

NAVAL CUSTOMS AND TRADITIONS

Learning Outcomes:

After the class discussion, the students are expected to:

- Know by heart the different customs and traditions of the PN
- Know the procedure of leaving and boarding the PN ship
- Know the guidelines for midshipmen inside the wardroom

NAVY – came from a Latin word “NAVES” which means ships.

1. **Salute:** normally given with the right hand; when right hand is encumbered, left hand could be used; not given when uncovered

2. Honors To The Flag

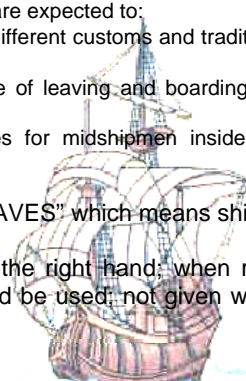
Colors – paying honors to the flag; hoisted in the morning and lowered in the afternoon.

a. For ships not underway and Shore Commands:

- 0800H – Morning Colors
- Sunset – Evening Colors

Procedures:

- Five minutes before colors, first call is sounded (announce as “first call to colors)
- 0800H or time of sunset – “attention to colors” is sounded and passed - National ensign is raised/ lowered at the flag gaff.
- At the completion of music – “carry on” is passed
- Jack flag is also raised/ lowered



b. For ships underway: National ensign is raised/lowered at the mast; the jack flag is not raised.

Shifting colors:

When ship leaves the pier or weighs her anchor, shifts the National Ensign from the flag gaff to mast. The national Ensign is then called steaming ensign. Jack Flag is lowered at the same time.

When is it done? *When the last mooring line leaves the pier or when the anchor is aweigh, a long blast of whistle is sounded that signal for the shifting.*

When ship arrives at the pier or anchors: Shifts the National from mast to flag gaff. Jack flag is raised at the same time.

When is it done? *When the first mooring line reaches the pier or when the anchor is dropped, a long blast of whistle is sounded that signal for the shifting.*

b) **Honors Rendered by Merchant Ships (Dipping):**

Merchant ships salute navy ships by dipping their ensign. Navy Ships respond by lowering the steaming ensign to half-mast for a few seconds then close it up. After which, the merchant ship may raise again her flag.

c) **Passing Honors:** honors exchange between two ships or boats when comes close aboard:

- 1) Distance : Ships: 600 yds Boats: 400 yds
- 2) Who renders ?

Ships/boats whose Commanding Officer/Boat Captain is junior in rank renders passing honors to Commanding Officer/Boat Captain Senior in rank.

3) Procedure:

- a. Attention is sounded at the "Junior" ship/boat using the following:
- 1 long Blast – attention to starboard (the ship/boat to be honored is at the starboard)
 - 2 long Blasts – attention to port (the ship/boat to be honored is at the portside)
- b. Ship/boat being honored does the same after such
- c. Carry on – 3 long blasts rendered by ship/boat being honored
- d. End of salute of ship rendering honors – 2 long blasts

3. OTHER HONORS:

The arrival/departure of the ship's Captain is usually announced at the PA system. He is always piped when he boards or leaves the ship

Nobody is allowed to sit in the Captain's Chair at the bridge unless offered.

In boarding the ship, Junior goes first. In disembarking, senior goes first.

Navy Officers eat in the place called "Wardroom"

Side boys are detailed in the quarter deck to welcome a distinguished visitor:

CAPT AND BELOW – 4 side boys
COMMO TO REAR ADMIRAL – 6 side boys
VICE ADMIRAL UP – 8 side boys

4. BRIDGE CUSTOMS:

Bridge is the center of operations of the ship while underway. If CO is present, appropriate greetings must be rendered.

5. PROCEDURE IN ENTERING/LEAVING THE SHIP:

A. At the gangway – if the National ensign is flying, turn aft before getting aboard and salute the ensign. Upon boarding, before striking the ship's deck, render another salute to the OOD or his/her representative by saying "Request permission to come aboard Sir." For disembarking, it is done in a reverse manner.

