

EAST AFR. PROT  
NIGERIA  
35737

C. O  
35732  
REC'D  
REG'D 17 JUN 19

391

Colonial Office

Wages gratuities for naval officers

1919

- June

Minutes resp. question whether arrangements approved in case of Europeans who served on L. Victoria (73) European & natives of the Nigeria Marine Dept who served with C.E.F.

Previous Paper  
10346

Subsequent Paper.

37454

Mr. MacIntyre

395

With reference to

10344/19 Nyas & 974/19 EAF

we in the Nigeria Dept have  
four <sup>possible</sup> ~~two~~ classes :-

1) Nigerian Marine Dept officers who served with the C.E.F. as commissioned officers

2) Nigerian Marine Dept men who served with the C.E.F. as Warrant officers etc including native ratings

3) R.N.R. officers specially engaged as marine officers for service with C.E.F.

like Lt Mayall R.N.R.

4) Men not members of the Nigerian Marine Dept employed ~~in~~ with the C.E.F. in a naval capacity but not as commissioned officers.

It seems to me that in view of what has been done as regards giving war gratuity to civil officers attached to the W.A.F. & a ~~ordinary~~

officers, we must give the  
Navy gratuity to (1) + (3) -  
also to non-natives under  
(2) + (4)

As regards native ratings  
under (2) + (4), the Adm<sup>y</sup> don't  
pay war gratuity to "Men of  
Colour unless entitled for  
continuous service"; but I don't  
see how we can make  
such a distinction of  
colour - especially if the  
W.A.F.F. native ~~Rank~~ Rank  
File receive - as they certainly  
should receive - a war  
gratuity.

It is suggested that no decision  
has been reached as regards  
your boat Steamer Service.

Perse

Adjutant-General

Mr. Foltonley,

A decision has been taken as regards the  
naval personnel on Lake Nyasa (see Admiralty 10344/18  
and previous papers. A decision is, however,  
required as regards the naval personnel on Lake Victoria.

It is not an easy matter to settle. The Nyasaland  
people

people were on war service all the time, but in the case of Lake Victoria only a portion of the personnel was actually employed in active operations and then only for part of the time.

I send Gov. E.A.P. copies of the Admiralty regulations contained in Admiralty 10344/19 and previous papers and ask him for his views as to whether the arrangements approved for Lake Nyasa should be extended to Lake Victoria, and if so, whether it should be limited to any class of officers. We should make it clear that E.A.P. funds will have to pay.

A/

If this action is taken various applications from Uganda Marine personnel which we have received (of Files 6250 and 5435 P.A.) should be answered by a letters stating that the question of the grant of gratuities to the naval personnel employed on Lake Victoria during the war has been referred to the Gov. of the E.A.P. for his consideration, and that for the present no action can be taken in the matter.

*action taken to Mr. Bell. See action taken here. W.S. 26.5.19 at*

En 26/5/19

Consult OAS Nigeria as to classes (1) + (2) in my previous minute - giving lead in direction of paying it. Write to Adm saying we presume that ~~Adm~~ classes (3) + (4) should have it but ask for Capt Fuller

Adm 3  
16/7/1916  
W.S.



news as to the case of  
such men as Mr A.R. Murdoch file  
who was engaged by the C.A.S.  
in Apr 1915 as a Foreman Fitter  
for the marine staff of the  
C.E.F. & employed in Duala  
dockyard & served under the  
S.N.O.

Register drafts A.1 H 23/6/19  
at once  
R Cameroons

See Col 37514/ Cameroons  
19

FOR OFFICIAL USE ONLY.

397

Not to be communicated to anyone outside H.M. Naval Service.**ADMIRALTY WEEKLY ORDERS.**

ADMIRALTY, S.W.,

15th February, 1919.

The following Orders having been approved by my Lords Commissioners of the Admiralty are hereby promulgated for information and guidance and necessary action.

A list of these Orders is attached.

By Command of Their Lordships.

*O. Murray*

To all Commanders-in-Chief,  
Flag Officers, Senior Naval  
Officers, Captains, and  
Commanding Officers of  
H.M. Ships and Vessels,  
Superintendents or Officers  
in Charge of H.M. Civil  
Establishments, and Ad-  
miralty Overseers concerned.

