ROYAL CANADIAN SEA CADETS

PHASE FIVE

INSTRUCTIONAL GUIDE

SECTION 1

EO C523.01 – EXAMINE NAVAL CUSTOMS AND TRADITIONS

Total Time: 90 min

PREPARATION

PRE-LESSON INSTRUCTIONS

Resources needed for the completion of this self study package are listed in the lesson specification located in A-CR-CCP-605/PG-001, *Phase Five Qualification Standard and Plan*, Chapter 4. Specific uses for said resources are identified throughout the self study package within the section for which they are required.

Self study packages are intended to be completed by the cadet independently. More information about self study packages can be found in the foreword and preface.

Review the lesson content and become familiar with the material prior to facilitating this lesson.

Photocopy the self study package located at Attachment A for each cadet.

Photocopy the answer key located at Attachment B but **do not** provide it to the cadet.

PRE-LESSON ASSIGNMENT

Nil.

APPROACH

A self study was chosen for this lesson as it allows the cadet to examine in greater detail naval customs and traditions at their own learning pace. This encourages the cadet to become more self-reliant and independent by focusing on their own learning instead of learning directed by the instructor.

INTRODUCTION

REVIEW

Nil.

OBJECTIVES

By the end of this lesson the cadet shall have examined naval customs and traditions.

IMPORTANCE

It is important for cadets to examine naval customs and traditions as they are an important part of our naval heritage. Canadian naval customs and traditions are descended from the Royal Navy's long and proud history. By becoming more familiar with them we develop pride in belonging to the naval environment.

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SELF STUDY PACKAGE INSTRUCTIONS

OBJECTIVE

The objective of this self study package is to have the cadet examine naval customs and traditions.

RESOURCES

- Self study package, and
- Pen / pencil.

ACTIVITY LAYOUT

Provide the cadet with a classroom or training area suitable to complete the self study package.

ACTIVITY INSTRUCTIONS

1. Provide the cadet with a copy of the self study package located at Attachment A and a pen / pencil.
2. Allow the cadet 90 minutes to complete the self study package.
3. Provide assistance as required to the cadet.
4. Collect the self study package once the cadet has finished.
5. Correct the self study package with the self study package answer key located at Attachment B.
6. Provide feedback to the cadet and indicate whether or not they have completed the Enabling Objective (EO).
7. Return the completed self study package to the cadet for their future reference.
8. Record the result in the cadet's logbook and Cadet Training Record.

SAFETY

Nil.

END OF LESSON CONFIRMATION

The cadet's completion of the self study package will serve as the confirmation of this lesson.

CONCLUSION

HOMEWORK / READING / PRACTICE

Nil.

METHOD OF EVALUATION

Nil.

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CLOSING STATEMENT

Understanding the traditions of an organization is an important way to better appreciate being a member. The Canadian navy has many customs that are unique and a better understanding of them allow cadets to feel like they are more connected to the navy and the sea cadet program.

INSTRUCTOR NOTES / REMARKS

Nil.

REFERENCES

C1-043 *ReadyAyeReady.com - The Canadian Navy*. (2006). Retrieved October 21, 2009, from http://www.readyayeready.com

C1-238 *Royal Navy & Marine Customs and Traditions*. (2009). Retrieved October 21, 2009, from http://www.hmsrichmond.org/avast/customs.htm

C1-239 ISBN 0-920852-38-6 Arbuckle, G. (1984). *Customs and traditions of the Canadian Navy*. Halifax, NS: Nimbus Publishing Limited.

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Naval Customs and Traditions



SECTION 1: ORIGIN AND HISTORY OF NAVAL OFFICER RANKS

SECTION 2: SUPERSTITIONS AND TRADITIONS OF NAVAL PERSONNEL

SECTION 3: HISTORICAL LAWS OF THE ROYAL NAVY (RN)

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SECTION 1
ORIGIN AND HISTORY OF NAVAL OFFICER RANKS

The evolution of our current naval rank system has been ongoing for over a century. From ancient times when the first rudimentary navies were put to sea the need for titles to identify the different positions arose. From these early beginnings the Royal Navy (RN) developed formal rank structures and in time this structure was adopted by Canada's Navy.

SUBORDINATE OFFICERS

Naval Cadet

The rank of naval cadet traces its origins to the RN rank of midshipman. A midshipman originally was, as the name suggests, one who lived amidships, midway between the officers who lived aft and the men who lived forward. Prior to being ranked as a midshipman, they served three years as a volunteer, officer's servant or able seaman. Once ranked, a midshipman served at least three years before being eligible for a promotion to lieutenant. A board composed of three captains would test the midshipman about seamanship, navigation and discipline. A pass did not automatically guarantee a promotion to lieutenant and they were granted the title passed midshipman.

With the implementation of naval colleges and shore training establishments of the later 19th century, the rank of midshipman continued to refer to the entry level officer position while the methods to train them changed dramatically. With the formation of the Royal Canadian Navy (RCN) in 1910, the ranks in use by the RN were adopted. This remained unchanged until the unification of the RCN into the Canadian Forces (CF) in 1968 when the rank of midshipman was replaced by officer cadet. With the introduction of the Distinctive Environmental Uniform (DEU) in the late 1980s / early 1990s the rank of officer cadet was transitioned to naval cadet to give another level of distinction to officers of Canada's Navy.



Did you know?

Why a naval cadet is is referred to as snotty? At the time when midshipmen joined their first ships as boys of 12 or 13 they were often too poor to afford handkerchiefs. It is said, that they would dry their tears of homesickness and wipe their noses on their sleeves. To curtail this practice, three large brass buttons were sewn on the cuff of each sleeve.

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Verify against the official publication.



Note. From Dressed to Kill (p.131), by A. Miller. 2007. London. National Maritime Museum.

Figure A-1 RN Midshipman Uniform
c. 1810



Note. From "Photo Archives", 2010, Canadian Navy Heritage Project. Retrieved January 21, 2010, from http://www.navy.gc.ca/project_pride/all_images/photo_archive_images/Large/DNDPalmer-5.jpg

Figure A-2 RCN Midshipman Uniform
c. 1910



Note. Created by Director Cadets 3, 2010, Ottawa, ON: Department of National Defence

Figure A-3 CF Naval Cadet Uniform
c. 2010

JUNIOR OFFICERS



Did you know?

