
- (v) Officer of the Order of Military Merit - OMM;
- (w) Medal of Bravery - MB;
- (x) Member of the Order of Canada - CM;
- (y) Member of the Order of Military Merit - MMM;
- (z) Air Force Cross - AFC; and
- (aa) Royal Red Cross (Associate) - ARRC." (8)

3. Precedence for additional medals is found in CFAO 18-15.

DECORATIONS FOR BRAVERY

Always and everywhere, qualities of heroism have commanded admiration and respect. Those who risk their lives to save or protect others defy the instinct of self-preservation. In doing so, they exhibit a generosity of spirit which is an inspiration to all men. It is most fitting that such service and sacrifice should be acknowledged and acclaimed. Decorations for bravery are a means of expressing symbolically the nation's gratitude and the high esteem in which those who receive such awards are held.

In order to provide that form of recognition the Canadian honours system was enlarged in 1972 to include the following decorations for bravery which are awarded in the manner and on the basis outlined below -

CROSS OF VALOUR
STAR OF COURAGE
MEDAL OF BRAVERY

No two incidents in which bravery is exhibited are the same in all respects. Every meritorious action is conditioned by the circumstances in which it is performed. Hence, a series of three decorations has been created so that the hazards encountered in widely differing situations will be fairly reflected in the level of award made.



CROSS OF VALOUR

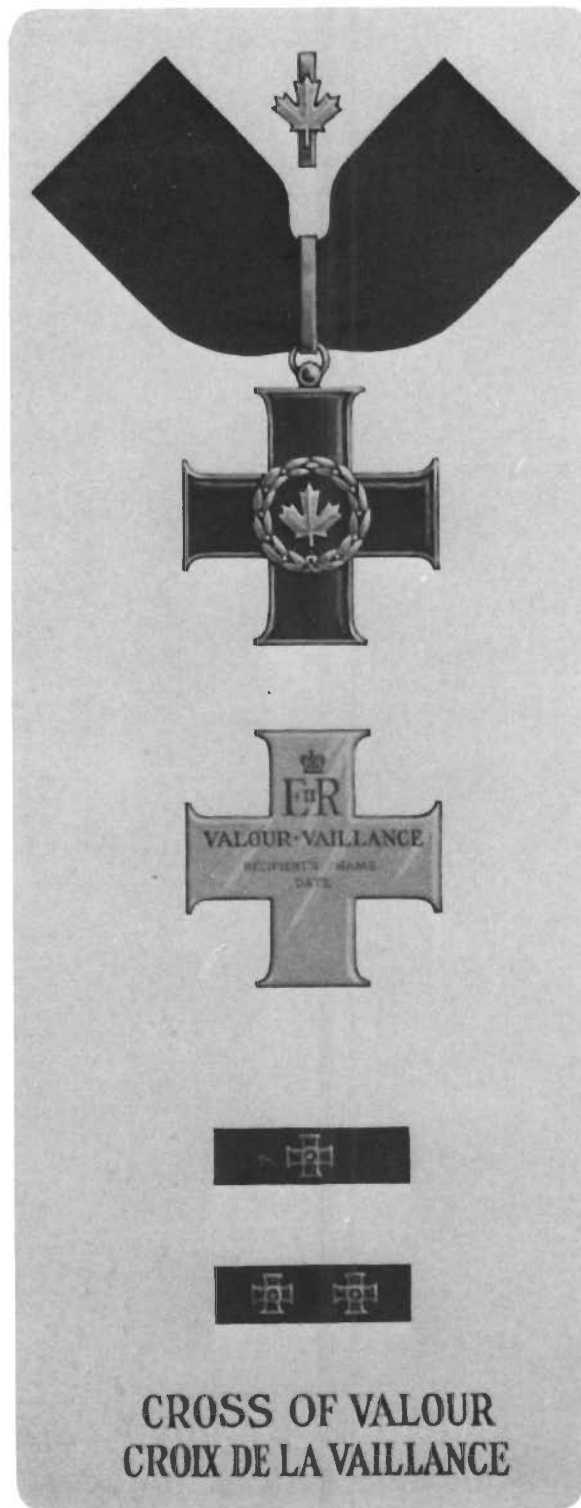
The Cross of Valour is awarded for acts of the most conspicuous courage in circumstances of extreme peril and may be awarded posthumously.

The Cross of Valour consists of a gold cross of four equal arms

- (a) the obverse is enamelled red and edged in gold with, superimposed in the centre, a gold maple leaf surrounded by a gold wreath of laurel;
- (b) on the reverse, the Royal Cypher and Crown and the words VALOUR-VAILLANCE appear.

The decoration is worn by male recipients from the neck suspended from a red ribbon. It is worn by women, when in uniform, in the same fashion and otherwise on the left shoulder suspended from a ribbon fashioned into a bow.

Recipients are entitled to have the letters 'C.V.' placed after their surnames on all occasions when the use of such letters is customary.





STAR OF COURAGE

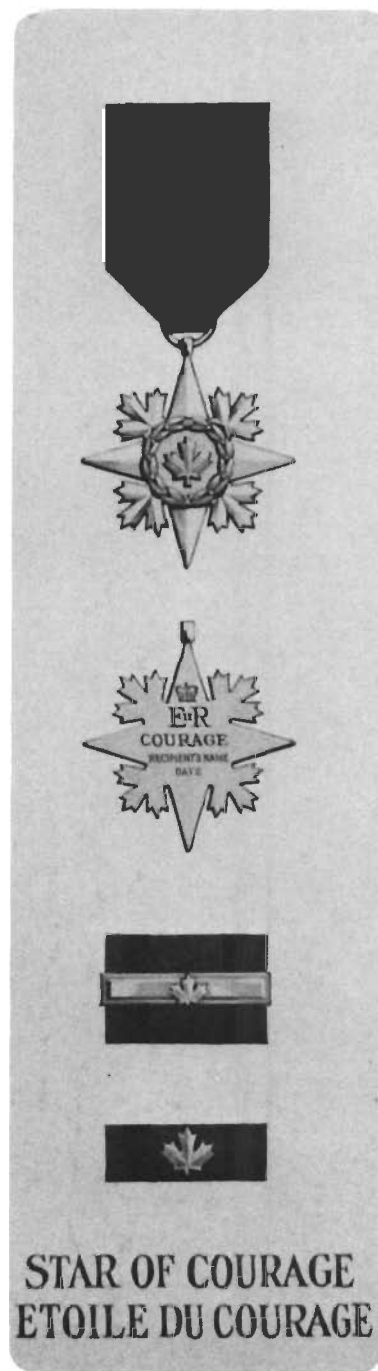
The Star of Courage is awarded for acts of conspicuous courage in circumstances of great peril and may be awarded posthumously.

The Star of Courage consists of a silver star of four points with a maple leaf in each of the four angles

- (a) on the obverse, superimposed in the centre, is a gold maple leaf surrounded by a gold laurel wreath;
- (b) on the reverse, the Royal Cypher and Crown and the word COURAGE appear.

The decoration is worn by male recipients on the left breast suspended from a ribbon of red with two blue stripes. It is worn by women, when in uniform, in the same fashion and otherwise on the left shoulder suspended from a ribbon fashioned into a bow.

Recipients are entitled to have the letters 'S.C.' (E.C. in French) placed after their surnames on all occasions when the use of such letters is customary.





MEDAL OF BRAVERY

The Medal of Bravery is awarded for acts of bravery in hazardous circumstances and may be awarded posthumously.

The Medal of Bravery consists of a circular silver medal

- (a) on the obverse, there is a maple leaf surrounded by a wreath of laurel;
- (b) on the reverse, the Royal Cypher and Crown and the words BRAVERY-BRAVOURE appear.

The decoration is worn by male recipients on the left breast suspended from a ribbon of red with three blue stripes. It is worn by women, when in uniform, in the same fashion and otherwise on the left shoulder suspended from a ribbon fashioned into a bow.

Recipients are entitled to have the letters 'M.B.' placed after their surnames on all occasions when the use of such letters is customary.



MEDAL OF BRAVERY
MÉDAILLE DE LA BRAVOURE



THE ORDER OF CANADA

DESIDERANTES MELIOREM PATRIAM

THE GRANTING OF HONOURS is a graceful way for any country to pay tribute to those who exemplify the highest qualities of citizenship and whose contributions enrich the lives of their contemporaries. It was timely that Canada should have adopted this practice on the one-hundredth anniversary of Confederation. The Centennial was an occasion when the achievements of their fellow countrymen were uppermost in the thoughts of Canadians. And so, on July 1st, 1967, the Order of Canada was established as the centrepiece of our system of honours. Its Latin motto proclaims the aspirations of its members who, in their lives and their work, have shown that "they desire a better country."

THE ORDER CONFERS no special privileges on its members and brings them no monetary rewards. It is a fraternity of merit, not a society of the elite. The three levels of membership - COMPANION, OFFICER and MEMBER - are designed to embrace the full spectrum of achievement and service in fields as diverse as biology and ballet, philanthropy and folklore. Persons who strive for the betterment of their immediate communities or devote their talents to special causes stand with those who have gained high distinction on the national scene.

THE QUEEN OF CANADA is the Sovereign of the Order. The Governor General is the Chancellor and Principal Companion and presides over the affairs of the Order, in accordance with the terms of its Constitution. An Advisory Council, under the Chairmanship of the Chief Justice of Canada, has the task of assessing the relative merits of the persons who are nominated for the Order, and recommending to the Chancellor the names of those considered to be especially worthy of appointment.

Although its ranks are closed to no one, the number of persons who can be appointed to the Order, is governed by the Constitution. By limiting membership in this way, high standards of admission are maintained and the prestige of the Order is ensured.



COMPANIONS OF THE ORDER OF CANADA

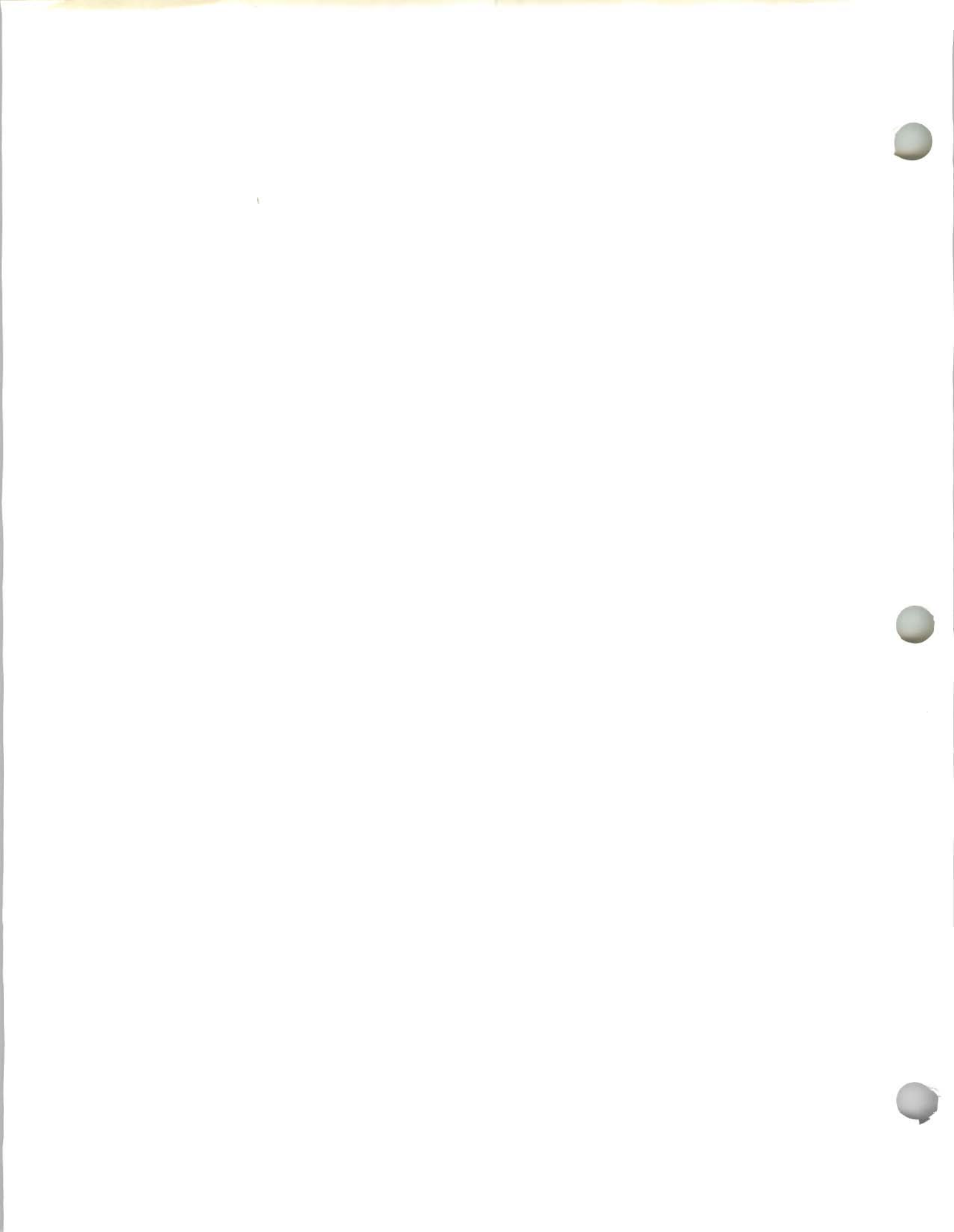
- (1) Appointments as Companions and Honorary Companions of the Order shall be made for outstanding achievement and merit of the highest degree, especially service to Canada or to humanity at large.
- (2) Notwithstanding subsection (1), any distinguished person, who is not a Canadian citizen but whom the Government of Canada desires to honour, may be appointed as an Honorary Companion of the Order.
- (3) Where a Governor General ceases to hold that office, he shall, notwithstanding section 7, continue, by virtue of his having held that Office, to be a Companion of the Order.
- (4) Notwithstanding section 7, the spouse of a Governor General who serves with the Governor General during any period when he holds that office shall be appointed to be a Companion of the Order and shall not cease to be a Companion by reason only of his death or retirement.
- (5) Subject to section 6, and 7, the Governor General may appoint to be Companions of the Order, other than Honorary Companions, a maximum of fifteen persons in any year.
- (6) Membership, other than honorary membership, in the Order is limited, in the case of Companions to one hundred and fifty Companions in addition to the Principal Companion, his spouse and any former Governor General and his spouse or surviving spouse.
- (7) When the maximum number of Companions of the Order have been appointed, a person may be appointed as a Companion of the Order only where a vacancy occurs.



COMPANION



COMPANION



OFFICERS OF THE ORDER OF CANADA

- (1) Appointments as Officers and Honorary Officers of the Order shall be made for achievement and merit of a high degree, especially service to Canada or to humanity at large.
- (2) Notwithstanding subsection (1), any distinguished person who is not a Canadian citizen but whom the Government of Canada desires to honour, may be appointed as an Honorary Officer of the Order.
- (3) The Governor General may appoint to be Officers of the Order, other than Honorary Officers, a maximum of forty persons in any year.



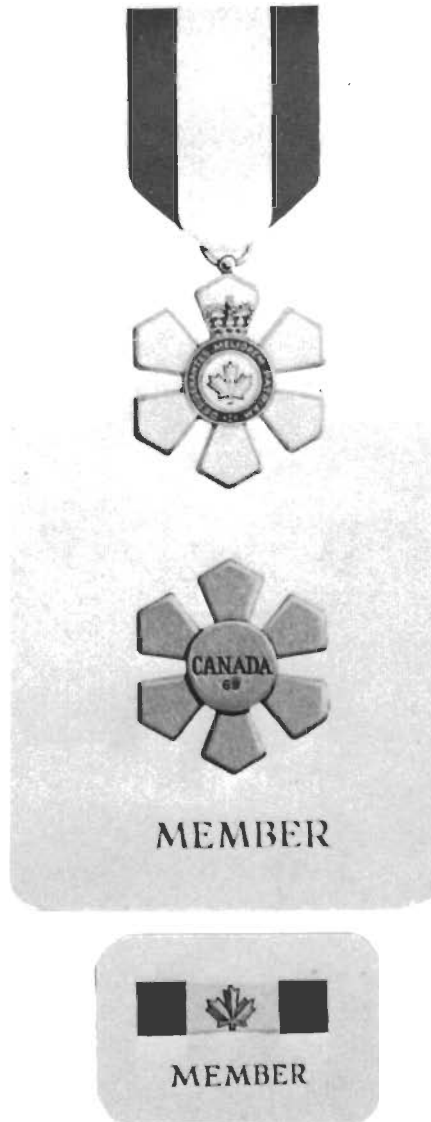
OFFICER





MEMBERS OF THE ORDER OF CANADA

- (1) Appointments as Members and honorary Members of the Order shall be made for distinguished service in or to a particular locality, group or field of activity.
- (2) Notwithstanding subsection (1), any distinguished person, who is not a Canadian citizen but whom the Government of Canada desires to honour, may be appointed as an honorary Member of the Order.
- (3) The Governor General may appoint to be Members of the Order, other than honorary Members, a maximum of eighty persons in any year.





THE ORDER OF MILITARY MERIT

Since very ancient times it has been the practice for those in the military, who distinguish themselves by their exemplary courage or merit, to be awarded some mark of distinction. Through the centuries these marks of honour have taken many forms, from the laurel wreaths with which the early Greeks and Romans crowned their heroes to special presentation swords and other weapons. In more recent times it has become customary to bestow on those to be honoured, a special badge in the form of a medal, star or cross, suspended from a ribbon and worn around the neck, or pinned to the coat, to distinguish them from their comrades.

During Canada's Centennial Year, the Order of Canada was established as a means of honouring those who rendered meritorious service to the nation. In 1972, the Cross of Valour, the Star of Courage and the Medal of Bravery were instituted to reward acts of bravery performed in saving or attempting to save a life or property. It was also decided to include in Canada's Honours System, a means of recognizing conspicuous merit and exceptional service by the men and women of the Canadian Forces, both Regular and Reserve. Accordingly, on the first day of July 1972, the Order of Military Merit was established.

The Order confers no special privileges on its members and brings them no monetary rewards. It is a society of honour with three degrees of membership - COMMANDER, OFFICER and MEMBER.

The Queen Of Canada is the Sovereign of the Order and the Governor General is the Chancellor as well as being a Commander of the Order. The Chief of the Defence Staff is the Principal Commander of the Order. Appointments to the Order are made by the Governor General on the recommendation of the Minister of National Defence.

The Insignia of the Order worn by its members are the visible marks of honour, along with the post-nominal letters to which each is also entitled. When the names of members of the Order are published and when they are addressed in correspondence, it is courteous and customary to place after their names the following initials - CMM - in the case of COMMANDER - OMM - for OFFICER and - MMM - for MEMBER.

On the opposite page are illustrations of the full range of insignia. The badge of COMMANDER is worn suspended from a ribbon which passes around the neck, the badges of OFFICER and MEMBER are worn suspended from a point above the left breast pocket of service uniforms where the ribbon of the Order is worn on all occasions when it is not appropriate to wear medals.

For each badge, there is a corresponding "miniature" or small replica, suspended from a narrow ribbon and worn on the left breast with mess kit or evening dress. Small lapel badges are available for wearing with civilian clothing.



COMMANDERS OF THE ORDER OF MILITARY MERIT

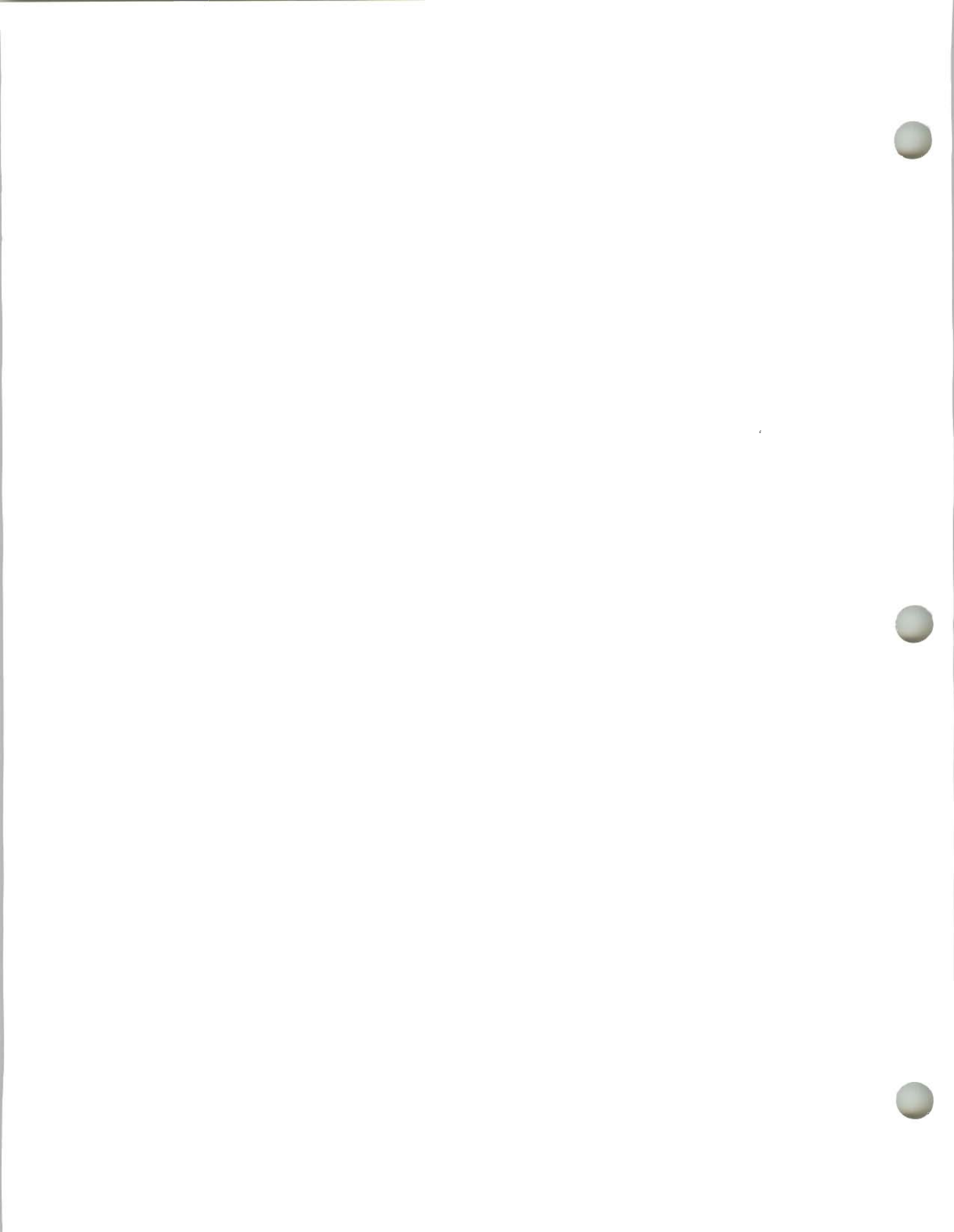
(1) Appointments as Commanders of the Order shall be made for outstanding meritorious service in duties of great responsibility.

(2) Appointments as Honorary Commanders of the Order shall be made for outstanding meritorious service to Canada or the Canadian Armed Forces in military duties of great responsibility.

(3) Where a Governor General or a Chief of the Defence Staff ceases to hold such office, he shall continue, by virtue of having held that office, to be a Commander of the Order.

(4) The Governor General may appoint to be Commanders of the Order, in any one year, a number of eligible persons that most closely approximate six per cent of the total number of persons that he may, under subsection 9(2), appoint to all categories of membership, other than Honorary membership, in the Order in that year.





OFFICERS OF THE ORDER OF MILITARY MERIT

- (1) Appointments as Officers of the Order shall be made for outstanding meritorious service in duties of responsibility.
- (2) Appointments as Honorary Officers of the Order shall be made for outstanding meritorious service to Canada or the Canadian Armed Forces in military duties of responsibility.
- (3) The Governor General may appoint to be Officers of the Order, in any one year, a number of eligible persons that is not greater than the number of persons that most closely approximate thirty per cent of the total number of persons that he may, under sub-section 9(2), appoint to all categories of membership, other than Honorary membership in the Order in that year.





MEMBERS OF THE ORDER OF MILITARY MERIT

(1) Appointments as Members of the Order shall be made for exceptional service or performance of duty.

(2) Appointments as Honorary Members of the Order shall be made for exceptional service to Canada or to the Canadian Armed Forces in the performance of military duty.

(3) The Governor General may appoint to be Members of the Order, in any year, a number of eligible persons that is not greater than the difference between the total number of persons that he may, under subsection 9(2), appoint to all categories of membership, other than Honorary membership, in the Order in that year and the aggregate of the number of persons appointed as Commanders and Officers of the Order in that year.





THE CANADIAN FORCES' DECORATION

The Canadian Forces' Decoration may be awarded to officers and men of the Canadian Forces who, in an approved capacity, have completed a period of twelve years' service in accordance with the regulations set out below.

1. The decoration shall be designated "The Canadian Forces' Decoration."
2. The decoration shall be gilt in colour and in the form of a decagon, each of the ten sides being representative of a province of Canada. It shall bear on the obverse the uncrowned effigy of the Sovereign encircled by the Canadian Royal Title with the word "CANADA" on the lowest side. On the reverse shall appear a crown, maple leaves and an eagle representative of the navy, army and air force respectively. The name of the recipient will be engraved around the edge of the decoration.
3. The decoration shall be worn on the left breast pendant from a ribbon one and one-half inches in width. The ribbon shall be of the colour gules broken into equal divisions by three narrow vertical stripes of the colour argent.
4. Reproduction in miniature, which may be worn on certain occasions by those on whom this award is conferred, shall be of a standard size as for all other miniatures.
5. All officers and men of the Canadian Forces shall be eligible for The Canadian Forces' Decoration provided they have completed the required period of service, have undertaken all required phases of training and duty, and are certified by the responsible service authorities as efficient and in every way deserving of the award. (9)





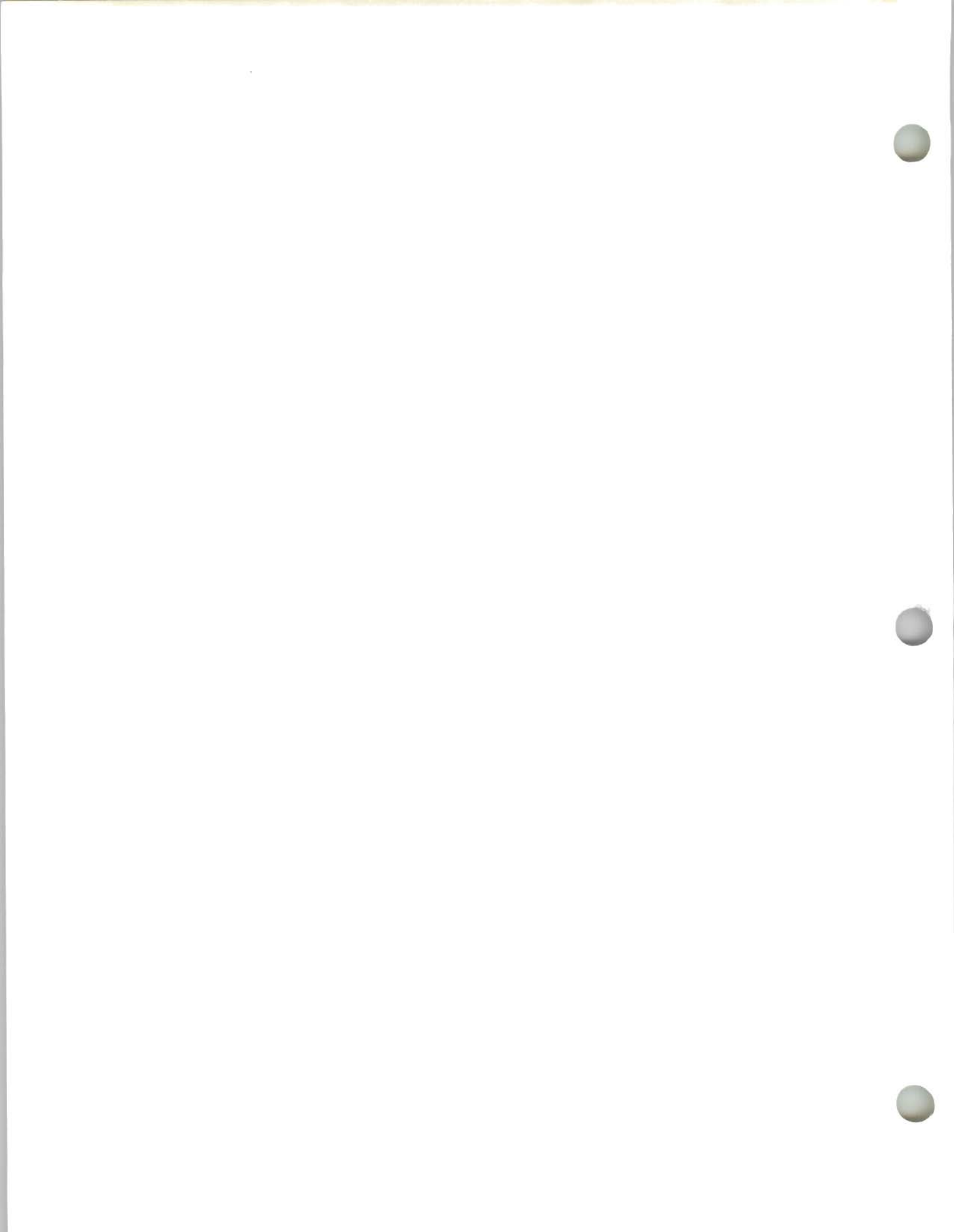
INVESTITURES

1. This order concerns the presentation of insignia of the following:

- a. Order of Canada;
- b. Canadian bravery decorations;
- c. Order of Military Merit;
- d. Canadian Forces' Decoration;
- e. service medals; and
- f. Chief of the Defence Staff Commendation.

2. Investitures for the Order of Canada, the Order of Military Merit and Canadian bravery decorations will normally be under the auspices of the Governor General at Government House, Ottawa. Presentations of the Canadian Forces' Decoration and clasp, and service medals and bars will be conducted at the member's unit under local arrangements. The Chief of the Defence Staff Commendation will be presented within commands at a place designated by the officer commanding the command and within National Defence Headquarters at a place designated by the Chief of the Defence Staff.

3. Complete information on Investitures can be found in CFAO 18-16.



COMMONWEALTH AND FOREIGN
ORDERS, DECORATIONS AND MEDALS

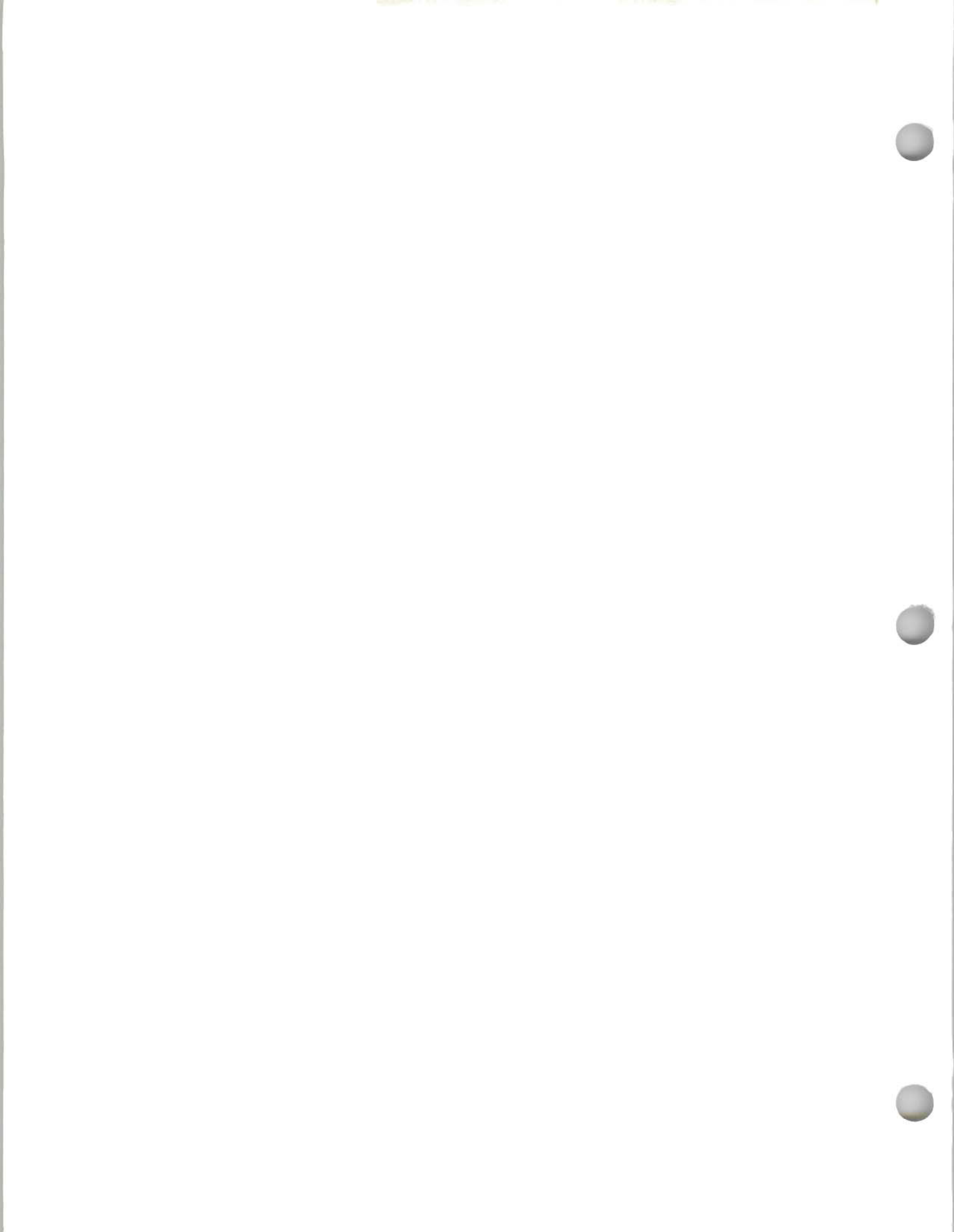
1. The award of an order, decoration or medal by a foreign power to a member of the Canadian Forces is governed by the "Regulations Respecting the Acceptance and Wearing by Canadians of Commonwealth and Foreign Orders, Decorations and Medals."
2. "Foreign Power" includes other nations of the Commonwealth.
3. When a unit or individual is approached by a representative of a foreign power in respect of a foreign award, the representative shall be tactfully informed that Canadian Government concurrence in the award should be sought through normal diplomatic channels, that is via the foreign ministry to the Canadian Department of External Affairs.
4. A member who was awarded an order, decoration or medal by a foreign power prior to enrolment may wear the insignia and ribbon while in uniform if prior approval of NDHQ is obtained. To obtain approval the member shall submit a written request to his commanding officer, (CO) accompanied by documentary proof of the award. The CO shall forward the request with the original or photocopy of the documentary proof, through normal channels, to NDHQ/DC (Director Ceremonial).
5. When a member is granted authority to wear a foreign award, a copy of the authority shall be filed to the Unit Personnel Record and the NDHQ document file. (10)



4.08 HMCS -

1. In World War Two, the cap tallies of a Naval Rating bore nothing more than four gold letters. This was adopted as a method to prevent the broadcast of a ship's identity. However, to all and sundry there was no mistaking the meaning of those letters. The bearer of 'HMCS' was a member of one of His Majesty's Canadian Ships in commission.

2. The first ship in the Royal Canadian Navy was the light cruiser "RAINBOW", and at her commissioning she was christened HMCS (for His Majesty's Canadian Ship). The custom continues to this day.



4.09 THE BARBER POLE

1. The maple leaf on the funnels of HMC ships points up a tradition bridging a century, the funnel band to designate ships of a particular force or formation. Today, destroyers and lesser ships are organized in squadrons, yesterday in flotillas or groups. In the Second World War in the Atlantic, some frigate groups displayed a numeral on the maple leaf funnel badge to indicate a numbered escort group. But perhaps the best remembered funnel band of the Royal Canadian Navy in the long Atlantic battle was that of C-5 Group of the Mid-Ocean Escort Force, at first called the Newfoundland Escort Force.

2. When merchant ship losses to the German submarine "wolf packs" became extremely serious in 1941-42, part of the antidote lay in the provision of port-to-port close escorts of convoys, including the great middle gap of the Atlantic between the Grand Banks of Newfoundland and the western approaches to Britain. The destroyers, corvettes and later, the frigates providing that protection were organized into C groups. One of these was the C-5 group. The funnel of this group sported red and white slanted stripes, and C-5 was promptly dubbed "The Barber Pole Brigade."

There was already an established tradition that when the new Canadian corvettes first put to sea, they were ushered on their way, appropriately enough, to the tune of "The Road to the Isles." It was then only a matter of time when the barber pole funnel marking and the melody that expressed so well the swelling sweep of the Atlantic seas, should come together as the "Barber Pole Song," penned by Surgeon Lieutenant W.A. Paddon, RCNVR, of HMCS Kitchener, corvette.

3. To this day, some thirty-five years later, the red and white barber pole band graces the mast structure or the radar pedestals of the ships of the Fifth Canadian Destroyer Squadron, inheritor of a proud tradition. And the "Barber Pole Song" is still sung with great spirit wherever sailors gather to the familiar tune, "The Road to the Isles." Here is the first verse and the chorus:

It's away outward the swinging
fo'c's'les reel
From the smoking seas' white glare
upon the strand

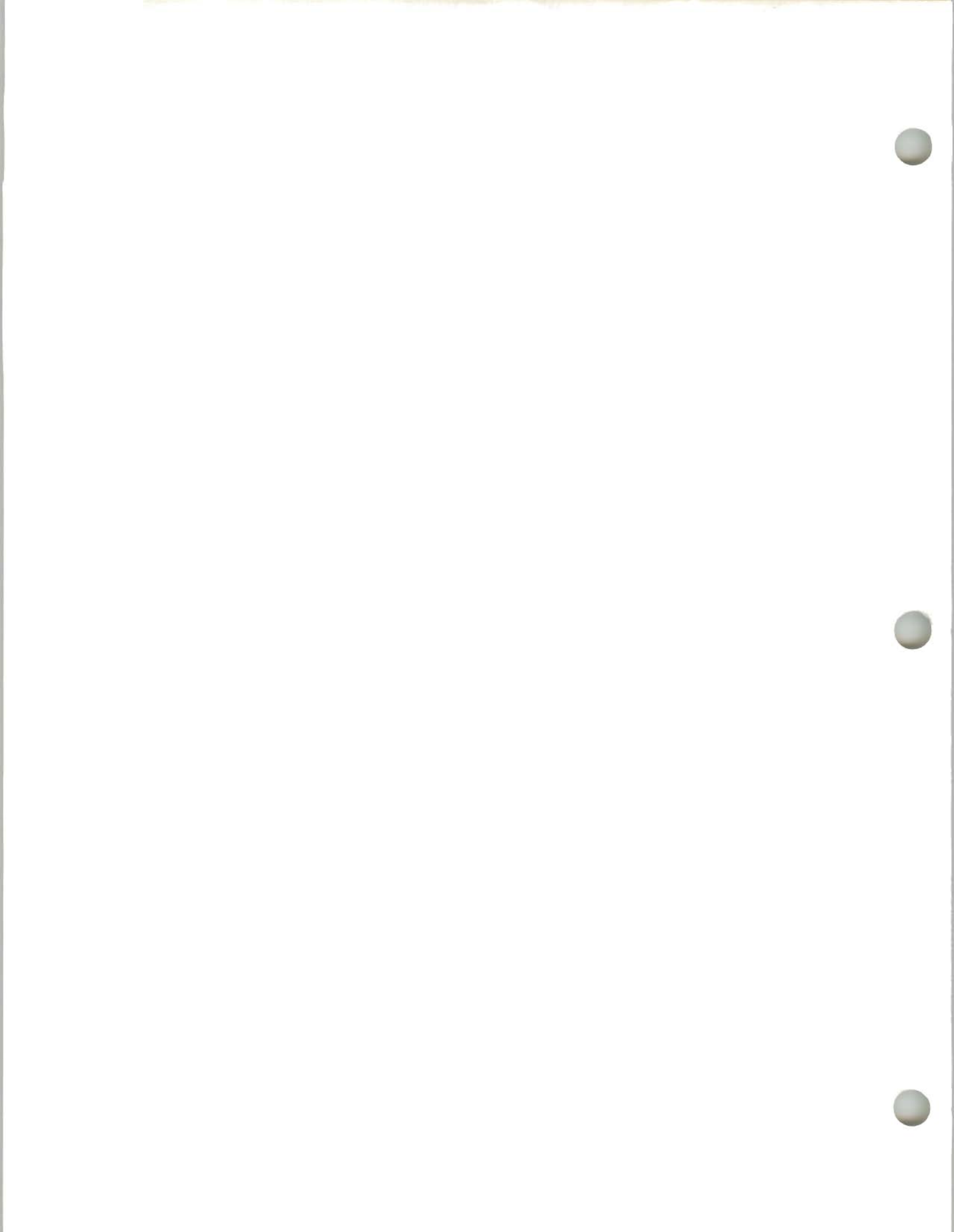
It's the grey seas that are slipping
under keel
When we're rolling outward bound
from Newfoundland.

