



*Non Pro Nos Toz Seus*

**HMCS**

***BONAVENTURE***



*IT is upon the Navy  
under the good Providence of God  
that the Wealth, Safety and  
Strength of the Kingdom  
do chiefly depend*

(Articles of War, 3rd Version, 1661)



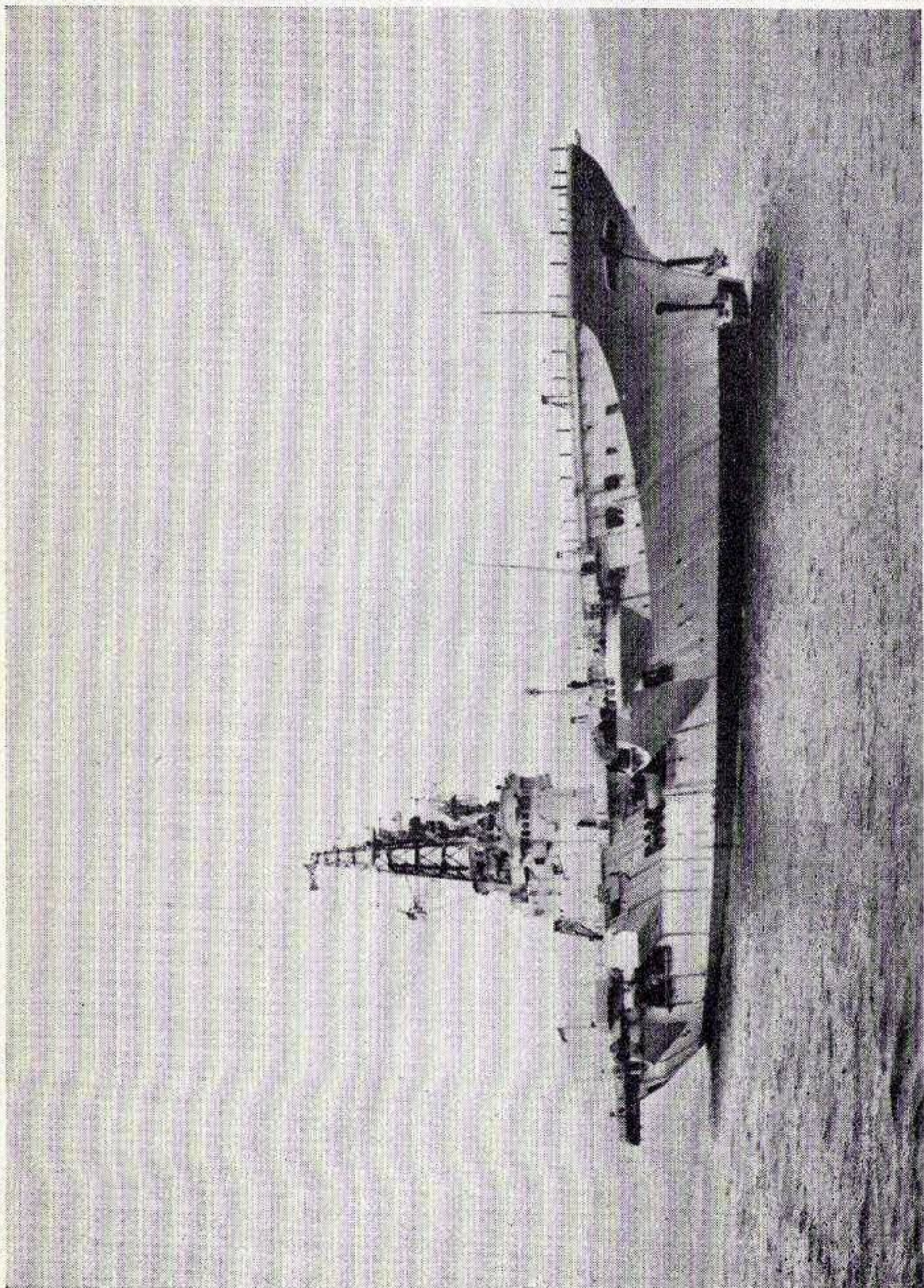
H M C S  
*B O N A V E N T U R E*



*Non Por Nos Toz Seus*

*A Short History  
of her predecessors together with  
Orders and Information*





HMCS 'BONAVENTURE'



## PREFACE

By Captain H. V. W. Groos, C.D.