## Distribution

The distribution is to be made upon the following basis:

Number of Copies

Flag Officers and Staff	6
Commodores and Staff	6
Battleships, Battle Cruisers, Cruisers, Light Cruisers and Destroyers	6
Submarine	6
Submarine Depot	Additional 40
Submarine	
Armed Merchant Cruisers	
Armed Boarding Steamers, Monitors (Large) and Commissioned Mercantile Fleet Auxiliaries	
Destroyers, T.B.s., Monitors (Small), Sloops and Registered R.F.A.'s	2
Naval Establishments, Dockyards, Victualling Yards, &c.	

(as requisite)

FOR OFFICIAL USE ONLY.

397

Not to be communicated to anyone outside H. M. Naval Service.**ADMIRALTY WEEKLY ORDERS.**

ADMIRALTY, S.W.,

15th February, 1919.

The following Orders having been approved by my Lords Commissioners of the Admiralty are hereby promulgated for information and guidance and necessary action.

A list of these Orders is attached.

By Command of Their Lordships.

*O. Murray*

To all Commanders-in-Chief,  
Flag Officers, Senior Naval  
Officers, Captains, and  
Commanding Officers of  
H.M. Ships and Vessels,  
Superintendents or Officers  
in Charge of H.M. Civil  
Establishments, and Ad-  
miralty Overseers concerned.

## Distribution.

The distribution of this Order is based upon the following basis:—

Number of Copies.

Flag Officers and Staff	1
Commodores and Staff	1
Battleships, Battle Cruisers, Cruiser, Light	1
Cruisers and Destroyers	1
Submarine Destroyers	1
Submarine	1
Armed Merchant Cruisers	1
Armed Boarding Steamers, Monitors (Large) and	1
Commissioned Mercantile Fleet Auxiliaries	1
Destroyers, T.B.s., Monitors (Small), Sloops and	1
Registered R.F.A.'s	2
Naval Establishments, Dockyards, Victualling	1
Yards, &c.	(as requisite)



8. In the case of deceased Officers, the gratuity will be payable to the estate.  
9. Gratuities will not be payable to—

- (a) Officers who have left the Active List on account of misconduct or for other reasons which in the opinion of the Admiralty disqualify them for the gratuity, or have been invalided for causes within their control;  
(b) Officers who have retired voluntarily or resigned their commissions during the war and have less than two years' service counting towards gratuity. Officers who have retired with Admiralty approval on account of there being no further employment for them on the active list may, if otherwise qualified, be granted the gratuity at Admiralty discretion, although they have not completed two years' service counting towards gratuity, but if in such cases substantive service has not been rendered in that rank held on retirement the gratuity given will be that of the rank below.  
(c) Officers who have entered the permanent service after the 11th November 1918, e.g., Naval Cadets rated midshipmen after that date, but before the conclusion of the war, will not be eligible. Ratings, however, promoted to Officer's rank after the 11th November 1918 will be entitled to count their subsequent service towards Officers' gratuity, under the provisions laid down in paragraphs 3 and 6.  
(d) Officers who are eligible for war gratuity granted by a Dominion Government.

10. In any matter not affecting the rates herein laid down the Admiralty will be the sole arbitrators and interpreters of the rules for the assessment of the gratuity, including the eligibility of any Officer or class of Officers to participate.

11. All payments will be authorised by the Accountant General of the Navy.  
(M.O. 4998/18.)

(This Order will be included in the March M.O.'s.)

### 587. Navigating Officers.

R Class Submarines.

(C.W. 2007—15.2.1919.)

It has been decided that Lieutenants (N) are to be included in the complete list of R Class Submarines.

Junior Lieutenants (N) are to be invited to volunteer for this service in the period of twelve months in their first three years' service as Navigating Officers, and the names of volunteers are to be forwarded to the Admiralty.

(This Order will be included in the March M.O.'s.)

### 588. Examination for Paymaster Sub-Lieutenant, July 1918—Results.

(C.W. 11—22.9.19.)