Chorus
From Halifax or Newfiejohn or Derry's
clustered towers
By trackless paths where conning
towers roll

If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the Barber
Pole!
It's the grey seas that are slipping
under keel
When we're rolling outward bound
from Newfoundland. (11)

4.10 BATTLE HONOURS

1. A complete history of Battle Honours will be presented in Chapter 14.



4.11 BATTLE OF THE ATLANTIC SUNDAY

1. Battle of the Atlantic Sunday is always the first Sunday in May. Remembrance Services are held across the country in Naval Bases, Units, and HMC ships at sea. It takes the form of church services and as in the case of HMCS York and HMCS Donnacona, a wreath is cast upon nearby waters in Remembrance. The National ceremony is held in Halifax where the men of the Fleet parade to Point Pleasant, the site of the Naval Memorial.

2. The actual Remembrance Service is, of course, the custom. It has become the 'custom' for Officers and Ratings to remember a 'tradition.' It is a simple tradition - teamwork - and it is to the teamwork of the many individuals in that great battle that the first Sunday in May is dedicated.



4.12 TRAFALGAR DAY

1. Trafalgar Day commemorates the day when the threatening shadow of Napoleon loomed large across Europe. The allied forces of the enemy had shown such a reluctance to fight that Admiral Nelson was faced with the problem not only of defeating them, but forcing them to join battle. On October 21st, 1805, Admiral Nelson, employing traditional as well as original manoeuvre, scored the decisive victory which is such an important part of the proud record of Britain's sea service.

2. The Canadian Navy, having grown out of the Royal Navy, in like manner owns the Battle of Trafalgar as part of its heritage. Further significance has been added to the date by the coincidence of outstanding events. On October 21, 1910, the Cruiser NIOBE arrived in Canada. It was during the month of October that the original Atlantic Command was forced. On that day in 1944, HMCS UGANDA re-commissioned as HMCS QUEBEC, thus becoming the first cruiser in RCN Service since NIOBE.

3. On the Friday closest to the 21st of October, there are several events which mark, joyfully Nelson's victory at Cape Trafalgar in 1805. For example:

- a. The officers, both past and present, of HMCS STAR, gather at a Mess Dinner;
- b. HMCS CATARAQUI celebrates with a ceremonial parade in Kingston, Ontario; and
- c. "Weepers" are held both in Stadacona and in Naden. In Halifax, "Super Weepers" is the order of the day for the officers of SUBRON ONE, and the base officers enjoy "penny beer." In Naden, the dress of the day for "Weepers" is a multitude of variations on the dress worn by Nelson's men at Trafalgar.



4.13 BANYANS

1. An example of the custom that continues to evolve or change over the years is the banyan, a special kind of party peculiar to the navy. In spite of the changing nature of the banyan party, there are three constants: it is always a fun occasion, it is held outdoors, and the emphasis is on good food, good drink and good fellowship - something along the lines of the old-fashioned picnic.

The idea of parties ashore in rather isolated locations continued, particularly in training squadrons, well into the 1950s. After a week of strenuous training exercises, watch and watch about, day and night, frigates such as HMC Ships 'BEACON HILL' and 'ANTIGONISH' would send all but the watch ashore in Bedwell Harbour or near Port Hardy in British Columbia waters, for a banyan of beer and hamburgers. In such places there were no distractions and sailors under training were not likely to get into any mischief!

In 1971 when Her Majesty the Queen was in British Columbia waters in HM Yacht 'BRITANNIA', the Royal Family, on passage from Powell River to Comox, put ashore in Stag Bay for a quiet picnic. This allowed one of the escorts, the destroyer HMCS QU'APPELLE, a bit of relaxation. "After a full day of activities, which included a fishing derby, crab hunting and oyster picking, all hands enjoyed a quarterdeck "banyan" of steaks and broiled oysters."

While sailors will always look forward to getting ashore, the banyan, owing to social and technological advances, is also changing. Today, most ships of the fleet are miniature aircraft carriers, providing uncluttered flight decks for helicopters. And the men of the fleet in the 1970's are a much better educated and more sophisticated lot than their predecessors. As a result, and in spite of the attractions of big-city ports, banyans today are often held right on board ship, even in harbour, and splendid occasions they are.

Indeed, so popular is the modern banyan that even submariners with their restricted upper deck are not to be denied. Providing the sea is quiet to avoid someone being washed overboard from the narrow casing, a half oil drum can barbecue the most tasty steaks to be washed down with a cool beer beneath a sunny sky.

Finally, there is a more recent new twist to the banyan as evidenced by the experience of the ship's company of the twenty-two thousand ton ship, HMCS 'PRESERVER'. Traditionally, the banyan has always been a self-starter, the initiative coming from within the ship. In 1974, when the 'PRESERVER' landed many tons of supplies as a gift from Canada to the impoverished people of an isolated parish in Haiti, the Haitians responded by joining the 'PRESERVER'S' company in one tremendous banyan on a nearby island, a party which featured calypso music and folk dancing as well as the ship's band, a very colourful scene under gasoline generated lighting rigged by the ship's electricians.(12)



4.14 BIBLICAL QUOTATIONS AND CODES

1. Many are the times and varied the situations which arise to provide us with a modicum of "humorous relief". However, professional courtesy and the impetus to maintain good voice procedures prevent us from laughing at being overly caustic or sarcastic on a communication circuit.

2. In order that these situations do not pass completely unnoticed senior officers have looked to the Bible to provide subtle rebukes, praise and "rib-jabbing". HMC Ship A is late for a rendezvous, and is not even visible. Captain 'B' might decide to have some fun and send "Genesis 3-9". Captain 'A' gets a message which reads:

"And the Lord called unto Adam and said unto him -
Where art thou?"

The Squadron Commander might be somewhat more direct and send "3rd Epistle John - 14". Captain 'A' gets -

"But I trust I shall shortly see thee, and we shall speak
face to face."

By this time Captain 'A' feels the urge to exonerate himself of undue criticism. Having left a port that is jammed with contacts, all manned by civilians with as much knowledge of the rules of the road and courtesy, as a boatswain has about Einstein's theory of Matter and Energy, he has been reduced to a speed of five knots. Albeit that he should have let his boss in on the problem, he had been quite busy trying to avoid performing "fusion." Now, all concerned are informed, and Captain 'A' ends his message with "II Corinthians 2-5", which translates:

"We are troubled on every side but not distressed, we are
perplexed but not in despair."

On the far edge of the formation, Captain 'C' observes a small amount of smoke from Destroyer 'A', pouring it on to rejoin. To his counterparts he sends "Revelation 19-3." The other Captains receive:

"And again they said hallelujah and her smoke rose up for
ever and ever."

The Squadron Commander enquires if Captain 'A' is ready to proceed and receives "Psalm 34-20."

"He keepeth all his bones and not one of them is broken."

3. BE CAREFUL!

"Be not deceived - EVIL COMMUNICATIONS corrupt good manners."

I Corinthians 15-33.

4. Unit Yeomen undoubtedly have copies of the popular biblical quotations, as well as the various "codes" which are used as illustrated above.

COURT MARTIAL

"Even so with the words of the Rulers, And
the orders those rules shall convey, Every
law is as naught beside this one, Thou
shalt not criticize, but obey."

"LAWS OF THE NAVY"

1. From the beginning of time, wherever man has gathered in groups, each group or community has always established a standard of conduct for its members. Initially these were primitive unwritten laws; they have been developed over the years into today's detailed codes of justice of each country.
2. In any community there is inevitably a minority who will not conform to this standard of conduct, although the laws have of course been agreed to by the majority of people that they affect. To maintain "law and order", the group imposes punishments on those of their members who will not conform to this accepted code. In civil life today the law enforcement agencies and courts impose justice and punishments, and in our society the laws themselves are no longer unjust, nor the punishments excessive.
3. Military organizations have always demanded a higher standard of conduct and obedience than have any of their civilian counterparts. In turn, shipboard discipline was always more severe and punishments harsher than land units. (The word discipline is from the word "Disciple" which means follower.) The reason for this was basically that the majority of men in the earlier naval services were not volunteers but "pressed men". That is, they were conscripted against their will, frequently by means of physical force, and would have deserted at the first opportunity.
4. The NDA is reasonable and just, but if you insist on being one of the minority who are unwilling to conform, you will find the NDA more than ample to cope with your problem.
5. Commanding Officers are restricted in the amount of punishment they may award, and they must apply to an "Approving Authority" for permission to award the more serious punishments. If a Commanding Officer feels that his powers of punishment are not enough to deal with a certain case, if the charge should be proven, he may apply to the Commander, Maritime Command for a court martial to be convened.
6. The history of the court martial will be dealt with in Chapter 14.

7. Complete direction on Courts Martial is outlined in QR&O's Chapter 12.

4.16 MASCOTS

1. A close examination of the Wardroom of HMC Ships can be very revealing! Many are the times that some fair damsel has been accosted by something leaping from a darkened corner of that hallowed space, and on more than one occasion, it has been the ship's mascot.

They guard their portion of the Wardroom jealously and can hold their own against attack by one or two outsiders. When an onslaught by greater number of heathen trespassers looms on the horizon, they call for the assistance of their brother officers, upon whose determination rests their mascots survival. It is a see-saw battle.

2. This section contains the histories of the Fleets current mascots, and prior to their autobiographical recollections, a few observations have been made. HMCS SKEENA has, in her own words "Nil Mascot but lots of frogs", while HMCS MONTCALM has been apparently blessed with both! "BUCKY the BEAVER" appears to be the ultimate schizophrenic appearing in both HMCS GATINEAU and HMCS OTTAWA at the same time. And last, but not least, is Acting Commodore Huronimo, HMCS HURON'S "Unsinkable Hero...fending off kidnapers with his tomahawk." That, men of the Fleet, sound like a CHALLENGE!!



NAME: P.P. Panther

RANK & SENIORITY: LT(N) - 22 Jan 75

DECORATIONS: Nil

HISTORY: Born of insignificant but lowly parents, I was the result of a color-coordinated mismatch - an ALBINO PANTHER and LITTLE RED RIDING HOOD. With such an illustrious start, it was inevitable I join submarines.

I made my mark early during CARIBOPS 76. After an entertaining cocktail party onboard HMCS IROQUOIS. I was naturally thrown off. Fortunately, my fall was broken by an admiral's staff car. Unfortunately, my neck was permanently broken and to this day I have two Popsicle sticks sewn into my neck which helps to maintain my traditional Naval bearing. Other incidents in Savannah, Newcastle U.K., and Portland, Me. have provided me with the kind of appearance only my mother or a submariner could love. I've been around a long time now as evidenced by a terminal case of going bald at the knees. Nevertheless, in spite of being panther-napped in almost every foreign port as well as being bartered for numerous rounds of Pina Coladas, I've survived to become OKANAGAN's supreme bean.

Submariners may come and go but I live on as the true spirit of HMCS OKANAGAN, SS74.



NAME: Big Chief Huronimo
RANK & SENIORITY: Acting Commodore - 16 Dec 72
DECORATIONS: Nil

HISTORY: HMCS HURON, DDH 281, was named for the Indian tribe whose national territory comprised the area of what is now Southern Ontario. This territory was particularly well suited for the cultivation of tobacco, and the HURON nation took pride in their ability to grow and harvest tobacco plants. Thus, they became known as the "Tobacco Indians."

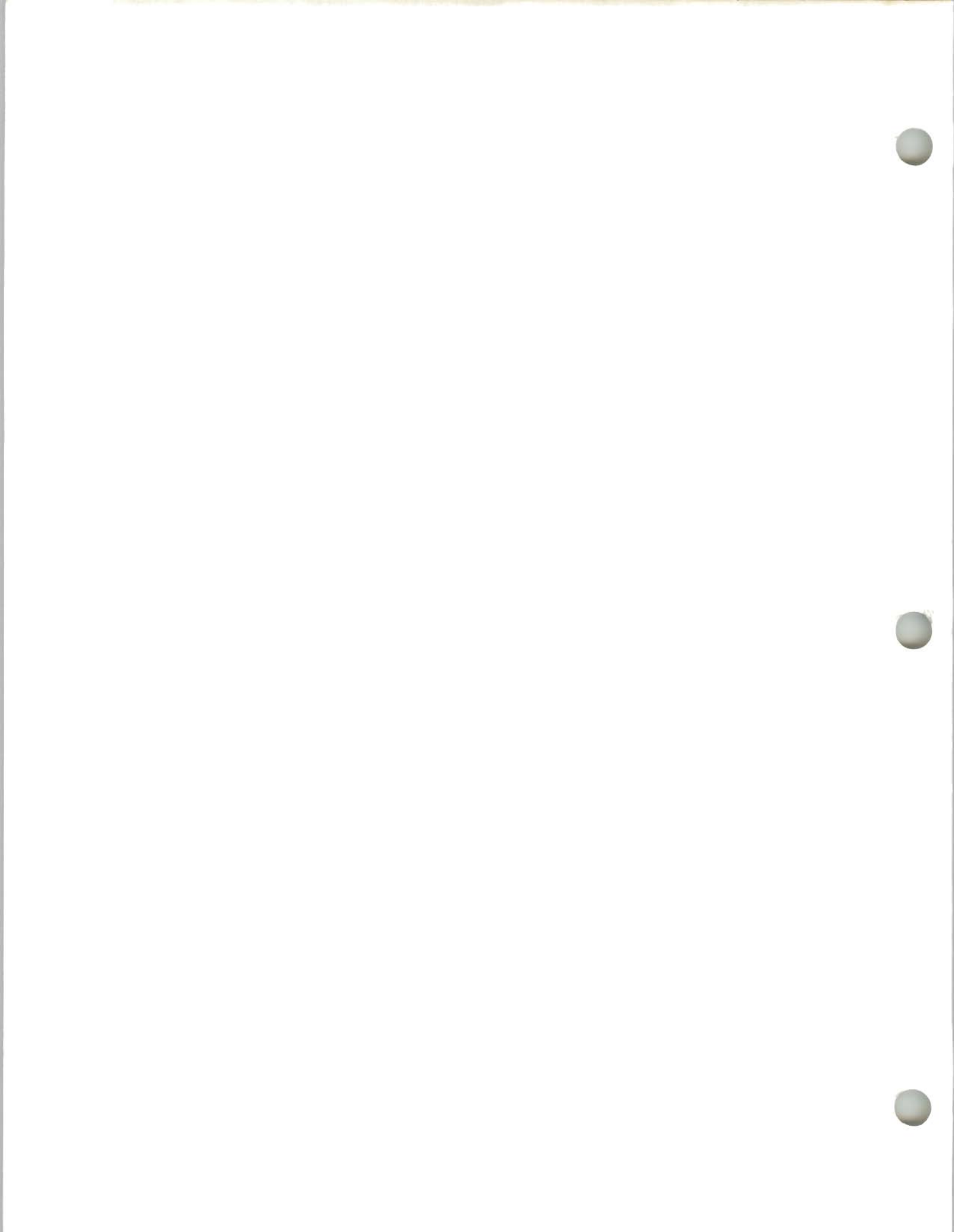
In the search for an appropriate ship's mascot, two conditions prevailed:

- a. the mascot must be representative of the native North Americans; and
- b. it must complement the ship's badge which depicts the flower of a tobacco plant.

What better Mascot than a cigar store Indian!

37
Three years passed from HURON's commissioning date before a likely candidate was found. Then, in 1976, the Benson and Hedges smoke shop in Mic Mac Mall displayed what was deemed to be manna from heaven - a five foot six inch wooden Indian. Demonstrating superb Public Relations techniques, HURON's officers persuaded the proprietor to donate his prize Indian to the ship. On joining HURON late in 1976, the Indian was duly christened HURONIMO.

HURONIMO was officially enrolled in the Canadian Forces in 1977 during the visit to HURON of General J.A. DEXTRAZE, then Chief of the Defence Staff. Since then, he has proudly stood guard in a place of honour in the ship's Wardroom.



NAME: Wiley

RANK & SENIORITY: Lieutenant(N) - 1973

DECORATIONS: A. CD
B. KBE - Knight of bloodshot eyes
C. OBE and BAR - Order of Bernie's emporium

HISTORY: Lt Wiley was recruited into the Royal Canadian Navy by LCdr John Pirquet, the incumbant Engineering Officer in HMCS QU'APPELLE. Due previous meritorious service with the Canadian Rangers he was enrolled under the DEF plan and granted six years seniority. LCdr Pirquet's lady was instrumental in his initial uniform outfitting.

Lt Wiley is serving in QU'APPELLE to his entire satisfaction. Gregarious by nature, his drinking habits, however, do tend to affect his performance. He is still under training with the OOW designator WHISKEY.

Not one to aspire to higher rank, Lt Wiley prides himself in being the leader of Wardroom merriment. In one particularly harrowing incident, Lt Wiley was captured by a band of wild YUKONESE. In spite of suffering a nearly fatal wound requiring 79 stitches Lt Wiley kept his head and made good his escape. The subsequent award of a BAR to his OBE recognized his urique ability to out-fox the enemy.



NAME: Edward A. Bear (Teddy)

RANK & SENIORITY: Lieutenant(N) 1 Jan 77

DECORATIONS: Nil

HISTORY: (as of 31 Dec. 1980)
Born: 11 Dec 1950 Brisbane, Australia
Education: mostly in MACKENZIE'S Wardroom
Naturalized Canadian Citizen: 8 Feb 69
Joined Canadian Navy: 9 Feb 69

Teddy joined MACKENZIE during a port visit to Acapulco, Mexico, 7-9 February 1969. He set a very favourable initial impression as he was accompanied by two delightful and attractive Quantas stewardesses. Teddy has remained a stalwart Wardroom supporter since that time, with rare absences occasioned by his being pressed into service with other Fleet units.

Teddy's dress defies normal Wardroom rules and expectations with a USN sailor cap and a T-shirt (normally reflecting a current condition or attitude). Successive Executive Officers have chosen to extend a unique dispensation to Teddy in matters of dress.

Teddy's current goal is to qualify as a bridge watchkeeper (DESIG ZULU) thereby fulfilling the illusive promise of a fifth BWK for the Training Squadron's TD 1 ships.



NAME: Big Bird
RANK & SENIORITY: Lt(N) 3 Nov 73
DECORATIONS: CCM (AND SPOKE)

HISTORY: BIG BIRD, so named after the popular Sesame Street character, after whom he is styled, was presented to ALGONQUIN's Wardroom on the occasion of commissioning by officers of 203 LFTSD, Lauzon. BIG BIRD has been presented numerous decorations and awards, the most prestigious of which are the CCM (and Spoke) awarded by the ship's first Executive Officer, then LCdr JGM Smith and the "Stretch" Cunningham ceremonial cummerbund, presented by the ship's first Engineering Officer, then LCdr JE Cunningham. BIG BIRD normally occupies a place of honour in the Wardroom and participates, often quite actively, in entertainment held there.



NAME: Ralph

RANK & SENIORITY: S/Lt 1 Apr 80

DECORATIONS: US National Defence Ribbon
Meritorious Unit Citation

HISTORY: Ralph joined RESTIGOUCHE in November 1977 as a fugitive from a Seattle toy shop. He stands 14 inches tall, weighs 1 lb. 6 oz. when dry and is covered with brown fur. He sports a naval uniform but wears a non-regulation hat. Ralph bears a striking resemblance to Fozzie bear of the Muppet Show.

Ralph's first major deployment was to Australia/New Zealand in spring 1978 during which he experienced his first attach posting to HMNZS WAIKATO. WAIKATO reported "(then) Acting S/Lt Ralph needed to change his trousers after being Officer of the Watch during formation brisbane", and that he failed the Wasp Flying Aptitude Test. He was given a personal evaluation in which he was recommended for Alcoholic Rehabilitation Training.

Numerous attach postings to Foreign Ships were to follow, including USS ROBERT E. LEE(SSBN 601) where he earned a Polaris Patrol Pin, USS RANGER (CV 61) where he was awarded Naval Wings as an F-14 Pilot, and USS ANCHORAGE (LSD 36) where he led a beach assault on West Vancouver Island.

S/Lt Ralph has attended CF Staff School and CF Staff College but was described as "Illiterate and Inarticulate but a Gregarious Messmate".

Ralph can usually be found in his wage in RESTIGOUCHE'S Wardroom or hanging upside down in front of the bar.



NAME: Buckey (The Beaver)

RANK & SENIORITY: Lt(N) 1 Aug 79

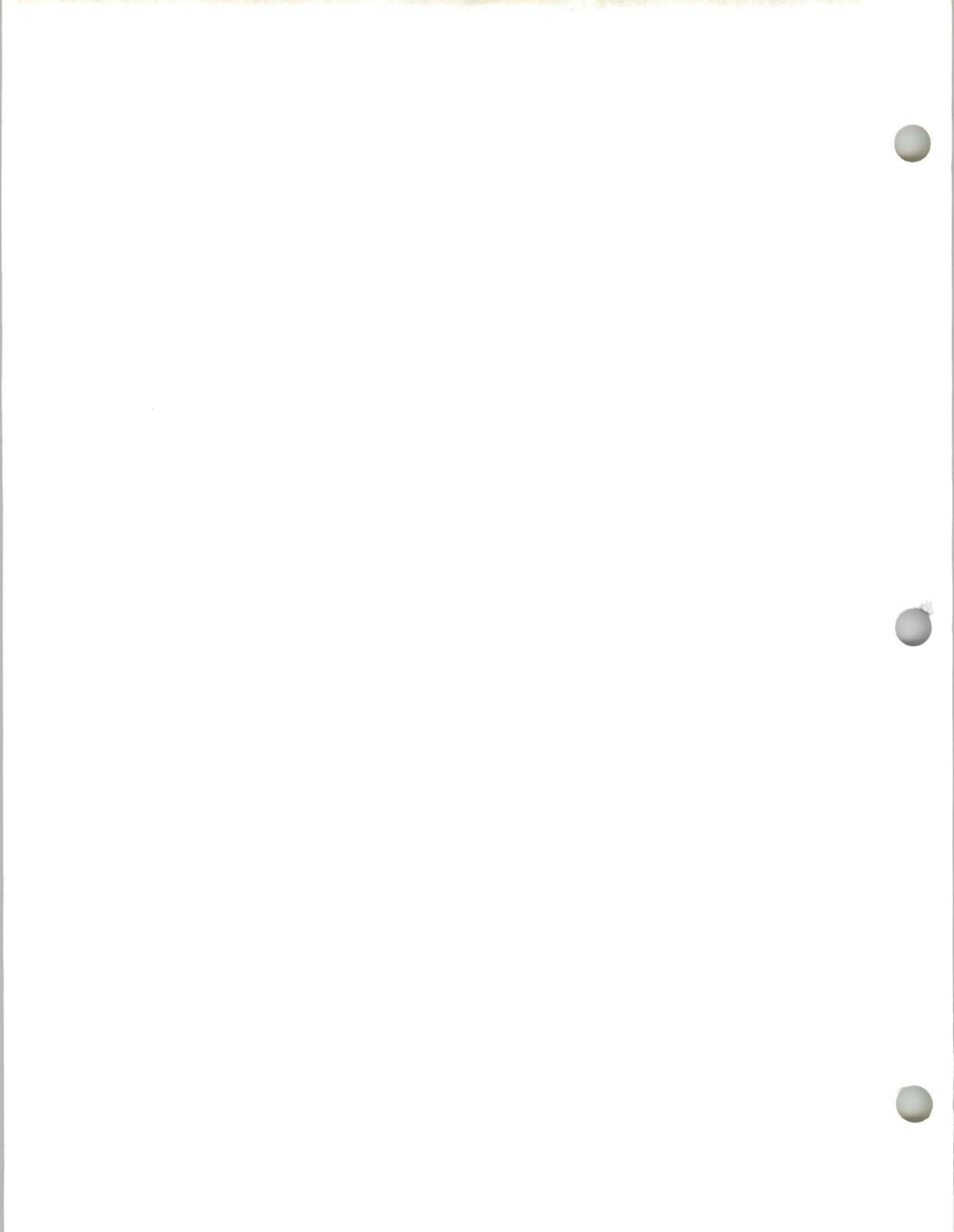
DECORATIONS: Order of Sweden, CD with clasp, Honourary Padre

HISTORY: Lt(N) Buckey officially joined GATINEAU Rose commissioning 19 February 1959 as a S/Lt. He was promoted to his present rank 1 Aug 79 which bestows him with the worlds record for the longest time in the rank of S/Lt. Buckey spent the last twenty years as GATINEAU'S permanent Liaison Officer in Portland, Oregon, tasked with advanced covert liaison staff work for Rose Festival visits.

Since rejoining GATINEAU in Portland in June 1979 Buckey has participated in Exercise Kernel Potlatch, being personally accredited with development of the new combined operations amphibious landing procedures now in use. He has also played host to the Italian and Swedish Navies during their respective visits to Vancouver late in 1979. His unsurmountable wit and unparalleled social graces have led him to develop a personal rapport with the Italian Consul General. Commanding Officer of the Swedish Training Ship Alvsnabben was so impressed he offered Buckey a billet in his ship for the return voyage to Sweden.

Gracefully accepting, Buckey was destined for Stockholm via Los Angeles, the Galapagos Islands, Balboa, Panama, Santo Domingo, Dominican Republic and Lisbon, Portugal. For his outstanding professionalism as well as his superb diplomatic and social graces, Buckey was awarded the Order of Sweden, the first Canadian Beaver to be so honoured. This Cruise also offered Buckey the opportunity to meet King Neptune as he crossed the Equator for the first time and joined the ranks of the shellback.

Buckey returned to GATINEAU in April 1980 and has since continued to distinguish himself professionally furthering good international relations.



NAME: Old Blue

RANK & SENIORITY: Acting Midshipman, 1 Jan 1958

DECORATIONS: CD Withclasp

HISTORY: Old Blue is a mule deer that accidentally wandered into the Powder Room of a New Orleans House of ill repute. Upon entry he was shot by some drunken locals. By chance several Naval Officers from HMCS FRASER were engaged in missionary work at the establishment. The officers went to Blue's assistance and transported him to FRASER'S sickbay. Old Blue died on the operating table. He was granted the Acting Rank of Midshipman in order that he gain admittance to the Wardroom in which he still resides.



NAME: Percival Quincy Penguin

RANK & SENIORITY: Lt(N) 1 Jun 1979

DECORATIONS: Official - CD
Governor-General's Medal

Unofficial - RCN Pilots Wings
CF Pilots Wings
CF Parachutist Wings
USN Officers Surface
USN Excellence Award
RAN Submarine Badge
USN SSN Submariner Badge
ICSS Wings
Korea Medal
Great War 1914-18 Medal
US Armed Forces Reserve Medal
ad infinitum

HISTORY: The Penguin has always been associated with ships of the name TERRA NOVA. The Penguin is the central figure of the ship's crest, and it is, therefore, appropriate that the mascot should be a Penguin.

385
Lt(N) Percival Quincy Penguin first joined TERRA NOVA as a Sub-Lieutenant, a gift from TERRA NOVA's first Executive Officer LCdr W.A. Hughes and his wife on the date of the ship's commissioning 6 June 1959. "PERCY" was promoted to Lieutenant on 13 June 1976.

It was at the post-commissioning party that Percy's weakness for women was first noted. Subsequently in 1959 he was kidnapped by a chorus girl from a stage show while at the CNE and he appeared on stage in a brief, albeit silent role. Some months later he was again kidnapped, this time by a stewardess who, having fallen for Percy's dubious charms repeated the offence, taking him from Bermuda to New York. For these misadventures he was awarded with his first wings.

A fleet wide custom was begun when Percy was again kidnapped by another Wardroom in Panama. A successful sortie by the Wardroom in the early morning hours rescued him just before sailing. Again and again Wardrooms have sallied forth in an effort to kidnap Percy followed by counterattacks from TERRA NOVA's Wardroom.

All this activity proved to be too much for one small Penguin and Percy I was retired to the Commanding Officer's cabin. His replacement Percy II maintained the tradition of his predecessor and presently occupies a place of hon-

our in the Wardroom as the "official mascot". A third Percy spent four years, from 1974 to 1978, as Honourary ADC to Governor General Leger and for his services was decorated with the Governor General's Medal; he was subsequently retired to TERRA NOVA's Chief and Petty Officer's Mess.

A more complete history is held onboard TERRA NOVA.

NAME: Bucky Beaver

NAME & SENIORITY: Nil - Given privileges in all messes; not traceable

DECORATIONS: CD many clasps, Order of Good Companion

HISTORY: Bucky Beaver of HMCS OTTAWA is our tangible representation of ship's pride, resourcefulness and spirit of teamwork. He understands the value and importance of both hard work and hard play and in this sense typifies his ship. Because of this he has always been and will be a part of OTTAWA.

One of Bucky's great attributes is his need for involvement whether it be for the humping of stores, the big run ashore or the day to day routines required to keep his ship working. No task is too tedious, no effort too large for his ship.

This furry, cloth-eared and glass-eyed bag of stuffing is more than a mascot. He is the ghost and spirit of every able man who fought and sacrificed in restoring or maintaining peace on every OTTAWA.

We salute this "much more than a beaver" Beaver, and wear his crest proudly; the beaver bold and brazen. We carry close our motto "REGAE REVAEB" For BUCKY For OTTAWA.



NAME: La Guernouille
RANK & SENIORITY: Nil - 18 Jan 74
DECORATIONS: Nil

HISTORY: La Guernouille was recruited on 18 Jan 74, just in time to accompany and represent MONTCALM at an inter-unit sports meet held at HMCS CATARAQUI in Kingston, Ontario. On that occasion, on 20 Jan approximately thirty "recruits" were permanently seconded to Commodore Bennett, the Senior Naval Reserve Advisor, upon whom "L'ordre la Guernouille" was later bestowed for the first time. The order has since been bestowed upon twenty more dignitaries who include the Rear Admiral R.H. Falls, Vice-Admiral D. Boyle, Rear-Admiral J.A. Fulton and Vice-Admiral J. Allan.

La Guernouille fut recrutée le 18 Janvier 1974, juste au bon moment pour accompagner et représenter MONTCALM à une réunion sportive inter-unités tenue au HMCS CATARAQUI à Kingston, en Ontario. A cette occasion, le 20 Janvier, environ trente "recrues" furent présentées au Commodore Bennett, à qui fut par la suite conféré, et pour la première fois, "L'ordre de la Guernouille". L'ordre a depuis été accordé à vingt autres dignitaires dont le Contre-amiral R.H. Falls, le Vice-amiral D. Boyle, le Contre-amiral J.A. Fulton et le Vice-amiral J. Allan.



NAME: Cynbad II
RANK & SENIORITY: Leading Seaman
DECORATIONS: Nil

HISTORY: The mascot of HMCS QUEEN came to life in October 1977. Instead of a nine month gestation period, the seeds for a mascot were sown and reaped in less than two weeks. The yet unnamed mascot barely had the last stitch in him before he embarked, with members of HMCS QUEEN, on his first journey and public appearance at the 1977 National Regatta in Vancouver, B.C. HMCS DISCOVERY was our gracious host, but that did not put them above plotting for the kidnapping of our HMCS QUEEN mascot. Upon being pressed for a name, the mascot's creator quickly replied "Sinbad" - the only sea-worthy name she could think of. During the brief regatta, "Sinbad" had many attempts on his life and safety. A few brave seamen, bravened by intoxicants, managed to walk away with Sinbad under the guise that Sinbad needed relief for his uncontrolled drinking at the awards banquet and dance.

The first Sinbad is now a captive of HMCS MALAHAT, branded a foreign spy and tethered in their display case.

"Cynbad II", the spelling of his name changed to suit the whims of his creator LW Cindy Rottenbucher, came to being in February 1977 - a quick three day resurrection in time for the CANMIDWEST Bonspiel in Thunder Bay. Besides the spelling of his name, Cynbad was a changed mascot. He was taller and more anatomically correct, but he is still lacking ears. Cynbad is now a Leading Seaman. He is 4½ feet tall, has dark brown hair, cropped short, blue eyes, and a cunning smile. Patriotically, he has a "QUEEN" crest tattooed to his hairy chest, an anchor on his biceps and a pig on his knee for good luck at sea. Cynbad wears a reasonable facsimile of the old blue and whites, but his boots are quite innovative with their black zippers.

The most special and guarded part of Cynbad is his marvellous sailor's hat. The hat is embellished to resemble the logo on the ship's crest, lovingly called the "Holy Hand Grenade" for the lack of absolute knowledge what the gem encircled sphere, topped with a cross, actually is. The hat is also the only part we have left of our first mascot.



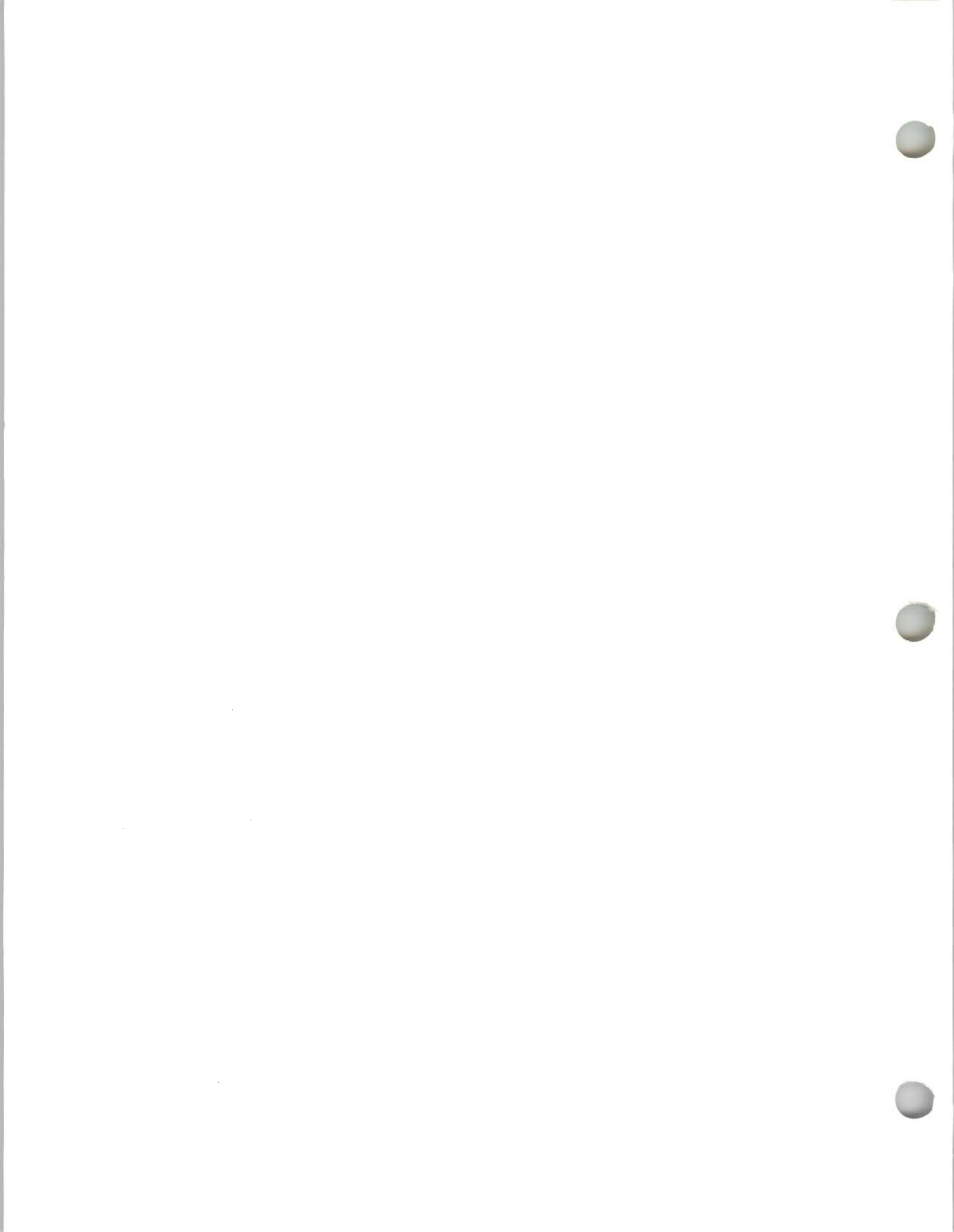
NAME: Triticale, Q (Deceased)

RANK & SENIORITY: COS - 3 May 67

DECORATIONS: No Awards, Little Honour

HISTORY: Qt was composed mainly of a sheaf of Saskatchewan wheat. Quartered in Wardroom on fireplace where he displayed an unpleasant propensity to shed (original chaff launcher). Regretfully put to sleep 15 Feb 74 due to over indulgence in strong drink and nasty habit of attacking viciously, inter alia, penguins, small brown bears and coyotes.

Following the untimely demise of QT, SASKATCHEWAN realized that psychological crutches unnecessary and ship may stand on its own reputation and performance.



CHAPTER 5

NAVAL MUSIC & VERSE

- 5.01 General
- 5.02 Naval Marches
- 5.03 Naval Bugle Calls
- 5.04 The Naval Hymn
- 5.05 The Naval Prayer
- 5.06 The "Laws of the Navy"

SECRET

CONFIDENTIAL

5.01 GENERAL

1. An itergral part of any ceremony or parade is the music. People who would not usually regard the intrinsic grace of military formations on parade, their movements in perfect unison, are encouraged to do so when they listen to the band.

2. The rythum, harmony, and theme of individual marches, inspection tunes and salutes binds the spectators attention to the precision of the formations parading. In their concentration on the music, they are drawn into actual participation. Music of this sort has long been regarded as the basic ingredient that binds people together on special occasions and whether tapping their toes, humming along with the music or simply listening intentently, they are all drawn into the mood of the ceremony. Far more powerful than the spoken word along, music can make a ceremony "unique" for participant and spectator alike.