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H.M.C.S. *BONAVENTURE* is the first aircraft carrier to be owned and completed to meet requirements of the Royal Canadian Navy. All of our previous aircraft carriers have been loaned from the Royal Navy.

This ship, the largest in our Navy, has been designed to operate both twin-jet and twin-engined piston aircraft. To service, launch into the air, control while in the air, and finally recover these aircraft on to our decks, we are provided with the very best types of all kinds of equipment obtainable. Indeed, no warship of our size has ever incorporated such splendid aircraft, control devices and other machines.

But any ship, however well found, is only as good as the men who man her. It is up to us to prove that *BONAVENTURE* can produce results when called upon. Our country has done well by us in this ship, and our fellow-countrymen expect a very great deal from *BONAVENTURE*.

If we can all get to know exactly what is expected of us – what our duties are, to whom and for what we are responsible, how our individual efforts contribute to the combined effort – and if we can at all times acquit ourselves like men, *BONAVENTURE* will be a truly effective fighting unit and indeed worthy to lead Her Majesty's Canadian Fleet.



## SECTION I

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### *HISTORIES OF FORMER SHIPS OF THE ROYAL NAVY THAT HAVE BEEN NAMED BONAVENTURE*

Battle Honours attached to the name are as follows:

- 1665 – LOWESTOFT
- 1666 – FOUR DAY'S BATTLE
- 1666 – ORFORDNESS
- 1672 – SOLE BAY
- 1673 – SCHOONEVELD
- 1673 – TEXEL
- 1692 – BARFLEUR
- 1941 – MALTA CONVOYS

#### *FIRST BONAVENTURE*

Bought by EDWARD IV (probably about 1475) and was still on the Navy List in 1485 (HENRY VII); details and exit unknown.

#### *SECOND BONAVENTURE*

1567–1611 – 600 tons; 30 guns; 250 men.

1567 – Originally *ELIZABETH BONAVENTURE* but called *BONAVENTURE*.

1587 – Drake's Expedition to Cadiz (the singeing of the King of Spain's Beard).

#### *THIRD BONAVENTURE*

1620 – Hired ship; 260 tons; 23 guns.



#### FOURTH *BONAVENTURE*

1621–1653 – Built; 3rd rate; 557 tons; 32–40 guns.

1625 – The Cadiz Expedition Flagship of Sir Henry Palmer, Rear Admiral.

1653 – Blown up in Appleton's action with Van Galen off Leghorn.

#### FIFTH *BONAVENTURE*

1659–1715 – Built at Deptford as *PRESIDENT*.

4th rate; 561 tons; 38–48 guns.

1660 – Renamed *BONAVENTURE* at the Restoration.

1663 – Rebuilt at Chatham.

1665 – The Battle off Lowestoft.

1689–1697 – Service in WILLIAM III's war with France.

1702–1709 – Service in Queen Anne's war.

#### SIXTH *BONAVENTURE*

1892–1920 – Launched at Devonport.

2nd Class Cruiser; 4,360 tons; 20 knots.

1894–1897 – East Indies Station (Flagship).

1907 – Seagoing base for submarines.

1914–1918 – Service as Submarine Depot ship in home waters and the Mediterranean.

#### SEVENTH *BONAVENTURE*

1939–1941 – 19 April, 1939 – launched.

Cruiser; 5,450 tons; ten 5.25; 33 knots.

1940 – 25 December, action against the German cruiser *ADMIRAL HIPPER* in defence of convoy W.S.5A.

1941 – 26 January, Malta Convoy, assisted in sinking the Italian destroyer *VEGA*.

31 March, torpedoed by submarine while on convoy duty.



## EIGHTH *BONAVENTURE*

- 1942-1948 - Depot ship; built at Greenock Dockyard; launched.  
1943 - Completed. Depot ship for 'X' class submarines.  
1946-1947 - Service in the British Pacific Fleet.  
1948 - Sold to Clan Line and renamed *CLAN DAVIDSON*.

## PRESENT AND NINTH *BONAVENTURE*

H.M.S. *POWERFUL* (*Majestic* Class) built by Messrs Harland and Wolff, Belfast (N.I.).