The first uniform regulations for officers were issued in 1748, by Lord Anson. These regulations, however, were not highly detailed and as officers of the 19th century paid for their own uniform, they often adapted it to fit the civilian fashion of the day. In this way, RN uniforms were rarely uniform at all!

Acting Sub-Lieutenant

In 1955, the RN created the rank of acting sub-lieutenant. They were considered subordinate officers and subsequently did not hold a commission. Once an acting sub-lieutenant passed Fleet Board, they were confirmed as sub-lieutenant and their commissions were backdated to the date when they were appointed acting sub-lieutenant. The RN abolished the rank in 1993, however in Canada it remains as the first rank of a naval officer who holds a commission.

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Did you know?

Once trained and promoted to acting sub-lieutenant / second lieutenant each officer of the CF is granted a commission. They are presented with a commissioning script, a document signed by the Governor General of Canada, on behalf of the reigning monarch. It grants the lawful power and authority an officer exercises over those under their command.

Sub-Lieutenant

During the early 19th century, a passed midshipman would serve time waiting for his commission as a master's mate or one who assisted the master with his duties. In 1838, a Royal Commission presided over by the Duke of Wellington recommended the adoption of a rank between midshipman and lieutenant. The rank of mate was created to refer to an officer who was qualified to become a lieutenant and waiting to be commissioned into that higher rank. In 1861, the rank of mate was changed to sub-lieutenant. As with other naval ranks, the rank of sub-lieutenant was adopted in 1910 from the RN for use in the RCN.

Lieutenant (Navy)

The word lieutenant is French in origin; *lieu* meaning "place" as in a position; and *tenant* meaning "holding" as in holding a position. A lieutenant is, therefore someone who holds a position in the absence of their superior. Originally, lieutenants were appointed by the captain of each ship to act as his immediate subordinate regardless of qualification. In an effort to standardize the level of knowledge for the rank, testing was implemented in the mid 17th century by the RN. In the early days, a lieutenant could range from a very young officer who had just passed his examination to a more senior officer who had not yet been presented the captaincy of a ship of his own. The need to differentiate the RN naval rank of lieutenant from the British army rank of lieutenant, the "(Navy)" was added to the official title which remains in use by the CF today.

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Note. From Dressed to Kill (p.142), by A. Miller. 2007. London. National Maritime Museum.

Figure A-4 RN Lieutenant Uniform c. 1810



Note. From "Officers", 2010, Canadian Military Police Virtual Museum. Retrieved January 21, 2010, from http://mpmuseum.org/index3.html

Figure A-5 RCN Lieutenant (Navy) Uniform c. 1910



Note. From Department of National Defence, 2010, The Naval Reserve Link Magazine. Retrieved January 21, 2010, from http://www.navy.forces.gc.ca/navy_images/navres_images/eye/1508.jpg

Figure A-6 CF Lieutenant (Navy) Uniform c. 2010

SENIOR OFFICERS

Lieutenant-Commander

In the 19th century, lieutenants were sometimes appointed to command smaller ships not warranting a commander or captain. These officers were referred to at various points by the RN as lieutenant in command, lieutenant and commander or senior lieutenant. During the same period, the RN had also split some ranks to bring the number of naval officer ranks in line with the number of army officer ranks. For this reason, lieutenants with fewer than eight years seniority, wore two stripes and ranked with an army captain while those with more than eight years wore two stripes with a thinner one between and ranked with an army major. In 1862, the United States Navy was the first to formalize a new rank of lieutenant-commander using the two thick stripes and one thin stripe. The RN adopted the rank in 1914 and subsequently the RCN shortly thereafter.

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Note. From "Vintage Photographs - Commanders", 2010, Firstworldwar.com. Retrieved January 21, 2010, from http://www.firstworldwar.com/photos/commanders2.htm

Figure A-7 RCN Lieutenant-Commander Uniform c. 1910



Note. From Department of National Defence, 2010, MARPAC Maritime Forces Pacific Profiles. Retrieved January 21, 2010, from http://www.navy.forces.gc.ca/navy_images/marpac_images/profiles/large/botting.jpg

Figure A-8 CF Lieutenant-Commander Uniform c. 2010

Commander

The rank of commander was created in much the same manner of lieutenant-commander only it occurred a little over a century earlier. In the late 18th century, there was no rank between lieutenant and captain. A lieutenant who was placed in charge of a smaller vessel was designated as master and commander. This title was shortened to commander and in 1794 became a new permanent rank. It is used today in both the RN and the Canadian Navy.

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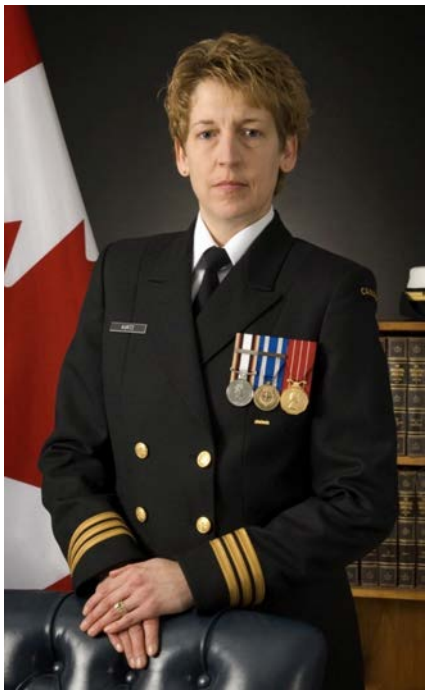
Note. From Dressed to Kill (p.129), by A. Miller. 2007. London. National Maritime Museum.