5.02 NAVAL MARCHES

1. Naval Marches shall be played on those occasions where a band is present and the senior officer present deems it appropriate.
2. The marches listed below shall be considered to be traditional marches of the Canadian Navy. The list is, of course, not exhaustive, and may be amended as new marches establish themselves in the lore of the Navy.
3. These marches are:

Imperial Echos *

On the Quarter Deck *

The Middy *

Hands across the Sea *

Captain General

Action Front *

Voice of the Guns

Holyrood *

Viscount Nelson*

Wellington *

The Vedette *

By Land and Sea *

The Maple Leaf

Land of Hope and Glory *

On the Quarterdeck *

The following marches shall be played on the occasions authorized:

- a. The March Past of the Canadian Navy - "Heart of Oak" * and
- b. The Advance in Review Order - "Nancy Lee." *

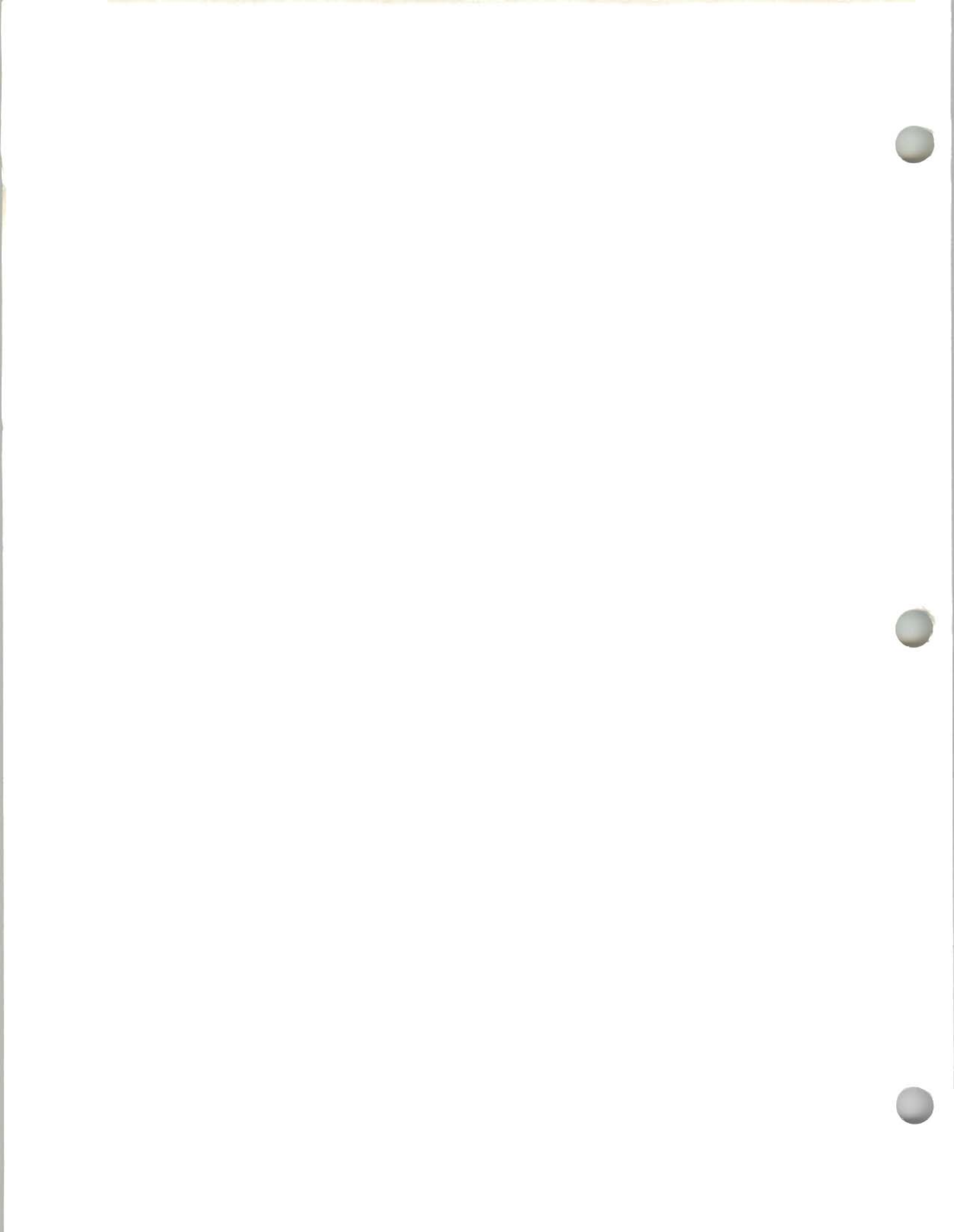
4. The following music shall be known as "Inspection Tunes". The intent of listing this music is to give direction regarding the traditional music for inspections but not to limit the musical selection to the tunes named. The inspection tunes are:

- a. Les Huguenots *
- b. Glove and Laurel
- c. May Blossom *
- d. Where 'Ere You Walk
- e. By Land and Sea *
- f. Colours *
- g. Cawsand Bay *
- h. Greensleeves

5. Titles accompanied by asterisk indicate music for that melody is included in this chapter.

5.03 NAVAL BUGLE CALLS

1. The bugle calls listed in Chapter 15 are to be considered as Naval Bugle Calls and shall be played on the occasions authorized or as required by the senior Naval Officer present.



NAVAL HYMN

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep:

O hear us when we cry to Thee
For those in peril on the sea.

O Christ, whose voice the waters heard,
And hushed their raging at Thy word,
Who walkest on the foaming deep,
And calm amid the storm did'st sleep:

O hear us when we cry to Thee
For those in peril on the sea.

O Holy Spirit, who did'st brood,
Upon the waters dark and rude,
And bid their angry tumult cease,
And give, for wild confusion, peace:

O hear us when we cry to Thee
For those in peril on the sea.

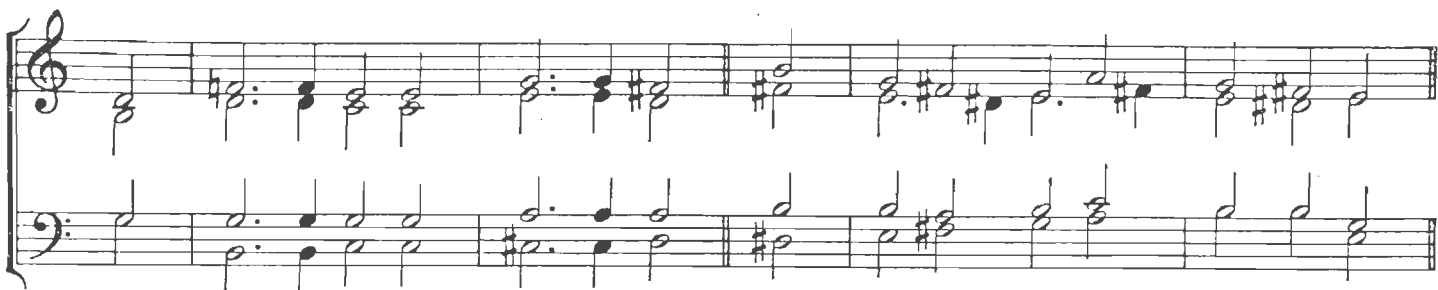
O Trinity of love and power,
Our brethren shield in danger's hour,
From rock and tempest, fire and foe,
Protect them whereso'er they go:

Thus evermore shall rise to Thee
Glad hymn of praise from land
and sea.



ETERNAL FATHER!

"MELITA"



1. Eternal Father! strong to save,
Whose arm doth bind the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep:

O hear us when we cry to Thee
For those in peril on the sea!

2. O Saviour! Whose almighty word
The winds and waves submissive heard,
Who walkedst on the foaming deep,
And calm amid its' rage didst sleep:

O hear us when we cry to Thee
For those in peril on the sea!

3. O Sacred Spirit! Who didst brood
Upon the chaos dark and rude,
Who bad'st its angry tumult cease,
And gavest light, and life, and peace:

O hear us when we cry to Thee
For those in peril on the sea!

4. O Trinity of love and power!
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,
Protect them wheresoe'er they go;

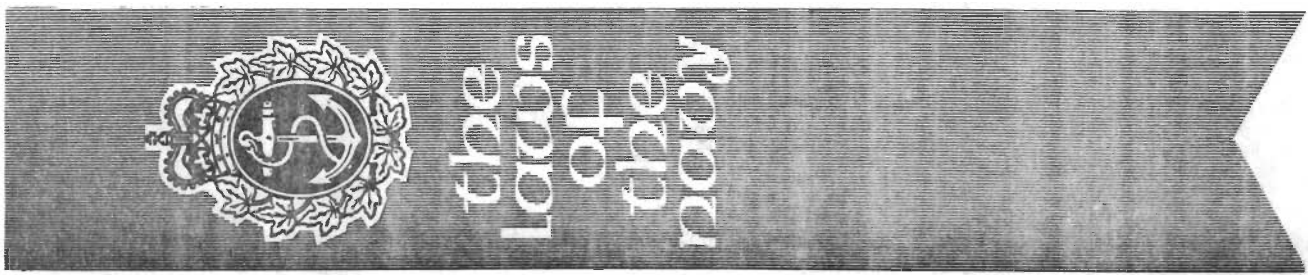
And ever let there rise to Thee
Glad hymns of praise from land and sea.



THE NAVAL PRAYER

O ETERNAL LORD GOD, who alone spreadest out the heavens, and rulest the raging of the sea; who has compassed the waters with bounds until day and night come to an end; Be pleased to receive into thy almighty and most gracious protection the persons of us they servants, and the Fleet in which we serve. Preserve us from the dangers of the sea, and from the violence of the enemy; that we may be a safeguard unto our most gracious Sovereign Lady, Queen Elizabeth, and her Dominions, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Commonwealth may in peace and quietness serve thee our God; and that we may return in safety to enjoy the blessings of the land, with the fruits of our labours, and with a thankful remembrance of thy mercies to praise and glorify thy holy Name; through Jesus Christ our Lord. Amen





Now these are the Laws of the Navy,
 Unwritten and veiled they be,
 And he that is wise will observe them,
 Going down in his ship to the sea.
 As naught may outrun the destroyer,
 Even so with the law and its grip,
 For the strength of the ship is the Service,
 And the strength of the Service, the ship.

Take heed what ye say of thy ruler,
 Be thy words spoken softly or plain,
 Lest a bird of the air tell the matter
 And so ye shall hear it again.
 If ye labour from morn until even
 And meet with reproof for thy toil,
 It is well, - that the gun may be humbled,
 The compressor must check the recoil.

On the strength of one link in the cable
 Dependeth the might of the chain.
 Who knows when thou mayest be tested?
 So live that thou bearst the strain!
 When the ship that is tired returneth
 With the signs of the sea showing plain,
 Men place her in dock for a season
 And her speed she reneweth again.
 So shalt thou, lost, perchance thou grow weary
 In the uttermost parts of the sea,
 Pray for leave, for the good of the Service,
 As much and as oft as may be.

Court not upon certain promotion,
 But rather to gain it aspire,
 Though the sight-line shall end on the target,
 There cometh, perchance, a misfire.
 Cases follow the track of the dolphin
 Or tell where the sea swallows roam?
 Where Leviathan taketh his pasture?
 What ocean he collecteth his home?

Even so with the words of thy Ruler
 And the orders those words shall convey.
 Every law is as naught beside this one -
 "Thou shalt not criticize, but obey!"
 Such the wise "How shall I know their purpose?"
 Then acts without wherefore or why,
 Stays the fool but one moment to question,
 And the chance of his life passeth by.

If ye win through an African jungle,
 Unmentioned at home in the Press,
 Heed it not, no man seeth the piston
 But it driveth the ship nose the lee.
 Do they growl? It is well: be thou silent,
 So that work goeth forward amain,
 So the gun throws her shot to a hair's breadth
 And shouteth, yet none shall complain.
 Do they growl, and the work be retarded?
 It is ill, speak whatever their rank,
 The half-loaded gun also shouteth,
 But can she pierce armour with blank?

Doth the paintwork make war with the flames?
 Do the decks to the cannon complain?
 Nay, they know that some soap or a scraper
 Unites them as brother's again,
 So ye, being Heads of Departments,
 Do thy grin with a smile on thy lip,
 Lest ye strive and in anger be parted
 And be on the night of thy ship.

Doest deem that thy vessel needs gilding
 And the Dockyard for-bear to supply?
 Place thy hand in thy pocket and gild her,
 There be those who have risen thereby.

by Ronald A. Hopwood

Doest think in a moment of anger,
 "Is well with thy seniors to fight?
 They prosper, who burn in the morning,
 The letters they wrote overnight;
 For some there be, shelved and forgotten,
 With nothing to thank for their fate
 Save that on a half-sheet of foolscap,
 Which a fool had the honour to state-"

If the fairway be crowded with shipping,
 Beating homeward the harbour to win,
 It is meet that, lest any should suffer,
 The steamer's pass cautiously in.
 So thou, when thou nearest promotion
 And the peak that is gilded is nigh,
 Give heed to thy words and thine actions,
 Lest others be wearied thereby.
 It is ill for the winners to worry,
 Take thy fate as it comes with a smile,
 And when thou art safe in the harbour
 They will ease, but may not revile.

Uncharted the rocks that surround thee,
 Take heed that the channels thou learn,
 Lest thy name serve to buoy for another
 That shoal, the Courts-Martial Return:
 Though Armour the belt that protects her;
 The ship bears the scar on her side,
 It is well if the Court shall acquit thee,
 If were best hadst thou never been tried.

Now these are the Laws of the Navy,
 Unwritten and veiled they be,
 And he that is wise will observe them,
 Going down in his ship to the sea.
 As the wave rises clear to the hose pipe,
 Washes aft, and is lost in the wake,
 So shall ye drop astern, all unheeded,
 Such time as these laws ye for-sake.

19

1910-1911

1912

HEART OF OAK.

Moderato.

Piano.

The piano introduction consists of two systems of music. The first system has a treble clef staff with a whole rest and a bass clef staff with a complex accompaniment of eighth and sixteenth notes. The second system continues the accompaniment with similar rhythmic patterns.

§

Come cheer up my lads, 'tis to
We never see our foes but we

The first system of the vocal part begins with a treble clef staff containing the lyrics. Below it is a piano accompaniment with a treble and bass clef staff. The piano part features a steady accompaniment of eighth notes.

glo - ry we steer, To add something new to this won-der-ful year, To
wish them to stay, They nev - er see us but they wish us a-way, If they

The second system of the vocal part continues the lyrics. The piano accompaniment remains consistent with the previous system.

hon - our we call you, not press you like slaves, For who are so free as the
run, why we fol - low, and run them a-shore, And if they on't fight us, we

The third system of the vocal part concludes the lyrics. The piano accompaniment ends with a final chord in the bass clef staff.

sons of the waves. } Heart of oak are our ships, jol - ly
 can not do more. }

p

ad lib.
 tars are our men, we al - ways are ready, stea - dy, boys, steady, We'll

colla voc.

a tempo.
 fight and will con - quer a - gain and again.

cresc. *sf* *p*

They swear they'll invade us, these terrible foes,
 They frighten our women, our children and beaus;
 But should their flat bottoms in darkness get o'er,
 Still Britons they'll find to receive them on shore.
 Heart of oak, &c.

NANCY LEE.

With Spirit.

Piano.

The piano introduction consists of two staves. The right hand plays a melody with eighth and sixteenth notes, while the left hand provides a rhythmic accompaniment with chords and single notes. The music is marked with a forte dynamic (*ff*) and includes various articulation marks like accents and slurs.

The first system of lyrics is accompanied by a vocal line and piano accompaniment. The vocal line is on a single staff, and the piano accompaniment is on two staves. The lyrics are: "Of all the wives as e'er you / The har'bour's past, the breezes / The boat's'n pipes the watch be". The piano accompaniment features a steady eighth-note pattern in the left hand and chords in the right hand.

The second system of lyrics is accompanied by a vocal line and piano accompaniment. The lyrics are: "know; Yeo ho! lads! ho! Yeo ho! yeo / blow; Yeo ho! lads! ho! Yeo ho! yeo / low; Yeo ho! lads! ho! Yeo ho! yeo". The piano accompaniment continues with the same rhythmic pattern as the first system.

The third system of lyrics is accompanied by a vocal line and piano accompaniment. The lyrics are: "ho! There's none like Nancy Lee, I trow, Yeo / ho! 'Tis long ere we come back, I know, Yeo / ho! Then there's a health afore we go, Yeo". The piano accompaniment concludes the piece with a final chord.

415

ho! — lads! ho! — yeo ho!
 ho! — lads! ho! — yeo ho!
 ho! — lads! ho! — yeo ho!

See there she stands an'
 But true an' bright from
 A long, long life to

waves her hands up on — the quay, An' ev - 'ry day when
 morn till night my home — will be, An' all so neat, an'
 my sweet wife, and mates — at sea; An' keep our bones from

I'm a way, Shall watch — for me, An' whis - per low when tempests blow, for
 snug an' sweet, for Jack — at sea, An' Nan - cy's face to bless the place, an'
 Davy Jones wher'er — we be, An' may you meet a mate as sweet as

last time only.

or

ho! — lads! ho! — yeo — ho!

Jack at sea, Yeo ho! lads! ho! yeo ho!
 wel come me, Yeo ho! lads! ho! yeo ho!
 Nan cy Lee, Yeo ho! lads! ho! yeo ho!

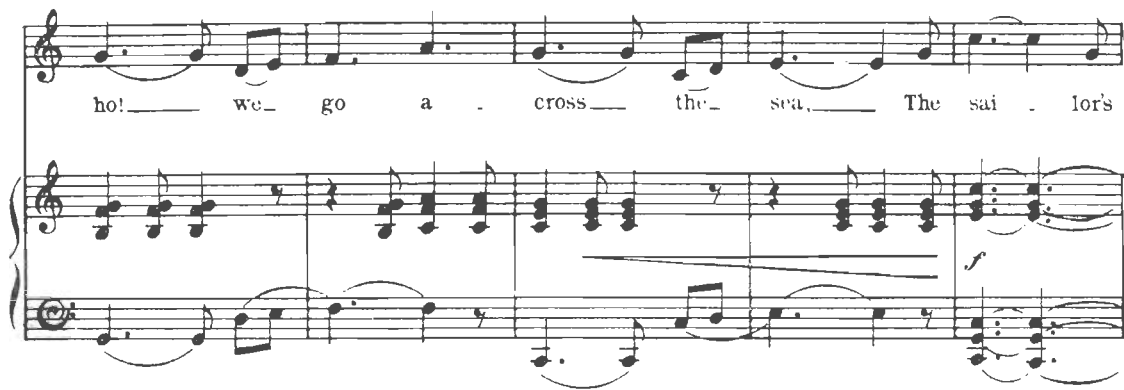
rall.

a tempo

The sai - lor's wife the sai - lor's star — shall be, Yeo



ho! — we — go a — cross — the — sea, — The sai - lor's



wife the sai - lor's star shall be, The sai - lor's wife his star shall

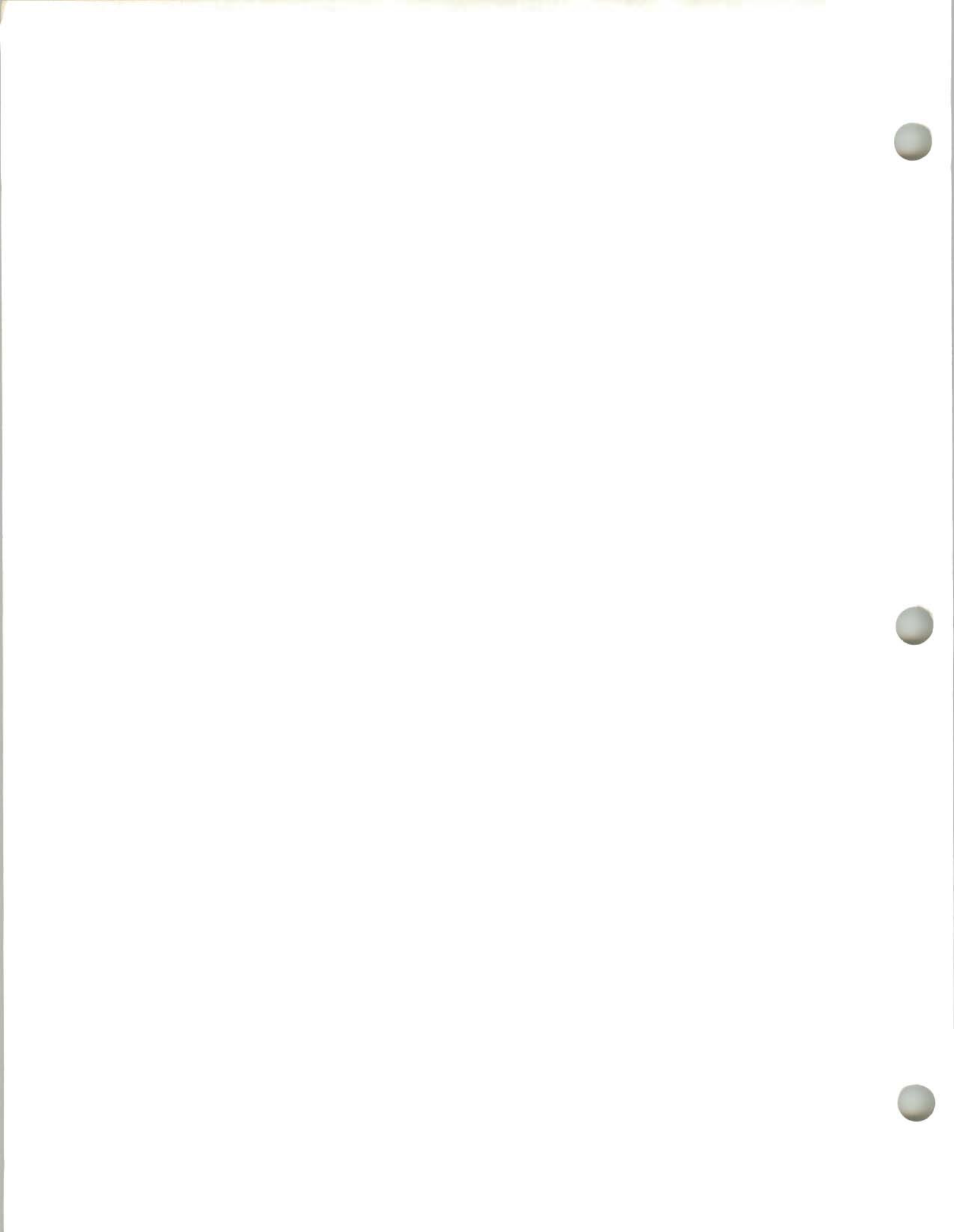
1. & 2.



last time,

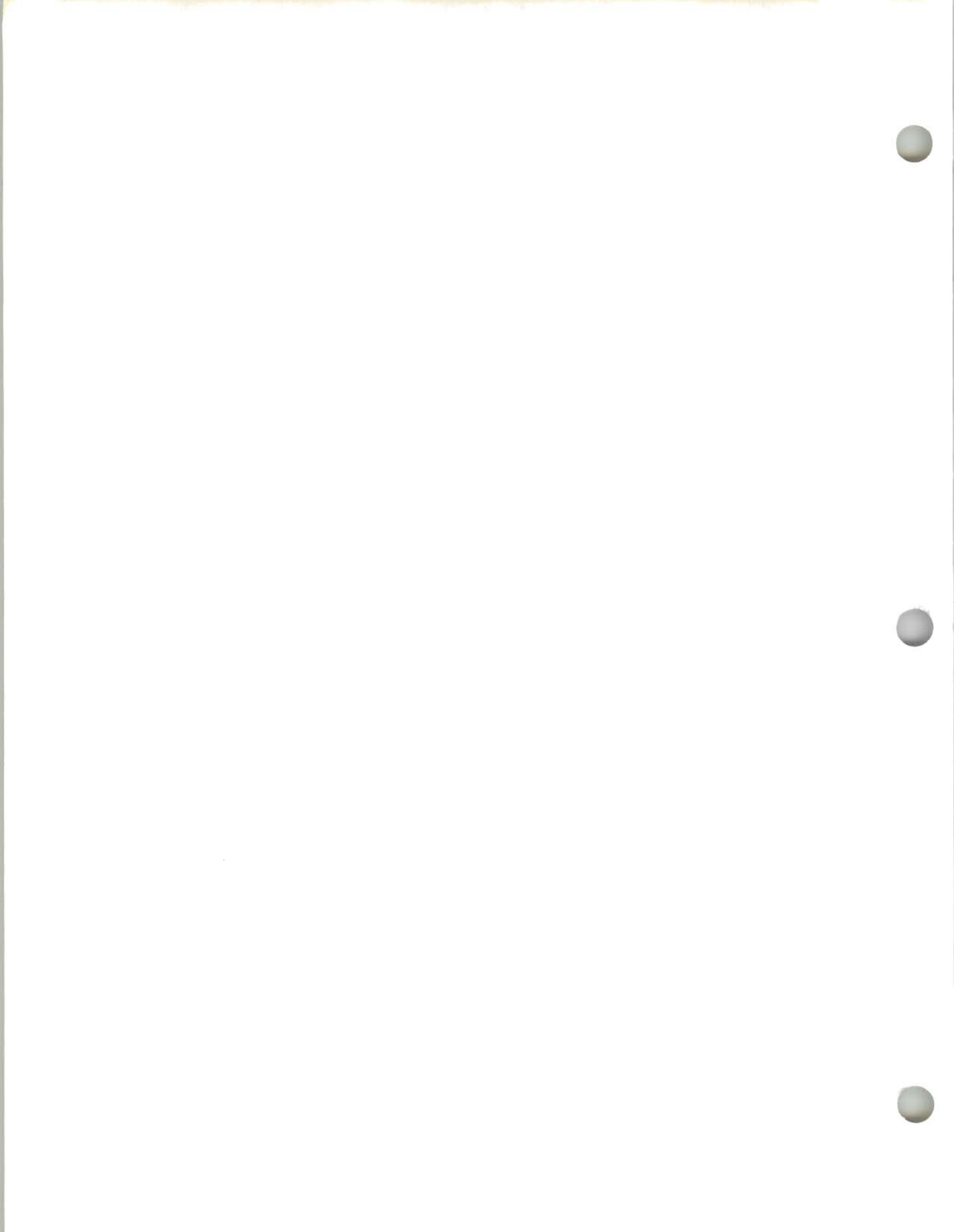
be. — star shall be. —





QUICK MARCH "IMPERIAL ECHOES"

This musical score is for a quick march titled "Imperial Echoes". It is written for a single melodic line on a grand staff. The piece begins with a dynamic marking of *f* (forte) and includes various musical notations such as accents, slurs, and dynamic changes. A section labeled "TRIO" begins with a repeat sign and a first ending bracket. The score concludes with a *fz* (forzando) dynamic marking and the instruction "D.C." (Da Capo), indicating a repeat of the beginning. The tempo is marked as *Allegretto* and the style as *Grandioso*.



ON THE QUARTER DECK. MARCH.

The musical score consists of ten staves of music. The first staff begins with a treble clef, a key signature of one sharp (F#), and a 2/4 time signature. The music is marked with a forte dynamic (*f*) and a fortissimo dynamic (*ff*). The second staff continues the melody with a fortissimo dynamic (*ff*). The third staff features a fortissimo dynamic (*ff*) and includes accents (*>*) over several notes. The fourth staff is marked fortissimo (*ff*) and includes a 'Trio' section indicated by a bracket and the number '20'. The fifth staff is marked fortissimo (*ff*) and includes a performance instruction: 'Euph. (Play when marching)'. The sixth staff is marked fortissimo (*ff*). The seventh staff is marked fortissimo (*ff*) and includes a fortissimo dynamic (*ff*). The eighth staff is marked fortissimo (*ff*) and includes a fortissimo dynamic (*ff*). The ninth staff is marked fortissimo (*ff*) and includes a fortissimo dynamic (*ff*). The tenth staff is marked fortissimo (*ff*) and includes a fortissimo dynamic (*ff*).



THE MIDDY. MARCH.

The musical score for "The Middy" march consists of ten staves of music. The dynamics and articulations are as follows:

- Staff 1: *ff* (fortissimo), *p* (piano), *f* (forte)
- Staff 2: *p* (piano), *f* (forte)
- Staff 3: *f* (forte), *ff* (fortissimo)
- Staff 4: *pp* (pianissimo), *f* (forte)
- Staff 5: *mf* (mezzo-forte)
- Staff 6: *ff* (fortissimo), *ff* (fortissimo)
- Staff 7: *p* (piano), *ff* (fortissimo)
- Staff 8: *mf* (mezzo-forte), *ff* (fortissimo)
- Staff 9: *ff* (fortissimo)
- Staff 10: *mf* (mezzo-forte), *ff* (fortissimo)

Additional markings include accents (>), slurs, and dynamic changes. A first ending bracket is present on the sixth staff, with a repeat sign and the number 20. A second ending bracket is present on the eighth staff, with a repeat sign and the number 10. The word "Cres." is written below the eighth staff.



Hands Across the Sea

March

The musical score is written on ten staves. The first four staves represent the main melody and accompaniment. The fifth staff is labeled "Trio" and begins with a dynamic marking of *p*. The sixth staff is labeled "Basses" and also begins with a dynamic marking of *p*. The score includes various musical notations such as slurs, accents, and dynamic markings like *sf* and *p*. The key signature has one sharp (F#), and the time signature is 2/4. The piece concludes with a double bar line and a sharp sign (#).



ACTION FRONT!

MARCH.

This musical score is for a march titled "Action Front!". It consists of 12 staves of music. The notation includes various dynamics such as *ff*, *mf*, *p*, *f*, and *pp*. There are also performance instructions like "Tempo 10", "poco rit.", and "sempre marcato". The score features several triplets and a trill marked "Tr 10.". Measure numbers 10, 20, and 30 are indicated. The music is written in a key with two flats and a 2/4 time signature.



QUICK MARCH - "HOLYROOD."

The musical score is written for a single melodic line in 2/4 time, featuring a key signature of one flat (B-flat). The piece begins with a dynamic marking of *ff* (fortissimo) and includes several accents (*>*) throughout. The score is divided into sections by repeat signs and includes a *Trio* section marked with a circled cross symbol (\oplus) and a dynamic marking of *pp sempre staccato* (pianissimo, always staccato). The piece concludes with a *Fine. III* marking and a *D.S. al Fine* instruction.



VISCOUNT NELSON.

MARCH.

The musical score is arranged in two systems. The first system consists of three staves: a treble clef staff with a key signature of one flat and a 2/4 time signature, and two bass clef staves. The first staff begins with a dynamic marking of *f* and contains a melodic line with various ornaments and a repeat sign with first and second endings. The second staff is labeled *Drum.* and contains a rhythmic accompaniment. The third staff is also labeled *Drum.* and contains a more complex rhythmic pattern. The second system consists of five staves. The first staff is a treble clef staff with a key signature of one flat and a 2/4 time signature, marked *ff* and containing a melodic line with a triplet. The second staff is a bass clef staff with a key signature of one flat and a 2/4 time signature, marked *fz* and containing a rhythmic accompaniment. The third staff is a bass clef staff with a key signature of one flat and a 2/4 time signature, marked *p dolce* and containing a melodic line. The fourth staff is a bass clef staff with a key signature of one flat and a 2/4 time signature, marked *ff* and containing a rhythmic accompaniment. The fifth staff is a bass clef staff with a key signature of one flat and a 2/4 time signature, marked *ff* and containing a melodic line. The score includes various musical notations such as dynamics (*f*, *ff*, *p dolce*), articulation marks (accents, slurs), and performance instructions like *Drum.* and *Trio.*



WELLINGTON MARCH.

Sop. *ff*

p poco a poco cres.

Bass *p*

Sop. *ff*

p poco a poco cres.

Trio. *ff* dolce marcato.

Clart. *ff*

Play in Brass *ff*

Bass. *ff*

Grandioso e marcato. *ff*

The score is written on ten staves. The first two staves are for Soprano and Bass. The third staff is for Bass. The fourth staff is for Soprano. The fifth staff is for Trio. The sixth staff is for Clarinet. The seventh staff is for Brass. The eighth staff is for Bass. The ninth and tenth staves are for Grandioso e marcato. The score includes various musical notations such as dynamics (ff, p, cresc.), articulation (accents), and performance instructions (Trio, Grandioso e marcato).



QUICK MARCH - "THE VELETTE."

This musical score is for a quick march titled "The Velette." It consists of ten staves of music. The first staff begins with a treble clef and a key signature of one flat (B-flat). The music is characterized by a driving, rhythmic pattern with frequent accents and dynamic markings. The first staff includes a *sfz* marking. The second staff features a triplet of eighth notes. The third staff has a *ff* marking. The fourth staff includes a *pp* marking and a first ending bracket labeled "1" and "2". The fifth staff is marked "Trio." and begins with a *pp* marking. The sixth staff has a *pp* marking. The seventh staff includes a *ff* marking. The eighth staff has a *pp* marking. The ninth staff has a *ff* marking. The tenth staff concludes with a *fff* marking. The score is filled with various musical notations, including beams, slurs, and accents, indicating a complex and energetic piece.

1. The first part of the paper discusses the importance of the study.

2. The second part of the paper discusses the methodology used.

3. The third part of the paper discusses the results of the study.

4. The fourth part of the paper discusses the conclusions of the study.

5. The fifth part of the paper discusses the implications of the study.

6. The sixth part of the paper discusses the limitations of the study.

7. The seventh part of the paper discusses the future research.

BY LAND AND SEA

Ceremonial March

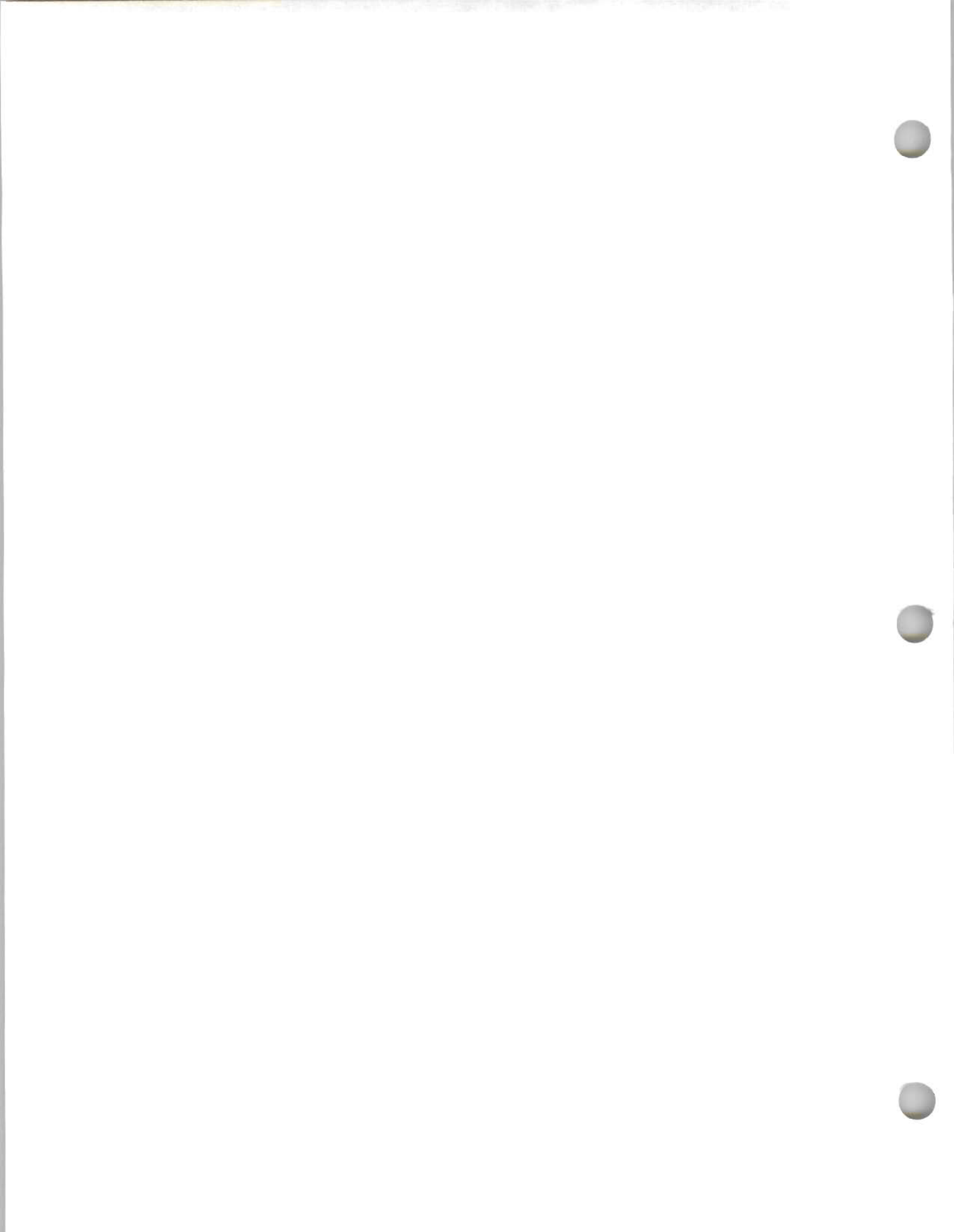
The musical score consists of ten staves of music. The first staff begins with a treble clef, a key signature of one sharp (F#), and a 3/4 time signature. The music is marked *ff* and includes accents and triplets. The second staff continues the melody, marked *pp*. The third staff is marked *f*. The fourth staff is marked *ff*. The fifth staff is marked *f* and includes the instruction "to Coda". The sixth staff is marked *ff* and includes the instruction "TRIO". The seventh staff is marked *ff*. The eighth staff is marked *ff* and includes the instruction "CODA". The ninth staff is marked *ff*. The tenth staff is marked *ff* and includes the instruction "D.C.". The score features various musical notations including accents, triplets, and dynamic markings.

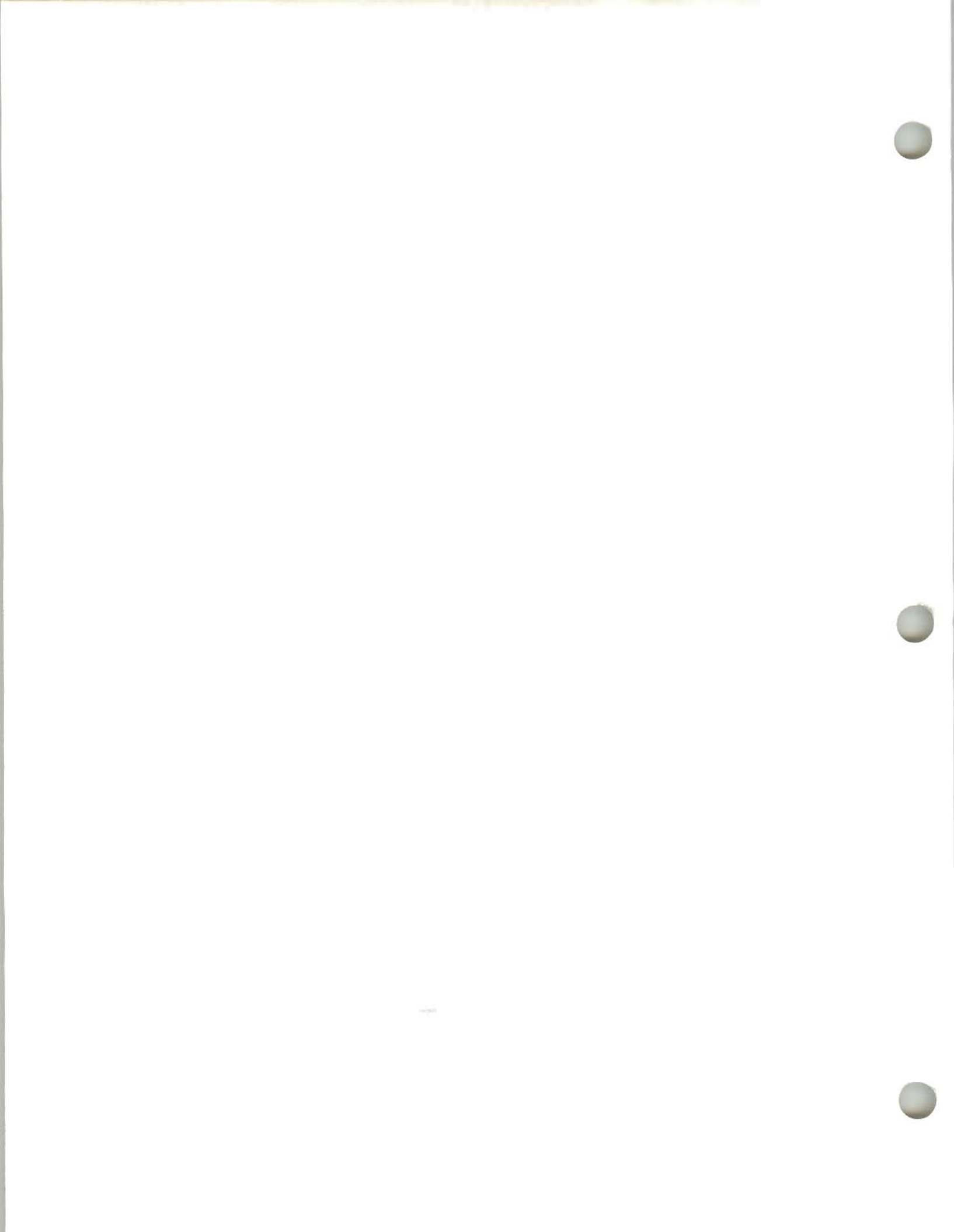


430

QUICK MARCH - "LAND OF HOPE AND GLORY."

The musical score consists of ten staves of music. The notation includes various note values, rests, and dynamic markings. The first staff begins with a treble clef and a key signature of one sharp (F#). The music is characterized by a rhythmic, march-like quality. Dynamic markings include *mf* (mezzo-forte), *p* (piano), *f* (forte), and *ff* (fortissimo). The score features several slurs and accents, indicating phrasing and emphasis. The final staff concludes with a double bar line and a fermata over the final notes.