Order placed 30 October, 1942.

Keel laid 27 November, 1943.

Ship launched 27 February, 1945, by Mrs A. V. Alexander (wife of the then First Lord of the Admiralty).

Order to cease work and lay-up in reserve, 6 June, 1946.

Order to re-commence for Canadian Government, 24 July, 1952, following discussion between Admiralty and Canadian Mission on 14 May, 1952.

Work re-commenced 14 November, 1952.

Ship re-named H.M.C.S. *BONAVENTURE*, 18 November, 1952.

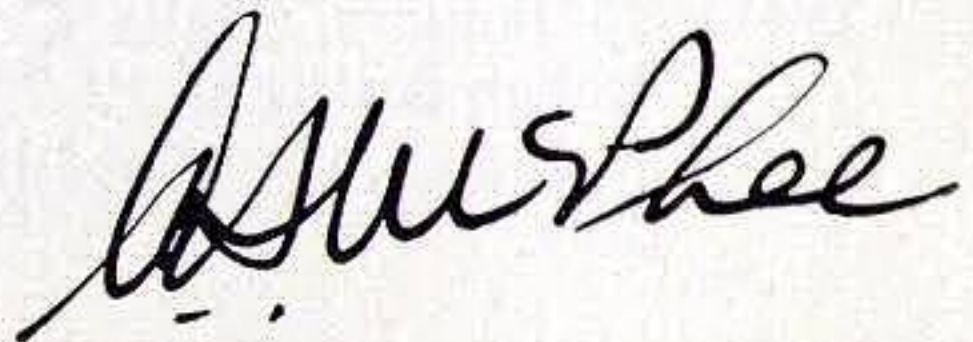
Ship commissioned 17 January, 1957.

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## SECTION II

### *ORDERS and INFORMATION*

The Ship's Orders for *BONAVENTURE* are distributed to Divisional Officers, and messes. These are to be read carefully as soon after joining as possible.



COMMANDER



## CUSTOMS OF THE SERVICE

1. The principal 'Customs of the Service' are as follows, and are to be observed by Ship's Company.
  - (a) Men normally embark in a boat before officers and disembark after them.
  - (b) Salute an officer when addressing or addressed by him on deck and again when you leave him.
  - (c) Make a gangway for all officers.
  - (d) Give way to an officer or senior man when going through doors and on ladders.
  - (e) Salute all those in plain clothes who are known to be officers.
  - (f) Salute when coming on board and also when coming on to the Quarter-deck.
  - (g) Acknowledge an order with 'Aye Aye, Sir' not 'O.K., Roger', or anything else.
  - (h) Smoking is not permitted in boats; silence must be kept in boats alongside.
  - (i) Don't throw anything over the side, except down a gash chute.
  - (j) Never lean on guard rails.

## ORGANIZATION

### DEPARTMENTS

2. The ship's company is divided into the following departments:

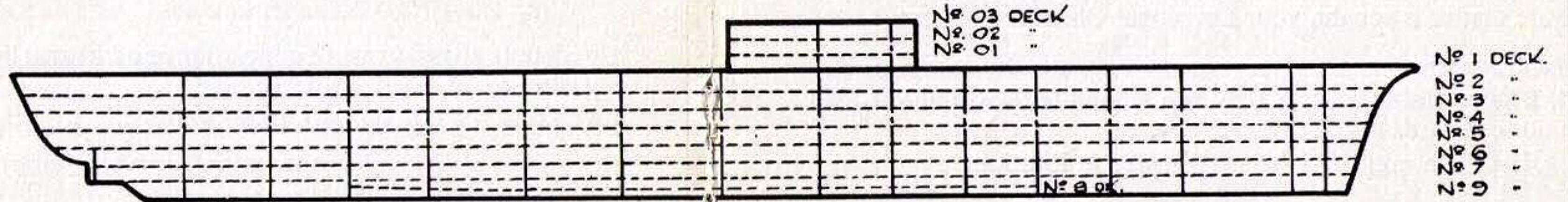
<i>Department</i>	<i>Head of Department</i>
Deck and Armament	First Lt.-Commander
Air	Commander (Air)
Engineering	Commander (E)
Electrical	Commander (L)
Supply	Commander (S)
Medical and Dental	Surgeon-Commander

The Executive officer acts as co-ordinator for all.



