

BOSN'S BADGE TRADE BADGE

QUALIFICATION STUDY GUIDE

Introduction

This home study guide is designed for the cadet to use as a reference to supplement and practice the skills they learn on at a regular training night.

The Boatswain in the Royal Canadian Navy:

Boatswains are the seamanship specialists of the Canadian Armed Forces (CAF). They are responsible for the safe operation and maintenance of the ship's rigging, shipboard cargo handling equipment, boats and small craft.

The Boatswain is truly "the professional sailor," experiencing the unique adventures and challenges that come with work at sea, such as open deck surfaces and a rotating shift or watch system. Ashore, Boatswains normally work as instructors training other naval personnel. Junior Boatswains spend time working outside their occupation performing general duties such as cleaning, painting, working in the cafeteria, standing sentry duty, storing the ship, and acting as members of the Naval Boarding Party.

The Boatswain in the Navy League of Canada:

In order for the cadet to earn and wear the Boatswain's Badge they must be proficient to the following area of Navy League cadet training:

- Identifying Parts of a Ship
- Knot Tying
- Using the Bosn's Call

Parts of a Ship

(reference CTS 07.2.4 – Naval Knowledge)

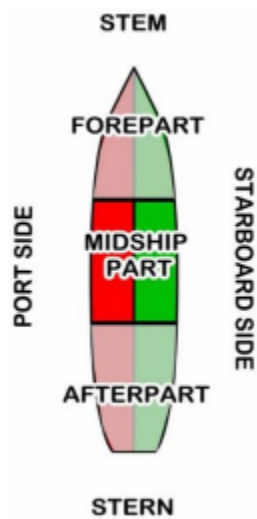
Cadets must be able to name and identify the following parts of a ship:

- Bow
- Stern
- Midships
- Port
- Starboard
- Aft
- Forward
- Focsle
- Quarterdeck
- Beam
- Freeboard
- Draught

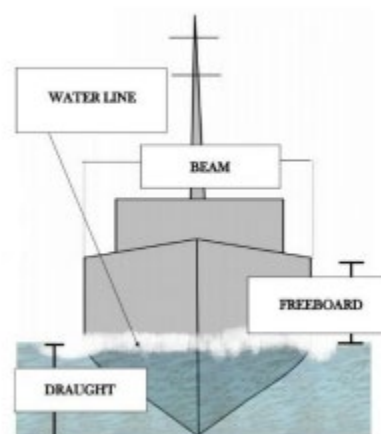
Sections of a Ship:

In order to move easily identify a location on a ship, it can be split into sections:

- **Stem** – At the front of the ship, where the two sides of the hull come together
- **Stern** – At the rear of the ship, the flat part of the hull
- **Port** – refers to any place on the left side of the ship
- **Starboard** – refers to any place on the right side of the ship
- **Forepart** – towards the stern and front end of the ship
- **Midship Part** – the area in the middle of the ship
- **Afterpart** – towards the stern and the rear end of the ship



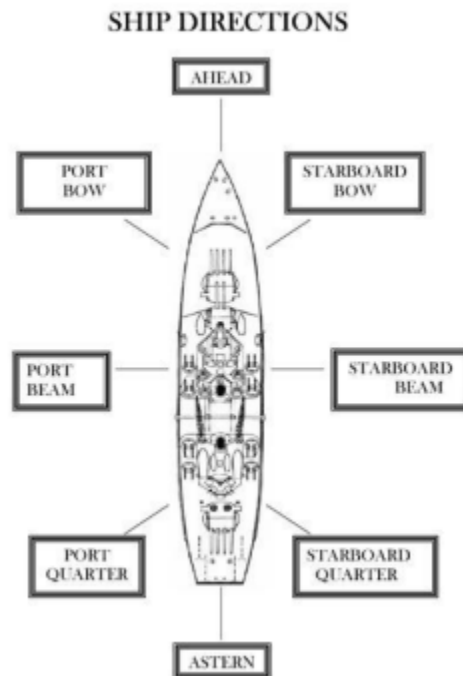
- **Water Line** – the level normally reached by the water on the side of the ship
- **Beam** – the width of a ship from side to side
- **Freeboard** – distance between the waterline and the highest part of the ship's hull
- **Draught** – distance between the waterline and the lowest part of the ship's hull



Directions from the Ship:

When you are on a ship, you can describe the direction of any other object in the following manner:

- **Ahead** – the direction that is forward of the ship
- **Abeam** – the direction that is beside (port or starboard) of the ship
- **Astern** – the direction that is behind the ship
- **On the Starboard Bow** – forward and to the right of the ship
- **On the Starboard Quarter** – behind and to the right of the ship
- **On the Port Quarter** – behind and the left of the ship
- **On the Port Bow** – forward and to the left of the ship