MAY BLOSSOM

The musical score for "May Blossom" is written on a single staff in treble clef with a key signature of one flat (B-flat major). The piece begins with a dynamic marking of *f* (forte) and a breath mark (>). The first measure contains a half note G4, followed by quarter notes A4, Bb4, and C5. The second measure contains a half note D5, followed by quarter notes E5, F5, and G5. The third measure contains a half note A5, followed by quarter notes B5, C6, and B5. The fourth measure contains a half note A5, followed by quarter notes G5, F5, and E5. The fifth measure contains a half note D5, followed by quarter notes C5, Bb4, and A4. The sixth measure contains a half note G4, followed by quarter notes F4, E4, and D4. The seventh measure contains a half note C4, followed by quarter notes B3, A3, and G3. The eighth measure contains a half note F3, followed by quarter notes E3, D3, and C3. The ninth measure contains a half note B2, followed by quarter notes A2, G2, and F2. The tenth measure contains a half note E2, followed by quarter notes D2, C2, and B1. The eleventh measure contains a half note A1, followed by quarter notes G1, F1, and E1. The twelfth measure contains a half note D1, followed by quarter notes C1, B0, and A0. The thirteenth measure contains a half note G0, followed by quarter notes F0, E0, and D0. The fourteenth measure contains a half note C1, followed by quarter notes B0, A0, and G0. The fifteenth measure contains a half note B0, followed by quarter notes A0, G0, and F0. The sixteenth measure contains a half note A0, followed by quarter notes G0, F0, and E0. The seventeenth measure contains a half note G0, followed by quarter notes F0, E0, and D0. The eighteenth measure contains a half note F0, followed by quarter notes E0, D0, and C0. The nineteenth measure contains a half note E0, followed by quarter notes D0, C0, and B0. The twentieth measure contains a half note D0, followed by quarter notes C0, B0, and A0. The piece concludes with a final cadence on a half note G0.

The score includes several performance markings: *f* (forte) at the beginning and in measures 2, 4, 6, 8, 10, 12, 14, 16, 18, and 20; *p* (piano) in measures 3, 5, 7, 9, 11, 13, 15, 17, 19, and 21; and a first ending bracket labeled "1^o" spanning measures 10-12 and 14-16. A second ending bracket labeled "2^o" spans measures 13-15 and 17-19. The piece ends with a double bar line and the instruction "D.C." (Da Capo).



TROOP_ "THE COLOURS."

The musical score is written for a Troop and a Trio. It begins with a treble clef, a key signature of two sharps (F# and C#), and a 3/4 time signature. The Troop part starts with a dynamic marking of *ff* and includes a first ending bracket with a double bar line and a repeat sign, followed by a second ending bracket. The Trio part begins at measure 32, marked with a treble clef, a key signature of one sharp (F#), and a 3/4 time signature. The Trio part includes dynamic markings of *cres.* and *p*. The score concludes with a *D.S.* (Da Capo) instruction.



IN CAWSAND BAY. *

(BLUE PETER.)

Briskly.

Voice. 1. In Cawsand Bay
2. "I've got a young

Piano. *mf*

ly - ing, And a Blue Pe - ter fly - ing, All hands were turned
man there: Dye hear? bear a hand there To hoist me a -

up — the an chor for to weigh. Then came a young
board — or to bring him to me. — Which name's Hen - ry

la - dy. As fair as a May - day. And mod - est - ly hail - ing, the
Gra - dy. And I am a la - dy. Just down to pur - went his a

dam.sel did say, And mod-est-ly hail-ing the dam.sel did say:
-go-ing to sea, Just down to pur-went his a go-ing to sea." 8

3.

The Captain his honour,
When he looked upon her,
Stepp'd down the ship's side for to hand her aboard;
Says he with emotion,
"What son of the ocean
Can thus be looked after by Eleanor Ford?"

4.

The lady made answer,
"That there is my man, Sir;
I'll make him as rich and as fine as a lord.
The Captain says he then,
"That can't worry well happen:
We've got sailing orders: you sir, stay aboard."

5.

Oh, then says the lady,
"Don't you mind him, Henry Grady,
He once was your Captin', but now you're at large:
You shan't stay aboard her,
For all that chap's order."
And out of her bosom she drew his discharge.

6.

The Captin' says he then,
"I'm hanged if he ain't free then!"
Says Jack, "Let old Weather-face have all my clothes,"
To shore then he steered her,
And his messmates all cheered her,
And the Captin' was jealous and looked down his nose.

7.

Then she sent for a tailor,
For to dress her young saylor,
In tight nankeen breeches, and a long-tail blue coat;
And he looked like a squi-er,
For all to adm-i-er,
With a dimity handkerchief tied round his throat.

8.

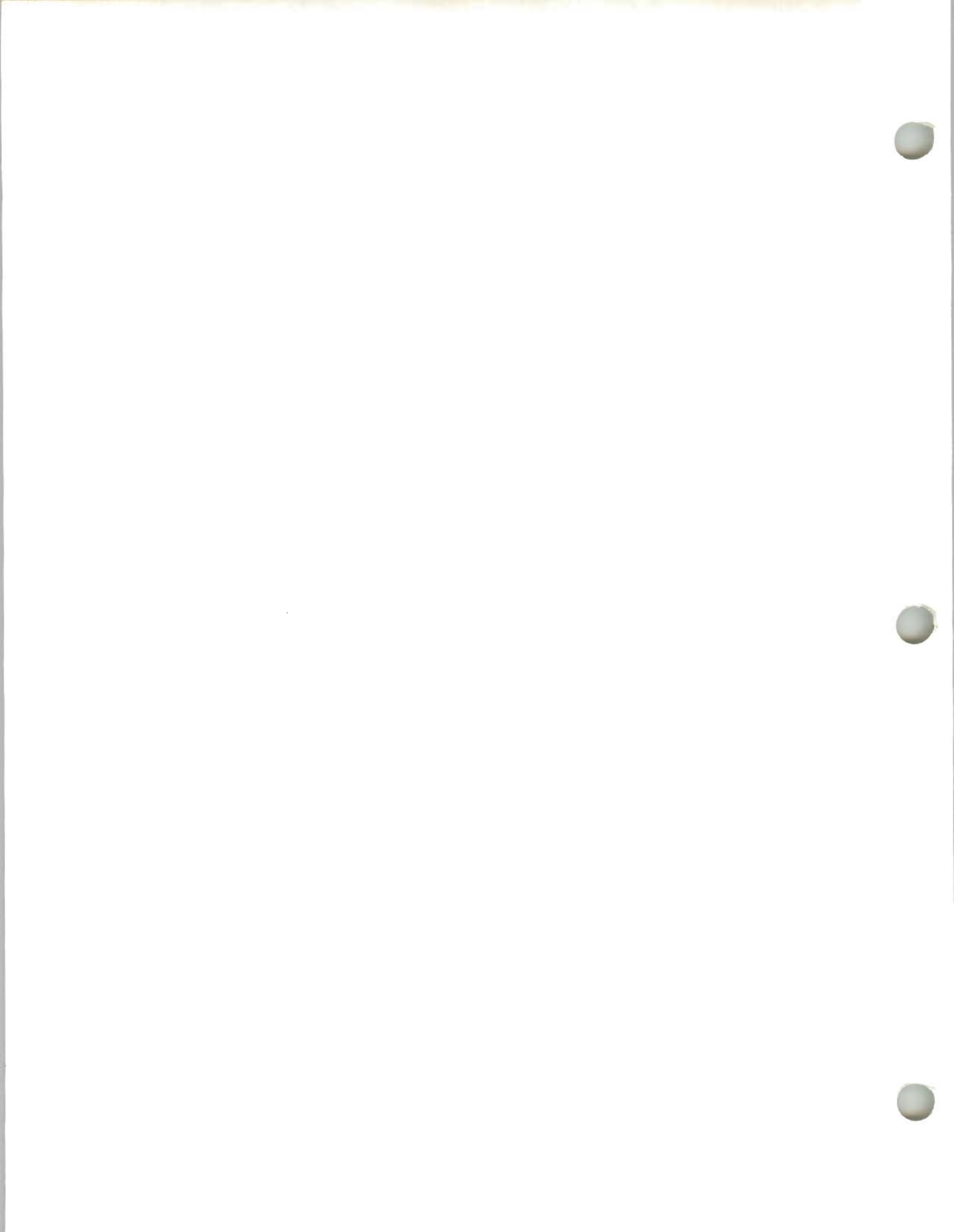
Then he had a house greater,
How'er a first rater,
With servants in uniform a-handing out the drink;
And a garden for to go in,
With flowers all a-blowin',
The daisy, the buttercup, lily and pink.

9.

Then he had a eddication
Quite fit for his station,
For you know it is never too late for to larn;
And his messmates they found him,
With his young uns all around him,
All chips of the old block, from the stern to the starn.

NOTES ON CHAPTER 5

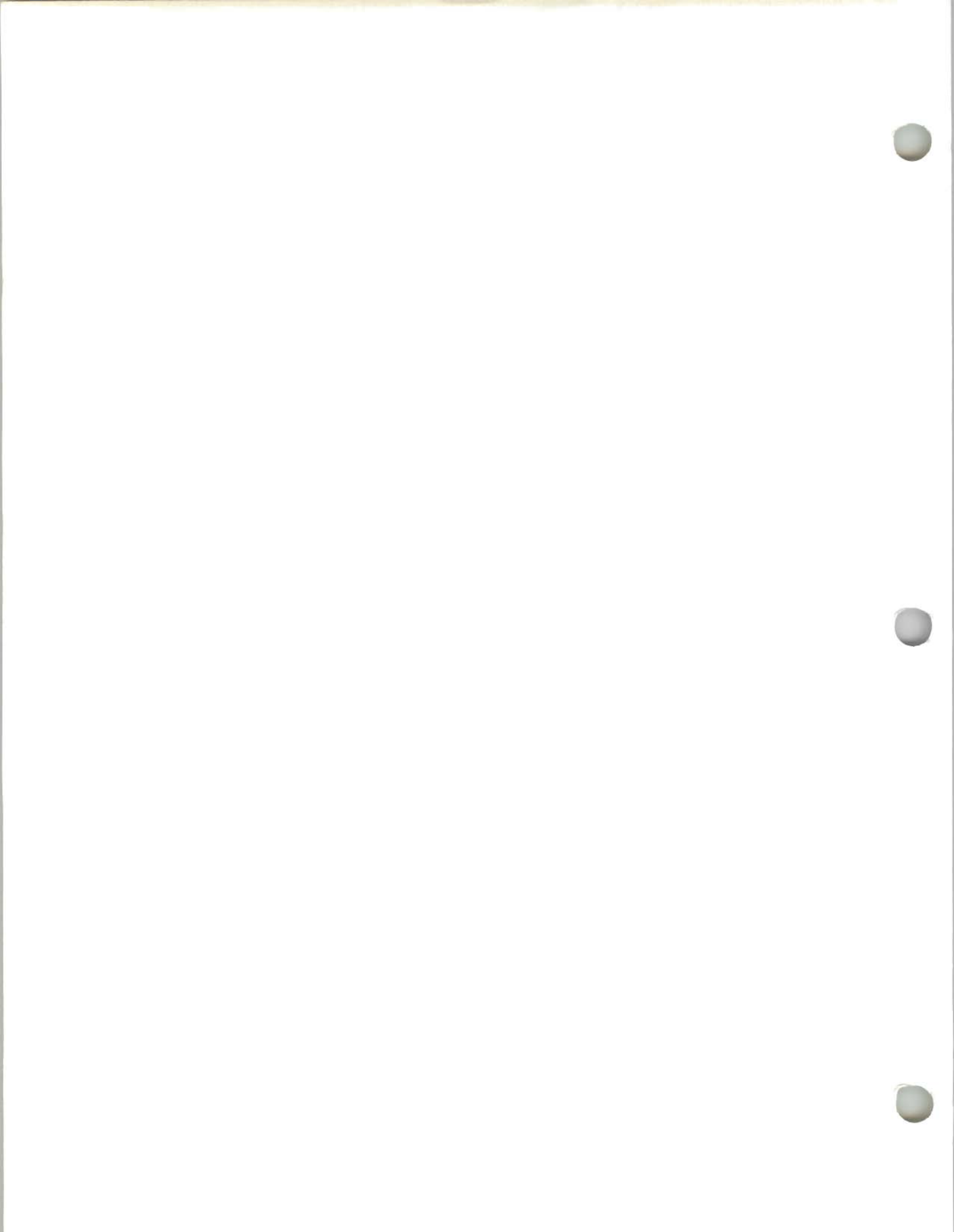
1. "New Chronicle Song Book", News Chronicle Publications Dept., London, England, Page 7.
2. Ibid., Page 177.
3. "Customs and Etiquette of the Royal Navy", Gieves Limited, Portsmouth, England. (May 1950)



CHAPTER 6

THE WARDROOM

- 6.01 Introduction
- 6.02 Purpose of a Wardroom
- 6.03 Dress Standards
- 6.04 Visitors
- 6.05 Punctuality
- 6.06 Conversation
- 6.07 Mess Functions
- 6.08 General Warnings on Mess Behaviour
- 6.09 Formal Calls
- 6.10 Calls between Ships and Messes
- 6.11 Visiting other Messes
- 6.12 Calls in Foreign Ports



CHAPTER 6

THE WARDROOM

6.01 INTRODUCTION

This Chapter deals with one of the most important aspects of Naval Life - The Wardroom - and the activity it generates and supports. By addressing the Wardroom specifically, it is intended that all Naval Officers are made aware of the general standards of performance expected. In this way, no one will embark in their career in any way uninformed, nor hopefully, suffer embarrassment through error or omission.



6.02 PURPOSE OF A WARDROOM

1. The purpose of the Wardroom is simple. It provides a place where officers may mess and relax in each others company. It is a place where officers entertain guests and where they themselves may be entertained. It can be the centre of a wonderful life in one of HMC ships, depending on how much they themselves are willing to contribute.

2. The Wardroom has existed in the navy for 250 years as a living and recreational area for the ship's officers. It serves as the sole compartment in a ship where individuals who are not members of the wardroom should not enter unless invited or without the express permission of the Mess President, the Executive Officer. Officers can, therefore, use the Wardroom to relax and enjoy themselves away from unwanted scrutiny.

"Manners ashore and afloat"

"Teach me to be obedient to the rules of the game. Teach me to distinguish between sentiment and sentimentality, admiring the one and despising the other. Teach me neither to prefer nor to receive cheap praise. If I am called on to suffer, let me be like a well bred beast that goes away to suffer in silence. Teach me to win if I may, teach me to be a good loser. Teach me neither to cry for the moon nor to cry over spilt milk."(1)

3. The Wardroom becomes the birth place of these "Manners" for a Naval Officer. It is his opportunity to learn from the experience of others in a friendly atmosphere. It is a place to relax for a short time, free of the rigors of a Naval Officer's day whilst at sea.

4. The Captain of a ship is a full member of the Wardroom in the vessels where no provision is made for him to mess separately. In other ships it is a custom of the service that he be invited to become an honorary member. This gives him the use of the Wardroom and its facilities and the privilege of running a mess bill. It is well to remember that although he has no vote in the government of the Wardroom and will not normally interfere in it, he has absolute power to issue any instructions concerning it that he chooses and may veto any ruling of the mess, should he see fit. His responsibilities in this respect are to be found in Chapter 4, CFP 262, Canadian Forces Manual of Mess Administration.

5. The Wardroom is the home of a group of well bred citizens. As such the members of the group conform to the rules and customs adhered to in good society. As in all walks of life where special circumstances require special behaviour, there are certain extra rules and customs in force in an Officers' Mess, but these are in addition to, not in lieu of, the code of manners recognized by all well bred society. The mess is the only "Democratic Institution" in the service and like all democratic organizations, it can only remain so while all members taken an active interest and part in its operation. Guard these privileges well.



6.03 DRESS AND HABITS

1. The Canadian Forces Officer occupies a position in society comparable to that of the executive in industry. In addition to possessing a high degree of professional competence he must remain acutely aware of his social behaviour. An officer, whose manners, morals, and conduct are not of a very high standard, hampers both himself and the service. He loses the respect of his fellow officers as well as that of his subordinates and, when his actions are known to civilians, they reflect adversely on the service. The damage does not end there because one of the responsibilities of an officer is to guide his subordinates: bad conduct sets a bad example. Irreproachable conduct sets a worthy example for other servicemen and presents a good picture of the service to the public. Without question, the most important attribute a serviceman can display in public is courtesy. Courtesy is the hallmark of a gentleman.

2. The rules governing the social side of life are called "Etiquette." These vary somewhat from country to country, and within a country there are often differences of opinion on a number of the details. Normally the differences are minor and the basic principles of good manners and the social graces are universally recognized.

3. It is impossible to cover the entire subject of etiquette in a few pages but the scope of this chapter outlines the broad principles of service and social etiquette generally practiced in the Canadian Forces. The contents of this section, therefore, should be used as a guide and adapted to the individuals own ship as applicable. Personal experience and that of others should be used to broaden the subjects discussed in subsequent sections of this chapter. Most Base Libraries will have copies of recognized books on etiquette such as Emily Post's "Etiquette," Amy Vanderbuilt's "Complete Book of Etiquette," and Gertrude Pringle's "Etiquette in Canada." Even though the first two are written for the American "Blue Blood" scene, much of the content is relevant in Canada.

4. Officers posted to serve in other countries should make themselves aware of the differing standards of etiquette in the country or service to which they are going. In particular they should be aware that etiquette in the U.S. Forces is usually more formal than in the Canadian Forces. Such books as "Welcome Aboard" (U.S. Navy) and "The Air Officer's Guide" (U.S. Air Force) should be consulted by any officer posted to serve with U.S. Forces.

5. There is little in Naval etiquette that is more than a slight modification of the practices of the other groups which form polite society. It is unfortunate that officers are so prone to regard it as a complicated ritual. The basic law governing etiquette is the same the world over - consideration of others.

6. The uniform of the Canadian Forces is the symbol of an honourable and dignified profession, and is respected everywhere. Therefore, when a serviceman is in uniform he is obliged to uphold the dignity of the service, as well as his own. Uniforms must be worn correctly and must be kept clean and pressed. A military bearing, good grooming, and a high standard of personal hygiene are essential. Officers, when on-board, should normally be dressed in uniform. They should never enter a mess poorly clothed and when entering dressed in anything but uniform, they should ask the senior member of the mess who is dressed in uniform - regardless of their relative rank - to "Excuse my Rig, please." Incidentally, one should always avoid placing a subordinate in a position to have to say 'no'. It is not only inconsiderate and rude; it is bad for discipline because it lowers one in the junior's esteem.

7. In good society people always dress well. By that it is meant that they keep their clothes clean and neat and that they wear garments to suit the occasion. For example, they would not wear tails at a beach party nor attend a dinner in flannels and a blazer. They keep themselves shaved and they bathe regularly; they are particular that their linen is clean and in good repair. In short, there are a hundred different ways in which they show themselves acceptable to the fastidious - and they are fastidious themselves.

8. Avoid strange and incongruous dress. Do not chew gum in public and do not spit. Treat elders and seniors in rank with deference but never be servile; treat all men with respect. To do otherwise would cause officers to lose their own self respect and the respect that others have for them.

DRESS STANDARDS

9. The dress standard of a Wardroom is usually more stringent than those which junior officers were accustomed to in civilian life. This is because the Wardroom may be used to host guests ranging from a fellow officer to a head of state with or without prior notice. In all cases the guest must be made to feel comfortable. This feeling is achieved in part through maintaining a high standard of dress.

10. The minimum standard of civilian dress may consist of the following:

- a. jacket with either a shirt and tie, or open neck shirt if that shirt is designed to be worn without a tie, or turtle neck sweater with slacks;
- b. when less formality is desired a dress sweater may be appropriate, replacing the jacket; and
- c. lounge suit.

11. During the summer months or when visiting warmer climates and S4Bs or tropical white longs are the dress of the day, appropriate civilian dress in Wardroom should consist of the following:

- a. tropical suit and open neck shirt;
- b. short sleeved shirt and slacks; and
- c. tropical shorts with executive style socks and open neck shirt.

12. Blue jeans are usually not acceptable wear in the Wardroom at any time, however, sports attire may be allowed for a short time after a sports event.

13. The rule to remember is that an Officer dresses for the occasion and that the Wardroom dress regulations follow the promulgated dress of the day.

14. When at sea the dress in the Wardroom shall be the dress of the day until 1800. After that time the dress is (Red Sea Rig) unless the Executive Officer has made an exception on an individual basis. In this case, the Officer concerned will ask the XO, or in his absence the senior officer present to "Excuse my Rig please." Uniform items such as coveralls and working dress shall not be worn in the Wardroom after 1800. Flight crews on alert status may be permitted to wear flying dress but all other times shall not wear flight suits in the Wardroom. Soiled coveralls shall never be worn in the Wardroom.

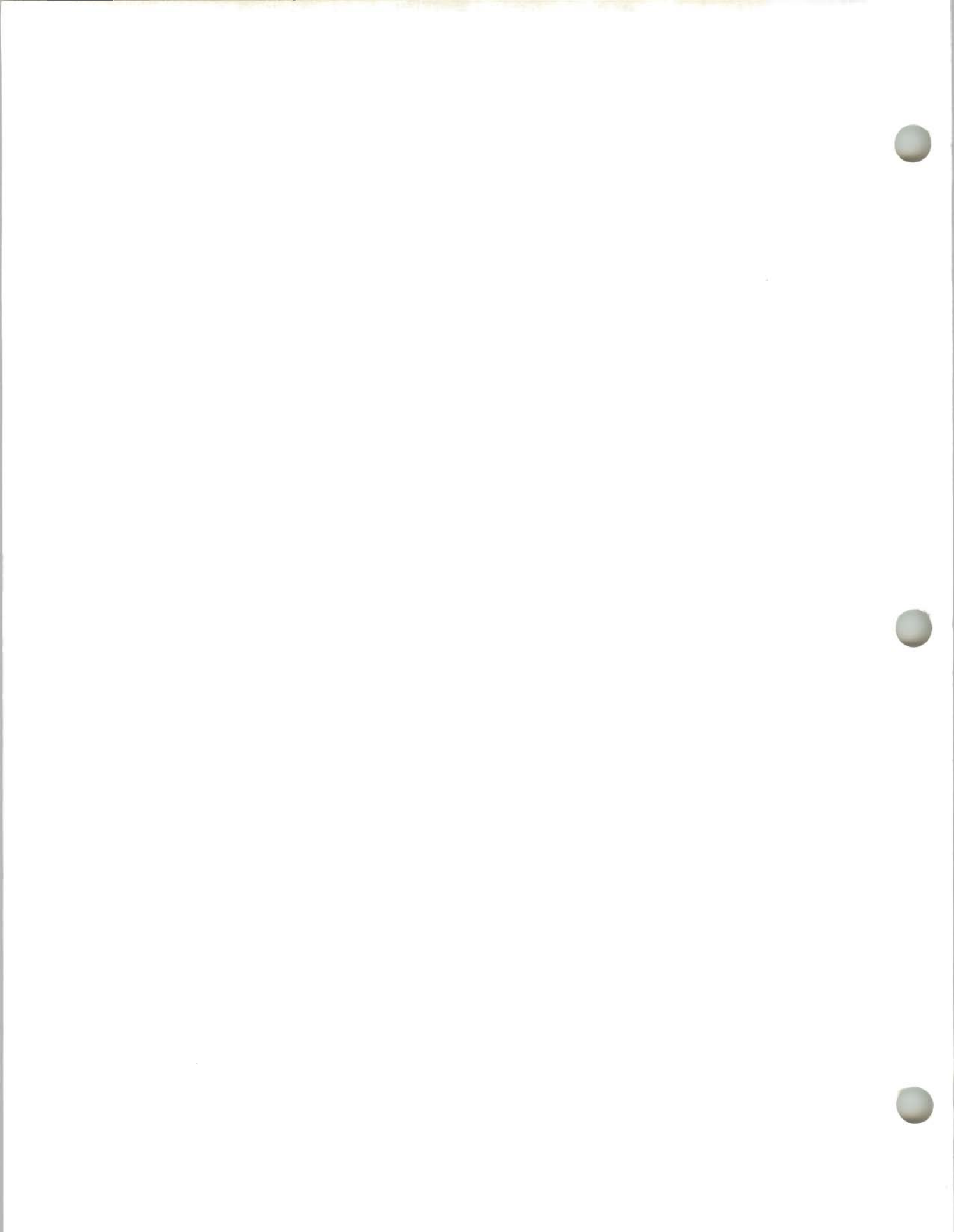
15. When alongside after 1800, an Officer intending to remain on-board shall, and the Officer-of-the-Day may shift to Red Sea Rig.

16. Dress orders are contained in Chapter 8.

CIVILIAN DRESS

17. A good sport jacket with assorted shirts and pants will cover most occasions for wearing civilian dress onboard ships, whether at home or in a foreign port. Of course, many occasions do not require jackets so a sport shirt and pants will be appropriate, particularly in hot climates. There are a variety of qualities, colours and prices limited only by your good taste and budget. A double know material is most satisfactory; it is inexpensive, it wears well, and most of all it does not require any pressing which is a blessing when living in a ship with limited facilities.

18. Suits are still very much in fashion, even with a vest. They are worn at very formal cocktail parties or dinners. Although for most formal dinners or cocktail parties that junior officers attend, the required dress will be Mess Dress or S3s, it is still a good idea to have a suit. Remember, if wearing a vest with the suit, it is still a good idea to leave the bottom button undone, a custom which started with King Edward the VII who was unable to button his up.



6.04 VISITORS

1. The key to handling guests in the Wardroom is to remember that they are guests in your home. Simply offering a drink or a cup of coffee does not relieve you of the responsibility of being a good host. Once a guest is comfortable, have the host summoned if he is not already present.
2. Socially all officers and their guests should be considered equals, therefore, a member should show no hesitation in extending hospitality to any guest regardless of their relative rank. Similarly, it is bad form to hoard a guest, rather the pleasure of his/her company should be extended to all members present.
3. When on duty a Wardroom member should not invite a guest to the Wardroom without the permission of the Executive Officer.
4. When a senior officer or a lady enters a Wardroom all officers should stand until the guest is seated or otherwise made comfortable.
5. An officer should not wait for someone else to go to the rescue of a stranger - he should go himself; but not as one of a mob that descends upon him in an avalanche of welcome. These things should be done with ease and graciousness.
6. Remember that any naval officer who does not belong to the ship is a stranger in the Wardroom unless he is an honorary member, and should be treated accordingly.
7. When a guest enters someone's home, the host immediately goes forward to greet him. The same should be true in the Wardroom. As a rule a visitor will have been invited to the Wardroom and will be greeted by his host who should make every effort to be there. But it sometimes happens that the visitor is calling on the Wardroom or that his host is not present. In this case, any officer who sees that the visitor is at a loss should go over, introduce himself and be pleasant and helpful. If the visitor is looking for a certain officer, a messenger should be sent for him. In any case, the visitor should be introduced to the others and brought into the group, offered a cigarette, and when appropriate, a drink. It is on such occasions that one realizes the value of forbidding "shop talk" in the Wardroom for the guest can be included in the conversation with ease and can be made to feel at home, instead of feeling that he is an "outsider."
8. While on the subject of conversation and introduction, here is some more advice that any officer would do well to remember and this concerns contact with senior officers and their wives at social functions, both civilian and military. To begin with, remember that Canadian Senior Officers and their wives WANT to meet the officers and their ladies. On the other hand their opportunities of meeting them are limited. It is hardly necessary to point out it is the senior officers'

military duties which come first and his social engagements complete with his family life the remainder of his time. It follows that he has only a limited amount of time to entertain and be entertained. He must, therefore, turn down a number of invitations both within and without the naval service. But when he is at a social function, in all probability he is attending it not just because he wants to meet the host and hostess, but also he and his wife want to meet the other guests. "THIS means you and don't forget it!" He will see you at this party without a doubt and if he knows you at all he will remember afterwards that you were there. Make sure he remembers that you took several minutes to come and speak to him and his wife. There may be six or seven senior officers and their wives present - and junior officers should speak to all of them and by this it is meant more than a simple "How do you do." The officers should talk and exchange pleasantries for at least five minutes with each. This is not as difficult as one may think at first. Before too many functions have passed, junior officers will come to know their seniors better and better and will have lots to talk about. This in turn will result in their being introduced to many new and interesting people.

9. In this way they will discover one more agreeable facet of a naval officers life. But not only will they find it very pleasant for them to behave in this manner, they will also find that it is very much to their advantage to do so. Unless they take it upon themselves to approach the senior officer and his wife and to strike up a conversation with them, they can be well assured that the senior is not going to come over to them. As a result they themselves will suffer, for unless the officer in question knows them, how can he ever report on them? This is not "Apple Polishing" - it is plain good manners and common sense. "Apple Polishers" are obvious to everyone, senior officers included. On the other hand, what has just been outlined is a profitable and pleasant social convention that young naval officers disregard at their peril.

10. There is an ill-founded rumor that junior officers should wait for their seniors to speak first. This is not so. It is up to them to approach the senior one or his wife and it is up to them to introduce themselves and when they have an opportunity to enter into the conversation.

11. In talking of "Senior Officers" it is meant anyone senior to oneself. As a SLt this is a pretty large field, so he'd be well advised to limit his endeavours. He should start at the top and work down and should not forget his Commanding Officer, Executive Officer, and the head of his department and their wives.

INTRODUCTIONS

12. Here the word on introductions. When introducing oneself it is usual to say "Mrs. Hamilton, I should like to introduce myself, I am SLt Hornblower from Venture, the Naval Officer Training Centre", or if you don't know who it is you are talking, just wait for a suitable opportunity and then say "Please let me introduce myself, I am SLt Hornblower from Venture, the Naval Officer Training Centre." Or you could say "Allow me to introduce myself, my name is Hornblower and I am from Venture, the Naval Officer Training Centre." There are a number of variations on this.

13. When it comes to introducing to other people there are a few formalities to be followed. It is customary to introduce men to ladies and on introducing two ladies to one another or two gentlemen to one another, introduce the younger to the elder if you can tell which is which. In military circles, the junior is introduced to the senior and in the case of wives or girlfriends, the junior officer's wife to the senior officer's wife. This does not mean that one should mention the younger one's name first. It means that one should in effect verbally lead the young one up to the old and then carry on with the conversation. For example, if Mr. Hornblower wishes to introduce young Miss Eaton to old Mrs. Simpson, then he would say something like this: "Mrs. Simpson, I should like to present Miss Eaton." This is all there is to it but this is a rather formal type of introduction. To be less formal, he could say "Mrs. Simpson, have you met Miss Eaton?" That is all there is to that. No matter what she says in reply, he has done what is necessary, or it may be that his friend Miss Eaton wants to be introduced to Mrs. Simpson and, therefore, he would take her up to her and say "Mrs. Simpson, I don't think you have met Miss Eaton." Once again that is all there is to it.

14. There are also certain formalities involved when introducing oneself or when one is being introduced to someone else. It is perhaps a bit trite to say "I'm pleased to meet you" in reply to an introduction. No doubt some time ago this was quite correct for it certainly does not look wrong on paper, but, general usage has put this beyond the pale, especially in its "Pleasedta meetcha" form. You can say "how do you do" or "good morning/afternoon/evening" as appropriate. This is about all that is necessary these days and this conversational gambit is in the same class as the "how do you do" - "how are you" exchange. No one is really interested in exactly how the person is so there is no need to start telling them about the pain in one's old football injury that always tells you when it is going to rain.

15. Here is a word of caution to the self-conscious - DON'T SIMPER and wriggle about when you're effecting an introduction. This is the "Tee Hee" sort of introduction and it implies that the person one is introducing is regarded by that individual as being a bit of a joke. Leave out the hand motions. The individual should not jerk his thumb in the direction of the person who is being introduced.

16. To recap the previous paragraphs, introductions are handled as follows:

- a. a gentleman is always introduced to a lady;
- b. a single woman to a married woman;
- c. a young man to an older man; and
- d. a junior officer to a senior.

Gentlemen should rise for an introduction. It is customary for men to shake hands with men, but not between women, nor between men and women. Should the lady, however, extend her hand in greeting, gentlemen should acknowledge this. As the Wardroom is not in the public eye, the exchange of a hug or a kiss on greeting a lady friend is considered appropriate and acceptable. However, on formal occasions, such as parades, or visits to ships for official receptions, intimacies with lady friends are distinctly inappropriate.

17. In a formal receiving line, it is customary for the gentleman to precede the lady. He introduces himself and then presents his partner. It may be that there is someone calling out the names as the guests pass before the members of the receiving line, in which case the gentleman should give his own and his partner's name to the "Caller." Say something as you shake hands with the members in the line even if it is only "Good evening" or "How do you do."

18. When, having been invited to some private entertainment and subsequently discovering that young ladies are present, an officer would be well advised not to jump to conclusions and assume that this is some plot cunningly designed either to separate him from affections of the young lady of his present choice and who is not at the affair, or to entice him away from his present state of happy bachelorhood. Now this is something that one should perhaps consider carefully later on if the play is repeated over and over again with the same cast. However, at the outset, one should be careful only to act the part of a civilized guest. This type of behaviour does not come naturally. There is, of course, the classic example of one blighted young man who on being invited to become a member of a party, shortly after he arrived, demonstrated a dismal lack of worldliness by addressing himself to the young lady he was supposed to take and informing her that he really couldn't be expected to fulfill properly his obligations as her partner because he was engaged to a girl back in Moosejaw or someplace. And this is true! Since the girl in question had a host of happy followers of her own and as the young man was no bargain to begin with, you can imagine what a clot he looked like to her even if he did not realize it himself.

19. There is no objection whatsoever to having any male visitor into one's cabin but naturally this does not apply to visitors of the

gentler sex. To that end, women are under absolutely no circumstances to be entertained in any cabin. This form of entertainment should be relegated solely to the Wardroom.

20. One final item, when guests are onboard, they invariably want to be asked to look over the ship and, undoubtedly, their host will anticipate their wishes and will invite them to do so. When they are walking around, they should show consideration for the ship's company and send the quartermaster ahead of them over the prospective route, to warn the men who may be in the vicinity that there are guests about to pass by. This is not done with a view to having them strew flower petals in their path but rather to advise sunbathers that they had best make themselves scarce and to warn the men that they should moderate their language for a brief period. Experience shows that this is excellent advice. Officers should not take guests of either sex below decks in the crews quarters after working hours. It should be remembered that this is their home and they don't want officers barging around in it because being an officer their presence requires that they show respect to you as you pass through their midst and in fact you should demand it if it is not forthcoming. Officers should, therefore, not go into the men's mess during non-working hours unless in some official capacity.



6.05 PUNCTUALITY

1. Punctuality is a trait of all officers and gentlemen. It need not take years of experience to develop it as it is simply a matter of common sense. A punctual person shows respect for the people who have invited his attendance. It is also important to remember that when the Wardroom is hosting any function, officers must be present at least five minutes prior to the promulgated start time. This is not merely a social obligation, but the officer's duty! When attending any function as a guest, officers should aim to arrive within ten minutes after the start time and never earlier than five minutes beforehand.

2. Additional comments on "social" punctuality are contained in Chapter 10.



6.06 CONVERSATION

1. This is often a stumbling block for inexperienced officers. A few guidelines which have helped their predecessors are, in reality, only common sense. When engaging a guest or a new acquaintance in conversation keep the topic in light vein. Do not attempt to dominate conversation, rather guide it with a goal in mind; keeping your guest interested and in a comfortable frame of mind. Avoid crude or controversial wit. You will not know what is offensive to your guest and the object is to make friends not enemies.

2. Attempt to carry the conversation to topics with which the guest is familiar, such as his home, travelling experiences, and the latest international news. An officer who insists on discussing the intricate problems of station keeping during single ship steaming will soon find himself labeled as a bore.

3. Avoid talking "shop" in the Wardroom. By this it is simply meant that we should not avoid service subjects, although they should be far from monopolizing our conversation. What is meant is that we should not talk about our current duties or other matters which can be of little interest to our guests. However, some discretion is required about "shop talk." Sometimes great value can be had from retiring into a corner with those concerned to discuss a knotty problem over a friendly gin. This should not, however, be done often, and never amongst people who have no interest in the subject. This is another of those innumerable cases where good taste and consideration for others must govern. After all, social rules are produced to guide and to help individuals, not to tyrannize. Remember then an officer's primary duty is to help keep things going.

4. Now begins an interesting part of the performance. Determining topics of conversation can be a fascinating game. The ultimate objective is to start a flow of easy conversation. In nautical language, start taking a few soundings. Ask a couple of questions - "Do you live in (this town)?" "Where would be a good place for me to go fishing?" "Are you fond of fishing?" Two or three simple questions should be sufficient provided you follow up the answers with other questions or statements and keep the conversation going. It must be remembered that these proceedings can be blighted right from the start. Officers should avoid going up to people and saying nothing. The worst case of all is, of course, for the officer to wait for the other one to ask the questions and when the individual does, return with monosyllabic answers. Half of this partnership is not likely to go very far and it is quite easy to discern which half that would be.

Question: Do you like it here in Oak Bay?

Answer: Yes
Pause.

Question: Are you fond of Golf?

Answer: No Ma'am.

Longer Pause.

Question: Where are you from in Canada?
Answer: Victoria-----B.C.

Much Longer Pause.

Question: (In desperation) Would you mind getting me another drink?

(Male moves off with empty glass)

When he gets back with that drink, he shouldn't expect to find the lady where he left her. She will probably be in the middle of another group hiding from him. When talking with individuals, also ensure that you take proper care of their welfare while they are in the Wardroom. If their glass is empty ask them if they would care for a drink. If, during your conversation, the stewards come along and announce that the buffet is now ready or guests are requested to move off and view a certain evolution, assist your partner by taking her glass and putting it down somewhere for her, help her to stub out her cigarette by producing an ashtray.

5. There are a great variety of social functions which may be sponsored by a Wardroom. Some covered in this section are:

- a. cocktail parties;
- b. dances;
- c. formal balls;
- d. teas; and
- e. garden parties.

Mess Dinners, mixed dinners, and dining-in nights are dealt with in Chapter 7.

6. Other types of entertainment, bingos, Monte Carlo nights, and Happy Hours are left to the initiative of the Wardroom committee to plan.

7. A cocktail party is usually held in the late afternoon or early evening and its main purpose is for people to get together and meet each other. Guests are expected to circulate and to meet as many other people as possible. Various drinks may be served at a cocktail party. Straight drinks may be available on cocktails, martinis, and manhattans, may be served. If uniform is not worn a dark suit is suggested. Cocktails are served as an appetizing drink before dinner or at a separate cocktail party. The glass is a three ounce size and is usually filled one half to three quarters full. Cocktails are never served at the dinner table. Party cocktails may be sweet; before dinner drinks are best dry in order to whet the appetite. When a cocktail is served with

an olive, cherry or onion on a stick or toothpick, it is supposed to be eaten. The stick and pit, if any, are placed in a nearby ashtray. If the olive, cherry, or onion is in the bottom of the glass, it is intended to give flavour and decoration and not to be eaten unless it falls naturally into the mouth. There should be no struggle to obtain it and it is never removed from the glass with the fingers.

8. Dances usually constitute the most popular form of entertainment. Dress will vary according to the theme adopted, example, "hard times," "Octoberfest," "St. Valentines," etc. as well decorations and the provision of food. Many Wardrooms have found that requesting Base units in rotation to sponsor dances and other entertainment as well, not only frees the member of the entertainment committee from doing all the work but adds zest to the occasion. When entering or leaving a dance room, the young woman goes first followed by her partner. When escorting his partner to and from the dance floor, the man does not take her arm. He thanks her for the dance and although she never thanks her partner, it is gracious to make an appreciative remark.

9. Formal Balls are traditionally held Spring and Fall and on New Years Eve. Dress uniform is usually worn. A Ball is a more important occasion for a lady than a gentleman since she has to make more elaborate preparations, whereas, the gentleman knows what he will wear. This must be borne in mind when giving notice of a Ball. It is a breach of etiquette to send an invitation less than two weeks before the scheduled Ball. Unless other arrangements are made example: souvenir pins, brooches, etc., it is normal for the gentleman to send a corsage to the lady who will accompany him to the Ball, or for the Wardroom to have them in the lobby. Generally, a Ball commences with a receiving line. The receiving line normally includes first the host, his lady, and then the guests of honour and their ladies. If the PMC is not acting as host he will normally occupy the end of the receiving line. Guests are expected to arrive at the Ball in time to go through the receiving line and when going through the man will always precede his lady and usually is required to present his calling card or similar identification to the announcer at the entrance to the Ballroom. At an informal dance the man should usually, but not necessarily, precede his lady to introduce her to the host although this custom varies in different Wardrooms. At a Ball, gentlemen should dance with other ladies in their party or at their table and be prepared to entertain the special guests at the Ball. A buffet is normally served at a Ball and guests should wait until the host and his guests have made their way there first. A time is usually set for the end of the Ball and guests should leave at the appointed hour.