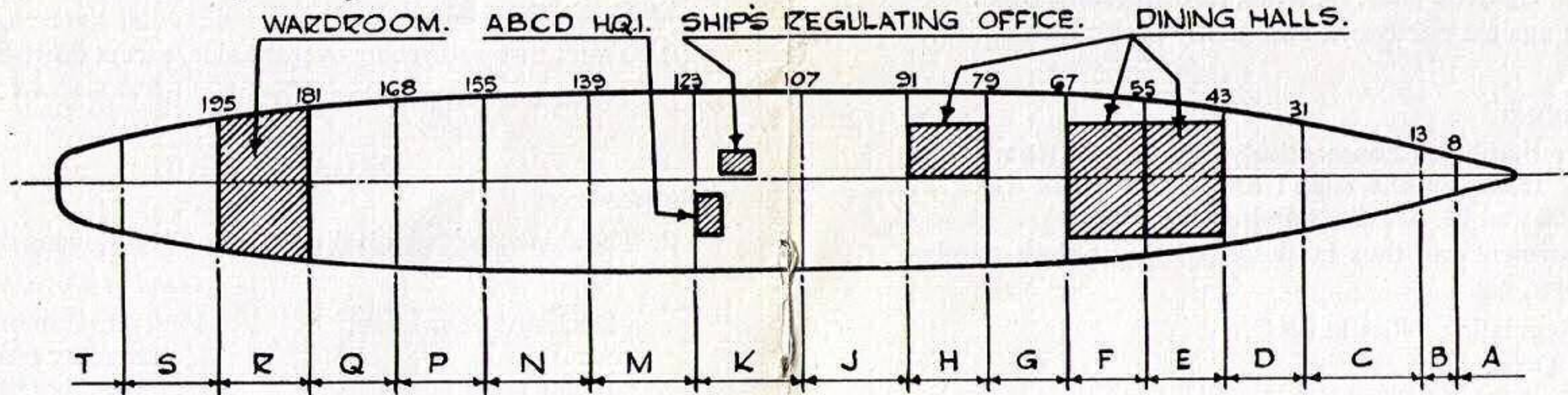
# H.M.C.S. BONAVENTURE.

PROFILE.



SHIP'S LENGTH (OVERALL) ..... 705 FT  
 SHIP'S BEAM ..... 80 FT WL.  
 SHIP'S FLIGHT DECK BEAM ..... 107.5 FT  
 SHIP'S MAIN DRAUGHT (FORD) ..... 26 FT.  
 SHIP'S DISPLACEMENT ..... 19920 TONS.

DATUM DECK. (No. 4.)



SCALE:- 1" = 100'



## DIVISIONAL SYSTEM

3. The above departments are sub-divided where necessary. Each Divisional Officer is responsible for the welfare, training and advancement of the men in his division and he is assisted by a Divisional C.P.O. or P.O. If advice or request on any service or private matter is sought, your Divisional Officer will give it.

## NOTICE BOARDS

4. The organization can only run smoothly providing all read the notice-boards at least twice a day.

The main notice-boards are situated at location:

2B

4H

4K

## APPEARANCE OF THE SHIP

5. The ship can only be kept smart, clean and tidy, and be a credit to the R.C.N. wherever she may go providing that the following faults are avoided:

- (a) Rubbish, cigarette ends, matches, thrown on the deck.
- (b) Leaning against paintwork and greasy hands on bulkheads, etc.

## SYSTEM OF MARKING

6. Decks are numbered consecutively downwards from 1 deck (Flight Deck). Decks in the island above the Flight Deck are numbered 01, 02 and 03. See diagram in centre of book.

Each compartment can thus be described by its deck number, and section letter, e.g.

- (a) Ship's Regulating Office at 4KO.

4 – 4 Deck.

K – K section of the ship.

O – At centre line of that compartment.

- (b) Barber's Shop, 5JA2.

5 – 5 Deck.



- J – Section of the ship.
- A – Forward part of the section J.
- 2 – Port side of ship.

(c) Datum Deck.

Is 4 Deck and is the main gangway watertight deck forward to aft.