Decks:

- **Bow** - The front part of the ship that cuts through the water. It's like the ship's nose, helping it move forward smoothly.
- **Aft** - The back part the ship. It's like the ship's tail, where you often find the steering wheel and sometimes the engine.
- **Forward** - The area near the front, close to the bow. It's where the ship starts to cut through the water.
- **Focsle**- (or forecastle) of a ship is a part near the front, usually on the upper deck. It's often used for storage or crew living spaces. Think of it as a special room or area at the front of the ship.
- **Quarterdeck** - Is a special area on the upper deck, usually near the back (aft). It's often used for important activities like ceremonies, and sometimes for controlling the ship. Think of it as a VIP area on the ship.



Knots

(Reference CTS 06)

This cadet must be able to tie a:

- Figure Eight,
- Clove Hitch,
- Bowline,
- Reef Knot,
- Sheet Bend
- and one optional knot

Figure 8:

Non-binding, quick and convenient stopper knot.

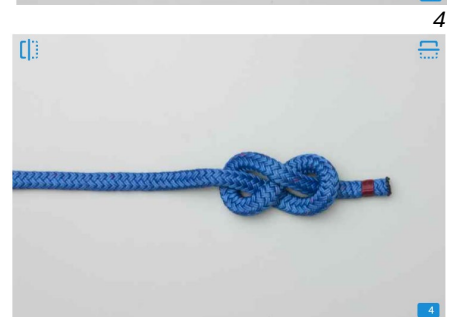
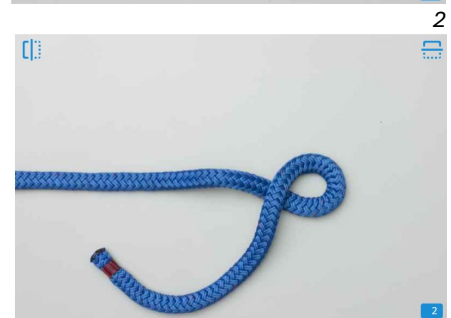
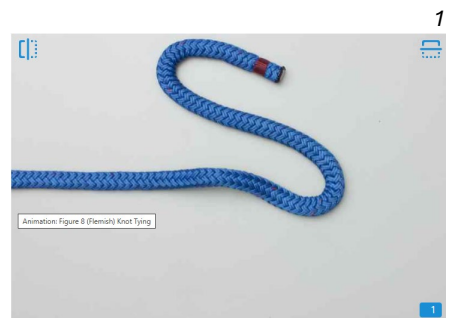
Setup

Step 1: Pass the tail over itself to form a loop

Step 2: Continue under and around the standing end

Step 3: Complete the knot by passing the tail down through the loop.

<https://www.animatedknots.com/figure-8-knot>



Clove Hitch:

Simple (weak) hitch to attach a rope to a pole or ring

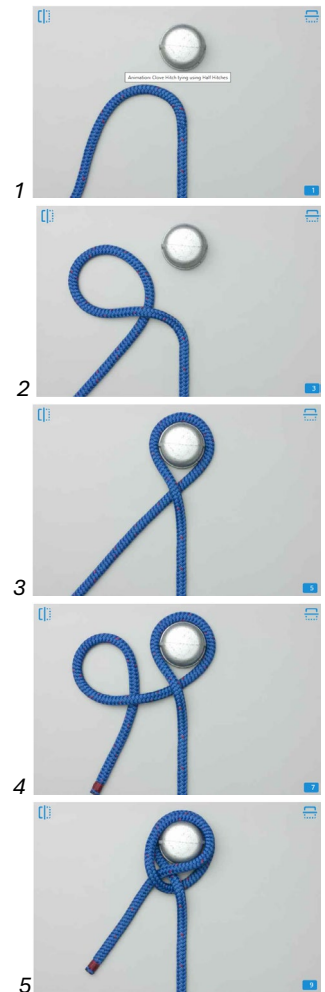
Setup

Step 1: Form a loop in the working end of the rope.

Step 2: Place it over the post

Step 3: Form a second loop identical to the first.

Step 4: Place it over the post and tighten.



<https://www.animatedknots.com/clove-hitch-knot-half-hitches>



Other Clove Hitches:

Clove Hitch – Rope End

Temporary hold, e.g., stage scenery or mooring buoy

<https://www.animatedknots.com/clove-hitch-knot-rope-end>



Clove Hitch – Loops

Simple (weak) hitch to attach a rope to a pole or ring

<https://www.animatedknots.com/clove-hitch-knot-using-loops>



Bowline

Reasonably secure loop in a rope's end - and easy to undo.