10. A popular function is the Tea, which is often in lieu of a cocktail party. The dress for a Tea is the same as for a cocktail party. There are two types of afternoon tea. The first is the formal, where invitations are sent by card. These may be engraved or handwritten and are sent two weeks before the tea is to take place. The hostess and the guest of honour stand near the door and receive. The hostess may mingle

with the guests when she thinks they have arrived and the guest of honour will do the same. The long Tea table is covered with a white cloth which hangs over the edge of the table. A service is placed at each end of the table, one for tea and one for coffee. The trays on which they set are bare. The tea urn is usually placed furthest from the door and the coffee urn closest to it. Cups and saucers and silver are placed buffet style on the table. The room may be artificially lighted if the curtains are drawn or if it is dark. Friends of the hostess are asked to pour, one at each end of the table. If the tea lasts more than two hours, the pourers should be relieved by others. Tea should pass directly from the pourer to the receiver but on some occasions assistants pass the tea to guests. Guests may approach the tea table for their tea or coffee. They tell the pourer whether they take cream, sugar or lemon. Half an hour is the longest time a guest should stay at a formal tea. Bread and butter with crusts on, sandwiches with crusts off, and any rolls or biscuits are appropriate. Cake and small cakes are served. The addition of ice cream, a salad or chicken pâté turns the tea into a reception. If tea plates are given to the guests a folded napkin is also placed on them. If the guests have thanked the pourers when the tea was received, they need not be thanked again. A word of farewell to the hostess may be said but it is not necessary if she is busy. In an informal tea, invitations are issued by telephone or by informal note. A small table is usually set up and guests help themselves. The hostess pours and she may also make tea at the table. Any small arrangement of flowers or fruit makes an acceptable table decoration. Bread and butter, sandwiches and cake are served.

11. Essentially, garden parties are outdoor teas but, on occasion, cocktails may be served. A receiving line complements a garden party.

6.07 MESS FUNCTIONS

1. Mess Functions are either official or unofficial. This determines whether the costs are covered by the crown or by the officers.
2. The three classes of functions are:
 - a. Class A - all Officers must attend - costs shared;
 - b. Class B - voluntary - costs shared; and
 - c. Class C - voluntary - costs divided amongst those attending.
3. Private functions are staffed on a voluntary basis only and as an unofficial function the entire cost is borne by the host.
4. Officers, because of the high degree of self control and the moral standards which they have attained, are granted the privilege of entertaining liberally in the Wardroom. As long as they conform to the code and conventions of good society, they will retain this privilege; but with every infraction they endanger their freedom of action.
5. It is their duty and they should find it a pleasant one, to entertain those who call on their mess or whose public position entitles them to some recognition on their part. Such entertainment is offered in the name of the Captain of the ship and the members of the mess. Officers are permitted, subject to good behaviour and the Captain's discretion, to entertain privately as well. They can do this either as a group or as individuals, but the consent of all members should be obtained before the Wardroom is used for a private party.
6. As officers are normally dressed in uniform when onboard ship, so it follows that they should wear it when attending parties in naval ships and establishments. For parties of an official nature - and this includes all those given by the Captain and Officers - uniform should invariably be worn; but at private parties - and these may be given by all members of the Wardroom and the Captain, as individuals - plain clothes are permissible if there is good reason for such dress. These circumstances are usually those wherein it is intended to go from the party onboard to some form of entertainment on shore. But in ordinary circumstances, when every officer who is entitled to wear the uniform is entertained or entertains in one of the Queen's ships, he should be dressed in uniform. Not to do so is an offence against custom and good taste.
7. A Christening, although private in nature, is so far as the world is concerned, a public ceremony and record of its performance onboard is entered in the ship's log. Therefore, officers and men should attend the service in uniform. The party ordinarily held afterwards is purely incidental.

8. When a party is given in a private home all its inmates act as hosts. To a certain degree this includes guests of the family who are staying there at the time of the party because they know their way about and can assist in making others comfortable. The host and hostess are those giving the party and specific care is taken to greet them on arrival and to make the farewells to them on leaving. In the Wardroom at a party given by the Wardroom, all officers are hosts. In order to simplify greetings and farewells the Captain and/or President of the Wardroom act as hosts. If the party is given by a group of the Wardroom members, they are all hosts, but if the group be large, the senior member will often act as host. In any event good taste will indicate who should be greeted and thanked. Officers should not do things "by numbers" in social intercourse.

9. Honoured Guests and Dignitaries should not be separated from the remainder and formed into small groups but should be permitted to mingle with the others. Unless special seating and table accommodations are supplied for every person present, none should be provided for selected individuals. They should be permitted to enjoy the company of all and all should be allowed the pleasure of meeting them. Remember although officers do not meet on equal terms professionally, they do meet on equal terms socially.

6.08 GENERAL WARNINGS ON MESS BEHAVIOUR

1. The Wardroom is the domain of the executive officer and as such it is his standards and expectations that you must live up to. It behooves other officers to get to know what these standards are and to govern themselves accordingly.
2. Junior officers should follow the example of the more senior officers and let them set the tone for the Wardroom. They should, however, remember that the Wardroom is also their home and should feel perfectly at ease and not intimidated by superior rank and seniority.
3. Alcohol should never be consumed in excess and drunkenness does not excuse ungentlemanly behaviour.
4. Personality conflicts and job dissatisfaction have no place within the confines of the Wardroom. A happy Wardroom tends to make for a happy and efficient ship.
5. When the Captain of a ship or a very senior officer enters the mess, it is a custom for all officers to rise.
6. It has been a custom in many Wardrooms for some years to practice what is called "West Coast Rules" in the matter of standing drinks. This means that, although there is the polite fiction of offering a fellow member or an honorary member a drink, each pays for his own. This was done easily in a small mess where the steward simply noted the purchase on a list and it was charged at the end of the month but in messes where chits are signed or payment made in cash, the West Coast Rules may cause embarrassment. In these cases the old system of standing drinks should be returned to. Of course, one is at perfect liberty to purchase a drink for oneself without offering one to someone else but this has never been a Naval practice and it were best that we should not become lone drinkers.

It is a custom of the Service to toast each other with the first sip of a glass when drinking with companions with some remark as "Cheers."

When offering someone a drink avoid any phrase which includes the verb "to buy" or its synonyms and don't offer people "another drink"; we may have "a drink", the "other half" or any other euphemism.

7. Contrary to present popular belief it is not the custom of the Service to entertain ladies in an officers mess except on such fête days as Christmas or regatta day. However, in small ships where the few officers carried know each other well and cabin accommodation is apt to be poor, an officer will frequently bring ladies into the mess after asking and obtaining the permission of all officers present in the mess at that time. If the presence of ladies would disturb any member they

must not be brought in.

8. Ladies should not be brought onboard during working hours or during the dinner hour. If circumstances make it difficult to keep this rule, the permission of the Executive Officer must be obtained first.

6.09 FORMAL CALLS

1. At one point in time the custom of "calling" on senior officers and their wives and the leaving of calling cards was an almost unique activity in military circles. There was a good reason for this custom as it was based on the fact that Naval Officers were moved about so much. By "making one's number", an officer was assured of hospitality through his demonstration of good service manners. Today, however, this custom is more or less at the whim of the senior officer. The custom of calling by subordinate officers is now virtually non-existent. Most "call" on their new Commanding Officer, Executive Officers, and Department heads either in their cabins or their offices ashore. This fact must be borne in mind while reading this section. It is generally for information purposes only but the ideals of good manners and congeniality between officers which prevail should be taken to heart by all. Certainly where an officer joins from another part of the country, calling by or invitations from Wardroom peers are most welcome and appreciated.

2. The custom of paying and returning formal calls developed quite naturally as a method of making life more pleasant and as a constructive system by which deference and consideration for others might be shown.

3. Calls are made and returned in order that people may meet each other and that strangers may be given help to establish themselves in their new surroundings. In order to produce uniformity and to ensure that everyone would know what to do and how to do it, a set of rules was developed. This was not done by a person or group of persons sitting down and inventing the regulations; the system in use was produced by evolution and so grew into custom, altering or becoming established in accordance with the teachings of experience and governed by the good sense and kindness of the people using it.

Should a group try to use these customs, developed by kindness, as a method of marking its members as superior to others, it will almost certainly impose restrictions and new rules of its own, thereby overburdening the system to such an extent that it becomes ridiculous and falls into disrepute. The real reasons for the customs are buried, adherence to them becomes the mark of a snob and people become impatient with them. They are then disused and all men are the losers. It is most important that we should not permit this to occur in the Navy as it has obviously occurred in civilian life.

4. When officers call they leave their visiting cards. The reason for doing this is that the people upon whom they have called will have a record of their names and addresses. They are then in a position to make further contact with them should they wish to.

5. It is the custom for inhabitants to call on newcomers first, this being a mark of willingness to help and a desire to meet them. However, as a sign of deference and consideration for those whose profess-

ional station is above his own, the newcomer calls on his superiors before they call on him. After all a busy man cannot know, technically speaking, of all arrivals. In the Navy we must be particularly careful to understand the spirit of these customs because we are given definite rank and seniority, one above the other.

6. Women do not call on men but men call on men and women. Because it is often difficult for a man to make social calls his wife may make them for him. If he is not married or his wife is absent, he makes them himself.

As the man is, at least nominally, the head of the house, it is the relative rank or station of the husbands which governs precedence in social calls between families.

7. It is difficult to explain how this precedence is arrived at because we are not dealing with arbitrary rules but with a spirit of graciousness, so here is an example of a married Lieutenant (N) in Halifax to join a destroyer. The Captain of the ship is a Commander and is married, the Executive Officer and Engineering Officer, who are married, are both Lieutenant Commanders and the other Lieutenants are all senior to him, some being married.

The new Lieutenant's wife would call on the wives of the Captain and the Executive Officer, the wives of the remaining officers would call on her and the single officers would show kindness by doing the same.

8. The idea is that the Captain and the Executive Officer are, in the ship's case, "public functionaries"; the remainder, so far as the Lieutenant is concerned, are members of the group which he has joined. If he were an engineer his wife would call the the engineer officer's wife first as well as on the other two because the engineer officer is, in the engineer's case, a "public functionary", being the head of his department.

HOW CALLS ARE MADE AND RETURNED

9. There are four types of calls to be made in the Navy: (i) the social calls which we have been discussing, (ii) official calls within the service, (iii) calls on other dignitaries, and (iv) calls made after a formal party.

10. All calls should be made as soon as possible after an officer and his wife, if he has one, arrive on a station. In cases where the new arrivals will receive the first call, they should be given a few days in which to settle down before it is made.

Calls made by a wife are returned as soon as possible; those made by a man are not returned at all.

11. Social Calls made by a new arrival:

a) On Whom Made. (A single officer or one whose wife is not with him makes these calls himself, dressed in plain clothes. A married officer's wife may make the calls for him.)

- (i) The wife of the Naval Officer in command of the station
- (ii) The wife of the Officer's Captain
- (iii) The wife of the Executive Officer of the ship
- (iv) The wife of the head of the Officer's department in the ship
- (v) The wife of the officer in command of the squadron or flotilla of which the ship is a unit
- (vi) Other calls according to circumstances. Information on this may be obtained from those who call on the newcomer.)

b) Time of Calling. Between 1530 and 1700, but it is best to call before 1600 if possible.

c) Cards to be left. If a man is calling he leaves one card for the husband, one for the wife, and if there are any grown-up daughters or other women living with the family, one for each of them. A woman does not leave a card for a man, but with that exception she leaves the same cards as does a man when calling.

479
When the wife makes a call for herself and her husband, she leaves the same number of his cards as he would do himself, and her own cards.

d) Length of Stay. It is only necessary to stay for ten or fifteen minutes when calling - say the length of time it takes to smoke a cigarette ---, but there is no reason why you should not stay longer if you wish to. Your hostess may ask you to stay to tea but she does not have to, nor do you have to accept the invitation; in fact, it is to avoid possible embarrassment in this respect that one should try to call before 1600 as then you are unlikely to enter the drawing room with the tea tray or after it has arrived.

e) "Not at Home." Sometimes the maid will inform you that the lady on whom you call is "not at home." This probably means that she is out, but it may mean that, although she is in, circumstances (we hope not disinclination) prevent her from receiving you. Sometimes no one answers the door so you may assume that no one is home.

In these cases, leave your cards with the maid, if there is one, and in the letterbox if there is not, and the call will be considered to have been made.

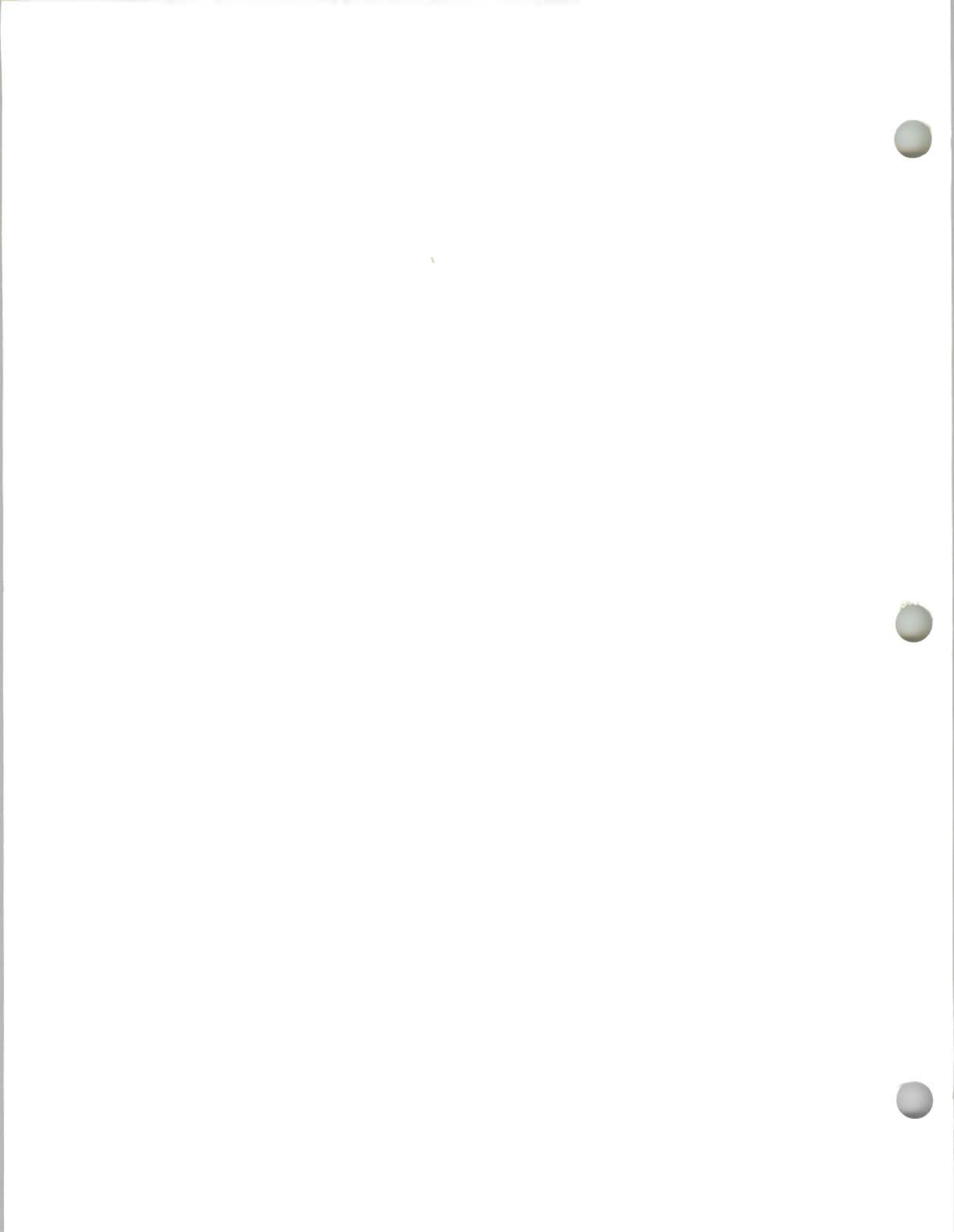
f) Calls by Proxy. The only calls that may be made by persons other than the owner of the cards are those which a wife makes on behalf of her husband. In other words do not ask a friend to leave your cards.

In some districts cards are sent through the mail and the call is then considered to be made. Such a practice is contrary to the spirit of the occasion and that, if one has so much to do that one has no time to meet the stranger at the gate, one cannot be of service to him and should, therefore, ignore him. It is such practices as this which cause the gracious custom to fall into disrepute.

g. Returning Calls. Social calls made by a wife should be returned as soon as possible in exactly the same manner as that in which the first call was made. Calls made by a man are not returned.

6.10 CALLS BETWEEN SHIPS AND MESSES

1. Again, as in the case of "calling", Section 6.09, the custom of "calls" between ships is at the discretion of the individual Commanding Officer and/or Squadron Commander. This fact should be borne in mind as this section is read.
2. When a warship first arrives in a port where other warships are lying, the Liaison Officer is sent to her. He should be piped over the side. He brings with him all relevant orders and instructions and any other information which may be of use to the newcomer.
3. If the Captain of the new arrival is senior to all other officers present, the Liaison Officer asks when it will be convenient for him to receive the calls of the other Captains. If he is junior, the Liaison Officer informs him when it will be convenient for him to call on the Senior Officer. Should this not be done, the junior officer will be informed by signal as to when it will be convenient to call.
4. If the Captain of the latest arrival is the Senior Officer present, all Commanding Officers call on him. If he is not he calls on all those senior to him and those of equal or lesser rank call on the newcomer.
5. Each Captain leaves one card at each call.
6. If there is a large number of ships present, these calls are only made on the Commander-in-Chief, the Officer Commanding the Squadron or the Flotilla which the new ship is joining and between the Captains of the Squadron or Flotilla. The same general rules hold good for the calls between messes.
7. Calling parties, generally comprised of two officers, visit the Wardrooms of other ships and "mess cards" are left at each Wardroom, One of which is for the Captain. The visiting officers will also leave their individual calling cards. These calls are returned by calling parties from the ships visited.
8. Messes of new arrival are always visited first, regardless of relative seniorities of Captains.
9. Calls on messes are generally made between 11:30 and 12:30.
10. Various dignitaries, authorities, clubs and societies are likely to call on the Captain and messes of ships arriving. These calls also must be returned.
11. Information concerning calls made in MARCOM can be found in Marcords Vol. 1, 1-1.



6.11 VISITING OTHER MESSES

1. When visiting other messes and wardrooms it is appropriate for an officer to conduct himself in a conservative fashion, as befits a guest in another's house.
2. While visiting the messes of members of the lower ranks it is customary to adopt an informal stance but it must be remembered that they will be contemptuous of behaviour beneath their expectations of an officer. There will rarely occur conditions where anything less than semi-formal behaviour is expected. At any rate occasions for visiting lower deck messes will be rare and never should become a habit. Never overstay your welcome as it will develop into a cause for resentment by the mess members.
3. If, at any time, officers find themselves amongst a group with customs other than their own, they should learn these customs and conform to them, so long as they do not violate their own moral code. Until they have learned the new etiquette they may be sure that they will not give offence if they follow that which they know with a graciousness of spirit in which it originated.

VISITING OTHER MESSES AND CLUBS

4. Even as juniors officers will be invited from time to time to visit other messes within the Navy and within other branches of the Canadian Forces. They will also probably find themselves made an honorary member of various clubs when they travel abroad. Then too, in Halifax, Ottawa, and Victoria, they will find that they are eligible for a service membership in some civilian clubs under conditions which compare very favourably to those which apply to the plain civilian who owns the club. They should, therefore, have some idea of the social conduct required of them in all of these places.
5. First of all the Wardroom. The Executive Officer of a ship acts as the President of the mess committee. It is he who sets the tone of the mess and who lays down the ground rules. Messes differ throughout the navy but one can always tell a good one at a moment or two after entry. The officers will be well dressed and cheerful. One of them will descend right away and make you feel at home. He may be senior or junior but a good mess regards any visitor as being a guest of the mess and hence it is the responsibility of the mess in general to make one full welcome. If the time is right an individual will probably be offered a drink and cigarette and they will send along for the person who the individual came to see. It is customary for all officers to stand up when the Commanding Officer comes into the room or if any visitor arrives who is equivalent in rank or senior to the mess President.

OFFICER'S CLUBS

6. When the ship is in a foreign port members of the Wardroom will

be allowed to visit other Officers' clubs in the United States Navy. In the case of cadets this is a great concession on the part of brother officers in the U.S. Navy for they do not have an equivalent rank to that of cadet, but being the generous people they are, they are anxious to be good hosts. Do not abuse the privilege they offer. In the U.S. Navy the Officers' club is a social club used by officers' wives and children as well as by the officers themselves. There is usually a swimming pool and some have tennis courts attached to the club and there is generally an excellent restaurant and good bar. Dances are frequently held and Bingo games or something else goes on almost every night. You can participate in all these things and all you are asked to do is to pay your own way and to conform to the rules of the club. These rules are quite simple and perhaps the most important one is that individuals should not come into the clubhouse itself unless they are properly dressed. What "properly dressed" means depends on where the club is but if there is any doubt individuals should ask.

7. Don't try to "take over" a club. This can occur when groups of people who have bellied up to the bar decide to raise their voices in song. This disturbs the other guests so if individuals feel the urge to sing, even if they are encouraged by one of the members of the club (there will always be one who doesn't give a damn), it is advisable not to. It is too easy to give the Navy a bad reputation that way. Individuals should ask their genial club member to come back onboard and then give him the musical treatment.

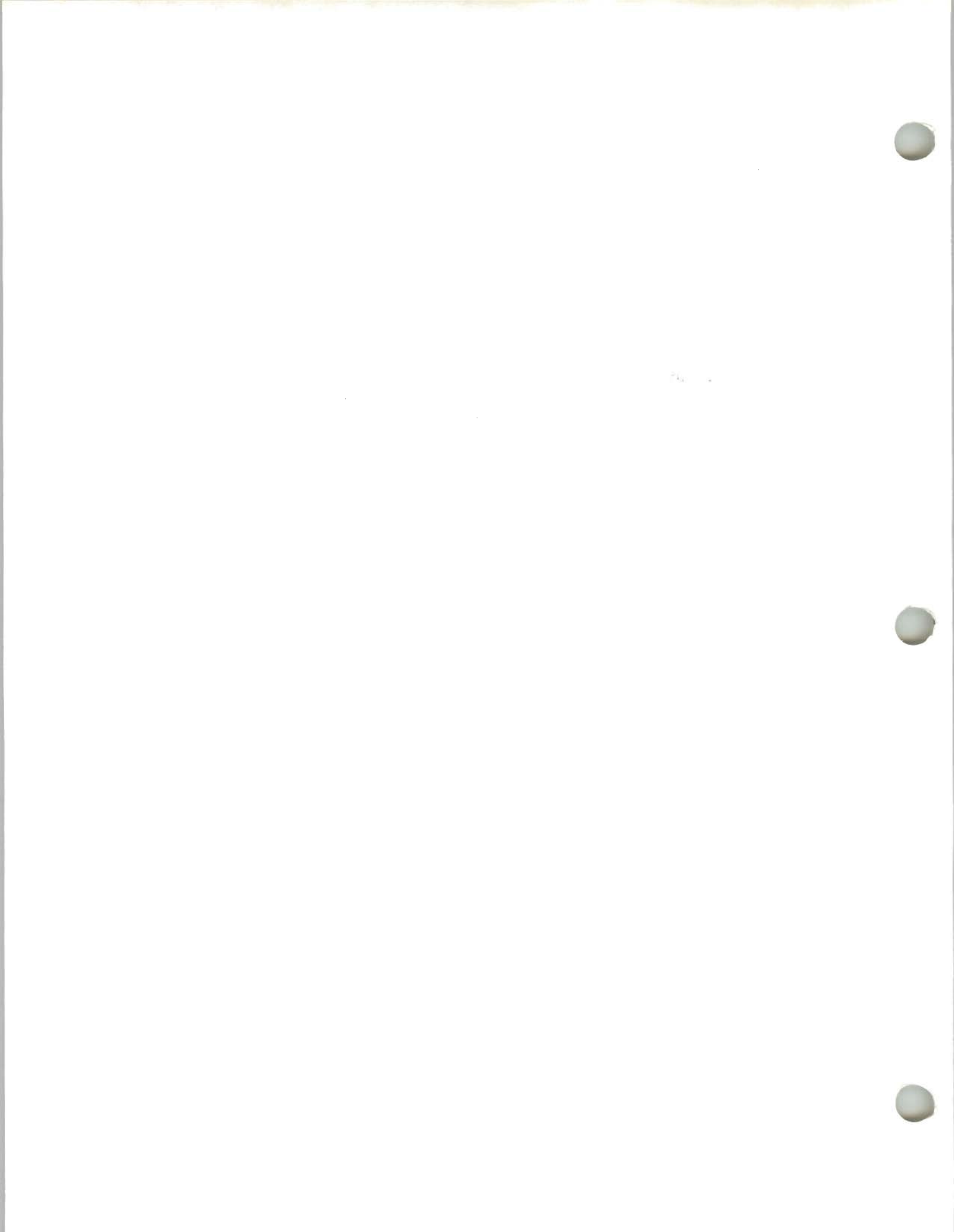
CIVILIAN CLUBS

8. Being able to use civilian clubs is a privilege the navy has had for some time and it is a very valuable one individuals will find because it gives them somewhere they can go and entertain outside the navy. These clubs generally have a ladies annex and a dining room where the food and drinks are both good and inexpensive and the atmosphere extremely pleasant. One does not have to "tip" here and this is a useful point to remember when figuring costs. The better clubs are affiliated with other clubs throughout the world and this too is good for the peripatetic naval officers. For example, the Union Club in Victoria is affiliated with the Vancouver Club in Vancouver, the St. James Club in Montreal and East India and Sports Club in London, England, to name just a few. If an officer is granted a service membership, it is his responsibility to pay his bills and to make sure that he does not sit in "The Elder Members Chair." These clubs are always glad to see new blood.

6.12 CALLS IN FOREIGN PORTS

1. Preparation for foreign port visits is initiated by Surface Operations. When ships are visiting a United States Naval Port, American Host Ships are appointed for HMC ships, and once names have been given, Direct Liaison Authority is given to individual units so that activities can be finalized. The U.S. Liaison Officer for the Naval Station Commander will co-ordinate all official calls.

2. When units are visiting other foreign ports arrangements are made via External Affairs through the appropriate Consulate or Embassy. Direct Liaison Authority is released to units when arrangements have been finalized. A Liaison Officer may be appointed from either the visiting units or Command.



CHAPTER 7

DINING IN THE WARDROOM

- 7.01 General
- 7.02 Terminology
- 7.03 Dress
- 7.04 Before Dinner
- 7.05 Seating Plan
- 7.06 President & Vice President
- 7.07 Entry
- 7.08 Grace
- 7.09 Rules of Order
- 7.10 Discipline
- 7.11 Service
- 7.12 Table Setting
- 7.13 The Menu
- 7.14 General Guidelines on Conversation & Oratory
- 7.15 Passing the Port
- 7.16 The Loyal Toast
- 7.17 Toasts to Other Nations
- 7.18 Toasts of the Day
- 7.19 Still More Toasts
- 7.20 Smoking
- 7.21 Wine Guardians
- 7.22 Adjournment

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1851 & 1852

CHAPTER 7

7.01 GENERAL

1. A uniquely naval institution, the wardroom, has always led one to think of the taking of food at a table in a congenial atmosphere. However, sometimes novices find difficulties in deciphering the various terms used. Breakfast, luncheon and supper are normally served informally at the wardroom (or Gunroom) table. These meals are properly served to the officers as they arrive at the table, in accordance with the wardroom mess rules.

2. Brunch routines may exist on weekends and holidays in some wardrooms.

3. Naval shore establishments usually provide a sandwich bar in another room of the wardroom complex at noon on working days, in addition to the normal table service. Common courtesy dictates that sandwiches should be consumed in the designated seating areas, and space at the wardroom bar is not to be used for the purpose.

4. Dinner in the wardroom is a formal affair, arranged for special occasions, and falls into one of three categories:

- a. Mess Dinner;
- b. Dine-the-Ladies; and
- c. Dining-in.

5. The differences between the three categories are simply that a Dine-the-Ladies is mixed and a Dining-in is less formal than a Mess Dinner. The procedures for all three are similar.

6. Only naval mess dinner procedure, as promulgated in this manual, is to be used in the Wardrooms of HMC Ships and naval establishments. When the wardrooms of naval establishments are used for mess dinner by units from other environments, this directive is waived.

7. The Mess Dinner is a special or ceremonial occasion which has descended from the not-too-distant past when officers dined formally every evening. The traditions and ceremonies observed during the dinner have evolved over the centuries but remain, in essence, those of the Royal Navy.

8. The basic rules of conduct which are observed during a mess dinner are those observed whenever gentlemen (and ladies) dine in polite society.

9. The purpose of the remainder of this chapter is to define the sequence of events and the customs and traditions observed when dining in a Naval Mess, whether ashore or onboard one of HMC Ships.

10. Army Regiments, Air Force Squadrons, and the services of other nations have highly individualized customs and traditions quite different from those of a Naval Mess Dinner. When entertaining guests, a prior brief explanation of our own idiosyncracies is a courtesy that is normally greatly appreciated and reduces the potential for embarrassment.

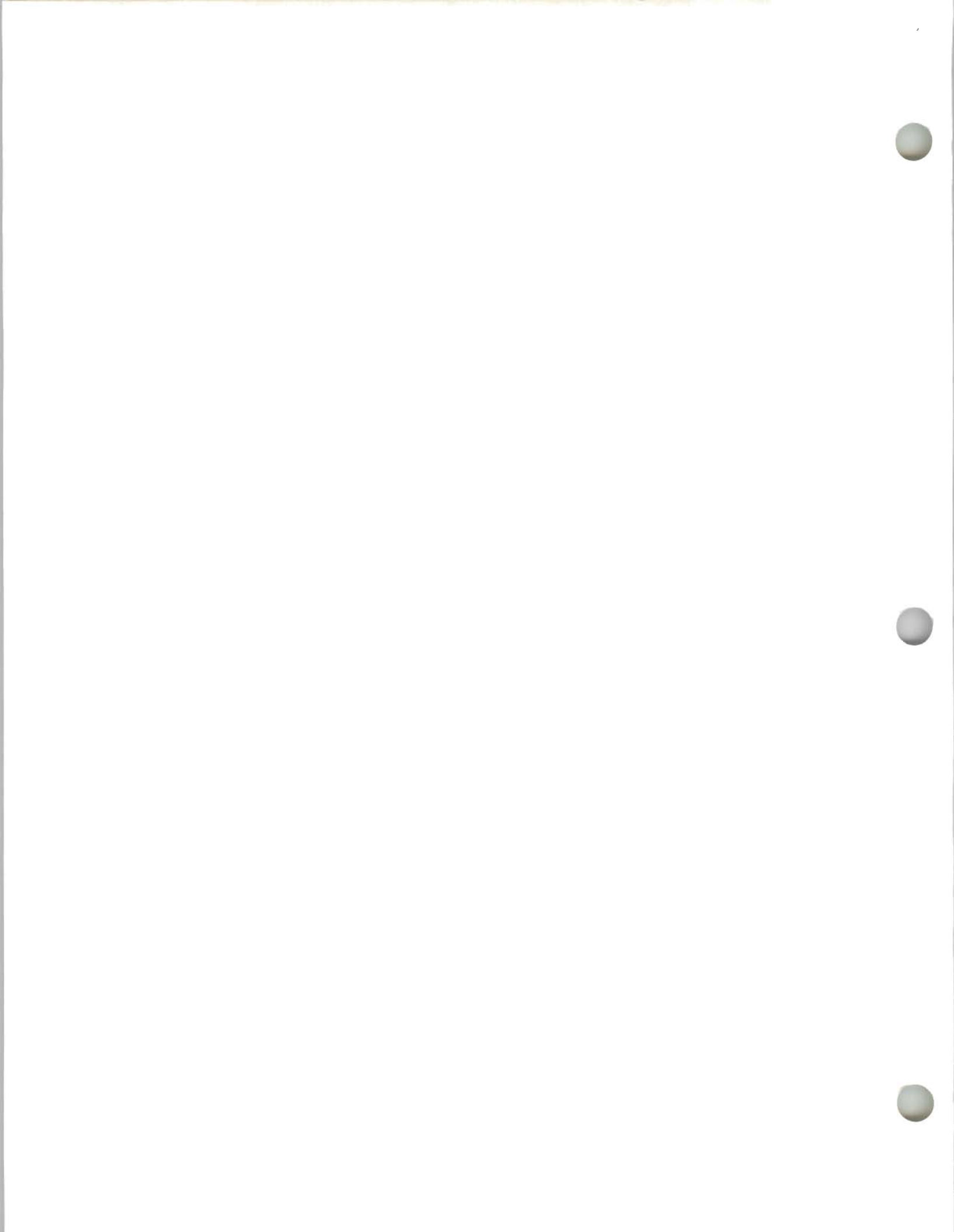
7.02 TERMINOLOGY

1. In this chapter, the following terms and meanings are used:
 - a. Dinner - A formal function, formerly known as "Dining-In the Mess" or "Dining-In";
 - b. Supper - A less formal meal. A duty officer who cannot dress for dinner or is likely to be called away may have supper rather than dinner;
 - c. President - The President of the dinner;
 - d. Black Tie - Black or White Dinner Jacket worn with a black bow-tie; and
 - e. White Tie - Civilian evening dress consisting of a tail-coat wing collar and white bow-tie.

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7.03 DRESS

1. The dress to be worn at dinner will be specified well in advance and indicated on the invitation.
2. Naval Officers wear either RCN or CF Mess Dress at dinner. The specific order of dress depends on the occasion and the season or latitude. Details of naval mess dress are found in chapter 8.
3. Retired officers may wear either mess dress or appropriate civilian formal attire with miniature medals.
4. Officers of other services wear the appropriate equivalent of mess dress.
5. Civilian guests wear appropriate formal attire.
6. Lady guests wear formal evening dress.



7.04 BEFORE DINNER

1. Invitations to dinner will be worded "1930 for 2000". This period is designed for a cocktail, and to allow hosting officers to peruse the seating plan, seek out and identify their guests, and introduce themselves. Hosts should be there 10 minutes prior to the starting time. The remainder of the time can then be comfortably spent partaking of a glass with friends before dinner.
2. Sherry is the normal pre-dinner drink chosen by generations of sagacious officers for the following reasons:
 - a. it comes in small quantities; and
 - b. it is a fortified wine which serves as a "warm through" for the wine follows.
3. The Vice President is Subordinate to the President during dinner whatever their relative ranks and seniorities, but he can fine or warn the President for any infraction of the rules. In a large mess with more than one table there is a Vice President for each table.
4. The Vice President sits on the President's right farthest away from him if the President is in the centre; at the opposite end of each table farthest from the President when several tables are used.

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7.05 SEATING PLAN

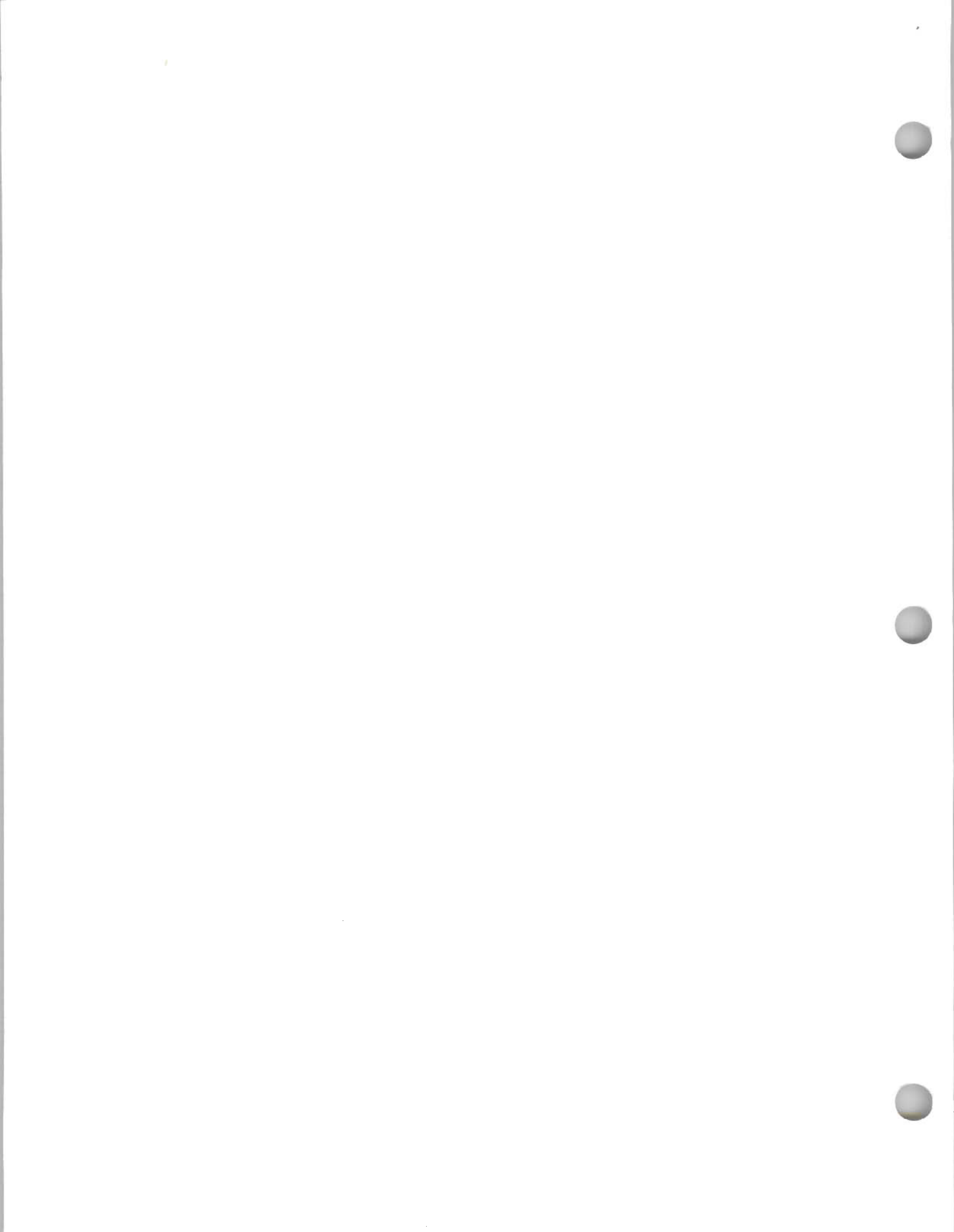
1. The seating for a naval mess dinner is usually formally arranged, and a plan is drawn up and displayed. Individual places at the table are marked with a name card.

- a. shifting of places is not permitted;
- b. Guests sit to the right of their hosts. If an officer is hosting two guests he sits between them. If he has more than two guests the host should have his guests disposed on either side of him in two groups;
- c. Guests should not sit beside each other if it can be avoided;
- d. the President is the host for guests of the mess. If there are many guests the Vice President or other members act as hosts, with the President hosting the Guest of Honour.

2. A word on seating plans. The success of a dinner is often directly proportional to the amount of time which has been spent on the seating plan. The organizer must:

- a. carefully consider each person attending the dinner;
- b. avoid concentrations of junior officers or senior officers;
- c. look at the personalities involved and distribute the more witty and outgoing individuals to liven up the entire dinner;
- d. avoid placing long-winded individuals or bores as Vice President; and
- e. for dinners where ladies are present, consider the group and determine how best to separate couples or if it is, in fact desirable to do so.

3. If no seating plan is provided, or if the seating plan provides only for the President and mess guests, officers take their places at the table without regard to rank or seniority.