B. When boarding in-group – only the one in charge shall render salute.

6. CROSSING THE NEST:

Usually done when your ship is in nest with other ships:

Boarding: Salute the colors and OOD of inboard ship
Say "Request Permission to cross" until you reach your own ship

Leaving: Salute your OOD and the National Ensign
Say "Request Permission to cross" until you reach your own ship

- ❑ Do not salute the OOD and the National Ensign of ships between your ships and the ship alongside the pier
- ❑ Salute your OOD and the National Ensign of the ship alongside the pier.

7. HALF MASTING – tribute to the dead

- ❑ when raising, the flag is first closed up then lowered at half mast
- ❑ when lowering, closed up first then lowered.

8. BASIC RULE FOR BOATS AND VEHICLES:

“SENIORS ARE LAST IN, FIRST OUT”

9. DIVINE SERVICES:

1. Church pennant is flown at the mast
2. All persons within the area are required to uncover including watches

10. SICK BAY:

Uncover when entering

11. WARDROOM ETIQUETTE:

These are some guidelines for midshipmen when invited to mess in the wardroom by officers in authority:

- ❑ The wardroom is each officer's seagoing home – a home in which they should be proud to entertain family and friends. Whatever the event, it is a place where members should conduct themselves with the ordinary rules of propriety,

common sense, and good manners in observing the rules of etiquette founded on customs and traditions.

☐ Always remove your cover upon entering the wardroom. Never place it on the table; it should be stowed in an appropriate location. If unsure, ask.

☐ Be punctual for all meals. All officers should remain standing until all guests and the seniors of the mess are seated. If an officer is late for a meal, an apology should be made to the senior officer of the table by stating “ Request permission to join the mess, sir.” Never choose a place at the wardroom table until you are sure of seating arrangements.

☐ Never appear at the wardroom out of uniform. (Civilian clothes may be worn in wardroom only when passing through. Do not lounge around onboard in civilian clothes.

☐ Do not be boisterous or noisy in the wardroom. It is the home of all officers, and their rights and privileges should be respected.

☐ Consideration of others is one of the basic elements of a lady or gentleman. Show consideration for your fellow officers by:

a. Moderating the sound of audiovisual devices to minimize interference with others. These devices should not be turned on during meal hours unless authorized by the Commanding Officer.

b. When playing cards, etc., by choosing a table location that will not interfere with others.

c. There is no objection to dropping into wardroom for coffee, but do not make a practice of loitering there during working hours.

d. The mess tables must be cleared at least thirty (30) minutes before meals in order to permit the mess personnel to set up on time.

e. Magazines and papers should be carefully handled, not left adrift, damaged, hoarded or removed where they have been placed for availability to all members.

f. When you are finished with your coffee, except meals, remove the cup and saucer from the table to pantry shelf or sideboard if there are no mess personnel available. This is a little thing that will help improve the general appearance of the wardroom.

g. Remember that obscenity and vulgarity do not belong in an officer's conversation at any time.

☐ A junior officer pursues the correct course by being the best listener in the mess; the senior officer, by setting the example in manners, consideration, and intelligent conversation. Unkind and unfavorable comments about officers and opinions about seniors are not appropriate.

☐ When guests are present, especially seated alongside of you, their presence should be recognized. Engaging them in polite conversation, if the opportunity presents itself, will be appreciated by the guests and their host.

☐ Your feet belong on the deck and not on the furniture. If you wish to sleep, you should retire to your stateroom.

☐ Stay clear of the wardroom immediately after breakfast, usually the period of general cleaning.

- ❑ When leaving the wardroom, leave the place you have been occupying neat and orderly whether you found it that way or not. These will be appreciated by those who follow you.
- ❑ Office work should not be performed in the wardroom unless absolutely necessary.
- ❑ When authorized to view movies in the wardroom, midshipmen are to stay in the rear. They are to remain seated only if all officers have seats.
- ❑ Impeccable table manners are the mark of a lady or gentleman. Ensure that your table manners are above reproach at all times.
- ❑ Always rise when the commanding officer, squadron commander or a flag officer enters the wardroom, unless in the process of eating- then follow lead of the senior member of the wardroom.