Figure A-9 RN Commander Uniform c. 1810



Note. From "Blog", 2010, Petition to Restore the Royal Designation: Royal Canadian Navy-Royal Canadian Air Force. Retrieved January 21, 2010, from http://www.flickr.com/photos/22214753@N07/2142206064/

Figure A-10 RCN Commander Uniform c. 1910



Note. From "Blog", 2009, Assoluta Tranquillita. Retrieved January 21, 2010, from http://assolutatranquillita.blogspot.com/2009/04/commander-josee-kurtz-first-woman-to.html

Figure A-11 CF Commander Uniform c. 2010

Captain

Prior to the 17th century, when navies were formed only during wartime, ships were hired by the sovereign for military service. In these times, a ship's operation and navigation were carried out by men led by the ship's master. The soldiers onboard who would oversee the armament and fighting tactics were commanded by an army lieutenant or captain. With the development of standing navies through the 17th and 18th centuries, the shipboard duties gradually merged and new naval officer ranks emerged. The naval ranks of lieutenant and captain were established in this manner, with captain referring to the officer in command of the entire ship's company. As we have already seen, the ranks of lieutenant-commander and commander were eventually established as positions of authority between the captain and lieutenant.

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Note. From Dressed to Kill (p.124), by A. Miller. 2007. London. National Maritime Museum.

Figure A-12 RN Captain Uniform c. 1810



Note. From "People", 2010, HMCS ALGONQUIN R17/ 224. Retrieved January 21, 2010, from http:// www.jproc.ca/r17/peacpeop.html

Figure A-13 RCN Captain (Navy) Uniform c. 1910



Note. From Department of National Defence, 2010, DSA Profiles. Retrieved January 21, 2010, from http:// www.cmp-cpm.forces.gc.ca/dsa-dns/sa-ns/ab/sobv-vbos-eng.asp?mAction=View&mBiographyID=681

Figure A-14 CF Captain (Navy) Uniform c. 2010



Did you know?

Until 1857, captains of the RN were free to dress their ship's company in whatever uniform style they wished, ranging from practical and tasteful to the absolutely ridiculous. On one occasion in 1853, the commanding officer of HMS Harlequin paid for his boat crews to dress as harlequins (theatrical characters who pantomime dressed in a diamond-patterned costume), an incident which may have contributed to the Admiralty's decision to adopt a standard uniform.

FLAG OFFICERS

Flag officers refer to the highest ranking officers of the navy. The term originates from the practice of these high ranking officers flying a flag while aboard a ship to indicate their command. The term general officer is used in Canada to refer to army and air force officers of equivalent ranks while flag officer is used for naval personnel.

Commodore

The rank of commodore was at first a position created as a temporary title for a captain who commanded a squadron of more than one vessel. In some navies, including the RN, the rank of commodore was seen as a senior captain position while in others it was afforded the prestige of flag officer status. The reason for withholding this in the RN was to curtail the costs of appointing more admirals when the fleet was rapidly expanding. The practice of appointing commodores dates to the mid 17th century and for many years two

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classes of commodores existed in the RN, finally being consolidated in 1958. The RCN adopted the rank in 1910 and it currently exists in the Canadian Navy, however it is considered the first flag officer rank.



Note. From Dressed to Kill (p.161), by A. Miller. 2007. London. National Maritime Museum.

Figure A-15 RN Commodore Uniform c. 1810



Note. From "A Sad State of Affairs", 2010, Legion Magazine. Retrieved January 21, 2010, from http://www.legionmagazine.com/en/index.php/2009/08/a-sad-state-of-affairs-navy-part-34/

Figure A-16 RCN Commodore Uniform c. 1910



Note. From Department of National Defence, 2010, DSA Profiles. Retrieved January 21, 2010, from http://www.cmp-cpm.forces.gc.ca/dsa-dns/sa-ns/ab/sobv-vbos-eng.asp?mAction=View&mBiographyID=628

Figure A-17 CF Commodore Uniform c. 2010

Rear Admiral

Over the years, the rank of admiral has been subdivided, for practical purposes, during naval warfare. While these needs are now historically extinct, the ranks remain in common usage. During the age of sail, when two fleets met in battle each opposing force would roughly form a straight line. The admiral's (overall commander) vessel would be placed in the centre of the fleet. The ships in the rear were in the least danger and therefore

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it was commanded by the least experienced admiral who was designated third in command. He was known as admiral of the rear, later changed to rear admiral.



Note. From Dressed to Kill (p.122) by A. Miller. 2007. London. National Maritime Museum.

Figure A-18 RN Rear-Admiral Uniform
c. 1810



Note. From "Photo Archives", 2010, Canadian Navy Heritage Project. Retrieved January 21, 2010, from http://www.navy.gc.ca/project_pride/all_images/photo_archive_images/Large/PA-096505.jpg

Figure A-19 RCN Rear-Admiral Uniform
c. 1910



Note. From Department of National Defence, 2010, DSA Profiles. Retrieved January 21, 2010, from http://www.cmp-cpm.forces.gc.ca/dsa-dns/sa-ns/ab/sobv-vbos-eng.asp?mAction=View&mBiographyID=219

Figure A-20 CF Rear-Admiral Uniform
c. 2010

Vice Admiral

With the admiral's vessel taking position in the centre and the rear-admiral at the end, the task of commanding the fleet's leading portion or van, fell to the vice admiral. The leading ships of a fleet were placed in the greatest danger so having the second most experienced admiral in this position was advantageous. Within the CF today, a vice admiral is second only to the rank of admiral.

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Note. From Dressed to Kill (p.112), by A. Miller. 2007. London. National Maritime Museum.

Figure A-21 RN Vice-Admiral Uniform
c. 1810



Note. From "Cutthroat Careerism", 2010, Legion Magazine. Retrieved January 21, 2010, from http://www.legionmagazine.com/en/index.php/2009/12/cutthroat-careerism-navy-part-36/

Figure A-22 RCN Vice-Admiral Uniform
c. 1910



Note. From Department of National Defence, 2010, DSA Profiles. Retrieved January 21, 2010, from http://www.cmp-cpm.forces.gc.ca/dsa-dns/sa-ns/ab/sobv-vbos-eng.asp?mAction=View&mBiographyID=125

Figure A-23 CF Vice-Admiral Uniform
c. 2010

Admiral

The word admiral has its origins in the Arabic *amir-al* meaning "commander of" as in *amir-al-baha* or "commander of the sea". Crusaders from Europe brought the word back where it was transformed through the years to the word admiral. It became associated with the highest naval rank in most of the world's navies. The RN still maintains one rank higher for use during wartime, Admiral of the Fleet. Within the CF, the highest rank to which a naval officer can aspire is admiral, and only then by being appointed as Chief of Defence Staff (CDS).