Setup

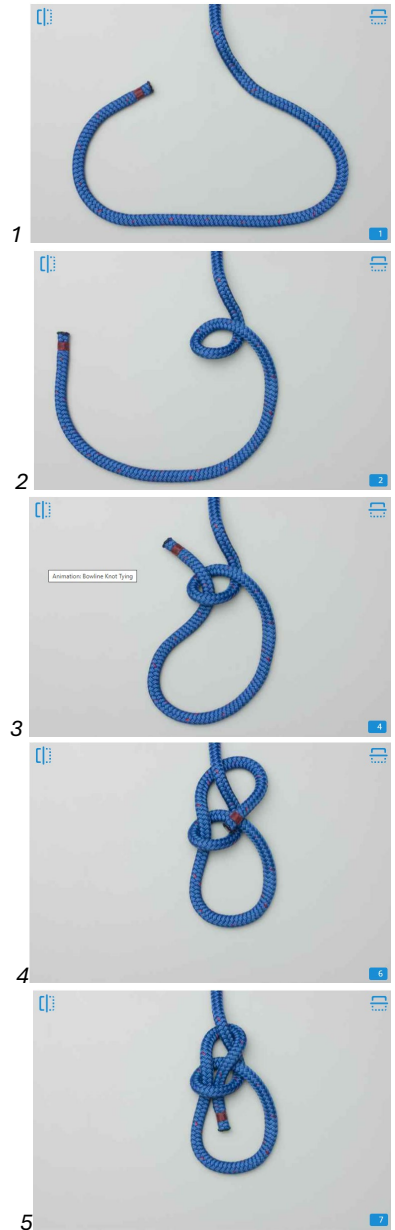
Step 1: Form a small loop leaving enough rope for the desired loop size

Step 2: Pass the end of the rope through the loop as though making an overhand knot

Step 3: Continue around the standing end

Step 4: and then back through the small loop.

<https://www.animatedknots.com/bowline-knot>



Reef Knot (Square Knot)

Simple way to join two ropes made up of two Half Knots.

Setup

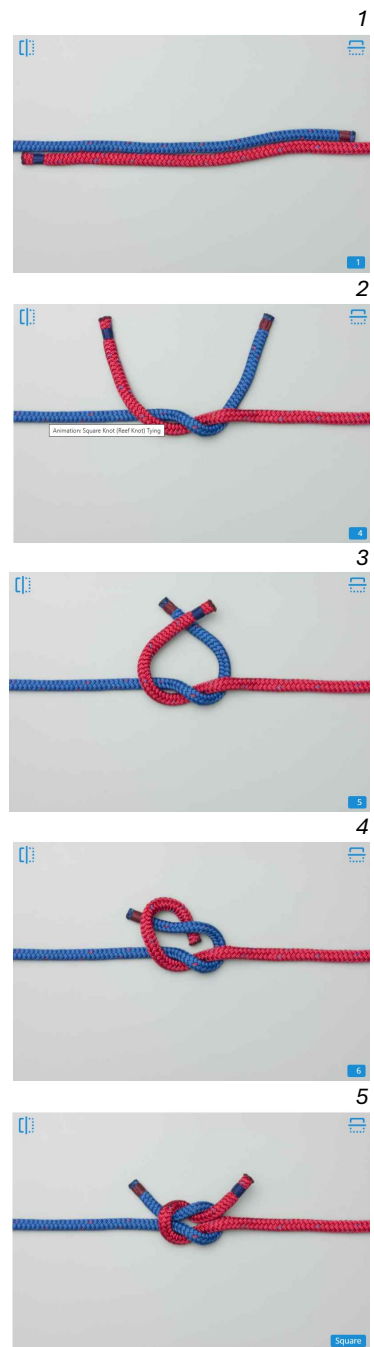
Step 1: Take two ropes and cross them (red over blue) to form a half knot

Step 2: Cross them a second time (red over blue again)

Step 3:

Step 4: pull the ends tight to form the Square Knot.