OFFICERS AND CPO'S COUNTRY:

Includes staterooms, mess hall for CPO's, wardroom and living spaces:

- ❑ EP are not allowed to enter unless on official business.
 - NOT used as passageways or shortcuts

AT THE MESS HALL:

Uncover when entering

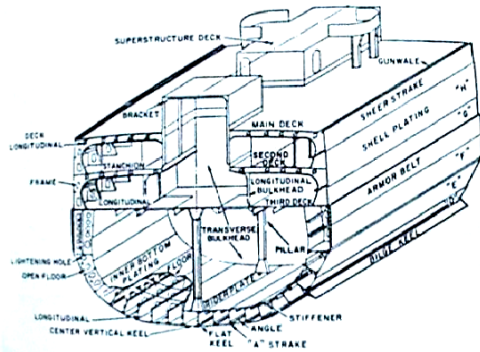


Figure 12-1 A ship's deck is strengthened by transverse beams and longitudinal girders. This is the hull structure of a cruiser.

NAVAL TERMS AND PHRASEOLOGIES

Learning Outcomes:

After the class discussion, the students are expected to:

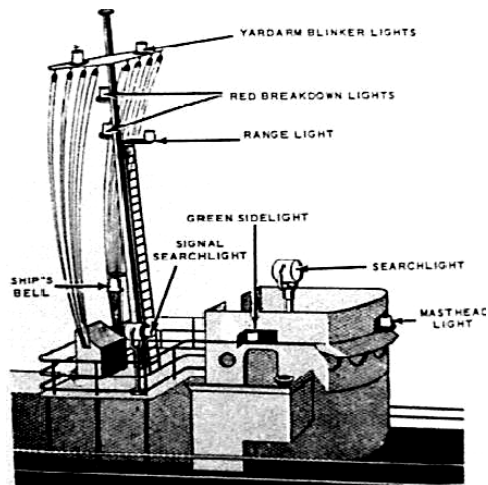
- Know the different definition of nautical terms commonly used in the Philippine Navy aboard ship

a. **Naval terms (denotes direction and location)**

- Aft- behind or further aft, astern or toward the stern.
- Abeam- at right angle to the centerline of the ship
- Aft-in- near or toward the stern
- Alongside- on side a pier or berth
- Amidship- the middle portion of the ship
- Astern- toward the stern, an object or vessel that is abaft another vessel or object
- Bridge- raised platform from which a ship is navigated
- Bow- the forward part of the ship
- Broadside- at right angle to the fore and aft line of the ship
- Centerline- imaginary line running from the ships bow to stern: divides the ship lengthwise vertically
- Dead ahead- directly ahead of the ship s bow in line of the centerline
- Dead astern- directly aft of the ship in line of the centerline

- Draft- depth of the water from the surface waterline to the ships keel
- Fantail- main deck section in the after part of the ship
- Freeboard- height of ships side from the waterline to the main deck
- Leeward- direction away from the wind
- Port Bow- bearing 315 degrees relative to the bow of the ship
- Portside- left hand side of the ship facing forward
- Starboard Bow- bearing 45 degrees relative to the bow
- Starboardside- right hand side of the ship facing forward
- Waterline- the line which makes the surface with the hull
- Windward- direction toward the wind





B. Naval Terms (denotes nomenclature of fittings)

- Bitts- strong iron post on a ships deck for working of fastening lines almost invariably in pairs.
- Bulkhead- one of the vertical wall like structures enclosing a compartment
- Brig – a prison on a ship or a shore base
- Bollard- wooden or iron post on a pier or wharf for securing mooring lines
- Cleat- a small deck fittings or metal with horns used for securing lines

- Deck- on a ship, its corresponds to a floor in a building
- Compartment- it corresponds to a room in a building
- Overhead- equivalent to a ceiling of a building ashore
- Head- compartment of a ship having toilet facilities
- Superstructure- all equipment and fittings except armament extending above the hull
- Mast- upright spar supporting signal halyard and antennas in a naval ship
- Wardroom- officers mess and lounge room aboard ship
- Yardarm- a spar attached to the of a mast running athwart ship
- Rudder- flat movable structure and vertically attached to the stern used for steering the ship
- Lazarette- storage compartment of the stern below deck
- Galley- the ship kitchen
- Cabin- the captains living quarter