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Note. From Dressed to Kill (p.108), by A. Miller. 2007. London. National Maritime Museum.

Figure A-24 RN Admiral Uniform
c. 1810



Note. From "Photo Archives", 2010, Canadian Navy Heritage Project. Retrieved January 21, 2010, from http://www.navy.gc.ca/project_pride/all_images/photo_archive_images/Large/DNDKingsmill-1.jpg

Figure A-25 RCN Admiral Uniform
c. 1910

***Activate Your Brain #1*:**

What year was the rank of lieutenant-commander adopted?

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***Activate Your Brain #2*:**

What is the origin of the rank of rear admiral?

_____

_____

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SECTION 2
SUPERSTITIONS AND TRADITIONS OF NAVAL PERSONNEL

Superstitions are defined as beliefs or notions not based on reason or knowledge or alternatively as a system or collection of such beliefs. Traditions are the beliefs, legends, customs, information, statements handed down from one generation to the next. Within the naval environment, many such superstitions and traditions have intertwined over the years to make up the rich history we cherish today.

TRADITIONS

Beards

The ancient Hebrews, Greeks and Romans associated beards with wisdom and manhood. The practice of sailors wearing beards arose from a more practical source. Water has, until recently, been a prized commodity on-board ship. Using any water to shave would have been a waste of this resource. With the advent of modern ships and abundant fresh water, shaving has become easy. However, sailors around the world honour tradition by wearing beards. Beards are now officially prohibited for sea going personnel in the Canadian Navy due to them preventing a good seal when modern breathing masks are used during shipboard firefighting.

Wardroom

Prior to the 18th century, each officer lived and messed in his own quarters, cramped as they were. The captain's cabin, on the other hand, was known as the great cabin. Under it was the wardrobe, a locker often used to stow articles of value taken from prizes, enemy ships captured during wartime. When not in use, the officers used it to hang their spare uniforms. It is first spoken of as being used as a general officers' mess about 1750, at which time it was of much greater size than a locker, and was renamed the wardroom. Ships today still contain a wardroom where officers eat their meals, spend time when not on duty and entertain guests when alongside in port. Some smaller shore establishments have integrated dining and messing facilities in an effort to make their operation more efficient; however, most still retain a bar or other mess facility for officers which is still referred to as a wardroom.

Burial at Sea

Burial at sea, a simple yet impressive and dignified ceremony, is the most natural means of disposing of a body from a ship at sea. It was the custom to sew the body into the deceased sailor's hammock or other piece of canvass with heavy weights, such as several cannonballs, at the feet to counteract the tendency of a body to float. To satisfy superstition, or to ensure that the body is actually dead, the last stitch of the sailmaker's needle was placed through the nose of the deceased.

Ringing Bells

The custom of using the ship's bell to mark the passage of time probably dates from the 13th century when it was used in conjunction with a half-hour glass. A bell was sounded each time the glass was turned and the number of bells was progressive throughout a watch. These glasses did not disappear from the navy until 1857. Bells were not sounded between pipe down and call the hands, hence the expression silent hours. Prior to 1797, bells were sounded, one to eight, throughout the dog watches. It is said that the signal for the Nore Mutiny was to be five bells in the dog watches but that an officer who heard of this intention had only one bell sounded. It is a matter of historic fact that his action had no effect on the commencement of the mutiny, however the custom remains.

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Did you know?

The Nore Mutiny was led by Richard Parker and began on May12, 1797. It began when the crew of the HMS Sandwich seized control of their ship at the Nore, an anchorage in the Thames Estuary. The mutineers demanded pay increases and modifications to the *Articles of War*. Unlike the Spithead mutiny that occurred a few weeks before, the Nore Mutiny turned violent and their demands were not met. It ended with the hanging of Richard Parker and 28 other leaders, while the majority of the ships' crews were spared any punishment at all.



Can you list the correct bells to be struck for each half hour during the day?

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This information was covered in M123.04 (Ring the Ships Bell).

Killick

Killick is the Gaelic word for anchor. Since the badge of a leading seaman featured a single foul anchor, killick developed into the naval slang term for his rank. The foul anchor is not a reflection on the wearer's seamanship ability, but had its origin in ancient times as a religious symbol of steadfastness, hope and salvation. It reappears in the heraldic device of Lord Effingham, Lord High Admiral in the late 16th century and naval use of it probably dates from that time.

Ships' Crests

The naval Tudor crown consists of a circlet surmounted by the sterns of four men-of-war, each with three poop lanterns, and four square sails each spread on a mast and yard and fully filled and sheeted home. The ships' sterns and sails are positioned alternately. The *Sailing and Fighting Instructions* published in 1746 appear to contain the first written description and use of the crown in the navy. It was stated that it was an award to a ship's company for being the first to board successfully an enemy man-of-war. The normal place for the naval crown now is at the top of ships' crests or badges. HMC ships' crests have three gold maple leaves at the bottom of the crest in addition to any other distinctive Canadian symbols or animals. Sea Cadet Corps' crests have three red maple leaves in place of the gold.



List some other military / cadet symbols that use the Tudor crown or naval Tudor crown.

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Boarding / Departing

A junior officer always enters a boat or car first and leaves last, the original idea possibly being that the senior officer might remain dry and safe that much longer. Although confusion exists on this point, a junior officer should precede their senior over the brow when going ashore and follow the senior officer on board. This works best when a senior officer is accompanied by their staff because it enables the captain to greet the senior officer and lead them to the captain's cabin without having to become ensnarled in staff officers. On departing, the entourage can disappear over the brow or down the ladder, leaving the senior officer to engage in parting conversation with the captain.



***Activate Your Brain #3*:**

Describe the origins of the term wardroom.

_____
_____
_____
_____
_____
_____

The Tot

In early centuries, wine, beer or spirits were substituted for water during watch. The usual ration was a gallon per day per man for wine or beer. Sir Martin Frobisher (1535–1594) is quoted as saying "We'll sail as long as the beer lasts." If rum was chosen, it was issued twice a day, at lunch and at supper. The daily ration was a pint for a man and half a pint for a boy.