<https://www.animatedknots.com/square-knot>



Sheet Bend

Joins two ropes of unequal, or similar, size

Setup

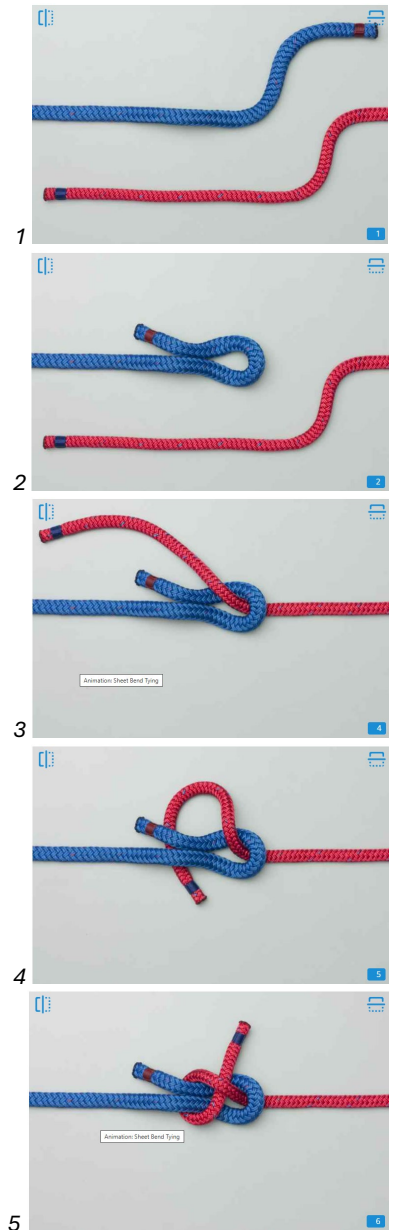
Step 1: Form a bight in the thicker rope (blue) and hold it in one hand

Step 2: Pass the thinner rope (red) through the bight

Step 3: then behind the (blue) tail and standing ends in that order

Step 4: Finally, tuck the smaller rope under itself to finish the knot

<https://www.animatedknots.com/sheet-bend-knot>

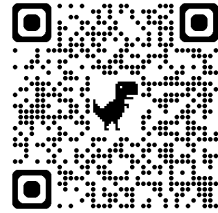


Optional Knots

Cadets may research and demonstrate the correct tying of one of the following knots:

Round Turn and two Half Hitches

<https://www.animatedknots.com/round-turn-two-half-hitches-knot>



Cleat Hitch (Dock Line)

<https://www.animatedknots.com/cleat-hitch-knot-dock-line>



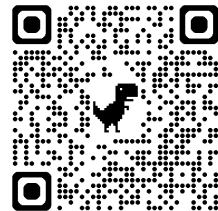
Cleat Hitch (Halyard)

<https://www.animatedknots.com/cleat-hitch-halyard-knot>



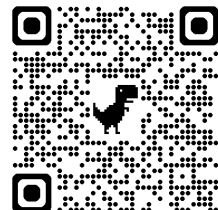
Monkey Fist

<https://www.animatedknots.com/monkeys-fist-knot>



Portuguese Sennit (Cobra Knot)

<https://www.animatedknots.com/cobra-lanyard-knot>



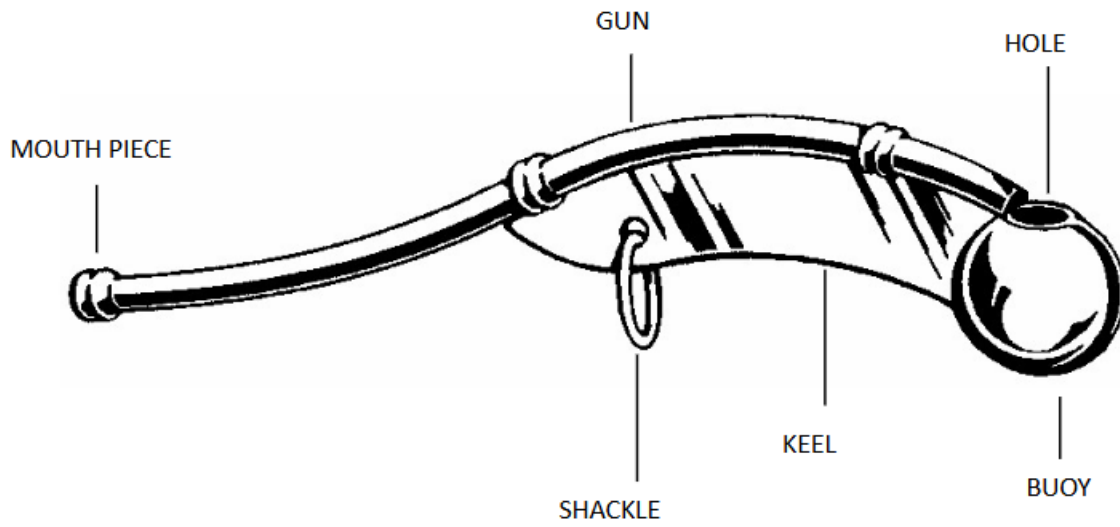
BOATSWAIN'S PIPE

(Reference CTS 07.4bc)