(d) A.B.C.D. Headquarters (H.Q.1) is the ship's Damage Control Nerve Centre and is partially manned continuously at location (4K).

(e) The following offices should be known to Ship's Company:

<i>Office</i>	<i>Location</i>
Regulating Office	4KO
Commanders Office	5NO
A.B.C.D. H.Q.1	4KO
Mail	2C1
Sick Bay	3DO
Clothing Office	6DZ
Canteen	2C
Barber's Shop	5JA2
Tailor's Shop	5MA2
Educational Office	5R2
Library	2N2
Sports Office	5HZ2

MESSDECK ALLOCATIONS AND NUMBERING

7.	<i>Mess</i>	<i>Location</i>	
	1	2C	Squadron and Air P2
	2	2D	Air Dept.
	3	2F	Seamen Wk's
	4	2M	Air C.P.O.'s
	5	2N	Band & Ord.
	6	2Q	Air Ch. P.O.'s
	7	3A	Misc. P2's
	8	3A	Misc. C.P.O.'s



9	3D	Misc. Seamen
10	3D	Misc. Seamen
11	3M	Misc. P.O.'s
12	3P	Misc. C.P.O.'s
13	4C	Seamen
14	4DZ	E.M.'s
15	4DA	Misc. P2's
16	4DZ	Seamen P2's
17	4E	Seamen P.O.'s
18	4E	R.P.O.'s
19	4F	P1, E.R.'s and E.M.'s
20	4G	E.M.'s
21	4H	Regulators
22	4J	Head of Dept.
23	4KA	C.P.O., E.R.'s and E.M.'s
24	4KO	P1, E.R. and E.M.'s
25	4K2	C.P.O., E.R.'s and E.M.'s
26	4MA	Air P.O.'s
27	4MZ	Air
28	4NZ	Air
29	4ND	Air
30	4N1	Cooks and Stewards
31	4N3	Misc. P.O.'s
32	5D2	L.M.'s
33	5D1	Communications
34	5G	E.M.'s

#### CLEANLINESS OF MESSDECK AND FLATS

7. A framed photograph of the name and official number of the compartment or messdeck cleaner will be placed on the bulkhead of each mess deck compartment, and spaces to be cleaned. These persons shall be responsible for the cleanliness of that area. They shall report anyone who defaces or mars the appearance of that area.

#### MEDICAL AND DENTAL

8. If you have an accident or are ill, it must be reported to the



sick bay located at 3D2 immediately.

Routine cases report at 0800.

Dental appointments: ring dental surgery preferably between 0800-0830 and 1300-1330. Urgent cases out of working hours report to the sick bay.

#### SKULKING

9. Skulking will be regarded as a serious offence. It is a breach of discipline and results in work taking longer to complete than necessary.

Men are not to leave their work without proper authority and are to report to the senior rate on completion of a particular job.

#### DRESS

10. Information on dress is given in the Daily Orders and in Ship's Orders. In this respect the good name of the Royal Canadian Navy is dependent on the Ship's Company.

#### CAPS

It is a disciplinary offence to wear a cap flat-a-back. Cap tallies are to be tied so that the first 'E' of *BONAVENTURE* is over the nose and the bow over the left ear. Caps need not be worn with night clothing except by men on duty.

Iron shod boots or shoes are not permitted on board at all.

#### SAFETY

11. Accidents can be avoided if the following points are watched:

- (a) **Don't** wear sea-boots in boats, on booms, or over the side.
- (b) **Don't** go aloft without the Officer of the Watch's permission.
- (c) **Don't** go over the side at sea, in a tideway or in a dock without a safety line tended by a responsible person.
- (d) **Don't** lean on guardrails or unrig them without orders.
- (e) **Don't** bring firearms on board without the Captain's permission. (All firearms must be inspected by the O.O.W. when brought on board.)
- (f) **Don't** throw anything over the side.



- (g) **Don't** go into a Hangar unless you are on duty there.
- (h) **Don't** bring automatic lighters or non-safety matches on board.
- (i) **Don't** wear a cap on the Flight Deck, carry it.
- (j) **Don't** 'goof' at aircraft landing on or taking off except in the authorized places, which is 03 Deck only.