Admiral Edward Vernon, in 1740, ordered his captains and surgeons to make recommendations regarding the rum issue. His concern was the amount of alcohol being consumed was contributing to the delinquency of the men. They recommended that the rum be diluted with water. This mixture is called grog after the nickname of the admiral, 'Old Grog', who's boat cloak was made of a heavy material called grogram.

In 1824, the rum rations were decreased to two and a half ounces of neat or tot rum. When the use of tea became common in the navy, the suppertime ration was cancelled. In 1831, citing a lack of storage space, the RN eliminated wine and beer leaving rum the only ration.

Up spirits was the call used to notify the ship's company of the tot issue. The pipe occurred at six bells in the forenoon watch or 1100 hrs. The ships company's daily ration of rum was drawn by the Officer of the Day (OOD), the supply petty officer, and the master at arms from the spirit locker. After the ration for the chiefs and petty officers had been allotted, the remaining rum was placed in an oak tub with the inscription "The King–God Bless Him", later changed to "The Queen–God Bless Her", for the junior ranks. Men would often use their tot in exchange for favours such as standing another's watch or doing laundry.

With the formation of the RCN in 1910, the issue of the tot was adopted for Canadian sailors. By the latter half of the 20th century, warships had become expensive, complex, electronic vessels and the consumption of alcohol before lunch seemed ill advised. On July 31, 1970 the RN celebrated up spirits for the last time. Canada was the last commonwealth navy to celebrate up spirits on March 31, 1972. As expected, the ending of this 300-year old tradition did not sit well with some and became known as Black Tot Day thereafter.

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SUPERSTITIONS

Earrings

The seaman's practice of wearing earrings can be attributed to several sources. Some believe it is descended from an ancient custom of wearing earrings as charms to ward off evil spirits, thought to enter the body through the ear. During the middle ages, sailors wore earrings to ensure a proper Christian burial should they drown at sea. The thought was anyone finding the sailor's corpse would use the value of the earring to offset the cost of burial. Acupuncturists believed that piercing the ear improved eyesight, a valuable resource for any sailor. Whatever the origin, it is clear that earrings and sailors enjoyed a long history together until the 20th century by which time they have fallen out of fashion.

Tattoos

The concept of tattooing was taken from the natives of the South Pacific by the first expeditions to reach them in the 17th century. Tattooing of a crucifix, as a means of identification for their bodies so they would be assured of the sacred rites and burial was practiced by some. Due to its association with sailors, tattooing parlors could be found in all seaport towns at a time when few would be found elsewhere. One particular design which is considered lucky as charm is that of a pig or rooster. It used to be on the foot but now normally appears just above the kneecap. Pigs and roosters were kept aboard sailing ships in cages. When a ship sunk these cages would float and be carried to shore by the wind and waves resulting in these animals being the only survivors in most cases. Among sailors today tattooing is, in most cases, purely decorative.

Whistling

Whistling is forbidden in most ships since it can be confused with the sound of the boatswain’s call used for attracting attention before making a pipe. Another reason for the no whistling rule was that it was the custom to whistle a wind when calm winds stopped a sailing ship; if a gale ensued the assumption was that they overdid it. Sailors, being superstitious, rigidly curtailed their whistling habits. At the time of whistling for a wind, it was customary to drive a knife into the mainmast on the bearing the wind was desired.



Did you know?

Another strange superstition for producing wind was the knotting of a short length of rope, a single knot for a light breeze, two for fresh breezes, and three for strong winds.

Coins

In the sixth book of the Roman poet Virgil, the old seamen used to place a coin under the heel of each mast to pay the fare to Charon for crossing the River Styx, thereby ensuring a safe passage for all hands over the river of the underworld should disaster overtake the vessel. In reverence to this old superstition, the practice is still carried out; albeit with a coin being placed within the steel frame as opposed to under the wooden mast. A copper coin inserted in the mouth of a dead seaman in Roman times served the same purpose in respect to the individual.

Toasts

The custom of toasting is said to have begun with the ancient Greeks. The host took the first sip of wine to show his guest that it was not poisoned. Restaurants where wine is served allow the host to sample the wine before the guests’ glasses are filled. At a mess dinner, it is forbidden to propose a toast before the Loyal Toast to the Sovereign, except that foreign heads of state are toasted first if foreign guests are present. In civilian circles, it is permissible to drink toasts with water however; naval superstition indicates doing so would cause

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death by drowning for the person toasted. Likewise, a glass that rings tolls the death of a sailor. This explains why naval officers never clink glasses when drinking a toast.



Can you list the naval toasts of the day?

_____ _____
_____ _____
_____ _____
_____ _____
_____ _____
_____ _____

This information was covered in M220.03 (Recognize Naval Ship's Traditions).



***Activate Your Brain #4*:**

Why was whistling not allowed aboard ship?

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SECTION 3
HISTORICAL LAWS OF THE ROYAL NAVY (RN)

All forms of society require rules governing conduct of its population, and this is especially true within the confines of a ship at sea. By its nature, a ship is separate and to some extent independent of other authority. Laws dealing with service at sea had to be formulated or established by custom, and forms of retribution were necessary to enforce these laws. There is a very close relationship between laws and punishments, and we must think of both in considering the broad term discipline in the historical sense

12TH AND 13TH CENTURY LAWS

The first laws of the sea written in English, from which the *Naval Discipline Act* of 2006 and the *National Defence Act* of Canada have been developed, were recorded in the 12th century.

The Rolls of Oléron

The *Rolls of Oléron* were the first formal statement of maritime or admiralty laws in northwestern Europe. They were credited to Richard I by the British authority at the time but current studies suggest that his mother, Eleanor of Aquitaine, may have been the author. The following is an excerpt of the *Rolls of Oléron* dating from about 1160.