The following further results of above examination has been reported—

Name	Grade	Order	Class of Certificate	Service as Acting Paymaster Sub-Lieut.	Service as Paymaster Sub-Lieut.
Case F. S. Clonkey	180	1	A	15th Jan. 1916	15th Jul.

(M.O. 4998/18.)

### 589. Accountant Officers—Colonial Appointments.

Officers who are eligible for appointment to the Colonial Office as Accountant Officers of the Royal Navy should be not less than 21 years of age at the ages of 22 and 30. Any Army or Air Force Officer who would like to be considered for such appointments should apply direct to the Assistant Private Secretary, Colonial Office, for the necessary information and application forms.  
(This Order will be included in the March M.O.'s.)

### \*590. Royal Society of Medicine—Meetings for Medical Officers.

(M.D.G. 1768/19—15.2.1919.)

The Council of the Royal Society of Medicine, 1, Wimpole Street, London, W. 1, invite the attendance of Naval Medical Officers at their meetings every Wednesday morning for informal discussion and social intercourse. Proceedings are entirely informal, those present being asked to raise any question in which they are interested and which they would like to discuss with their confreres.

### \*591. R.N.R. and R.N.V.R. Officers—Leave to Sit for Board of Trade Certificate.

(M.S. 80090/11—15.2.1919.)

With a view to assisting R.N.R. and R.N.V.R. Officers to prepare and sit for and of Trade Certificates, Commanding Officers should, whenever possible, allow leave to such Officers for the undermentioned periods:—

For Second Mate's Certificates	—	6 weeks
For Mates and 2nd Engineer's Certificates	—	8 weeks
For Master's and 1st Engineer's Certificates	—	12 weeks

Before applying for such leave, Officers should apply to the Registrar General of Shipping and Seamen for a certificate stating that they are eligible to sit for the examination proposed. In applying for this certificate, Officers should forward at the same time full statements of service since obtaining their last Board of Trade Certificate, together with all certificates and testimonials (*vide* M.O. 3017/18, para. 11).

During the Officer's leave, he will only be paid the pay of his rank. He will not receive Command, Navigating, Hardying, Messing or Victualling allowances during the period of his absence.

In the event of an Officer failing to pass his examination and obtaining such percentage of marks as to give ground for the belief that he did not take advantage of the leave granted to him, the Admiralty may direct that he should not be eligible for the period of his absence, i.e., that he should receive no pay for the period. In the event of failure, Officers are to obtain a letter from the Nautical Training School certifying the number of days the candidate attended.

The Commanding Officer should report the result of the examination to his authority (C.W. Branch), and to the Appointments and Personnel Liaison Officer, Admiralty of Shipping.

On completion of their leave, Officers will be distributed in due order of precedence with the new list of Remoteness.  
(M.O. 4947/18.)

(This Order will be included in the March M.O.'s.)

### 592. Gunners and Gunners (T) Candidates for Courses.

(F.5.2.1918.)

Candidates for courses of instruction should be invited to apply for such courses in the form of a letter, dated on or before 1st July, at the School of Gunnery, Woolwich, and to be included in the March M.O.'s.

### \*593. Warrant Telegraphists, R.N.R.—Pay.

(M.S. 15.2.1919.)

For the first calendar month of their service, R.N.R. are to be paid the same amount of pay as is paid to a day (inclusive of any allowance for absence) as is the corresponding War Retainer of 12 a year. Separate conditions apply, and are issuable in addition, under the usual conditions (M.O. 336/19).

(b) After five years as Warrant Telegraphist, R.N.R., or as Wireless Operator, R.N.R., and Warrant Telegraphist, R.N.R., combined, the 6s. 6d. rate is to be increased to 7s. a day.



- (c) Any Warrant Telegraphist, R.N.R., who is already drawing an inclusive civilian rate which is more favourable than the aggregate to which he would be entitled under these proposals, may retain that civilian rate.
- (d) Warrant Telegraphists, R.N.R., at present drawing civilian rates will be allowed to transfer to the R.N.R. rates now proposed. On transfer these Officers would count previous service under T. 124 agreement for R.N.R. pay, &c. purposes.
- (e) Any cases of Officers who elect to transfer to R.N.R. rates under (d) and wish to claim separation allowance, &c., for their wives or dependants should be specially reported to the Accountant-General of the Navy, 4A, Newgate Street, London, E.C. 1. Applications for allowances for dependants other than wives should be made on the appropriate forms A.G.11 (Dependant separation allowance) or A.G.39 (Parent's Allowance).