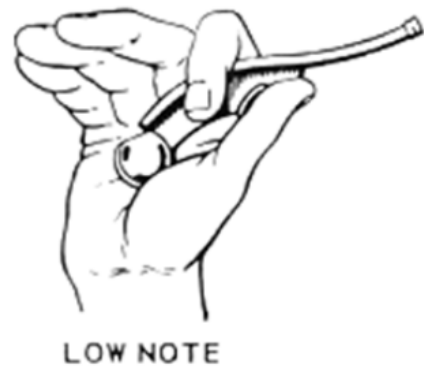
This cadet must be able to identify the parts of a Bosn Pipe and play the following pipe calls:

- Still
- Carry On
- Side
- General Call
- One Optional Pipe

BOATSWAIN PIPE (PARTS)



BOATSWAIN PIPE (NOTES)




THE STILL

The still is used to call all hands to attention as a mark of respect, or to order silence on any occasion. The still is also used to announce the arrival onboard of a senior Officer. The pipe is an order in itself and does not require any verbal addition. The still is a high note held for 8 seconds. If done properly, it should end very abruptly.



HIGH NOTE

NOTE	(time in seconds)								
	0	1	2	3	4	5	6	7	8
High									
Low									

THE CARRY ON

The carry on is used to negate the still. The pipe is an order in itself and does not require any verbal addition

The Carry On



HIGH NOTE



LOW NOTE

NOTE	(time in seconds)								
	0	1	2	3	4	5	6	7	8
High									
Low									

THE GENERAL CALL

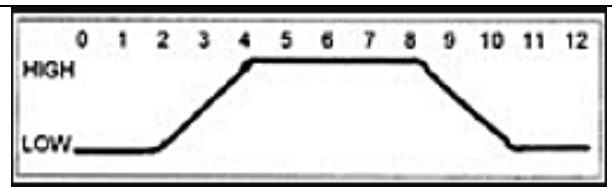
The general call precedes any broadcast order; it draws attention to the order. The general call is used when passing out-of-routine orders or information of general interest.





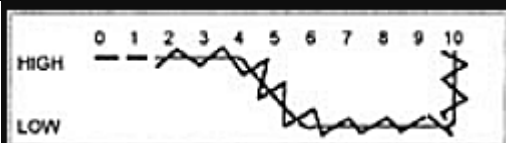
THE SIDE

When a Commanding Officer of an HMC ship arrives onboard he/she is entitled to this pipe. To be done properly it should be 12 seconds long with very smooth transitions. To accomplish this, the sailor must take a very long deep breath prior to beginning; failure to do so will cause the pipe to be abruptly cut short. The side is also piped for Royalty.

At Navy League the Side is piped for the Reviewing Officer and other dignitaries.



OPTIONAL PIPES

Officer of the Day Call	<p>The Officer of the Day call is used to attract the attention of the Officer of the Day to contact the gangway. The pipe is an order in itself and does not require verbal addition. The pipe consists of 4 high “pips”.</p>	 <p>The diagram shows a horizontal scale from 0 to 12. Four short horizontal dashes are positioned at the 0, 1, 2, and 3 marks, representing four high pips. The words 'HIGH' and 'LOW' are on the left side of the scale.</p>
Hands to Dinner	<p>The hands to dinner pipe is made at 1200 when the Ship’s Company secures and commences the mid-day meal, referred to as dinner. It is never made for any other meal-time. The pipe is an order in itself and does not require any verbal addition. This pipe is very long and any is the pride of any sailor that can do it absolutely properly, and the disgrace of any sailor that does not.</p>	 <p>The diagram shows a horizontal scale from 0 to 30. A long, complex wavy line starts at 0 and ends at 30, representing the 'Hands to Dinner' pipe. The words 'HIGH' and 'LOW' are on the left side of the scale.</p>
Pipe Down	<p>The pipe down is made at 2230 or at any other time specified by the routine daily orders, when the Ship’s Company retire for the evening and the silent hours period commences. The pipe is an order in itself and does not require any verbal addition. When this pipe is made during the middle of the day, it means that the ship is adopting a “Sunday Routine for the remainder of the day.</p>	 <p>The diagram shows a horizontal scale from 0 to 10. A line with many small peaks and valleys starts at 0 and ends at 10, representing the 'Pipe Down' pipe. The words 'HIGH' and 'LOW' are on the left side of the scale.</p>