Note. From "www.walterscott.lib.ed.ac.uk", 2009. Retrieved November 26, 2009, from http://www.walterscott.lib.ed.ac.uk/portraits/engravers/graphics/richard.jpg

Figure A-26 Richard I

Richard by the grace of God, King of England, Duke of Normandy and earl (etc., etc.) to all his men going by sea to Jerusalem, greeting. Know ye, that by the common council of all good men, we have made the underwritten ordinances:

- He, who kills a man on shipboard, shall be bound to the dead man, and thrown into the sea; if the man is killed on shore, the slayer shall be bound to the dead body and buried with it.
- Anyone convicted by lawful witness of having drawn his knife to strike another, or who shall have drawn blood of him, he is to lose his hand. If he shall have only struck with the palm of his hand, without drawing blood, he shall be thrice ducked in the sea.
- Anyone who shall reproach, abuse or curse his companion, shall for every time he is convicted thereof, give him so many ounces of silver.
- Anyone convicted of theft shall be shorn like a champion; boiling pitch shall be poured on his head and he shall be set ashore at the first land the ship touches.

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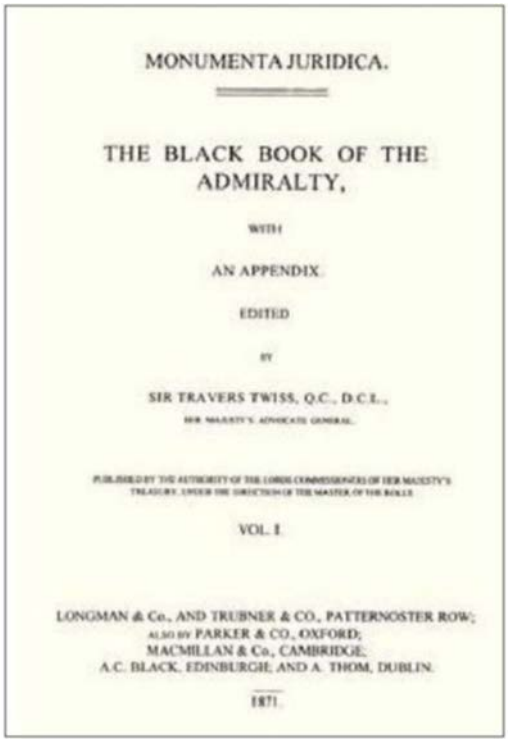
14TH AND 15TH CENTURY LAWS

Did you know?

The term court martial probably dates from the early 14th century, from Edward III's Court of Chivalry.

Black Book of the Admiralty

As new laws were developed since the *Rolls of Oléron*, a compilation was produced. The High Court of the Admiralty was established during this time, as was *The Black Book of the Admiralty*, in which all laws relating to seafaring under the British flag were recorded. The oldest surviving manuscript copy dates from around 1450. In 1871, Sir Travers Twiss published an edition which includes the original medieval text.



MONUMENTA JURIDICA.

THE BLACK BOOK OF THE ADMIRALTY,

WITH

AN APPENDIX

EDITED

BY

SIR TRAVERS TWISS, Q.C., D.C.L.,

VOL. I.

LONGMAN & Co., AND TRUBNER & CO., PATTERNOSTER ROW;
ALSO BY PARKER & CO., OXFORD;
MACMILLAN & Co., CAMBRIDGE;
A.C. BLACK, EDINBURGH; AND A. THOM, DUBLIN.

1871.

Note. From "Google Images", 2009. Retrieved November 26, 2009, from http://images.google.ca/imgres?imgurl=http://www.lawbookexchange.com/images/36551.JPG

Figure A-27 The Black Book of the Admiralty

Know all men that We, with the aid of upright councils, have laid down these ordinances:

Whoever shall commit murder aboard ship shall be tied to the corpse and thrown into the sea.

If a murder be committed on land the murderer shall be tied to the corpse and buried alive.

If any man be convicted of drawing a knife for the purpose of stabbing another, or shall have stabbed another so that blood shall flow, he shall lose a hand.

If any man strikes another with his hand, he shall be ducked three times into the sea.

If any man defame, vilify, or swear at his fellow, he shall pay him as many ounces of silver as times he has reviled him.

If a robber be convicted of theft, boiling pitch shall be poured over his head and a shower of feathers be shaken over to mark him, and he shall be cast ashore at the first land at which the Fleet shall touch.

These laws further stated that: All other faults committed at sea shall be punished according to the customs used at sea.

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The punishment listed in *The Black Book of the Admiralty* for sleeping on watch, a very serious offence because it endangered the ship, was at first humiliating and for repeated offences brutal. A bucket of sea-water was poured over the head of a first time offender. A second time, the offender's hands were tied over his head and a bucket of water was poured down each sleeve. For a third offence, the man was tied to the mast with heavy gun chambers secured to his arms, and the captain could order as much additional pain to be inflicted as he wished. The fourth offence was inevitably fatal. The offender was slung in a covered basket that was hung below the bowsprit. Within this prison, he had a loaf of bread, a mug of ale and a sharp knife. An armed sentry ensured that he did not return aboard if he managed to escape from the basket. Two alternatives remained; he could starve to death or cut himself adrift to drown in the sea.



Why do you think these punishments were so harsh?

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The Articles of War

The Articles of War first formalized in the *Act for the Establishing Articles and Orders for the Regulating and Better Government of His Majesties Navies Ships of War & Forces by Sea* was a naval code of discipline developed from *The Black Book of the Admiralty*. These were first entered into legislation in 1661 in the reign of Charles II. The punishments listed were brutal but the principle of discipline has remained to present times.

18TH AND 19TH CENTURY LAWS

Revisions to the Articles of War

As the power of politicians, the British House of Commons and the common law court rose they began interfering with the naval system of law already established. This interference led to a revision in 1749 that established the independence and power of a naval court martial, but gave them virtually no latitude in varying, or more importantly, waiving the severe punishments prescribed in the Articles of War. After the execution of Vice Admiral John Byng in 1757, one which the navy was powerless to prevent, another amendment of the Articles of War was passed that provided some latitude in passing sentences. By the mid-eighteenth century the punishments of earlier laws such as the *Rolls of Oléron* and *The Black Book of the Admiralty* had fallen out of practice by the majority of ships' captains although they were for the most part still prescribed by law.