(H.O. 330/19.)

(This Order will be included in the March M.O.'s.)

### 594.—Signal Complements—Revised.

First Fleet.

(N/D M.D. 65/19—15.2.1919.)

The following revised Signal Complements which have been approved for ships of the First Fleet are promulgated for information and guidance:—

#### REVISED SIGNAL COMPLEMENTS.

	Battleship as Flagship of C.M.C. Grand Fleet.	Battleship as Flagship of A.G. & Battle Squadron.	Battleship as A. & 2nd Command of Battle Squadron.
Signal Boatswain	1	1	1
Ch. Yeoman of Signals	1	1	1
Yeoman of Signals	5	5	4
Leading Signalman	3	3	7
Signalman	11	9	9
Ord. Signalman or Signal Boy	3	9	9
	35	33	31

	Battleship as Private Ship.	Battle Cruiser as Flagship of Admiral Commanding a Battle Squadron.	Battle Cruiser as Private Ship.
Signal Boatswain	1	1	1
Chief Yeoman of Signals	1	1	1
Yeoman of Signals	3	4	3
Ldg. Signalman	3	4	4
Signalman	7	8	7
Ord. Signalman or Signal Boy	7	13	7
	29	28	22

	Battle Cruiser as Flagship of Admiral Commanding a Battle Squadron.	Flotilla Leader as C.M.C. Battle Squadron.	Flotilla Leader as C.M.C. Battle Squadron.	Flotilla Leader as C.M.C. Battle Squadron.
Signal Boatswain	1	1	1	1
Ch. Yeoman of Signals	1	1	1	1
Yeoman of Signals	2	1	1	1
Ldg. Signalman	3	3	2	1
Signalman	4	2	2	1
Ord. Signalman or Signal Boy	5	3	2	1
	16	15	11	7

\* Yeoman of Signals in addition if Commander is borne.  
(This Order will be included in the March M.O.'s.)

### \*595.—Examinations Afloat for Educational Certificates—Royal Marines—REPORT.

(N. 3389—15.2.1919.)

The examination may be held in any of H.M. Ships, on the dates and at the times and under the conditions laid down in G.O. Royal Marines, of 1st December 1916 and 1st October 1917, except that the examination for 2nd class certificates will take place twice only in each year, namely, at the same time as the examination for 1st class certificates, on the first Tuesday in March and September. The examination for 1st and 2nd class certificates will be carried out by means of papers set and marked at the Admiralty, and for 3rd class certificates by means of papers set and marked locally, as directed by Commanding Officers, the results being reported to the Admiralty. The first examination for 1st and 2nd class certificates will take place in September 1919.

The examination in each paper sent out from the Admiralty is on no account to be held before the date and time stated in the order of December 1916; under exceptional circumstances, however, an examination held on a later date will be accepted if the Commanding Officer states on the certificate (see (b) in paragraph 3) that the delay in holding the examination was unavoidable, and that there was no possibility of the candidates having become acquainted with the contents of the examination papers before the examination.

2. As regards the examinations for 1st and 2nd class certificates, Commanders-in-Chief, Senior Naval Officers or Commanding Officers are to send in a notification to the Admiralty as to how many sets of papers will be required, such notification to arrive at the Admiralty in time for the papers to be despatched so as to reach their destination before the date fixed for the next examination. The number of packets into which the papers should be made up (having regard to the fact that there may be a number of examination centres for each squadron), and also the number of sets to be put into each packet, should be stated.

3. The worked papers are to be sent to the Secretary of the Admiralty, marked on the cover "Worked Examination Papers." They are to be accompanied by a S. Schedule stating the name of each candidate, his Ship and/or examination centre, rating, official number, where he is serving; (b) a Certificate, signed by the Commanding Officer, certifying the date and hour at which the examination in each paper was held, and that the examination was carried out in a proper manner.