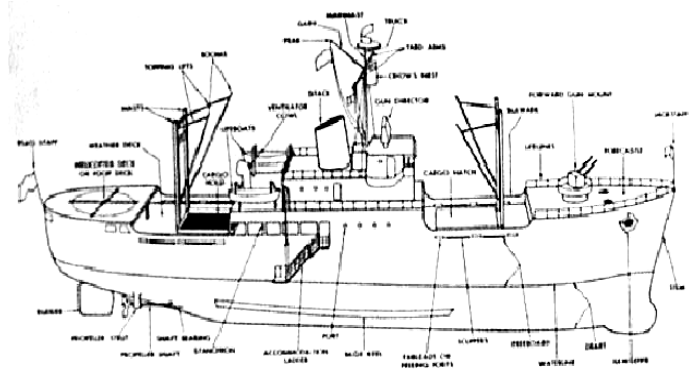
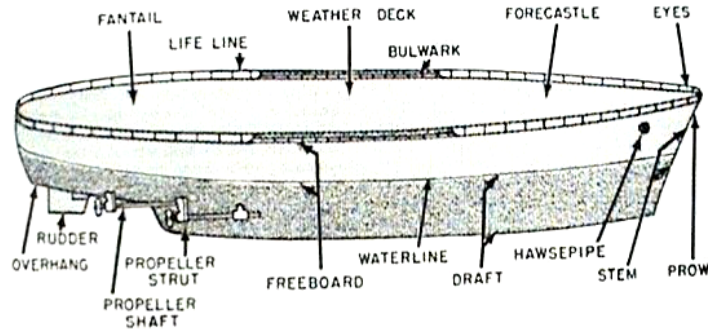


Figure 12-4. These are the principal parts of a typical auxiliary ship.



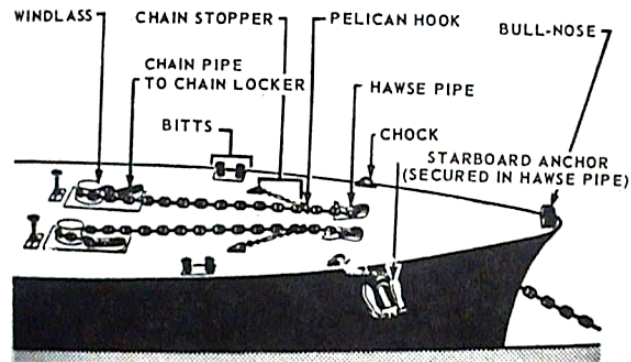
Parts of a ship's hull.

C. Other Naval Terms

- Adrift- loose from mooring or out of place
- Aye-Aye- a reply to an order to indicate that it is understood and will be carried out
- Billet allotted sleeping place: also a man's location in the ship's organization
- Avast- a command to desist for whatever is being done
- Black Gang- slang for the engineering force
- Bear Hand- cooperation among the ship's company
- All Hands- entire ship's company
- Binnacle list - sick list: list of men excuse for duty
- Boot- slang for new recruit
- Coxswain- enlisted men in charge of a boat
- Crossing the line- crossing the earth equator
- Dolphin- cluster of piles at the corner or edge of a pier
- Dead in the water- said of a ship when she has neither headway nor steerway in the water
- Fathom- six (6) feet unit of length
- Field day- general cleaning day aboard ship, usually a day before inspection
- Flag Officer- an officer with the rank of COMMODORE and above

- Gangway- opening in the bulwarks: order to stand a while and get out of way
- General Quarters- battle station for all hands
- Gig- ships boat designated for the use of the Commanding Officer
- Java- slang for coffee time
- Jump ship- slang for leaving the ship without authority/permission
- Irish pennant – untidy loose end of a line
- Lucky bag- stowage of article found adrift
- Landlubbers- seaman s term for one that has never been at sea
- Passageway- corridor
- Pipe down- an order to keep silent
- Pass the word- to repeat an order or information to the crew
- Pollywog- a person who has never cross the equator
- Sea dog- an old sailor
- Sea lawyer- an enlisted men who likes to argue; usually one who thinks he can twist the regulations and standing order to favor his personal inclinations
- Shell back – a man who has cross the equator and has been initiated
- Skag- slang for cigarettes
- Ship-shape- term for a neat and orderly condition
- Sickbay- ships hospital or dispensary

- Skippy- slang for undershirt
- Secure- to make fast; to tie; an order given in completion of a drill or exercise meaning to withdraw from drill station and duties



Decks are named and numbered by their position and function on a ship.