Naval Discipline Act

In 1860, Lord Clarence Paget, the First Secretary of the Admiralty and government spokesman on naval affairs, introduced a new bill to bring the law into line with the practices already being carried out. In this way the older barbaric punishments were officially removed from the law. Some small revisions were carried out over the next hundred years. However, it remained in force until a major revision in 1957.



***Activate Your Brain #5*:**

What is *The Black Book of the Admiralty*?

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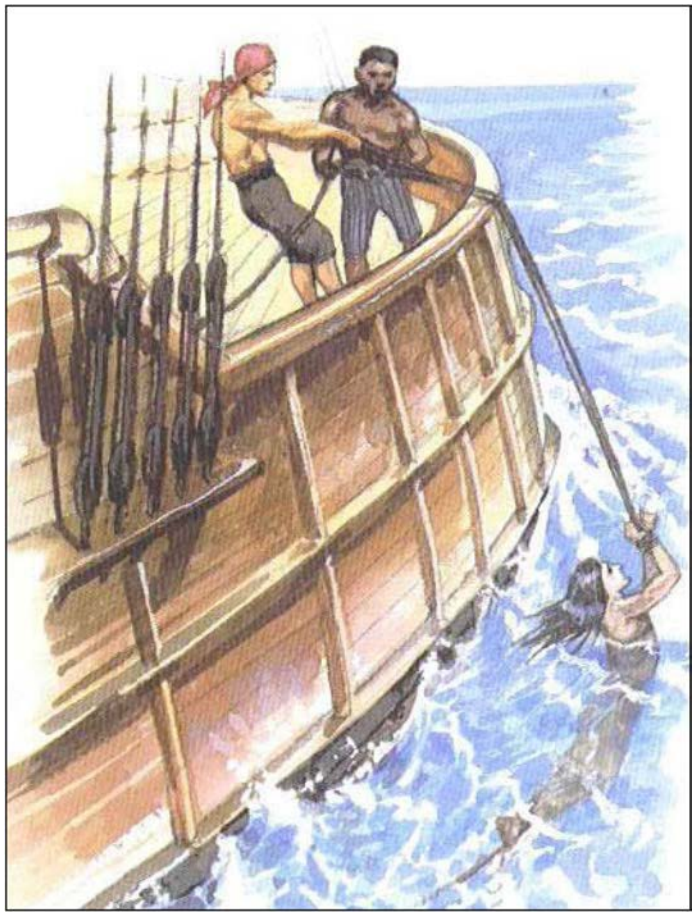
VARIOUS PUNISHMENTS

Keelhauling

A punishment which was particularly harsh and usually fatal was keelhauling. It was reserved for serious offences and discontinued in the RN about 1720. It was still practiced in the Dutch and French navies until 1750. A stout line was rove through a block on the lower yardarm on each side of the ship. One end was secured under the arms and around the chest of the offender whose wrists were secured behind his back. From the other yard, the line went under the ship, as a bottom line, and was secured around the man's ankles. On the word of the captain, the boatswain ordered the man hoisted off the deck and clear of the ship; slack was taken down on the bottom line, and as it was hauled in, the line around the man's chest was slacked away. In this way, he was hauled under the ship and came up on the other side feet first. With both lines taut, the man was slung in such a way that his stomach, chest and face were dragged across the barnacles of the keel and, in addition, he was at least partially drowned.



Note. From "Photobucket", 2009. Retrieved November 26, 2009, from http://media.photobucket.com/image/keel-hauling/PokerStick/kielhalen.jpg

Figure A-28 Keelhauling

Hanging

Execution by hanging at the yardarm was the punishment for mutiny in the fleet. The last execution was carried out in 1860 on a marine who attempted to murder his captain. As a capital punishment, it was by no means instantaneous, such as hanging from a gallows. The prisoner's hands and feet were tied and the noose placed

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around his neck. A dozen or so men, usually boats' bowmen (the worst scoundrels in the ship) manned the whip and hoisted him to the block of an upper yard to die there by slow strangulation.

Flogging

The most common type of punishment, inflicted for almost any crime at the discretion of the captain, was flogging with a cat-o'-nine-tails. A cat-o'-nine-tails consisted of a short rope or wooden handle, often red in colour, to which was attached nine waxed cords of equal length each with a small knot in the end. Floggings were carried out aboard ship near the gangway. In the early 19th century, a man who was to be flogged was given twenty-four hours in which to make his own cat. He was kept in leg-irons on the upper deck while awaiting his punishment and when the cat was made the boatswain cut out all but the best nine tails. If the task was not completed in time the punishment was increased.



Note. From "Cat O' Nine Tails–People and places",2009, PortCities London, Copyright 2009. Retrieved December 9, 2009, from http://www.portcities.org.uk/London/server/show/conMediaFile.852/Cat-ONine-Tails.html

Figure A-29 Cat-O'-Nine-Tails

At the appointed, time the ship's company, with heads uncovered to show respect for the law, heard the Article of War the offender had contravened. The prisoner was then brought forward, asked if he had anything to say in mitigation of punishment, then removed his shirt and had his hands secured to the rigging or a grating above his head. At the order "Boatswain's mate, do your duty" a sturdy seaman stepped forward with the cat and the offender was lashed on the bare back with a full sweep of the arm. After each dozen lashes, a fresh boatswain's mate stepped forward to continue the punishment. Each blow of the cat tore back the skin and subsequent cuts bit into the flesh so that after several dozen lashes had been inflicted the man's back resembled raw meat. After each stroke the cords were drawn through the boatswain's mate's fingers to remove the clotting blood. Left-handed boatswain's mates were especially popular with sadistic captains because they would cross the cuts and mangle the flesh even more.

After the man was cut down, he was taken to the sick berth to have salt rubbed into his wounds. This was done not so much to increase the pain as for its antiseptic qualities. At one time, men were flogged to death with a hundred lashes or more. As late as the early 17th century, a thousand lashes was a punishment for

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mutiny and other serious offences in the British forces; this was more prolonged as hanging but just as fatal. From 1750 into the 19th century, 12 lashes were the maximum authorized for any one offence. The famous Admiral John Jervis and Vice Admiral Cuthbert Collingwood rarely exceeded this maximum except in the case of a double offence. It is recorded that they punished fewer men than captains who awarded more than the maximum. Vice admiral Horatio Nelson usually sentenced men to less than a dozen lashes, occasionally as many as 18, and rarely 24. In ships of the line, with companies of up to 550 men, the more merciful captains punished about 16 men a year while some others punished over 50. Not taken into account in the records were unofficial punishments which were quite prevalent.