Forms for the Schedule and Certificate, and a copy of "General Directions for the guidance of Officers responsible for conducting the Examinations," will be sent out with the examination papers.

4. No candidate is to be admitted to the examination who has not previously been recommended by his Commanding Officer as likely to qualify. For this purpose Commanding Officers should arrange for such preliminary tests as they may consider desirable.

(This Order will be included in the March M.O.'s.)

### \*596.—Educational Test—Part I.

(N. 394—15.2.1919.)

The local Educational Examinations which during the War have taken the place of the Educational Test, Part I, are to cease as from the date of this order, and the Educational Test, Part I, will be resumed; the first examination being held in March 1919.

The examination will consist of the following papers:—

Paper I. Arithmetic. A simple paper on the first four rules in Arithmetic, simple and compound, with vulgar and decimal fractions (no questions to involve a knowledge of special weights and measures), calculating the average points obtained at practices, making out mess bills, &c. Time allowed, 2½ hours. Paper II. Writing an ordinary passage of English to Dictation.

A Candidate will be entitled to receive an Educational Certificate, Part I, if he obtains not less than 75 per cent. of the maximum marks in each subject.

Candidates will be duly informed of the results of the examination and the marks they have obtained.

3. The examination will be held four times annually, viz., on the first Tuesday in March, June, September, and December; Paper I being taken in the forenoon and Paper II in the afternoon. The examination in each paper is on no account

to be held before the date and time stated above. Under exceptional circumstances however, an examination held on a later date will be accepted if the Commanding Officer states on the certificate (see (b) in para. 7) that the delay in holding the examination was unavoidable and that there was no possibility of the candidates having become acquainted with the contents of the examination papers before the examination.

4. The examination may be held in any of H.M. Ships and Establishments. Papers will be sent out from the Admiralty. Commanders-in-Chief, Senior Naval Officers or Commanding Officers are to send a notification to the Admiralty as to how many sets of papers will be required, such notification to arrive at the Admiralty in time for the papers to be despatched so as to reach their destination before the date fixed for the next examination. The number of packets into which the papers should be made up (having regard to the fact that there may be a number of examination centres for each squadron) and also the number of sets to be put into each packet should be stated.

5. The worked papers are to be sent to the Secretary of the Admiralty marked on the cover "Worked Examination Papers." They are to be accompanied by a Schedule stating the name of each candidate, his ship and/or examination centre, rating, official number, where he is serving, (b) a Certificate signed by the Commanding Officer certifying the date and hour at which the examination in each paper was held, and that the examination was carried out in a proper manner.

6. Forms for the Schedule and Certificate and a copy of "General directions for the guidance of Officers responsible for conducting the examinations," will be sent out with the examination papers.

7. No candidate is to be admitted to the examination who has not previously been recommended by his Commanding Officer as likely to qualify. For this purpose Commanding Officers should arrange for such preliminary tests as they may consider desirable.

8. The fact that a man possesses an Educational Certificate, Part I, is noted on his Service Certificate and against his name in the "Remarks" column of the ship's ledger. A man's Educational Certificate, Part I, will be kept in the Service Office.

9. Men now holding the ratings of Leading Seaman and Leading Signaller, and their ratings, whether they are in possession of an educational certificate or not. The present regulations will, however, remain in force as regards the maintenance of them, until they are required to possess the Educational Certificate on passing the Educational Test, as one of the conditions of advancement to Petty Officer, Yeoman of Signals and for part of progressive pay in leading rate and old system ratings of Leading Signaller or Leading Seaman, or above, must pass this Educational Test, before they can be transferred to the corresponding system ratings. The present regulations as regards professional qualification required for men for advancement to P.O. rate or part of progressive pay will remain in force.

10. Ratings advanced to Leading Seaman or Leading Signaller before the introduction of the Educational Test, Part I, and subsequently deserted, are to be regarded as eligible for restoration to the Leading rate until they have passed the Educational Test.