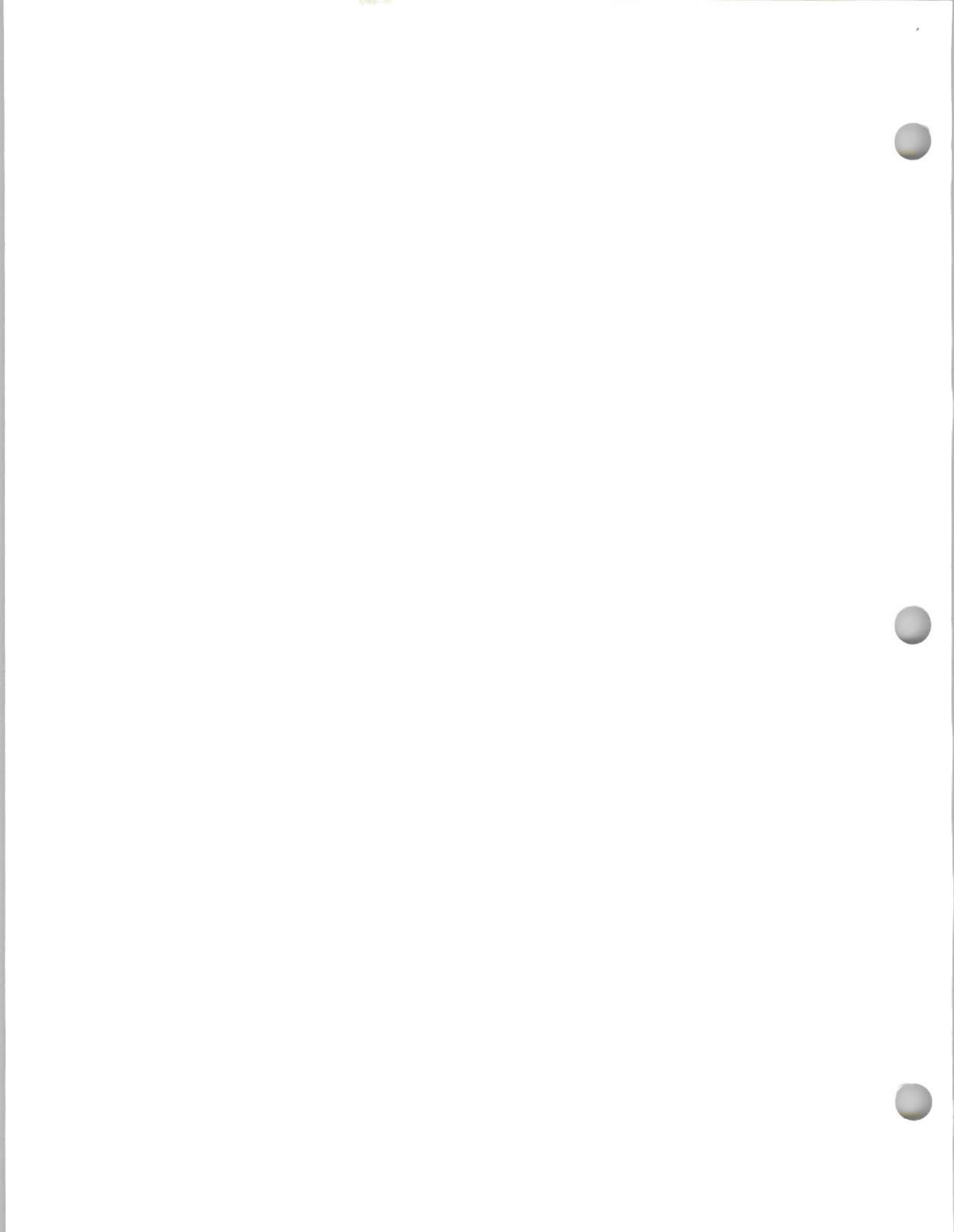


7.06 PRESIDENT AND VICE PRESIDENT

1. The Mess President (ie; the Executive Officer or Base Administration Officer) is usually the President of the dinner, although any Officer may be called upon to act as President. The President is in absolute charge of the table regardless of rank, seniority or classification. During the dinner the President may discipline any diner for misbehaviour. Details of his "Powers of Punishment" are found in Article 7.10. The President occupies the head of the table; at a large table this is in the centre and at a small table it is the end nearest the door.

2. The Vice President is subordinate to the President during dinner whatever their relative ranks and seniorities, but he can fine or warn the President for any infraction of the rules. In a large mess with more than one table there is a Vice President for each table.

3. The Vice President sits on the President's right farthest away from him if the President is in the centre; at the opposite end of a single table if the President is at the head of the table; or at the end of each table farthest from the President when several tables are used.



7.07 ENTRY

1. At 1955 the senior steward will enter the ante-room and report to the President; "Dinner is served, Sir"; the President and his guest will then lead the way into the dining room. As they start in, the band will strike up "The Roast Beef Of Olde England" (the tune which Nelson and his officers went to dinner in the Flagship), thereby signalling the remaining officers to escort their guests in to dinner. No one may precede the President. (2)

2. When Dining-the-Ladies, each officer will seek out and escort the lady to be seated to his right.

3. On entering the Dining Room the President goes to his place and sits down immediately. The others then take their seats as they arrive at their places. Do not sit down before the President does. It is not necessary to wait until everyone has entered the dining room before sitting down.



7.08 GRACE

1. When all diners are seated the senior steward reports to the President, "Officers seated, Sir", and states whether or not a chaplain is present. The President taps the table for silence.
2. If there is a chaplain present he says grace. If there is **more** than one chaplain present, they should arrange beforehand who will do this. One generally does so at the beginning of dinner and one at the end. If the only chaplains are guests, the President should ask them before dinner if they will arrange to say grace.
3. If there is no chaplain present the President says grace. Anyone doing this, whether chaplain or President, may say whatever grace he likes and be as longwinded as he chooses, but the normal prayer used by Presidents, although often not chaplains, is "For What We Are About To Receive, Thank God". The popular idea that the normal naval grace is simply, "Thank God" is entirely incorrect. Such grace may be used by a flippant and self-conscious President in a Gunroom mess, but it has no place amongst mature men, and its use should be discouraged.



7.09 RULES OF ORDER

1. The tap of the President's gavel for grace signals the official commencement of the dinner. Between then and the Loyal Toast the following rules of order are in force.

a. Without the President's permission no one may -

- (1) come in and sit down at the table,
- (2) leave the table,
- (3) return to the table,
- (4) read (except the menu and musical programme),
- (5) write, or
- (6) speak to anyone not dining (this does not apply to giving an order to a steward or receiving a message from him).

2. If a diner is near enough to the President to ask his permission personally, he does so, if he is too far away, he sends a steward to the President with the request. When he is coming to the table late, or is returning having left it, he always asks the President's permission.

3. No diner may:

- a. commence a course before the President;
- b. smoke;
- c. utter an oath or use foul language;
- d. place a bet or wager;
- e. discuss political or other controversial subjects;
- f. talk "shop" (shop talk is about one's duties. It is not matters of general interest about the service);
- g. speak in a foreign language (except when foreign guests are present);
- h. tell "off colour" stories;
- j. mention a woman's name unless she is a celebrity (the President's decision on the matter, as on all others, is final. This rule does not apply when ladies, other than female officers, are present);
- k. mention a specific sum of money; or
- m. propose a toast ("Cheers" or similar remarks or raising the glass as in greeting constitutes a toast).

4. Whenever the President or Vice-President taps the table there must be silence until he has finished speaking. (3)



7.10 DISCIPLINE

1. Misbehaviour or transgressions of the rules of order will generally result in disciplinary action. The President has three options:

- a. order the culprit to leave the Mess;
- b. fine him an appropriate number of drinks; or
- c. warn him.

NOTE 1: The punishment reflects the crime. A diner is ordered to leave for a serious offence such as gross rudeness. This is a real offence while others are more light-hearted and offer an opportunity for the culprit to use his wit to exonerate himself.

2. An officer coming to dinner late may have his excuse accepted, he may be refused permission to dine, or he may be fined.

3. Fines may vary from a single drink to drinks for all present. The President may award drinks to any diner or diners he chooses to name, including himself. If there is an offended party he is generally mollified by receiving payment of a fine.

4. The Vice-President may warn or fine the President.

5. Fines imposed on a guest must be paid for by his host.

6. It is permissible for any diner to call the President's attention to a misdemeanor, but he is a wise man who first obtains the President's permission to repeat or demonstrate the infraction of the rules as, without it, he may himself be fined.

7. The procedure for warning or fining is for the President to tap the table for silence and say, for example, "Mr. Watson will have the honour to give the Navigating Officer a glass of port", or "Mr. Gunn will have the honour of passing the port". There is no set phrase, but avoid using the expression "Will buy a drink". If the President wishes to warn someone, he merely says, "Mr. Tremblay is warned". He may enlarge on any of these remarks should he wish to do so.

8. Fines are nearly always levied in terms of port or other wine in which toasts are drunk. They are never paid until after the toasts have been drunk, and no diner who has not drunk the toasts in wine may accept payment of a fine. Toasts may never be drunk in wine that is served in payment of a fine. Offenders should honour such fines in the wardroom ante-room after dinner has been adjourned, and it has become the custom that they be honoured in the beverage of the recipient's preference.

9. Should a diner who was named as the recipient of the payment of a fine not accept the payment, the fine is considered to be paid. (4)

10. Dos and Don'ts.

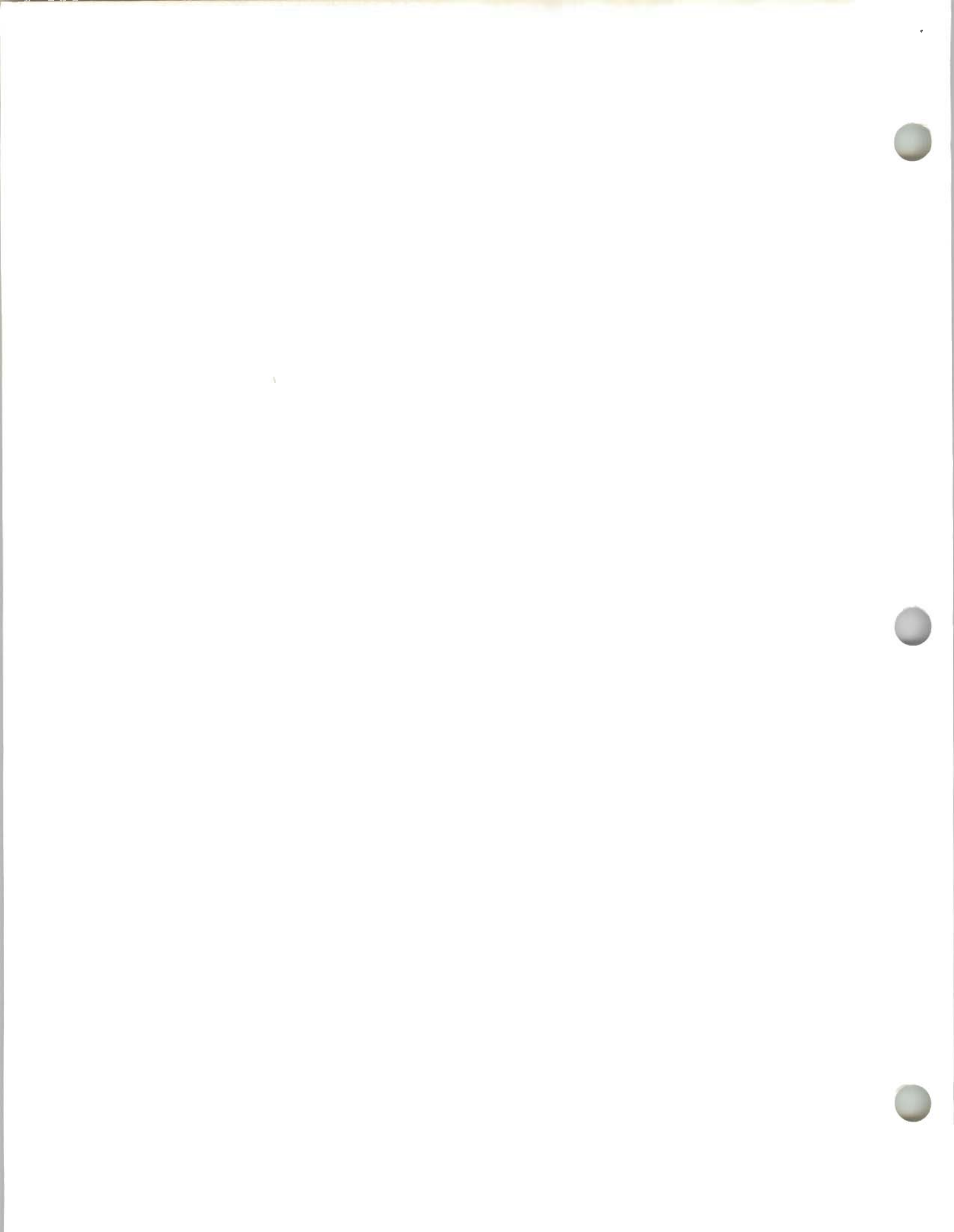
- a. lumps of sugar should be removed with tongs or a clean spoon;
- b. tea or coffee cups should not be held in the hand suspended for long periods. After a short sip, they should be returned to the saucer;
- c. teaspoons are not used to taste the tea or coffee, but to stir the ingredients; and
- d. toothpicks are to be used in private only.

7.11 SERVICE

1. The President is served first, but mess guests are served before the President and other guests before their hosts. The President should not allow the food to become cold by delaying the starting of a course, since other diners are waiting to follow his lead. No dish is to be removed until the last diner to finish a course has finished eating.
2. If a diner has been granted permission to sit down late, or to return to the table, he continues with the course then being served, unless the President gives him permission to eat the course which he missed.
3. Wine and other beverages are always served and removed from a diner's right.
4. When the last course has been finished, the stewards clear the table of everything except the table decorations, sweep up all the crumbs and remove the napkins.
5. Finger bowls may be provided when fresh fruits or other desserts are served. Each diner is provided with an individual bowl of warm water in which to rinse his sticky fingers. The finger bowls are removed when the table is cleared.

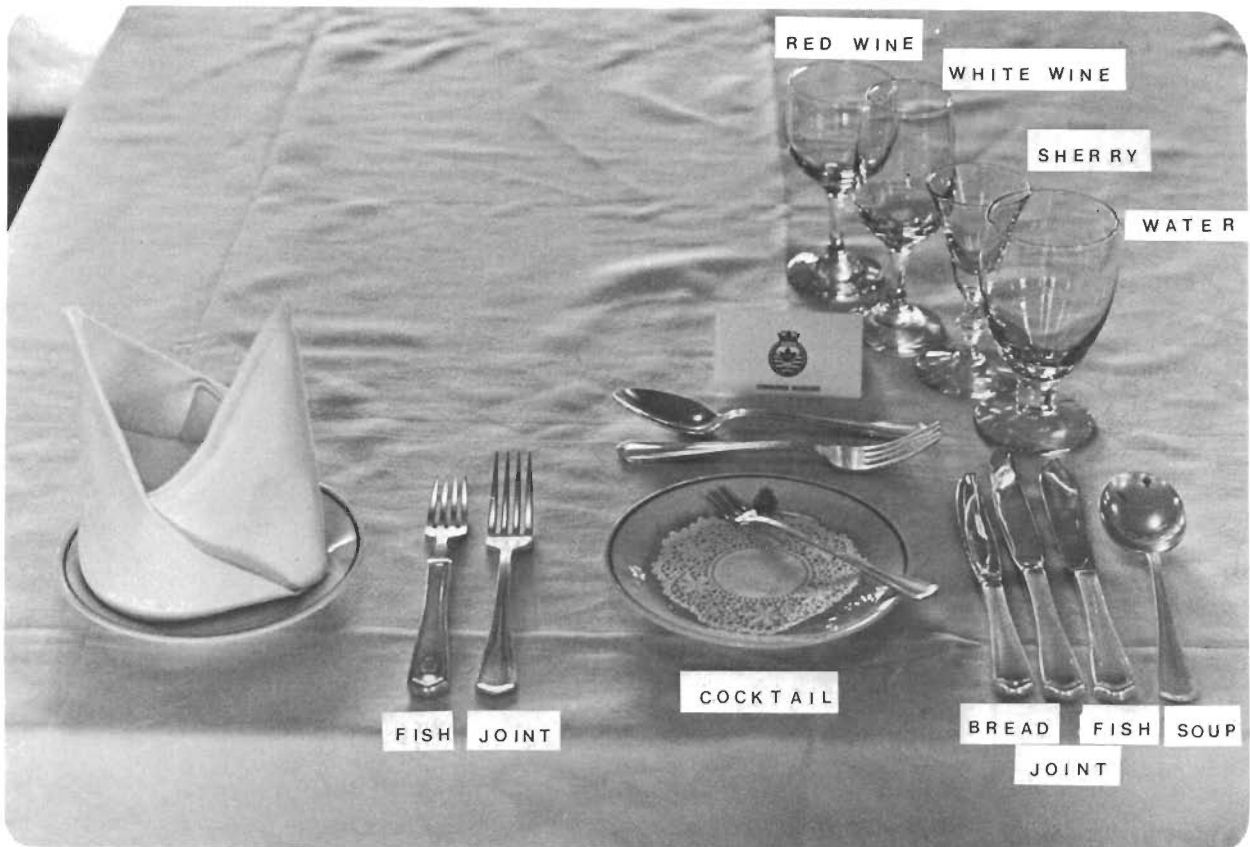
TABLE MANNERS

6. Posture. Diners should sit at the table in an erect manner, with the hands on the lap when not using table utensils.
7. Napkin. The table napkin is laid across the lap and is not tucked in the tunic. At the end of the meal, the napkin is laid on the table.
8. Knives, Forks and Spoons. The arrangement of utensils corresponds to the courses that will be served, with the utensils being placed in the order in which they will be used. Thus, on the right - beginning at the outside - is the soup spoon, fish knife, and dinner knife. On the left is the fish fork, the salad fork, and the dinner fork. The dessert spoon and fork are placed above the plate. To these may be added the bread knife and a teaspoon.
9. How to Use Table Utensils. Soup is taken from the side of the spoon. A knife is never lifted to the mouth. Bread is broken with the hands, not cut with the knife. The fork is held in the left hand for the meat, and may be transferred to the right for vegetables. The knife and fork are placed side by side on the plate to indicate that the plate may be removed.

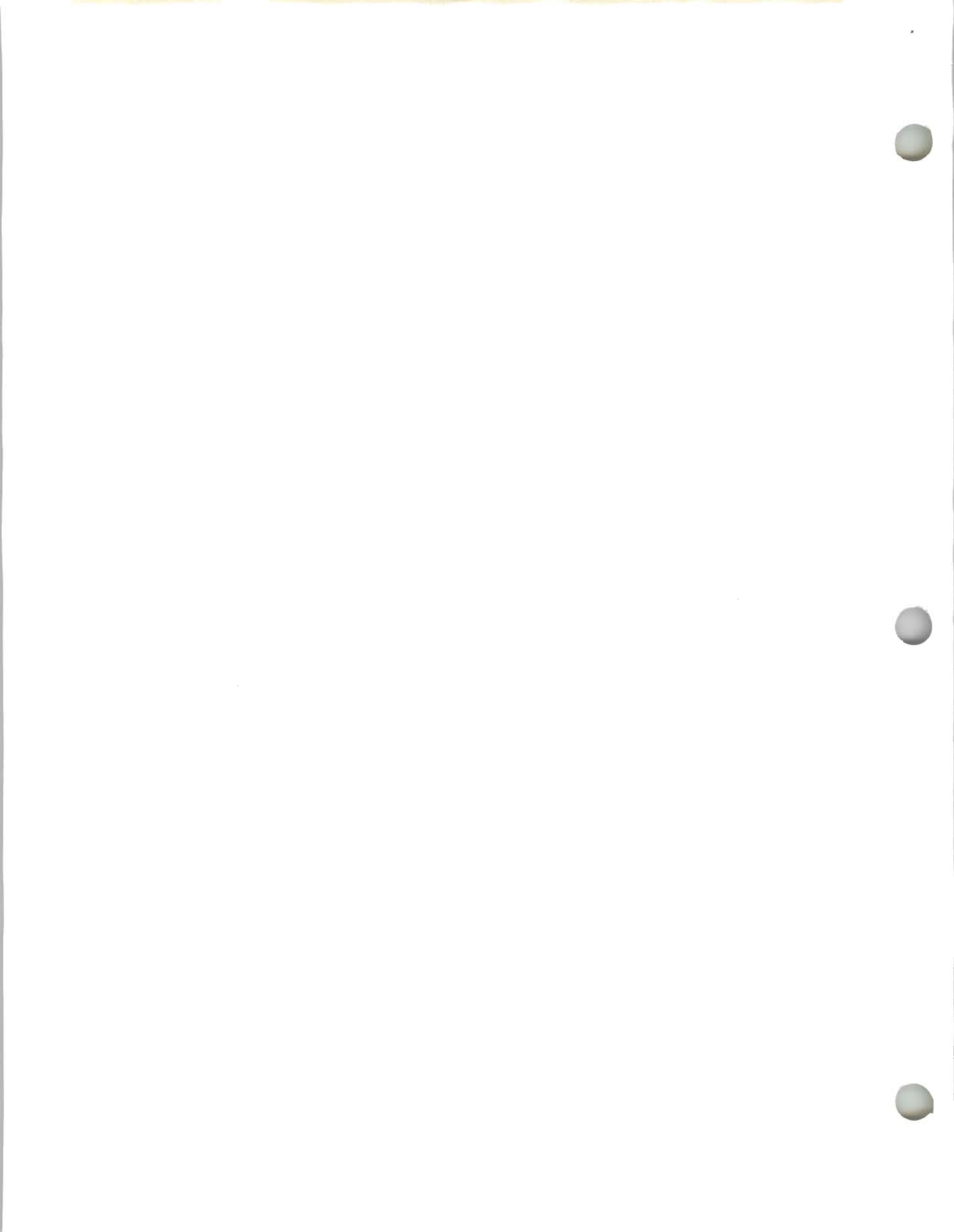


7.12 TABLE SETTING

1. The table service encountered at a formal dinner may initially appear rather formidable. It need not be so. The basic rule of thumb is "start at the outside and work in" for silverware. The stewards will ensure that the right wine gets to the right wine glass for each course. The accompanying illustration (Fig VII-I) shows the proper service for a formal dinner. A bare table is often used, but a cloth may or may not be used depending on the quality of the table.



(Fig VII-I Formal Dinner Service)



7.13 THE MENU

1. The organizer's lot is a thankless one, for in addition to reflecting on where diners will sit in order to make things go smoothly, he must, with the Chief Cook's assistance, orchestrate a menu that will satisfy a wide range of palates but does not overwhelm those on the receiving end.

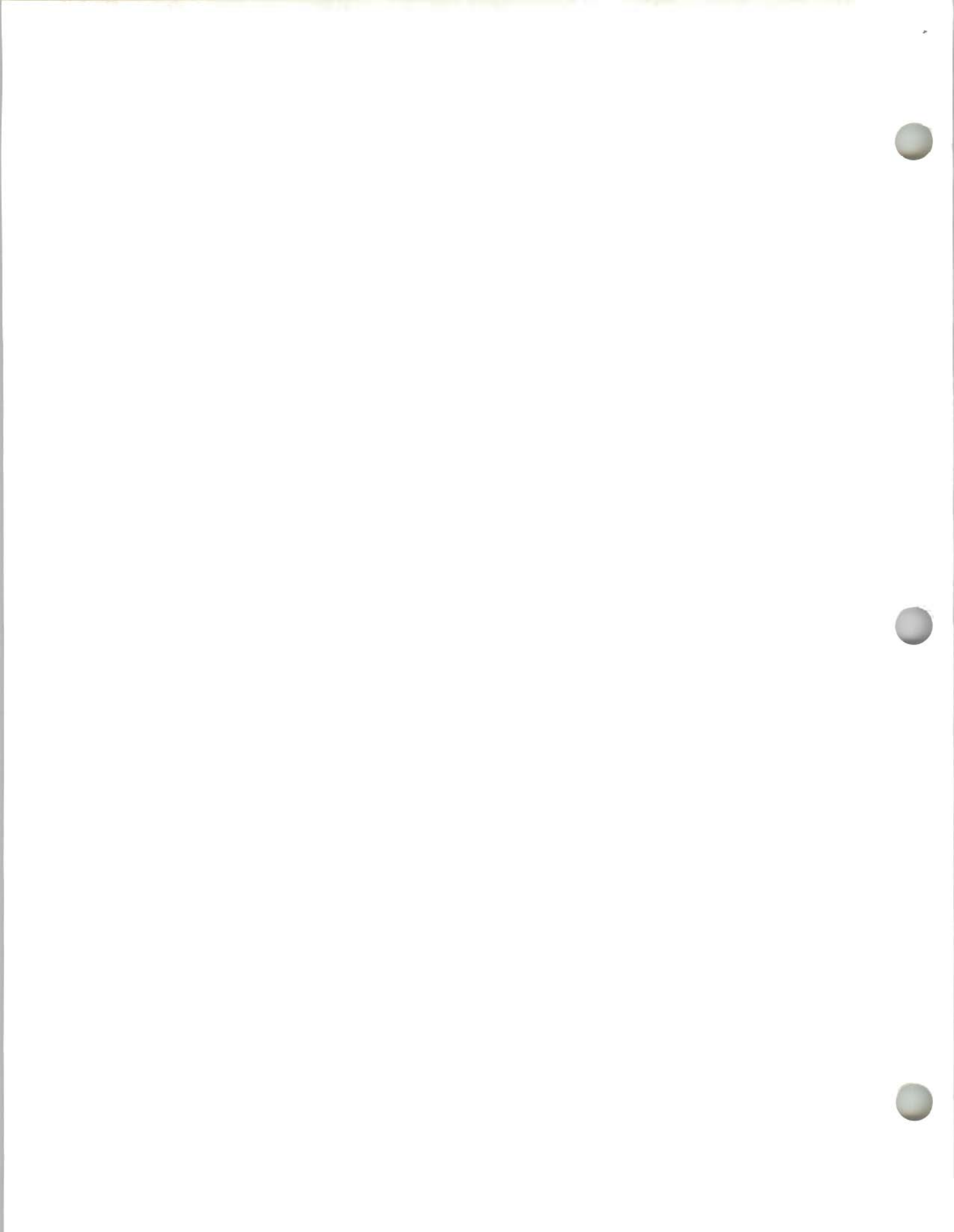
2. As a general rule avoid:

- a. Dishes which may be unfamiliar or risky (Haggis is not a wise choice);
- b. Dishes which cannot be eaten by members of various religious faiths (eg: pork for those of the Jewish faith);
- c. Dishes which are difficult or undignified to eat (eg: game hens or boiled lobster);
- d. Dishes which are difficult to serve at once for the number of people attending (eg: filet mignon, while very suitable for twenty, may suffer when prepared for eighty through no fault whatsoever of the cooks).

3. The Menu should be balanced and interesting and provide an opportunity for the cooks to demonstrate their talents. A typical sequence of courses might be:

Appetizer	Crab Cocktail
Soup	Consomme Royale
Fish	Filet of Sole
Joint	Veal Cordon Bleu
	Fresh Vegetables, Potatoes
Sweet	Lemon Parfait
Savoury	Welsh Rarebit
Dessert	Cheese, mints, nuts, fruit

4. Appropriate wines are served with various courses. Sherry is served with the soup, white wine with fish or poultry, and red wine with red meat.



7.14 GENERAL GUIDELINES

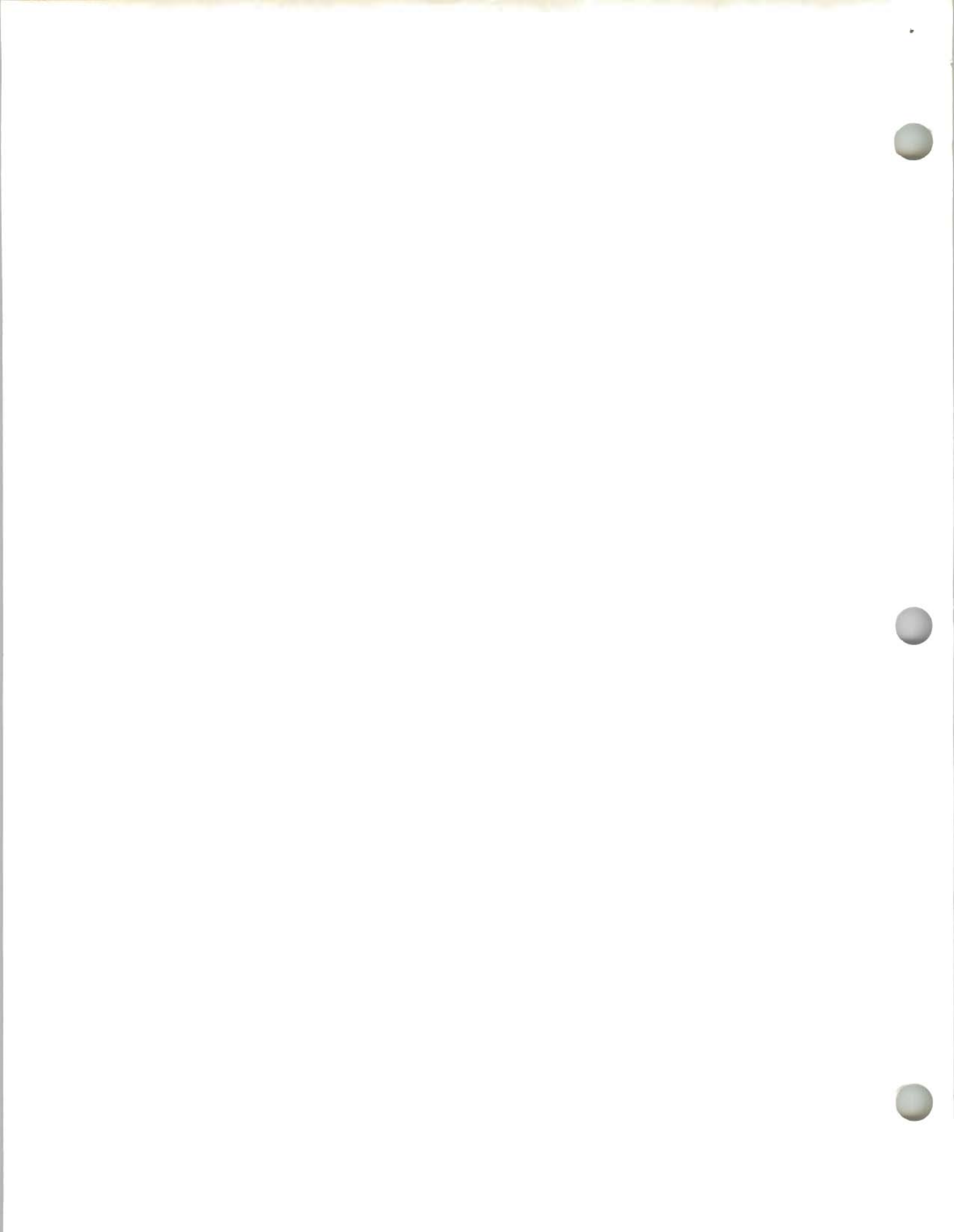
1. Junior Officers (and the occasional Senior Officer) frequently commit minor gaffes or transgressions of the rules of order due to inexperience. The safest thing for a peer to do in these circumstances is to correct the errant one and show him where he went wrong. Unless a speaker has something clever and witty to impart to the table, he is far better advised to keep a low profile and not attract attention to himself with childish nit-picking and repetitive comments. Disruptions of dinner for minor infractions tend to interfere with the digestion of senior officers and bore the rest of the table. A really clever and witty comment, on the other hand, adds colour and vitality to the occasion. However, it is wise to keep in mind that many speakers are not nearly so clever in the eyes of others as they appear through their own visual apparatus, especially when clouded from wine fumes.

2. When the table has been cleared the senior steward reports to the President, "Table cleared, Sir". The President taps the table for silence and calls on the Chaplain to give thanks. If no Chaplain is present the President gives thanks, the customary one being, "For what we have received, Thank God".

3. Repartee, speeches and explanations should normally be left until the end of dinner, after the toasts. At this time the audience is much more challenging to address as they have been as well wined and dined as the speaker. Consequently, they may either be wildly enthusiastic or may subject the hapless speaker to a well deserved round of harrassment and jocular abuse. They do not tend to suffer fools at this stage. Nor is this the time and place for a serious or lengthy speech, unless the speaker's programme absolutely precludes another opportunity of addressing the group.

4. The Guest of Honour is normally called upon for his address as the final speech of the evening. At this point the full courtesy of the diner is expected.

5. When ladies dine in the mess, speakers should remember that points of order are confusing to them, as well as to other non-military guests. Use common sense and good taste when speaking, and exercise consideration for the guests.



7.15 PASSING THE PORT

1. After "Thanks" are given, port glasses are brought around by the stewards and set before each diner. Decanters of port, stoppers in, are set before the President and each Vice President. Other dessert wines such as Madeira or Marsala may be used instead of, or in addition to the port.
2. When the decanters are in place the senior steward reports to the President, "The wine is ready to pass Sir". The President then un-stoppers the decanters in front of him and other officers with decanters follow suit.
3. The President passes the decanters in front of him to the left and other officers do the same. The President and other officers in charge of decanters do not help themselves before passing the decanters.
4. The decanters should be at least one place apart during their trip around the table. They should never be allowed to pile up beside a diner. If there is a gap at the end of a table, the stewards will move the decanters across it. An officer who somehow forgets to help himself when he is passing the port is out of luck. Port decanters move only one way - to the left.
5. The port is passed by sliding the decanters along the table, (thus reducing the chances of dropping them or spilling their contents). They may be raised from the table to pour. The practice of never lifting the decanters, even to pour, is an exaggeration of the passing method. It is not a tradition and should not be practiced.
6. It is not necessary to take wine if you do not want it, but if you do not take it on the first round of decanters, you may not take it subsequently.
7. In civilian circles if you do not take wine, your glass will be filled with water, but in the navy we never drink a toast in water, as superstition says that the subject of our solicitude will die by drowning.
8. When a set of decanters arrives in front of an officer who has charge of a set, he helps himself and keeps the new set in front of him. The stewards will move the stoppers to the officer who receives the decanters so that sets remain matches.
9. No one may touch his wine until the Loyal Toast has been proposed.
10. When the wine has been passed and all decanters have reached their destinations the senior steward reports, "The wine has been passed Sir". The President then stoppers the decanters in front of him and the other officers follow suit. (5)

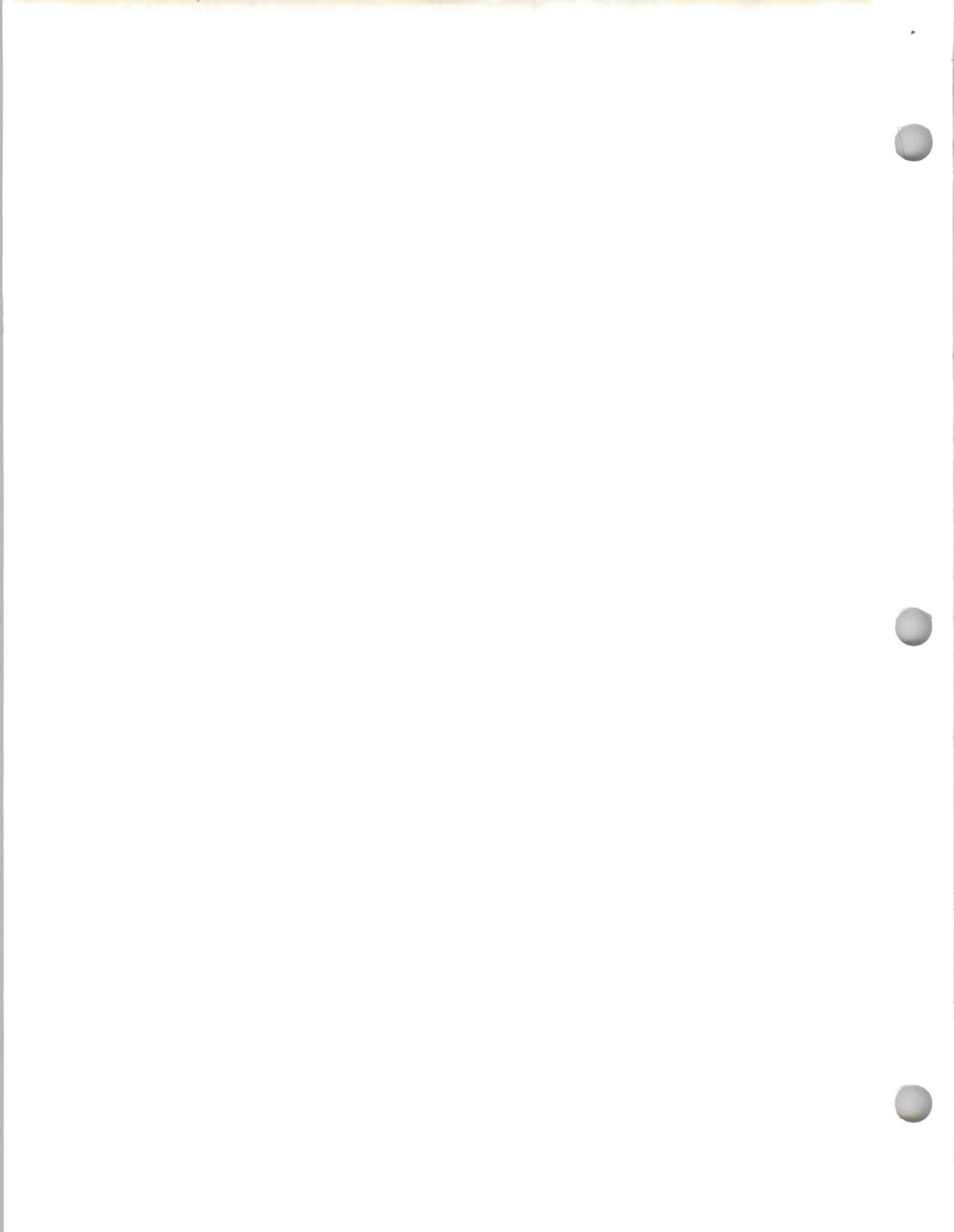
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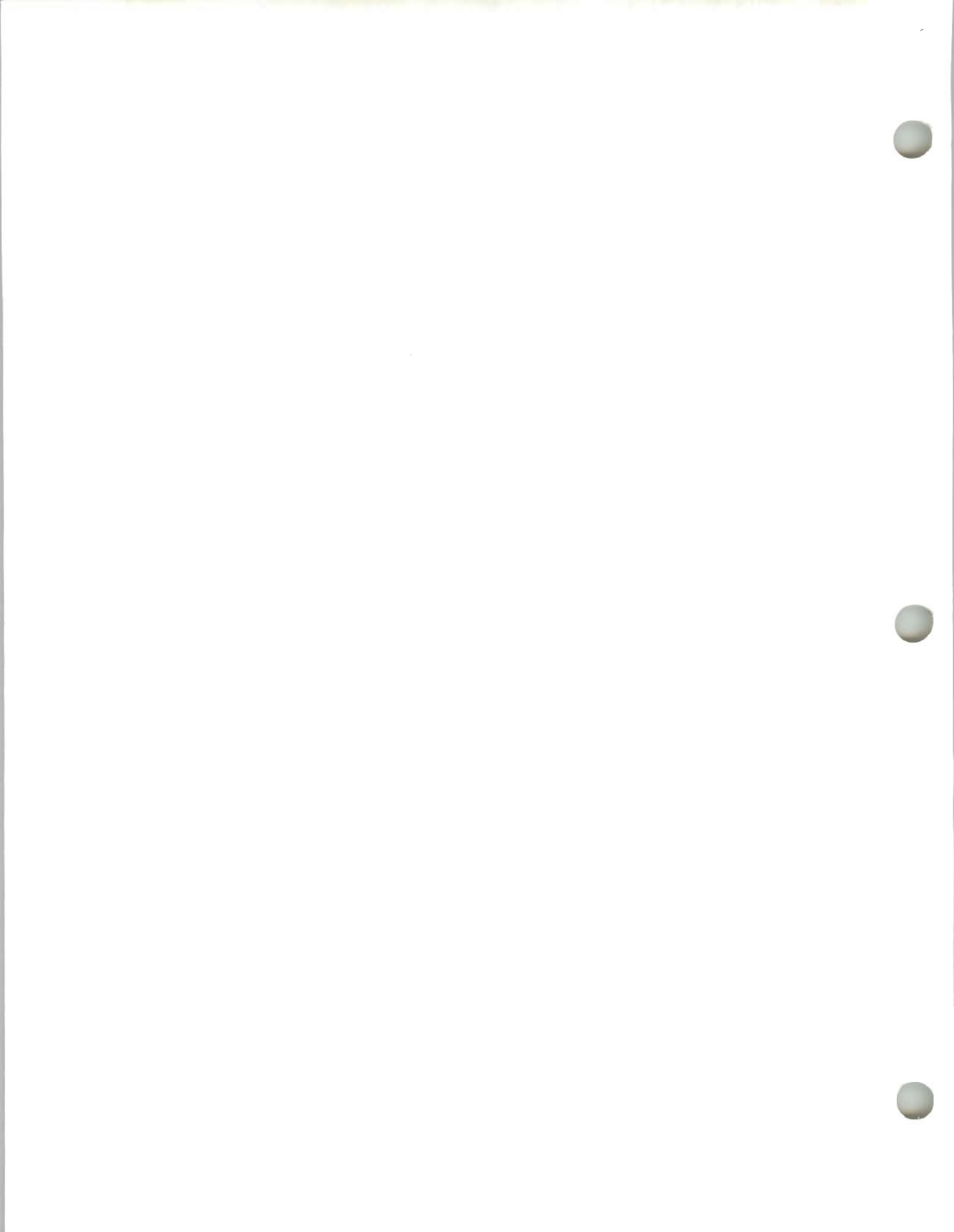
7.16 THE LOYAL TOAST

1. The President taps the table for silence and says, "Mr. Vice, The Queen."
2. When a band is in attendance it then plays six bars of "God Save The Queen", after which the Vice President responds, "(Ladies and) Gentlemen, The Queen." Either the direction or the Toast is given in French, the sequence to be determined by the President in advance.
3. All diners raise their glasses and repeat "The Queen", and those with wine drink the Toast.
4. The health of Her Majesty The Queen shall be honoured seated in the Wardrooms of HMC Ships and designated Naval Establishments, except that when toasts to foreign heads of state are included, they, and that to the Queen, shall be taken standing. However, when Her Majesty The Queen, His Royal Highness Prince Philip or any other member of the Royal Family is present, the Loyal Toast shall be honoured standing unless Her Majesty, His Royal Highness or other member of the Royal Family has expressed a wish that those in attendance remain seated. The pleasure of the royal personage should be sought beforehand.
5. Those Canadian Forces messes designated "Naval" Wardrooms are:
 - a. Wardroom Officers Mess (and Annex) - CFB Halifax;
 - b. Wardroom Officers Mess - CFB Esquimalt;
 - c. Wardrooms - CFS Shelburne, Mill Cove and Aldergrove;
 - d. Naval Officer Training Centre Gunroom - CFB Esquimalt; and
 - e. Wardrooms of Naval Reserve Divisions
6. Guests, male or female, military or civilian, follow the custom of the Naval mess they are visiting.
7. Naval Officers dining in other messes observe the traditions of that mess.