Can you think of any movies in which a flogging was depicted?

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Running the Gauntlet

Until the end of the 18th century, the punishment for theft, a hateful crime aboard ship when stealing would affect the entire ship's company, was for the thief to run the gauntlet. The offender first received a dozen lashes in the normal manner with a thieves' cat, similar to a cat-o'-nine-tails but with knots throughout the length of the cords, and while still stripped to the waist passed through two lines of all the ship's company to be flogged with short lengths of rope. To ensure he did not move too fast and not benefit fully from this ordeal, the master-at-arms marched backward a pace ahead of him with the point of his cutlass against the thief's chest. To prevent him from stopping, a ship's corporal followed him in a similar manner. On completion of the course, the thief was given a further dozen lashes.

Limitations of Punishment

The *Naval Discipline Act* of 1866 limited corporal punishment to 48 lashes. Flogging was abolished in the British forces by the *Army Act* of 1881 in response to strong public opinion. It was said that flogging made a bad man worse, and broke a good man's heart. Other forms of punishment were usually harsh and often ingenious in an attempt to make a punishment fit each crime. In the 19th century, it was ordered that cruel and unusual punishments were to be avoided. Cell punishment was instituted in 1847, and a few years later came the first set of modern minor punishments to offences.

CONCLUSION

Understanding the customs and traditions that are associated with both the RN and the Canadian Navy is an important aspect of preserving our shared naval heritiage. Changes in society will undoubtedly occur that require the adjustment of some of these customs. The spirit however, of these traditions will endure as long as we continue to pass them on to future generations.



Congratulations, you have completed your self study package on EO C523.01 (Examine Naval Customs and Traditions). Complete the following exercise and hand your completed package to the Training Officer / Course Officer who will record your completion in your Phase Five logbook.

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FINAL EXERCISE

Cadet's Name: _____ Date: _____

1. Describe the origins of the naval rank of lieutenant.

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_____

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_____

2. What year was the rank of sub-lieutenant named?

_____

3. List five superstitions or traditions observed by naval personnel.

_____ _____

_____ _____

_____

4. Describe the origins of placing a coin under the mast of a ship.

_____

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5. Name two 14th or 15th century documents of law that pertain to the navy.

_____ _____

6. List four types of punishment used by the navy.

_____ _____

_____ _____

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ACTIVATE YOUR BRAIN ANSWER KEY



***Activate Your Brain #1*:**

What year was the rank of lieutenant-commander adopted?

Before World War I a lieutenant who held a command was called lieutenant and commander; in 1912 this was officially abbreviated to lieutenant-commander.



***Activate Your Brain #2*:**

What is the origin of the rank of rear admiral?

During the age of sail, when two fleets met in battle each opposing force would roughly form a straight line. The admiral's (overall commander) vessel would be placed in the centre of the fleet. The ships in the rear were in the least danger and therefore it was commanded by the least experienced admiral who was designated third in command. He was known as admiral of the rear, later changed to rear admiral.



***Activate Your Brain #3*:**

Describe the origins of the term wardroom.

Prior to the 18th century, each officer lived and messed in his own quarters, cramped as they were. The captain's cabin, on the other hand, was known as the great cabin. Under it was the wardrobe, a locker often used to stow articles of value taken from prizes. When not in use, the officers used it to hang their spare uniforms. It is first spoken of as being used as a general officers' mess about 1750, at which time it was of much greater size than a locker, and was renamed the wardroom.



***Activate Your Brain #4*:**

Why was whistling not allowed aboard ship?

Whistling is forbidden in most ships since it can be confused with the sound of the boatswain’s call used for attracting attention before making a pipe. Another reason for the no whistling rule was that it was the custom to whistle a wind when calm winds stopped a sailing ship; if a gale ensued the assumption was that they overdid it. Sailors, being superstitious, rigidly curtailed their whistling habits. At the time of whistling for a wind, it was customary to drive a knife into the mainmast on the bearing the wind was desired.

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***Activate Your Brain #5*:**

What is *The Black Book of the Admiralty*?

As new laws were developed since the *Rolls of Oléron*, a compilation was produced. The High Court of the Admiralty was established during this time, as was *The Black Book of the Admiralty*, in which all laws relating to seafaring under the British flag were recorded. The oldest surviving manuscript copy dates from around 1450. In 1871, Sir Travers Twiss published an edition which includes the original medieval text.

FINAL EXERCISE ANSWER KEY

1. Describe the origins of the naval rank of lieutenant.

The word lieutenant is French in origin; the *lieu* meaning "place" as in a position; and *tenant* meaning "holding" as in holding a position. A lieutenant is, therefore someone who holds a position in the absence of their superior.

2. What year was the rank of sub-lieutenant named?

The rank of sub-lieutenant was named in 1861.

3. List five superstitions or traditions observed by naval personnel.

Earrings, beards, tattoos, burial at sea, ringing bells, rum, whistling, killick, ships' crests, coins, wardroom, boarding / departing or toasts are all superstitions or traditions observed by naval personnel.

4. Describe the origins of placing a coin under the mast of a ship.

In the sixth book of the Roman poet Virgil, the old seamen used to place a coin under the heel of each mast to pay the fare to Charon for crossing the River Styx, thereby ensuring a safe passage for all hands over the river of the underworld should disaster overtake the vessel. In reverence to this old superstition, the practice is still carried out; albeit with a coin being placed within the steel frame as opposed to under the wooden mast. A copper coin inserted in the mouth of a dead seaman in Roman times served the same purpose in respect to the individual.

5. Name two 14th or 15th century documents of law that pertain to the navy.

The Black Book of the Admiralty and *The Articles of War* are two 14th or 15th century documents of law that pertain to the navy.

6. List four types of punishment that were used by the navy.

Keelhauling, hanging, flogging or running the gauntlet are four types of punishment that were used by the navy.

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