11. Ratings who, while the Educational Test was in abeyance, were advanced to Officer (N.S.) without passing educationally, and have subsequently deserted, are to be regarded as not eligible to be restored to the Petty Officer rating, until they have passed the Educational Test, Part I.

*W.O. 597/18, 598/18 and 599/18 are cancelled.  
(This Order will be included in the March N.O. 5.)*

## 597. Boys—Advancement to Man's Rating—Supplementary Examination.

(N. 2254—15.2.1919)

A supplementary examination of boys for advancement to man's rating will be held on the first Tuesday in March, on papers sent out from the Admiralty, such notifications as to the number of sets of papers required, in accordance with paragraph 7 of W.O. 598/19 quoted, should be sent to the Admiralty (Adviser of Education) forthwith.

*(W.O. 598/19)*

## 598. Boys—Advancement to Man's Rating.

(N. 2253—15.2.1919)

401

Boys enter the Training Service from the age of 15<sup>1</sup> upwards (15<sup>1</sup> in special cases). The earliest age for being rated Ordinary Seaman in the usual course is 18, and boys may therefore spend a considerable time before reaching man's rating, too long, tending to check their ambition to go on.

2. The following measures for the advancement of boys to man's rating before reaching the age of 18 have therefore been approved:—

### BOYS SERVING OUTSIDE THE TRAINING SERVICE

Boys between the age of 17 and 18 who are serving on Ships other than those of the Training Service may present themselves for a fairly severe qualifying examination, of which particulars are given below. This examination will include an educational test which will be the same for all classes of Boys, and a professional test which will differ for Seamen Class Boys, Signal boys, and a professional test which will be the same for all classes of Boys, and Boy Telegraphists. From the boys who pass this examination satisfactorily, Commanding Officers may select those whom they consider suitable for early advancement on account of character and service and appoint as the case may be, at 17<sup>1</sup>, or at any age between 17<sup>1</sup> and 18.

3. Any boy who desires to take this examination should be permitted to do so upon condition that he is recommended by his Commanding Officer as likely to qualify.

4. Commanding Officers should arrange for such preliminary tests as they may consider desirable. It is, however, emphasised that the examination should be regarded as a qualifying test rather than as a ground of selection. It is not intended that a rigid standard should be adhered to in the examination, but the standard of answering questions.

5. Special consideration should be given to boys with small opportunities of receiving instruction (e.g. Boy Telegraphists, and boys on small ships where no Schoolmaster is borne, etc.). Advancement before the age of 18 should be looked upon as a reward for smartness as well as cleverness.

6. In making their selection Commanding Officers should be guided by a boy's general fitness for man's rating, and his knowledge of his duties, paying attention to his character, self-reliance and capacity to hold their own among the ship's company.

7. The educational test will consist of the following papers:—  
Paper I.—Practical Mathematics, including arithmetical as to Mechanics.

Paper II.—General Science, containing the following sections:—  
(a) General Knowledge, Geography and Spelling; (b) Zoology and Botany; (c) Mechanics; (d) Electricity.

8. The marking allowed for each of these papers will be 20 out of 100.

9. Standards of the papers are given below.

10. The examination will be held on four times annually, viz. in the 1st, 4th, 7th and 10th months of the year. Papers being taken by the candidates on the same day, the examination in each paper (on no account to be held before the day) will be held on the same day, with the exception of any candidates who are absent on the day.

11. Boys on the rating of Boy Telegraphist will be accepted in the examination on condition that they pass the test (b) on Diagrams, and that the delay in holding the examination will be a disadvantage, and that there was no possibility of the candidates becoming acquainted with the questions before the examination.

12. The examination will be held in any of H.M. Ships other than those of the Training Service, and will be held in the same manner as the examination for the rating of Ordinary Seaman.

13. Papers will be sent out from the Admiralty. Commanding Officers of H.M. Ships and Senior Naval Officers or Commanding Officers are to send a notification to the Admiralty as to how many sets of papers will be required, such notification to arrive at the Admiralty in time for the papers to be despatched so as to reach their destination before the date fixed for the next examination.

14. The number of packets into which the papers should be made up (having regard to the fact that there may be a number of examination centres for each squadron) and also the number of sets to be put into each packet, should be stated.