#### AIRCRAFT DANGERS

12. Men have been killed in aircraft carriers by walking into propellers, being sucked into jet aircraft intakes, or being blown over the side by propeller or jet blast.

- (a) When engines are running **don't** walk within twenty-five feet of intake of a jet. Never walk behind a jet or a propeller aircraft which is running up.
- (b) **Don't** cross ahead of an aircraft which is taxi-ing, has reached the take-off point, or is being loaded on to the catapult. At flying stations the flight deck catwalks and sponsors are out of bounds to all personnel who are not actually engaged in launching or landing aircraft.
- (c) **Don't** chase your headgear if it blows off.
- (d) **Don't** go near a helicopter whose rotor blades are turning. The lethal area of the main rotor blades is deceptive, and the tail rotor is very hard to see when it is revolving.
- (e) When engines are running the noise level on the Flight Deck is very high and drowns out the flight deck broadcast system or anyone shouting at you. This means that short of somebody actually grabbing hold of you, no one can warn you when standing into danger.
- (f) **Don't** try and get up if you have been blown over; wait until you can catch hold of something to stop you rolling down the flight deck and then wait till someone rescues you.

#### FIRE

13. This is the greatest hazard in a carrier which is more or less a lethal AVGAS bomb: act at once, and remember that one pint of



AVGAS when vaporized can have the explosive capacity of a 3-inch shell and *BONAVENTURE* carries over 100,000 gallons of AVGAS. When AVGAS is being 'worked', special NO SMOKING rules come into force. Obey them yourself and stop anyone else disobeying them.

- (a) Try and put it out.
- (b) Shout for help.
- (c) Tell someone to pass the alarm.
- (d) Dial 8 on any exchange telephone, this is the 'emergency' number and rings on the bridge, H.Q.1 and gangways.

#### MESSING

14. With cafeteria system meals are run continuously over certain hours.

If you have a complaint about food, inform the duty P.O. who will investigate and report the matter to the Duty Supply Officer.

#### MAIN DINING HALL

##### 15. *General*

You will help meals in the Main Dining Hall to go smoothly if you remember to:

- (a) Be properly and cleanly dressed, leaving your cap in your mess.
- (b) Return your dishes, etc., on completion of the meal.

16. Chief Petty Officers and Petty Officers First Class Dining Hall:

Meals are served to Chief Petty Officers and Petty Officers First Class in their respective Dining Halls and are served by Dining Hall Messmen.

#### KIT LOCKER KEYS

17. You will sign for a kit locker on joining. Don't lose the key. If you are unfortunate enough to do so, report the fact to the Regulating Office at 4KO.



## SMOKING

18. Ship's Standing Orders concerning smoking must be rigidly observed, and if you smoke it is your duty to be continuously informed on the latest pipe regarding smoking in the ship. If you are not *certain* check with A.B.C.D. H.Q.1 before lighting up.

Smoking is permitted in recreation and working spaces at the discretion of the Head of the Department concerned.

## MOVIES

19. The times of shows will be promulgated in Daily Orders, and are normally in the After Lift Well.

## LAUNDRY

20. The laundry routine will be promulgated on the notice boards and in Daily Orders. It provides for the washing of routine bedding and clothing.

## MAIL

21. There are mail boxes for your letters, etc., in the Canteen Flat at 2C, Ship's Regulating Office at 4KO and Cabin Flat at 4P, or you can put your mail in at the Mail office at 2C1. Times of clearance are shown on the Mail Boxes, and mail arrangements at various ports will be promulgated in Ship's Daily Orders.

## TELEPHONES, FOR SHORE CALLS

22. Where possible coin boxes will be installed on board, connected direct to the public system. All personal calls are to be made from a coin box except in cases of emergency.

## LIBRARY

23. Situated in 2N2 and times of opening will be promulgated in Daily Orders. It is stocked with a wide range of reading material. In addition, the Educational Officer has a wide range of text books, which are kept in the Educational Office at 5R2.

## PRIVATE VISITORS

24. You are welcome to entertain private visitors on board out of working hours. Times are restricted and full details are in Ship's Orders.



This booklet is gifted by  
**THE DIRECTORS OF BERNARDS OF HARWICH**  
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the Royal Navy  
prompted them to have printed  
this record of  
**H.M.C.S. *BONAVENTURE***



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