7.17 TOASTS TO OTHER NATIONS

1. When a foreign (non-Commonwealth) officer or official is being entertained officially onboard or ashore, the protocol for toasts changes. The rules in this section do not apply when the foreign officer is on exchange duties with the CF or is being entertained privately.
2. The Vice-PMC will propose, as the first toast, the health of the Head of State of the country to which the visitors belong.
3. The senior officer of the foreign guests will then propose the Toast to the Queen.
4. When the number of foreign guests makes it impractical to name each Head of State individually, a collective toast may be proposed. Foreign Heads of State are named in order to seniority of guests, except that when a ship is in a foreign port, the Head of State of the host country is named first. To this collective toast the senior and highest in rank of the Foreign Officers present will respond on behalf of all foreign guests by proposing the health of Her Majesty the Queen.
5. National anthems are played unless the number of anthems make this impracticable. Short versions should not be used unless it can be ascertained that it will not give offense.
6. Arrangements for toasts should be discussed with foreign guests beforehand.



7.18 TOASTS OF THE DAY

1. When the air has turned into a blue fog from a score or more of recently ignited cigars, the President will call upon a member (often the youngest officer present) to give the Toast of the Day. There is a toast for each day of the week, and woe betide the luckless one who gets them confused. The President is quite within his autocratic rights to call for the Toast of the Day as if today were Sunday (or whatever) in order to compound the problems of the young officer. It is customary for the Officer giving the toast to precede it with a brief and witty preamble applicable to the toast to be presented. (If you can't be either, then it is advisable not to attempt the remarks). The Toasts of the Day are:

- a. Monday - Our Ships at Sea
- b. Tuesday - Our Men
- c. Wednesday - Ourselves (an aside such as "Since no one else is likely to think of us" is often heard following the toast but is not part of the toast)
- d. Thursday - A bloody war or a sickly season
- e. Friday - A willing foe and sea room
- f. Saturday - Sweethearts and Wives ("May they never meet" is sometimes a response as per c above)
- g. Sunday - Absent friends (6)

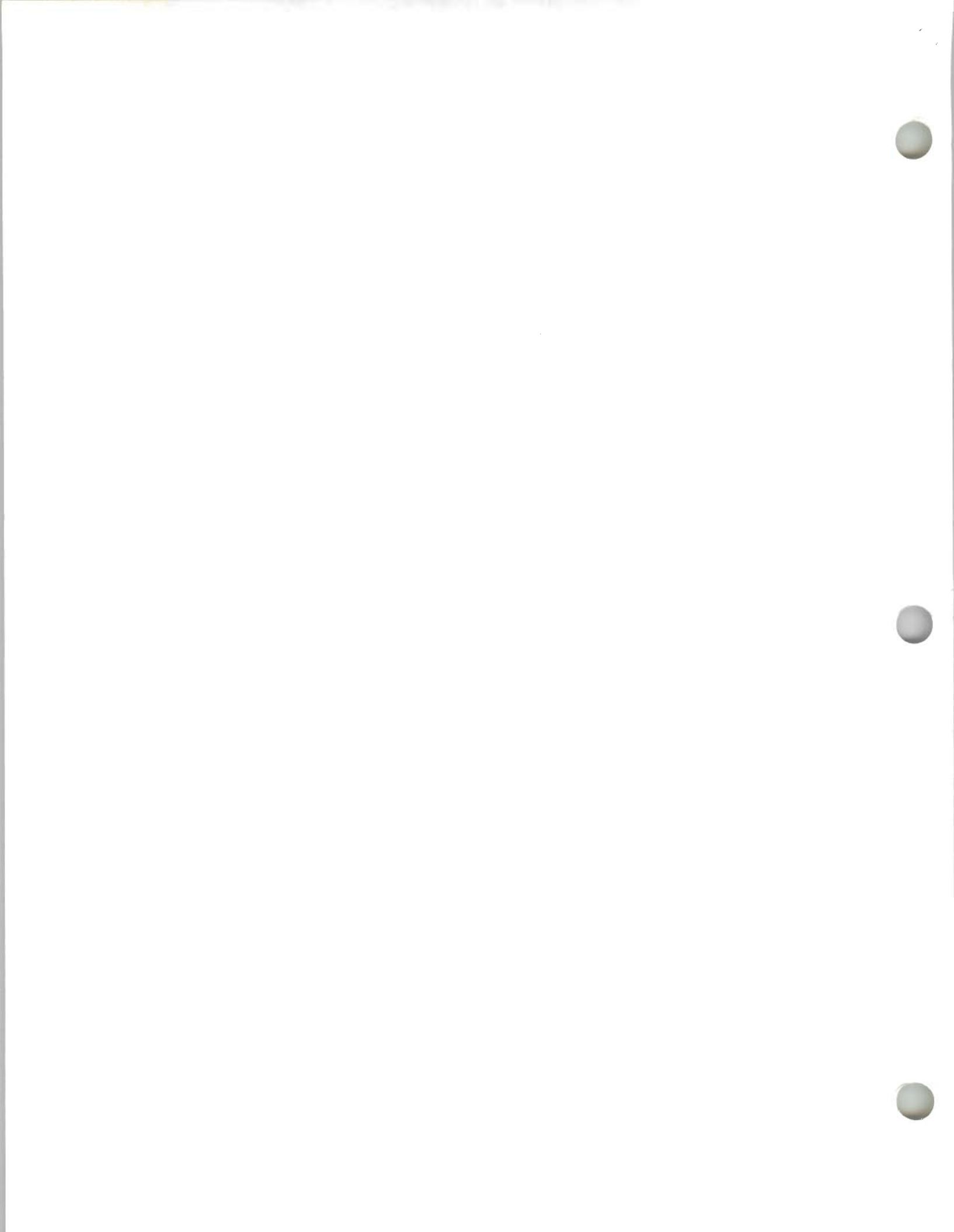


7.19 STILL MORE TOASTS

1. The Toast of the Day and other toasts which may be proposed after the Loyal Toast are given standing. Only the Loyal Toast is honoured seated.
2. At a Dine-the-Ladies, a Graduation Mess Dinner, or when dining-out a number of mess members it may be fitting to propose a toast to the group being honoured. It is most appropriate to do so either immediately before or after the Toast of the Day, but in any case prior to any other miscellaneous toasts.
3. It is a custom of the service for the Bandmaster (if present) and Chief Cook to be invited by the President to join him in a glass of port. Chairs are provided and a toast may be proposed, after which they secure for the evening. The senior steward is, of course, still busy with his duties.

7.20 SMOKING

1. The official part of the dinner is over upon completion of the Loyal Toast. The rules are relaxed and cigars and cigarettes are passed. Do not light up before the President has done so or given permission.



7.21 WINE GUARDIANS

1. After the toasts, anyone who wishes may leave the table with the exception of officers in charge of wines. If they wish to leave they must pass the decanters on to the officer on the left. If an officer in charge of wine, whether the President himself or another, leaves the table without finding a new guardian, the wine may be passed at the offender's expense until the decanters which he has deserted are empty.
2. The President may order the wine removed after toasts are drunk, but it is the custom to sit over it and pass the decanters at least once more.
3. After the decanters are passed a second time the stoppers are left off until the wine is finally removed on the President's order.(7)
4. The President or other officers guarding the wine are not at liberty to pick up the decanters in front of them to refill their glasses. They may not pass the wine to the left without waiting for the President to set the example or asking permission. When the wine has been passed again the President and other officers guarding the wine may then fill their glasses from the decanter that has been passed.

7.22 ADJOURNMENT

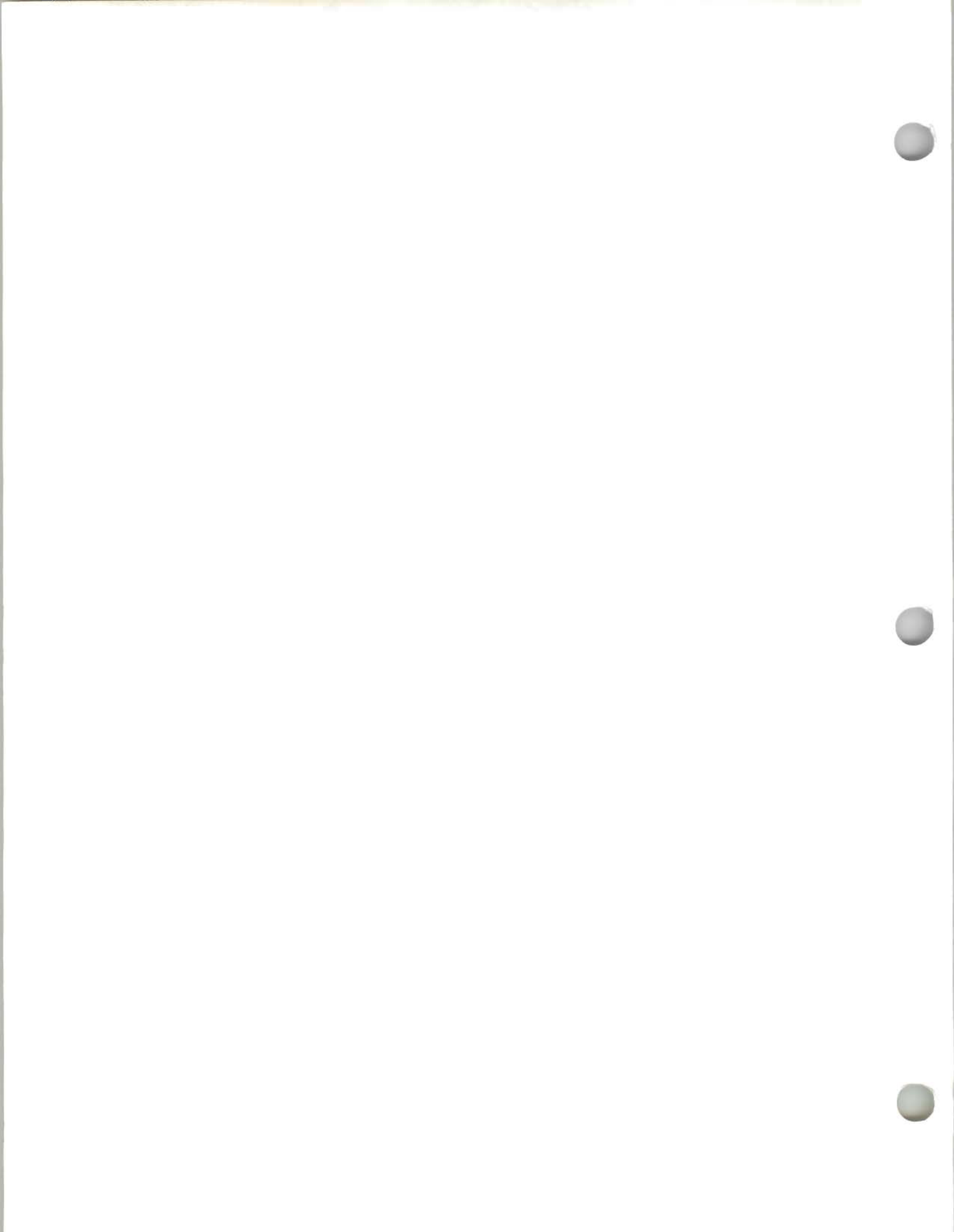
1. At the President's discretion he will suggest to the Guest of Honour and others at the head table that they adjourn for coffee and liqueurs. At this point all diners stand as the President leaves and remain standing until he has left the dining room. Diners may sit down again to finish their port at their leisure but should not be overly tardy in joining the President in the ante-room.



CHAPTER 8

DRESS

- 8.01 Introduction
- 8.02 Orders of Mess Dress
- 8.03 Acquisition Policy - Regular Force
- 8.04 Acquisition Policy - Reserve Force
- 8.05 Items of Mess Dress - Male Officers
- 8.06 Items of Mess Dress - Female Officers
- 8.07 Care of the Naval Mess Uniform
- 8.08 Special Articles of Civilian Dress
with Naval Significance.



CHAPTER 8

DRESS

8.01 INTRODUCTION

1. This chapter is intended to provide definitive guidelines for the wearing of Canadian Naval Mess Dress by Naval Officers in the Canadian Armed Forces. As such it outlines the orders of dress and the occasions when orders of dress are to be worn.
2. Special articles of civilian dress with naval significance are also covered.
3. Policy and direction pertinent to the wearing of the former Naval Service pattern uniforms has been incorporated in this chapter, based upon that found in:
 - a. The CF Dress Manual (A-AD-265-000/AG-001);
 - b. MARCOM Addendum number 1/76 to the CF Dress Manual (dated 20 May 76); and
 - c. BRCN 108 - Uniform Instructions for the Royal Canadian Navy.
4. Supporting details are found in Chapter 18.
5. The former Naval Service pattern mess uniforms are authorized for wear by all officers who served in the RCN and all officers of the Naval Operations Branch who serve now or will serve in the future.



8.02 ORDERS OF MESS DRESS

1. Three general types of mess uniform are authorized for naval officers, as follows:

- a. CF Mess Dress;
- b. Former Naval Service patterns; and
- c. Night Clothing.

2. To avoid confusion, the RCN system of abbreviations has been retained. This system identified the uniform appropriate to a particular occasion by number. The orders of dress ranged from Number 1 (Blue Ceremonial Dress) through Number 25 (Khaki Tropical Dress). In this manual the prefix NM is used to denote former Naval Service to avoid potential clashes with CF orders of dress.

3. The orders of mess dress are:

a. CF MESS DRESS

M1/FM1 - CF Mess Dress

M2/FM2 - CF White Mess Dress

b. FORMER NAVAL SERVICE PATTERNS

NM 7 - Mess Dress

NM 8 - Mess Undress

NM 17 - White Mess Dress

NM 18 - White Mess Undress

c. NIGHT CLOTHING

S6 - Officers Shipboard Evening Attire

S6A - Green Sea Rig (See Article 8.03 para 7)

NM 19 - Red Sea Rig

4. Complete details of CF Patterns of Mess Dress may be found in A-AD-265-000/AG-001 Chapter 2 . Paragraph 6 refers to illustrations of both RCN and CF Mess Kits.

5. Particulars of each naval order of dress and the occasions for wear are:

NM 7	Mess Dress	Blue mess jacket (flag officers, commodores and captains may wear tail coat), white waistcoat, laced trousers, cap, white dress shirt with wing collar <u>or</u> soft front short with turndown collar, bow tie, black shoes.	<p>To be worn at:</p> <p>a. Dinner with ladies present, evening dances and formal entertainment, ashore and afloat;</p> <p>b. Dinner when officers of flag and commodore rank or army or air force officers of corresponding rank (wearing uniform) are being entertained.</p> <p><u>NOTE:</u> When entertaining in their own mess, officers of flag and commodore rank may substitute NM8 at their discretion.</p>
NM 8	Mess Undress	<p>Blue mess jacket, black cummerbund, plain blue trousers, cap, white soft front shirt with turn down collar, bow tie, black shoes.</p> <p>miniature ribbons of orders, decorations and medals.</p>	May be worn at the discretion of the Senior Officer, for appropriate occasions ashore and afloat.
NM 17	White Mess Dress	As for NM 7 but with white mess jacket and shoulder boards. (Officers not in possession, wear NM 7 or M2).	As for NM 7 - for wear in summer or tropical climes.
NM 18	White Mess	As for NM 8, but with white mess jacket and shoulder boards. (Officers not in possession wear NM 8 or M2).	<p>As for NM 8.</p> <p>For wear in summer or tropical climes.</p>
NM 19	Red Sea Rig	White tropical shirt worn with neck open, shoulder boards, plain blue trousers, cap, black cummerbund, black shoes.	For informal evening wear on board.

6. The various RCN orders of dress are shown below in terms of their CF, RN, USN and civilian equivalents. The particulars and occasions for which the orders are worn in the Canadian Navy do not always conform precisely to those of these other navies. This is often the case with respect to official or social functions, where the wearing of decorations and medals can differ for similar occasions. This table should therefore be construed as a guide only.

TABLE 8-1

UNIFORM EQUIVALENTS

RCN	DRESS	CF	RN	USN	CIVILIAN
NM7	Mess Dress (Figure 8-1-1 to Figure 8-1-3)	M - 1 FM - 1 S - 5	Mess Dress/Ball Dress (same uniform) as per NM7 except wing collar is mandatory. Only officers above the rank of Cdr wear laced trousers.	Dinner Dress Blue with jacket.	White tie and tails or black tie, as approp- riate.
NM17	White Mess (Figure 8-1-4)	M2	White Mess/Ball Dress (As per Mess Dress, with white jacket.)	Dinner Dress White with Jacket.	White tie and tails or Black tie with white dinner jacket as appropriate.
NM8	Mess Undress (Figure 8-1-5)	M1	Mess Undress (as per NM8 but blue waist-coat is usually worn, with the cummerbund optional).	Dinner Dress Blue with Jacket.	Black Tie.
NM18	White Mess	M2	White Mess Undress (as per NM 8).	Dinner Dress White with Jacket.	Black Tie with White Dinner Jacket.
NM19	Red Sea Rig (Figure 8-1-6)	S6	Red Sea Rig.	Gulf Rig.	Appropriate Civilian Dress (Jacket and Tie).





Figure 8-1-1

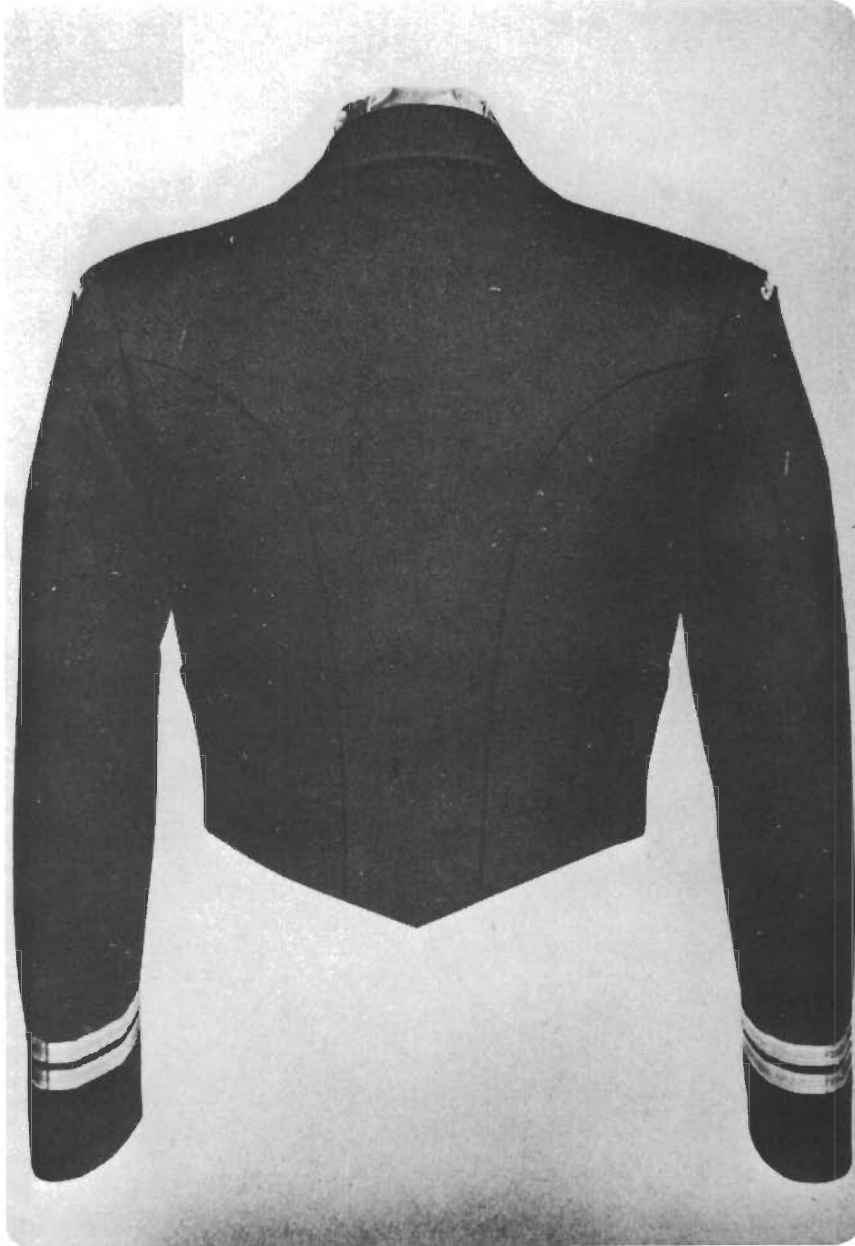


Figure 8-1-la

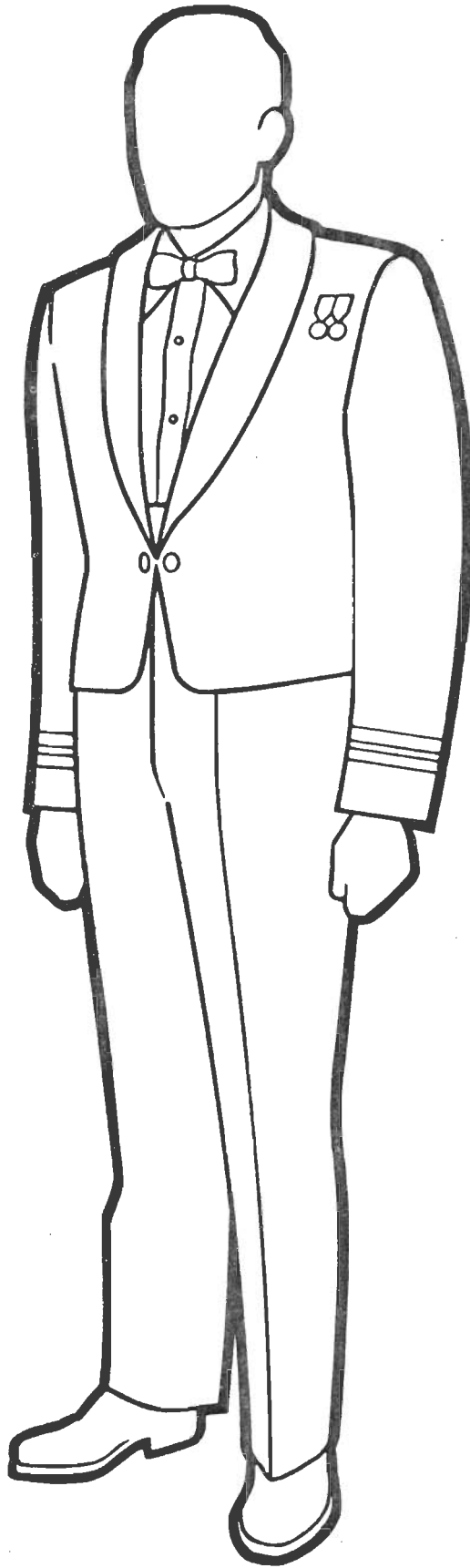
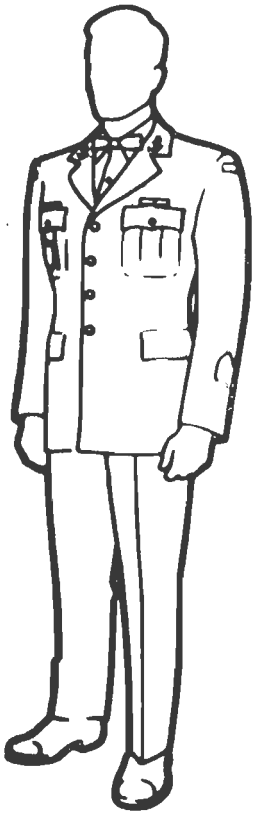


Figure 8-1-2



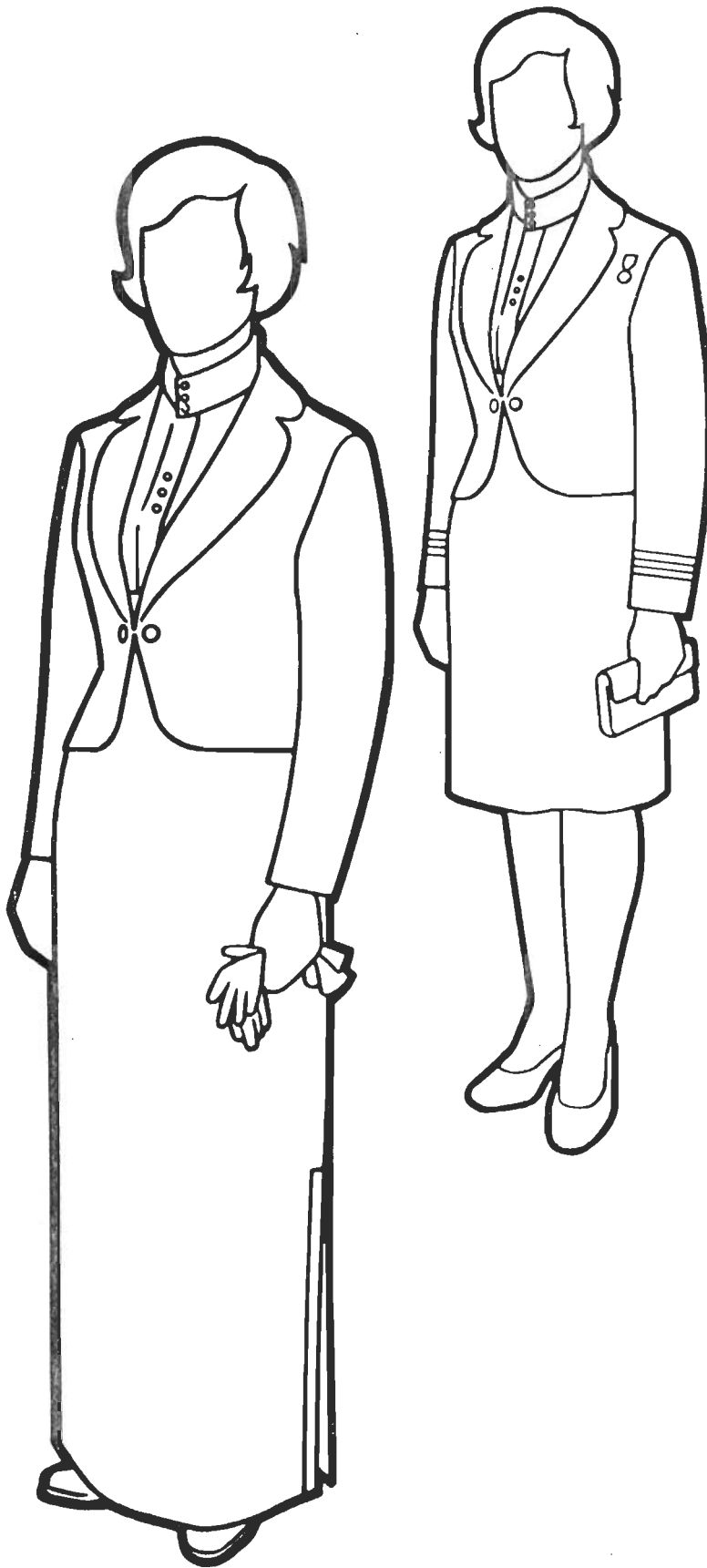


Figure 8-1-3



Figure 3



Figure 8-1-4

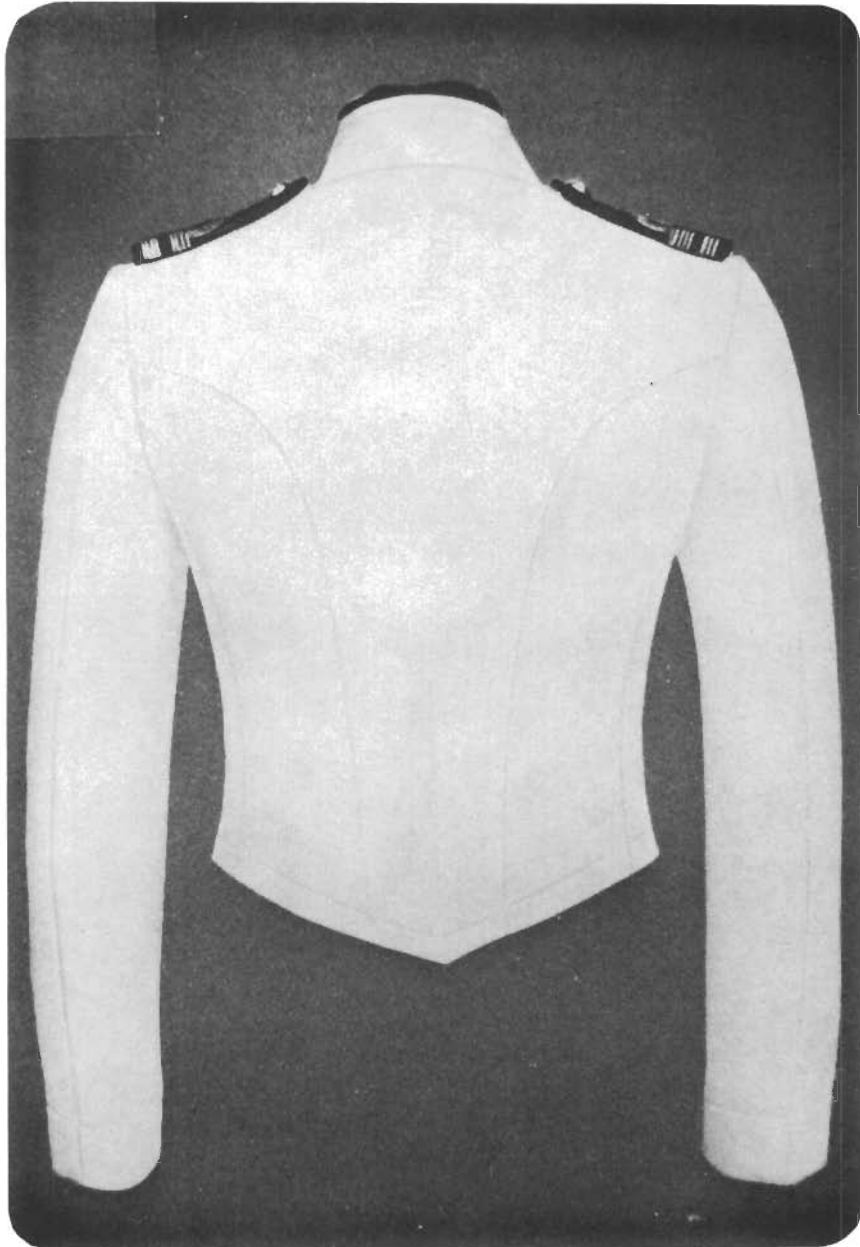


Figure 8-1-4a



Evening Blue

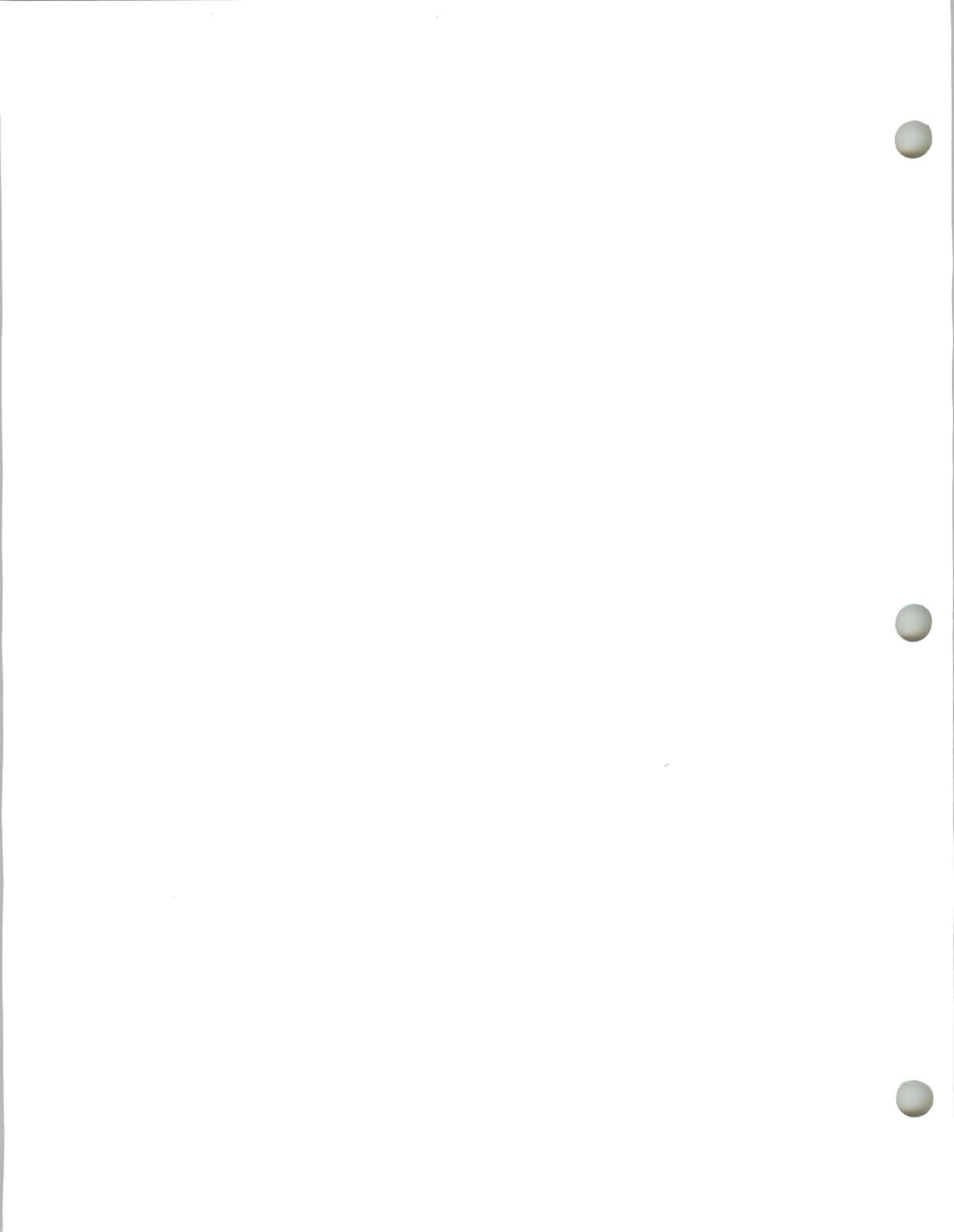


Morning



Evening White

Figure 8-1-5



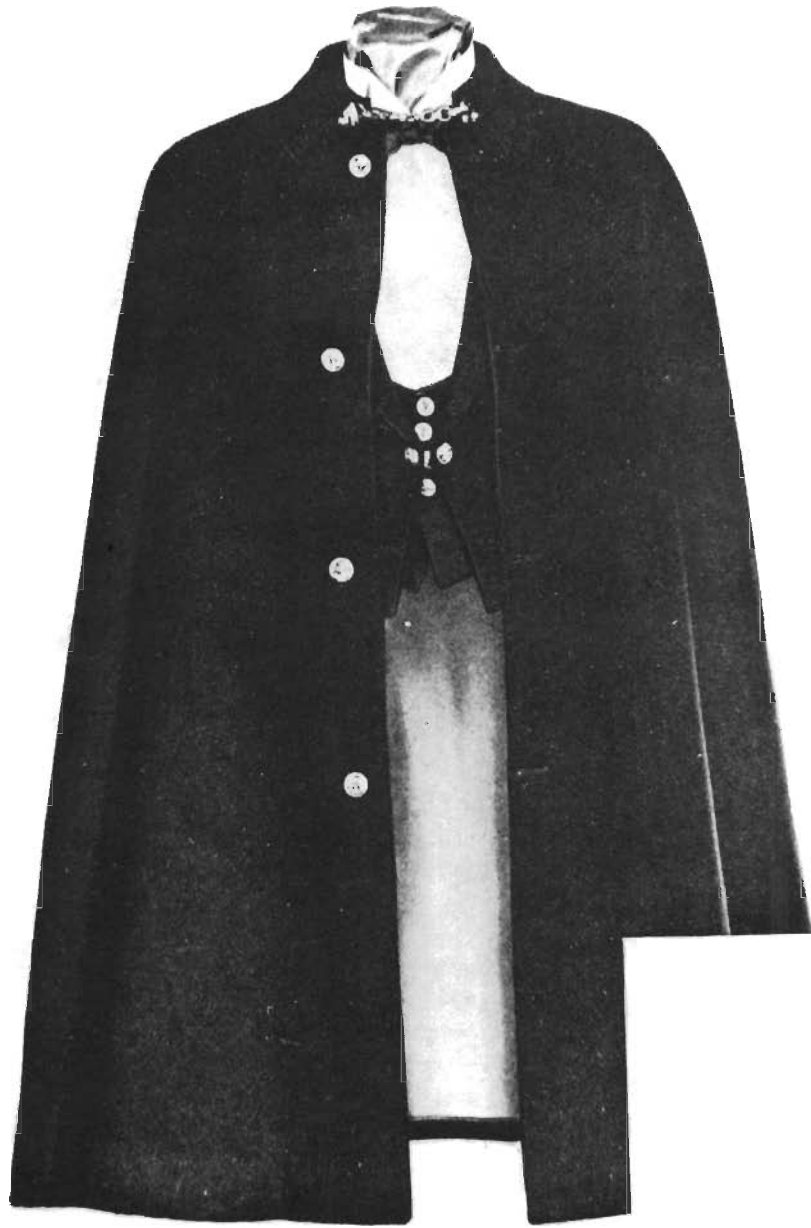


Figure 8-1-7



Figure 8-1-7a

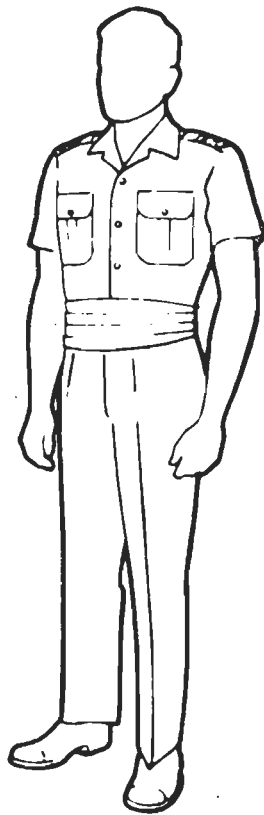


Figure 8-1-6

7. The boat cape may also be worn with the RN pattern Mess Dress. This is illustrated in figure 8-1-7.

8. Figure 8-1-8 shows the variation in buttons between officers of flag rank and other officers.





**Buttons For
Flag Officers**



**Buttons For
Other Officers**

Figure 8-1-8



8.03 ACQUISITION POLICY - REGULAR FORCE

1. The CF Dress Manual (A-AD-265-000/AG-001) stipulates that:
 - a. All Regular Force officers are required to be in possession of mess dress;
 - b. Newly commissioned officers are required to obtain mess dress not later than six months after commissioning;
 - c. Acquisition of mess dress is the responsibility of the individual;
 - d. Naval Operations Branch officers are authorized to wear M-1 and M-2 mess dress, or former RCN mess dress patterns, regardless of the date of their commissioning.
2. The basic requirement is that Naval Officers must be in possession of:
 - a. Either NM7 or M1; and
 - b. Either NML7 or M2.
3. Materials for the Naval Mess Dress uniforms are not available through the CF Supply system, but are readily available from commercial sources in Halifax, Victoria, and Ottawa. Full specifications for the former RCN patterns are found in Chapter 18.
4. Officers who purchase the Canadian Forces Mess Dress will require both the Blue Jacket and Trousers and the White (Summer/Tropics) Mess Jacket and Shoulder Boards. Full specifications for these uniforms are contained in the CF Dress Manual.
5. Mess Undress uniforms NM8 and 18 are no longer officially recognized and need not be purchased. The RN and some other NATO navies continue to wear mess undress normally, both ashore and afloat, and Canadian Naval Officers may wish to retain them as an optional dress for wear when attending functions in such messes when mess undress is appropriate. Mess undress will not be indiscriminately ordered in Canadian naval vessels and establishments, but may be worn, at the discretion of the Senior Officer, for appropriate occasions ashore and afloat. Officers who do not possess Mess Undress will wear NM7/17 or M1/2, as appropriate.
6. Red Sea Rig (NML9) is no longer an officially recognized uniform and need not be purchased. However, Red Sea Rig continues to be worn in Commonwealth Navies, and the same options concerning retention and ordering remain open for Red Sea Rig as for mess undress.
7. It has become customary to wear a white short-sleeved shirt in lieu of green when S6 is ordered as night clothing. This dress is

hereby designated as S6A-Green Sea Rig, and is authorized for wear in HMC Ships. Only the CF green shoulder boards may be worn with S6A.