15. The worked papers are to be sent to the Secretary of the Admiralty, marked on the cover "Worked Examination Papers." They are to be accompanied by a





12. On leaving the Training Service a notation is to be made on the Certificate of all boys who are Petty Officer boys, or who are in the advanced class. The object of this record is to draw attention to Officers in seagoing ships to those boys who from experience in the Training Service are likely to be fitted for early advancement. Officers are to bear in mind that in the Training Service boys of promise are very carefully selected and brought to the front, and it is of great importance that they should not be lost sight of when they join the general service.

13. In the case of all boys who reach the qualifying standard in the examination previous to selection for accelerated advancement to Ordinary Seaman, a notation is to be made on their Service certificates.

"Qualified accelerated advancement"  
(date and percentage of marks obtained)

whether they are subsequently selected for early advancement or not.

In the case of boys who pass educationally but not professionally the word "educationally" should be added to the notation. The object of this notation is to ensure that a record exists of the boys who have the best educational qualifications and that their qualifications may receive due consideration in the same way as those of ratings who have been Advanced Class Boys when selection is being made of the most suitable candidates for advancement.

14. It is of importance that arrangements should be made by Commanding Officers to enable those boys who obtain a very high percentage of marks to be advanced at found otherwise suitable, as rapidly as possible through the various ratings with a view to their becoming Mates at an early age.

15. No change is made in the age qualification for advancement to A.B. and Signalman (viz. 18 years), nor as regards counting time for pension; i.e., boys given the Ordinary rate whilst under 18 years of age will continue to count time for pension from the age of 18, as at present.

16. Ratings advanced under the provisions of this order are not liable to be censured whilst under 18, as it is not considered desirable to make a distinction regard to punishments between them and other ordinary rates.

Their character and ability is to be assessed on the day before they attain the age of 18, and subsequently on the 31st December annually.

17. Boys specially advanced under this order may be reduced to their ordinary rating at any time up to the date of their reaching the age of 18, if in the opinion of their Commanding Officers they prove unworthy of retaining the man's rating.

Such boys should again be advanced to the rating of Ordinary Seaman, Ordinary Signalman, or Ordinary Telegraphist at the age of 18 in the usual course.

18. Whenever a boy is specially advanced in accordance with these orders, a notation to that effect is to be made in the "Remarks" column of Monthly Return No. 52, the Ship's Ledger, and the Service Certificate.

19. The provisions of this order are to be brought to the notice of all boys.

20. The necessary alterations will be made in due course in the King's Regulations and Admiralty Instructions.

(M.O. 3633/18 is cancelled.)

(This Order will be included in the March M.O.s.)

### \*599.—Indian Public Works and State Railways Departments—Entry of Assistant Engineers.

(C.W. 4760/19—15.2.1919.)

The following notice issued by the India Office on the above subject is published for information.

#### INDIAN PUBLIC WORKS AND STATE RAILWAY DEPARTMENTS.

The Secretary of State for India with the advice of a Selection Committee will, if sufficient suitable candidates present themselves, make 75 appointments of assistant engineers in 1919 to the Indian Public Works and State Railway Departments. These appointments will be reserved for European candidates who have served in His Majesty's forces during the war, or who have been prevented by adequate reasons from so serving.

Applications must be made on a printed form, to be obtained from the Secretary, Public Works Department, India Office, or, in the case of candidates in India or Mesopotamia, from the Secretary to the Government of India, Public Works Department, Delhi. Applications to the India Office must be received not later than 31st March, 30th June and 30th September for the three sittings respectively of the Selection Committee. Applications in India must be received not later than 31st July.

It will rest with the Secretary of State to determine whether candidates are qualified in respect of nationality, age, character, education, and war service as defined in the following conditions:—

1. Every candidate must be a natural born British subject of European descent and the child of British subjects. He must have been born on or after 2nd August 1891, and on or before 1st August 1897, and be of good character in civil and military life.

2. Every candidate, subject to the following exception, must have served in His Majesty's Forces during the war for at least one year, or have been discharged on account of wounds or sickness resulting from such service.