8. Pirate combinations of items of night clothing are not to be worn, only S6 may be ordered and worn as promulgated in the CF Dress Manual, or S6A or full NM 19 as promulgated herein.

8.04 ACQUISITION POLICY - NAVAL RESERVE

1. Naval Reserve Officers may obtain and wear mess dress.
2. Acquisition of mess dress is the responsibility of the individual.
3. Naval Operations Branch Officers are authorized to wear M-1 and M-2 mess dress, or former RCN mess dress patterns, regardless of the date of their commissioning.
4. The guidelines in Article 8.03 paragraphs 2 to 6 are applicable to the Naval Reserve.

8.05 ITEMS OF DRESS - MALE OFFICERS

1. Complete details of all items of the former RCN mess uniforms are found at Chapter 18, Article 18.05.

8.06 ITEMS OF DRESS - FEMALE OFFICERS

1. Complete details of all items of the former RCN mess uniforms for female officers are found at Chapter 18, Article 18.06.

8.07 CARE OF THE NAVAL MESS UNIFORM

1. Some suggestions for the upkeep of naval uniforms are given in Chapter 18 Article 18.07.

8.08 SPECIAL ARTICLES OF CIVILIAN DRESS WITH NAVAL SIGNIFICANCE

1. The following articles may be worn as civilian clothing at the option of the wearer when civilian clothing is authorized to be worn.

a. Blazer and Flannels

For all Naval personnel of the Regular Force and the Reserves, active or retired. Navy blue flannel or serge, single or double breasted jacket and grey flannel trousers or skirt;

b. Blazer Badge

- (1) Officers - A badge consisting of an embroidered naval crown in red superimposed on a white maple leaf may be worn centered on the breast pocket of the blazer;

(2) Other Ranks - A badge consisting of an embroidered fowl anchor in red superimposed on a white maple leaf may be worn centered on the breast pocket of the blazer.

c. Necktie

A distinctive necktie consisting of small gold naval crowns and red maple leaves on a blue silk or satin background may be worn by all naval or ex-naval personnel when wearing civilian clothing.

ARTICLES OF CIVILIAN DRESS WITH NAVAL SIGNIFICANCE



Blazer Badge
Officers



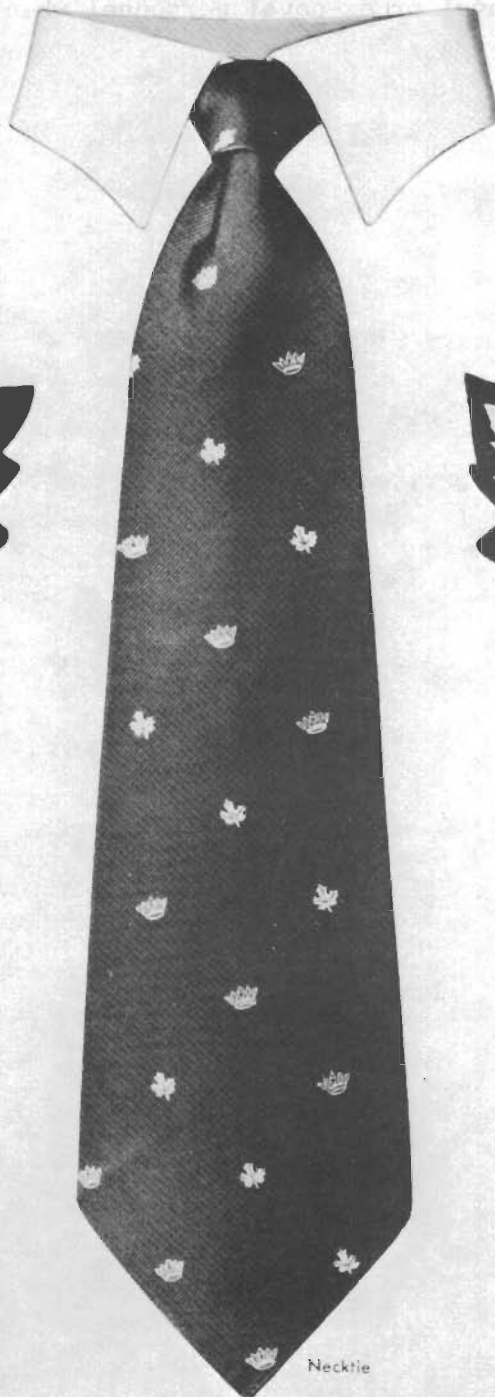
Blazer Badge
C.P.O. and P.O. First Class



Blazer Button
Officers



Blazer Button
C.P.O. and P.O. First Class



Necktie

CHAPTER NINE

JOINING A SHIP

9.01 THE POSTING

1. The authority to "Appoint" an officer to a ship rests with the Director Postings and Careers - Officers (CPCO), Ottawa. This authority is discharged by the career manager who is responsible for the individual Officer's classification and rank group. The Career Manager's decision to post an Officer to a ship is generally based on several inputs, such as the Service requirements, the Officer's service and career requirements, his assessed potential and his stated posting preferences. Both the gaining and losing units are notified of the decision of the Career Manager in a posting message. This message constitutes the only recognized form of official notification, and no posting actions are to be taken until it is received.
2. The message is usually four or five paragraphs long, and follows the format outlined below.

R 311200Z AUG 80
FM NDHQ OTTAWA
TO RCEOEE/NIPIGON (LOSING UNIT)
RCWEWLA/NOTC ESQUIMALT (GAINING UNIT)
INFO FCEOCEA/MARCOMHQ HALIFAX
RCWEWLA/MARPACHQ ESQUIMALT
RCWEWLA/CFB ESQUIMALT
RCWEWLA/COMTRAINPAC ESQUIMALT
RCWEWW/CANCOMDESRON FIVE

BT
UNCLAS DPCO/MARS 1008
MARCOMHQ FOR CPTO MARPACHQ FOR PERS(P)
SUBJ: POSTING INSTRUCTION DPCO/MARS 1008
1. 111 234 567 LT(N) NONAME NN MARS 71A A1 TOP SECRET NIPIGON
COMM/EW OFFR (1278 AD 2025) HALIFAX
2. 1 JAN 81
3. NOTC SEA ENV INST (0493 AC 2017) ESQUIMALT
4. MOVE OF DF AND E RESTR IAW CFAO 209.28 PARA 14. RES CODE
02104 FE 165F119 APPLICABLE PLANNING CODES ARE TO BE DETERMINED
FROM FY 80-81 FAD 1
5. SINGLE

3. The message breaks down as follows:
 - a. SIN, RANK, NAME AND INITIALS, CLASSIFICATION MOC, SECURITY CLASSIFICATION, CURRENT UNIT, UNIT REMAR BILLET IN BRACKETS, AND GEOGRAPHICAL LOCATION OF UNIT;
 - b. INDIVIDUAL'S COS DATE;

c. GAINING UNIT, OFFICER'S DUTY, OFFICER'S REMAR BILLET IN BRACKETS, AND THE GEOGRAPHICAL LOCATION OF THE UNIT;

d. INSTRUCTIONS CONCERNING THE OFFICER'S DF AND E AND THE UNIT RESOURCE CODE ALL EXPENSES ARE TO BE PAID FROM;

e. A REMARKS PARA, GENERALLY USED TO INDICATE MARITIAL STATUS AND NUMBER OF DEPENDANTS.

9.02 THE JOINING LETTER

1. Traditionally, a Naval Officer has acknowledged his appointment to a ship by writing the Commanding Officer a joining letter. If time constraints do not permit the Officer to acknowledge by letter, he must then contact his new Commanding Officer either by telephone or telegraph. In all cases it is important to give information about what instructions you have received and ask for any special orders which the Captain may have for you.

2. Some Junior Officers have experienced difficulty in writing letters to Senior Officers. There is always a tendency to be too formal and to resort therefore to some form of official formal letter. If a Senior Officer thinks enough of you that he takes the trouble to write you a personal letter when you are, for instance, in Hospital enquiring after the state of your health, remember it is a PERSONAL matter he is enquiring about and in reply to him you won't go far wrong if you adopt the tone and form of his own letter to you. By all means start off your reply with "Dear Commander Blank," and sign it "Yours Sincerely, N.N. Noname" at the end. Do Not start out "Dear Sir" and sign it "I Have the honour to be, Sir, Etc." This advice does for all forms of personal letters to officers Senior to yourself, unless they are so very little senior to yourself that you are on a first name basis - in which case you are able to write what you like.

3. Avoid writing typed letters - use your own handwriting. There is nothing personal about a typewritten letter. There may be times when a typewriter is the only thing that you can use, but keep its use to a minimum.

4. While the old "Sir, I have the honour to report" style letter in copperplate scip and dark blue India Ink is definitely a thing of the past, the consideration implicit therein remains. In the modern idiom, you should:

- a. write a letter to your new Commanding Officer as soon as you learn of your appointment (Officers are never drafted);
- b. use a sheet of plain, white bond paper. DO NOT USE ordinary note paper or lined paper. This letter should be well written in ink. Remember, it is the first contact with your new Captain. The impression that you make is extremely important;
- c. the tone of the letter should be respectful, and at all times correct; but it should never be stiff, verbose, or awkward;
- d. give full information about your appointment. If you have been appointed merely as, say, "Lieutenant" that is all that you need to state; but if you have also been appointed for a special duty, for instance as Navigating Officer, you must include this as well, eg, "Lieutenant as Navigating Officer";

- e. the letter should contain full information about your posting, an address to which a reply might be sent, your plans for travelling, (including dates and methods of travel), any special orders you may have been given, and any special personal or family problems resulting from or involved in the posting. It is helpful to your new Commanding Officer if you include the courteous "Should these arrangements prove unsatisfactory to you, I will change them as you may think more appropriate, Sir";
- f. "Balance" your letter neatly on the paper. Do not have it crowded at the top or bottom of the sheet. Leave a good margin, and write clearly, without erasure;
- g. an officer appointed to relieve the Captain writes to him in the same manner as any other officer;
- h. if, for any reason, you are unable to join at the time required, you must report the fact to the Captain, giving your reasons, and you must join as soon as possible; and
- j. if you do not receive a reply to your letter or telegram, you must join on the date given in the notification of your appointment.

HMCS SOMENAME
FMO Halifax, NS
B3K 2X0

1 Sep 80

Commanding Officer

CHAPTER 9

JOINING A SHIP

- 9.01 The Posting
- 9.02 The Joining Letter
- 9.03 Joining the Ship



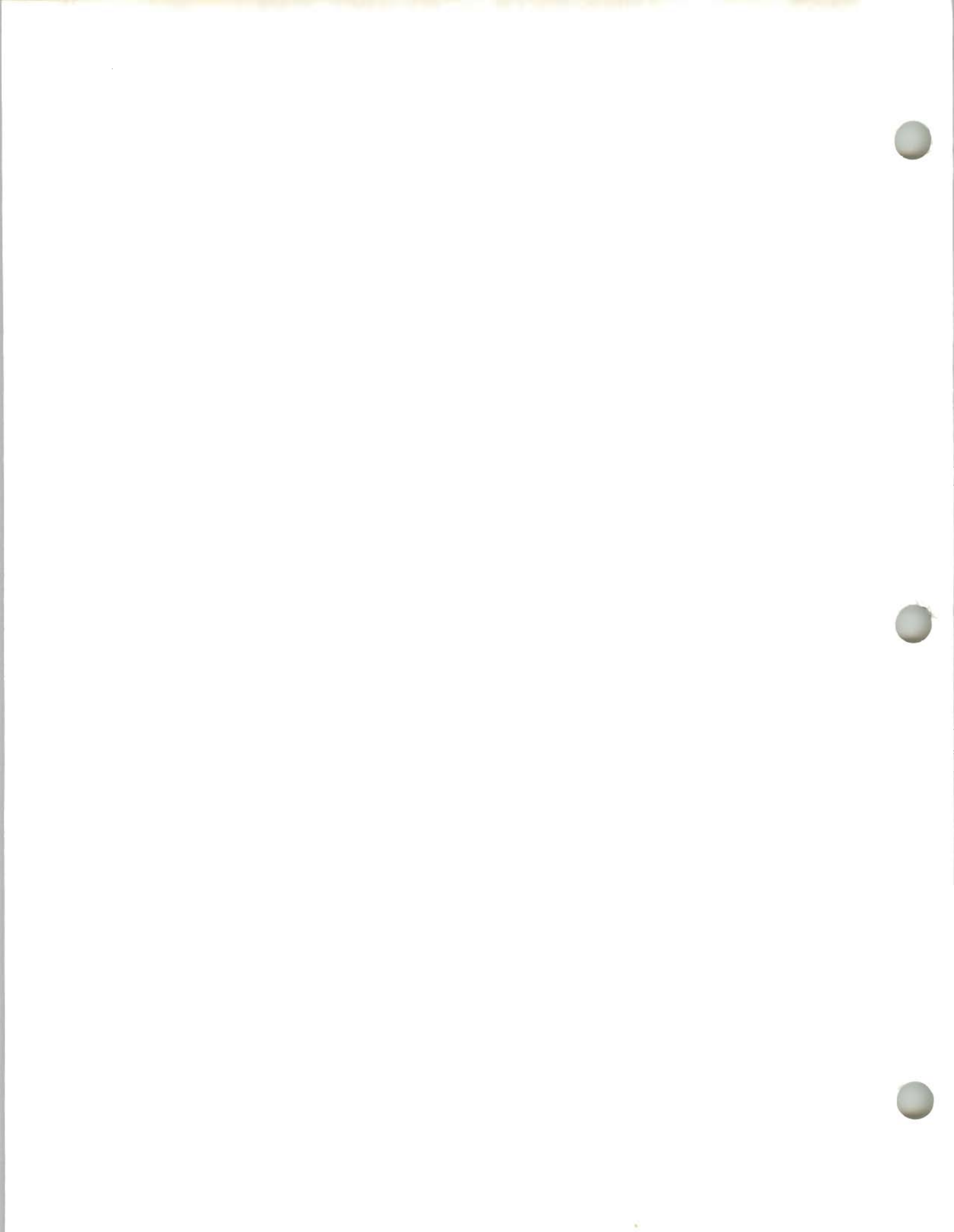
9.03 JOINING THE SHIP

1. An Officer may join his new ship, if it is in commission at or before 0900 of the day that his appointment takes effect, or the day agreed upon by the new Commanding Officer to accommodate leave, traveling time, etc. If the officer joins the evening before he may wear civilian attire. When a ship is commissioning or re-commissioning, an officer should join at 0900 of the agreed upon joining date. In either case, upon arrival the officer reports to the ship's Officer of the Day.

2. Whether the Officer joins on the day given in his appointment message, or on the previous evening, he must appear on the quarterdeck at 0900 of the proper date, dressed in the rig of the day, where the OOD will record the Officer's joining in the ship's log.

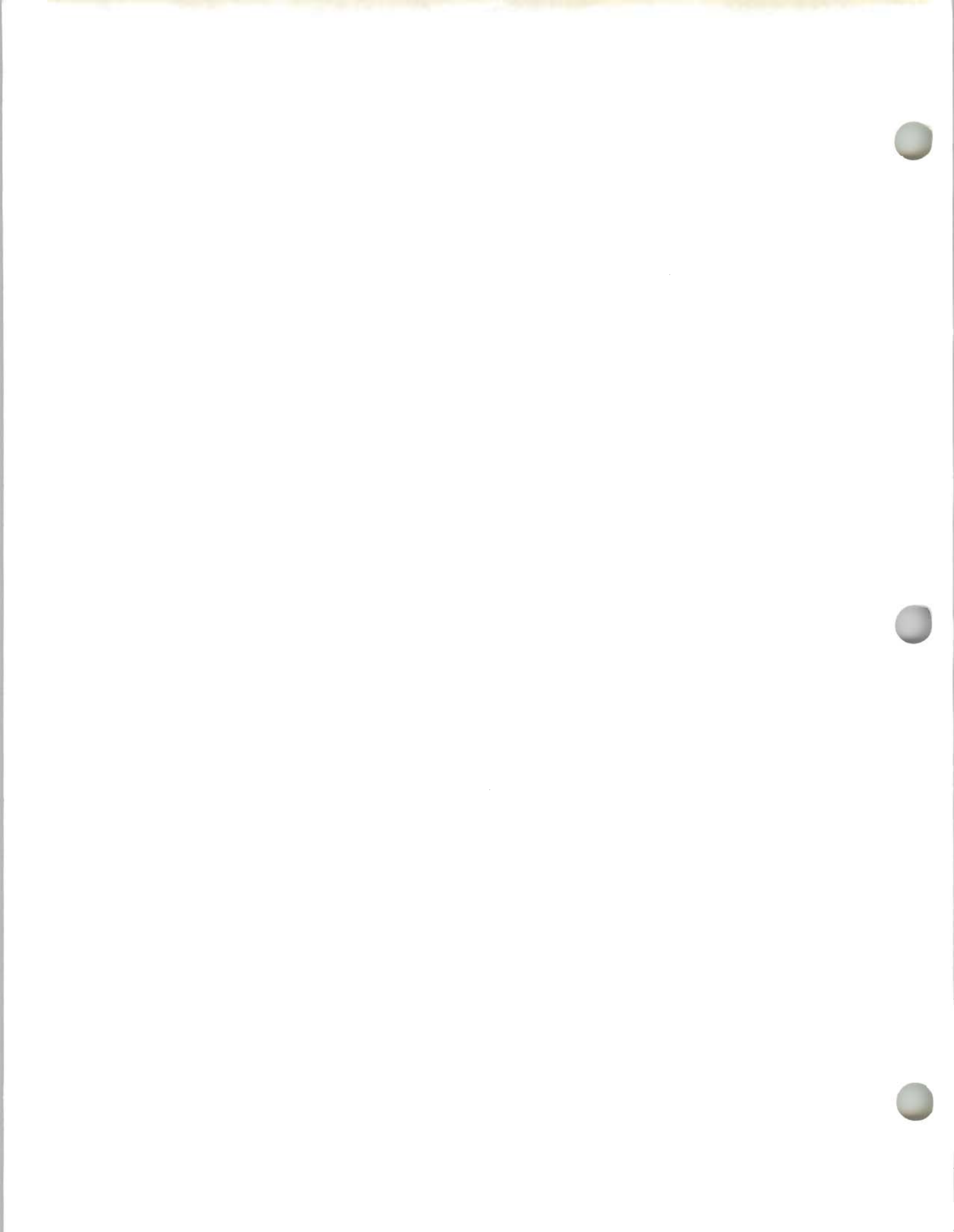
3. The OOD will then escort the new officer to the Executive Officer, or the applicable head of Department. One of these two officers will then arrange for the new Officer to meet his Captain.

4. Normally, a new ship's officer will be given twenty-four to forty-eight hours to "Sling his hammock" or "to take over his new job and find his way about".



NOTES ON CHAPTER 9

1. GRUBB, CDr F.E., "Some Naval Customs and Social Practices",
Ottawa, Queens Printer, 1950 p 21.
2. Ibid.
3. Ibid.
4. Ibid.



CHAPTER 10

CORRESPONDENCE & ETIQUETTE

- 10.01 Formal Invitations
- 10.02 Formal Replies
- 10.03 Informal Invitations and Replies
- 10.04 Thank You Letters
- 10.05 Forms of Address



10.01 FORMAL INVITATIONS

1. Invitations to or for social occasions can be made in either of two ways. These are "Formal Invitations" or "Informal Invitations." Guests for official events are sent Formal Invitations.
2. Formal Invitations use the third person and may either be written or printed, although the latter is more common. Numbers are written in words and abbreviations are not used with the exception of "Mr., Mrs., and O'Clock." Signatures never appear.
3. It is important that the decorations of the officer issuing the invitations should not appear on the invitation itself. However, those of the guest should be inserted. When an officer's wife or lady is included in the invitation, his decorations are omitted. Care must be taken as certain symbols are shown after an officer's name in the "Officer's List," which should not appear on letters or invitations (ie: NDC, PSC, and RMC). If one is uncertain of the guest's decorations or cannot determine them, then omit them altogether rather than put on a decoration which has not been earned. If a civilian gentleman is invited to a function, the correct form of address is "A.B. Jones, Esq."
4. The following is an example of a formal invitation:



The Commanding Officer.
Naval Officer Training Centre
requests the pleasure of the company of
Lieutenant and Mrs. G. F. Jones
.....
at the *Dine - the - Ladies*
to be held *in the NOTC Gunroom, HMC Dockyard, Esquimalt*
at *Seven Thirty* *on the* *Sixth* *day of* *June, Nineteen -*
for Eight O'Clock *Hundred and Eighty.*

Dress: *#7's*
optional M1

R.S.V.P.
444-2020 LOC 21

5. Invitations are replied to in the form that they are made. A verbal invitation to dinner would be replied to verbally. If the invitation is issued in an informal letter, the reply is made in similar terms.

6. To enable the host or hostess to make the necessary arrangements etiquette demands that all invitations should be answered at once. An invitation, once accepted, must not be subsequently declined, except for serious reasons like illness or unavoidable absence on duty. The receipt of a more attractive invitation is also not considered a suitable reason. Again, punctuality is stressed. Needless to say, if a person is unable to attend or will be late, they should inform their host or hostess that this will be the case as soon as possible after they know it themselves.

10.02 FORMAL REPLIES

1. Formal invitations are replied to formally. The following is an example of a formal acceptance of an invitation to dinner, issued by the Commanding Officer, Naval Officer Training Centre to Lieutenant and Mrs. Jones: -

March Street,
Victoria, B.C.

Lieutenant and Mrs. G.F. Jones take great pleasure in accepting the kind invitation of the Commanding Officer and Officers of the Naval Officer Training Centre to the Dine-the-Ladies at eight o'clock on the sixth of June, 1980 at the Naval Officer Training Centre, HMC Dockyard.

Commanding Officer
Naval Officer Training Centre
FMO Victoria, B.C.

Second June

2. If it were necessary to refuse the invitation, the reply should be couched in the same vein, regretting, or greatly regretting inability to attend due to acceptance of a previous invitation or another engagement.

3. The following points should be noted in writing replies to formal invitations:

- a. use good notepaper;
- b. the use of numerals should, so far as possible, be avoided, although they are permissible in the address at the beginning and the end of the reply. Elsewhere in the letter, numbers should be spelled out fully;
- c. abbreviations should be avoided, except those used in forms of address such as "Mr." and "Mrs.";
- d. never sign a formal invitation or the reply to it;
- e. use your initials or full name according to the wording of the invitation;
- f. it is only necessary to address the reply to one person, although the invitation may be made out by a dozen or more, example: the "Commanding Officer and Officers." Normally, one replies to **one's** would-be host or hostess;

- g. when replying to Royalty or to the Governor General, individuals "Have the Honour to accept the Gracious invitation.";
- h. when replying to a Lieutenant Governor, individuals "Have the Honour to accept the kind invitation";
- j. persons may not refuse invitations received from the person-ages listed in (g) and (h) except on the most urgent grounds, such as illness or the exigencies of the service. These invitations are in the nature of a Royal Command;
- k. the present tense is used in replies;
- m. in accepting an invitation, the day and hour must be repeated so that any mistake can be corrected at once;
- n. in declining an invitation, it is not necessary to repeat the hour. A brief reason for declining should always be given:
- p. the address and date of the reply should be written on the bottom left hand corner of the sheet, and the envelope should be addressed as indicated on the invitation; and
- q. if the invitation is to be an unofficial function in a private home, the reply is addressed to the lady of the house.

4. REMEMBER: "La Ponctualité est la politesse des Grandes", a free translation of which is "Punctuality is the politeness of the great." It is of paramount importance to be on time for any engagement whether social or business.

5. Five minutes grace on either side of the arrival time is acceptable. For example, if invited for 1945 - it is proper to arrive between 1940 and 1950. When two times are given, for example, between 1900 and 1930, guests are expected to arrive within the space of that half hour. It is within the bounds of good manners for a guest to arrive at 1930, but a few minutes earlier would be better. Arrival before 1900 is very bad manners indeed. When the arrival time is about 1900, a half an hour is the maximum of tardiness allowable and again, it is bad manners to arrive much earlier than that time unless specific direction is received from the host or hostess.

10.03 INFORMAL INVITATIONS

1. Informal invitations may be made by letter, by informal note, by telephone, or, of course, verbally from person to person. Replies are made in the form in which the invitation is received unless otherwise indicated. RSVP (Répondez s'il vous plait) followed by a telephone number on a written invitation obviously indicates a telephone response. RSVP without a telephone number or an address behind it implies a doubt that the recipient is sufficiently well versed in social graces to know that a reply is required and so should not be used on invitations.

2. The following invitation was received by Mr. Hornblower in the morning mail. The invitation is an informal one - in which case it looks like this:

Dear Mr. Hornblower:

I am giving a small luncheon party at the country club on Tuesday, the 9th at 1 o'clock for Mr. and Mrs. Devonian from Calgary, and I would be delighted if you would come. Although we have never met, I understand you are great friends of the Jones' of Victoria so I am very much looking forward to meeting you.

Sincerely,

Emma Hamilton

3. Now what happens? Telephone - or letter? Had Mr. Hornblower not received his invitation until Monday the 8th, it would have been more than acceptable for him to seize the telephone and call Mrs. Hamilton right away, explaining why it is that he had done so. As it is, however, Mr. Hornblower received his invitation on Tuesday the 2nd. Pleased to accept Mrs. Hamilton's invitation, he sends the following response:

Dear Mrs. Hamilton:

I shall be delighted to come to your luncheon party at the country club on Tuesday, the 9th at 1 P.M. and I am looking forward very much to meeting you there. Did you know that the Jones' have moved to Vancouver? I saw them there last week, and they wished to be remembered to you. Thank you for your invitation.

Sincerely,

Horatio Hornblower

In this reply, a Mr. Hornblower has kept the friendly tone of the original invitation, and has tried not to make it too businesslike.

On taking up a posting in a new unit it is essential for a married officer to ensure that his wife is aware of the names of his immediate superiors. In this way, she is not likely to be caught by surprise by a telephone invitation before she has the opportunity to meet these officers or their ladies. In this connection, it is generally accepted that informal invitations, particularly those made by telephone or in person, should - in the case of married personnel - be issued and accepted between wives rather than between husbands.

10.04 THANK YOU LETTERS

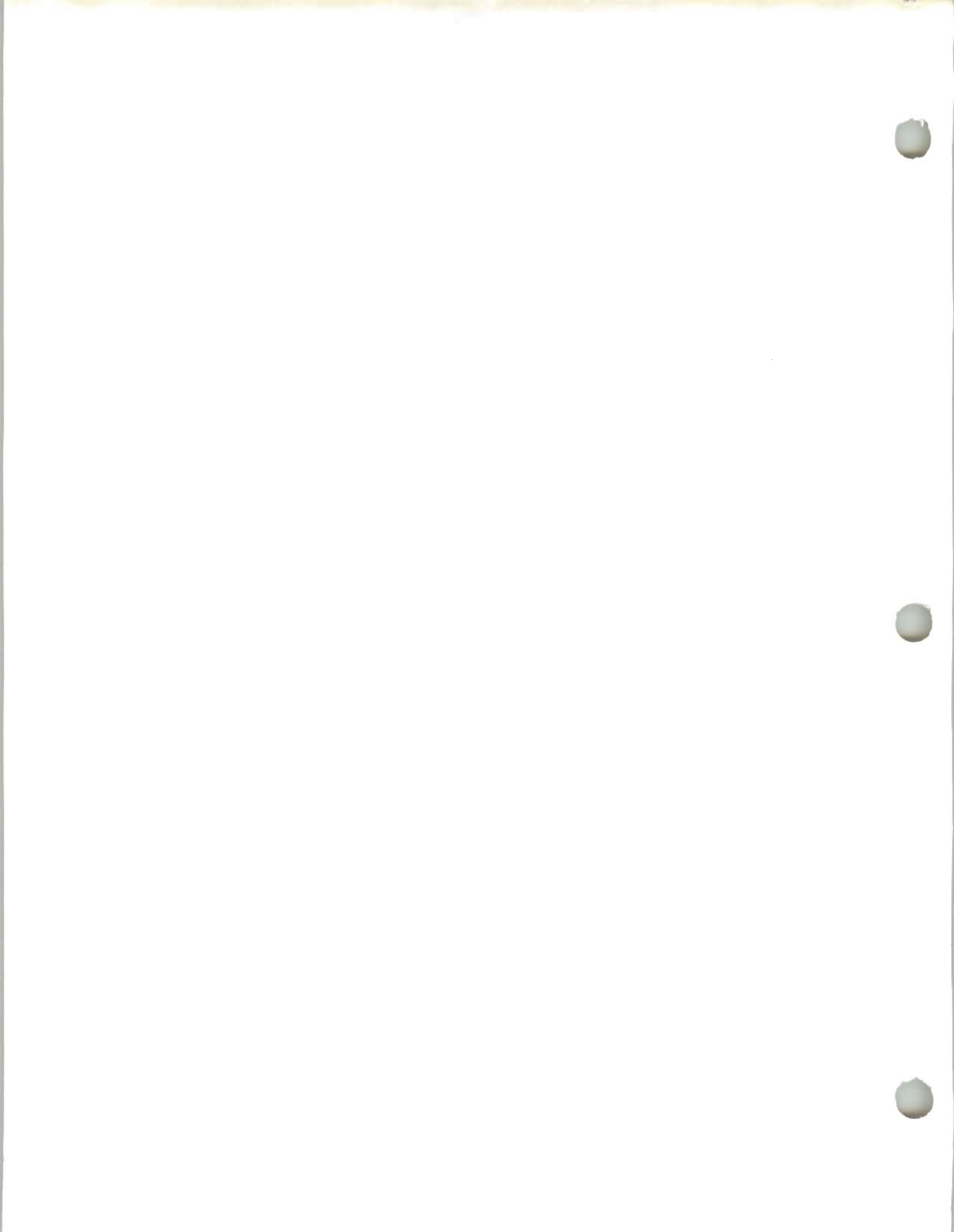
1. An expression of thanks for hospitality received is always appropriate although the form may vary somewhat depending upon the type of hospitality or entertainment received. At a cocktail party it is only necessary to thank the hostess on the way out. Of course, a letter of thanks can be written but it is not necessary although it would undoubtedly be welcomed. The same thing holds good for the casual invitation to supper as for the cocktail party or for a supper party to which you have received a written invitation. Between married couples, a telephone "Thank you" is normal for informal entertainment. Bachelor officers should beware of telephone thanks to married ladies! A note or letter is always preferable, and some bachelors have found that after special occasions, flowers have not decreased in popularity. Nothing more than that is needed. By simply doing a little more than is actually called for, individuals will ensure their social success.

2. A "Thank you" letter is the minimum response to a formal dinner, a weekend stay as someones guest at their house or cottage, or as "Guest of Honour" at a party. Depending on the circumstances, it may also be appropriate to send along some little gift to the hostess. This need not be expensive. It is the thought that counts. If a week or so has been spent with friends, more should be considered. Certainly, taking the host and hostess out to dine would not be remiss, nor would sending the hostess a pretty good gift. When selecting this gift, care should be taken to ensure there is no reflection of deficiency in any department of the home. Shy away from towels and soap.

3. Remember, "Thank you" notes are addressed to the hostess alone. They do not go to the host, or the host and his wife. When obligated to write a note of thanks to express appreciation for any hospitality, address the letter to the hostess. Make sure at the same time that it is a proper formal note and not merely a curt receipt for food and drink.

4. Private individuals frequently extend a great deal of hospitality to the ships. When this has been the case, a letter of thanks should be written.

5. Letters of thanks to clubs, societies and other groups who have shown kindness to the ship in general should be written by the Captain. If the Wardroom, or a certain mess has been the recipient of their attentions, the Mess President should write to them.



10.05 FORMS OF ADDRESS

1. In the Service an officer is introduced by his rank. After an introduction it is normal practice to speak to and of officers below the rank of Commander as "Mr. So and So." It is quite correct to use the rank, but "Mister" is much easier to manage. It was a civilian practice in certain circles to give a Lieutenant Commander the courtesy title "Commander" and a Commander that of "Captain", but instructions issued some years ago put this practice to rest. It is quite permissible to call a Lieutenant Commander "Mister." It is customary to address Rear Admirals and Vice Admirals as "Admiral", and an Admiral of the Fleet in the same way. Within the Service, Commanding Officers are sometimes addressed or spoken of by the names of their ships. Eg: the Captain of HMCS PROVIDER might be addressed as "PROVIDER."

2. The methods of referring to Naval People in writing are to be found as examples at the end of this section.

3. The forms of address for Chaplains are as follows: A Protestant Chaplain is introduced, for example, as "Mr. Jones" if he is in Canonical dress, or as "the Reverend Mr. Jones." if he is in plain clothes. When referring to him he is called "Mr. Jones" or the "Chaplain"; A Roman Catholic Chaplain is referred to as "Father." Padre is the Spanish word and Italian word for "Father", and we use the word in the three Services as an affectionate term when speaking to or of the Chaplain; but the word is slang and should not be used for formal reference or address. For example, tell the messenger to "Take this note to the Chaplain", not "to the Padre."

4. The slang expressions used when referring to various officers should never be used in formal speech, and giving orders or instructions should always be done formally. Do not tell a man to report to "Number One;" he should be told to report to the "First Lieutenant" or to the "Executive Officer."

5. Officers must be just as particular that they address the man properly as they are that they, themselves are properly addressed. Good manners do not exist solely on a one way street.

- a. Chief Petty Officers are addressed as such: e.g. "Chief Petty Officer Smith" not as "Chief";
- b. Petty Officers are addressed as such: e.g. "Petty Officer Jones" and not "PO";
- c. Leading, Able and Ordinary Seamen, also, are addressed by their ranks: in the case of the latter two groups, surnames only may be used. But no officer should be guilty of an impertinence such as addressing Able Seaman Miller as "Dusty." And let us pray, nightly, that we shall never be guilty of addressing one of our own men as "Hey You"; and

to some extent, but those seniors whom are not known very well are also accorded this title in social intercourse. This practice is, although all are social equals, in recognition of a superior's superiority in rank. Wives, however, have no rank and meet seniors on social, and therefore, equal terms. So, wives should NOT call seniors "Sir", but should use the forms of address required by custom or allowed by intimacy.

10.

d. Acting Petty Officers and Acting Leading Seamen are addressed as though they were confirmed. Incidentally, an acting Petty Officer is called a "Square Rigged Petty Officer." This is another derivation of the expression "the rig of the Ship". Also, this is the basis for a sailor's dress being called "Rig."

6. When calling the attention of a senior officer to something, use a form such as "Commander Smith, Sir." If he is the Executive Officer, "Commander Smith" is also used. When speaking to contemporaries, drop all titles and simply use the surname. When speaking of them to our superiors or other contemporaries, do the same, but when speaking to subordinates, give them their rank, the title of their appointment (e.g.: the Deck Officer) or "Mister." It all sounds very straight laced and formal, but remember, that the practice is fairly elastic as those using it use their good taste in its application. The idea of using the greater formality to subordinates is to help to preserve dignity and to prevent all suggestion of a familiarity which might be reciprocated to the detriment of discipline. Perhaps you, personally, are of such character that you can enter upon familiar (as opposed to friendly) terms with subordinates, but it must be remembered that we are not all so fortunate, and out of loyalty to us and to help us to preserve general good discipline, you support us in all ways that you can. It is natural for a man to believe that if he can call one Lieutenant "Bill," he may call the other "Fred."

7. When a senior speaks to one of us, acknowledge him by saying "Aye, Sir". When a junior conveys information, acknowledge him by replying "Very Good," or if there is a lot of noise, "Aye Aye." "OK," and "OK, Sir" sound terrible, and their use should be immediately reprimanded.

8. Why must it be so formal and particular? Never forget that "Familiarity breeds contempt" and, also, that if there is slack in one direction, things will certainly become slack in others. If a standard is established, everyone knows precisely where he stands and there is no room for error or inadvertent impertinence. Paradoxically enough, those who live under a stricter self-discipline than others, can be more easy-going amongst themselves because of their greater self-control and the understanding that personal friendship will not be used to the detriment of discipline. Understand that everyone has an "Ordinary Face" and a "Quarterdeck Face." When the day comes that all, from the Admiral of the Fleet to the youngest Ordinary Seaman, have attained a high standard of self discipline, we can all relax, but that day cannot arrive until after all officers have attained the goal, and that is still very far off. In the meantime everyone must see that all are accorded the proper forms of address and that our Chief and Petty Officers and Leading Hands ensure that their subordinates address them properly. Also, everyone must set an example by always using the proper forms both to seniors and juniors.

9. When on duty, everyone should always address their seniors as "Sir". When off duty this relationship to others governs this practice

to some extent, but those seniors whom are not well known are also accorded this title in social intercourse. This practice is, although all are social equals, in recognition of a senior officers superiority in rank. Wives, however, have no rank and meet seniors on social and therefore equal terms. Wives should not call seniors "Sir", but should use the forms of address required by custom or allowed by intimacy.

10. Additional information on forms of address, especially as they pertain to Officials or Dignitaries, is found in CFP 121(3), Staff Precedured and Military Writing for the Canadian Forces, Chapter One.

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