In the case of men who have been prevented on adequate grounds from joining such service, application to be admitted exceptionally as candidates may be submitted for consideration.

3. Candidates must either—

- (a) have obtained one of certain recognised University degrees or other distinctions in engineering; or
- (b) have passed the A.M.I.C.E. examination or been exempted by the Institution from such examination; or
- (c) produce evidence—

- (1) of having received a general education high enough to fit them to receive proper professional training and to become members of the engineering profession;
- (2) of their technical education (University or otherwise) in engineering; and
- (3) of their practical training and experience in engineering as civilians and in military or quasi-military service.

4. Every candidate in His Majesty's Forces at the time of his application should produce, if possible, from his Commanding Officer, a report on his character, administrative capacity and powers of organisation, and aptitude; natural bent, and engineering experience. In the absence of such report, an explanation as to its non-production must be furnished.

5. Candidates who appear from their applications to be *prima facie* eligible for appointment will be required to appear before the Selection Committee at the India Office, or in the case of candidates in India and Mesopotamia, before the Local Advisory Committee appointed by the Government of India to investigate their candidature. Full instruction will be sent to each candidate required to appear.

6. Selected candidates will have to pass a medical examination and a riding test.

Full particulars regarding the conditions of service in the Indian Public Works Department are given in the Regulations which will be supplied to candidates on application. The commencing salary will be Rs. 4,500 (which at current rate = £442) a year for candidates under 24, and Rs. 5,040, Rs. 5,520, Rs. 6,000 and Rs. 6,480 for candidates under 25, 26, 27 and 28 respectively, candidates being allowed to count service as though they had been in their 24th year on appointment; salaries rise by a time scale to Rs. 15,000 after 19 years' service, with higher rates ranging from Rs. 18,000 to Rs. 23,000 in the administrative posts. The appointments are pensionable. Leave is admissible on the highest scale granted in the Indian services.

INDIA OFFICE,

January 1919.

(This Order will be included in the March M.O.s.)

## 600. Airships and Airship Material—Loss of or Damage—REPORT.

(N.L. 5345/18.—15.2.1919.)

Reports of loss of or damage to Airships and Airship Material are to be forwarded to the Admiralty.

The following is a copy of an Order issued by the Air Council regarding the arrangements for enquiring into such cases:—

1. In all cases of loss of or serious damage to Airships or Airship Material operated by or in charge of Air Force personnel, who are at the time subject to the Air Force Act, an enquiry will be conducted in the manner hereinafter described.

2.—(a) Where the personnel or the property of any naval force or authority is concerned or involved in the loss or damage, the enquiry shall be conducted by a Committee of Investigation. One Officer of the naval forces shall be invited to be and may sit as a member of such Committee and take part in the investigation to the same extent as the other members.

(b) The invitation shall be forwarded direct by the Convening Officer to the Senior Naval Officer whose headquarters are nearest to the Station at which the Committee is to meet. It has been arranged that such Senior Naval Officer will thereupon nominate an Officer under his command to be a member of the Committee.

3. Paragraph 124 of the Rules of Procedure and the provisions relating to Courts of Enquiry, contained in the King's Regulations, for the Royal Air Force, should, subject to the terms of this Order, be adopted for guidance as to the number of members, selection of president, and general conduct of Committees of Investigation, but it must be understood that such Committees are not Courts of Enquiry, and are not absolutely governed by the Rules and Regulations in question, and they need not therefore be closely adhered to.

4. The Committee of Investigation will make a thorough investigation of all the circumstances, including the ultimate causes of the loss or damage, and will recommend any steps which are considered necessary to prevent similar accidents. The findings of the Committee will be limited to questions of fact. The Committee will have no disciplinary powers, and is not, in terms, to attribute blame or praise.

5. In all cases not covered by paragraph 2 of this Order, the investigation will be conducted by a Court of Enquiry consisting of Officers of the Royal Air Force.

6.—(a) Where however the personnel or the property of any Military Force or authority is concerned or involved in the loss or damage, one Officer of the Military Forces shall be invited to be in attendance at the Court of Enquiry or Committee of Investigation, which will be held, in order to give advice when desired on points of a military nature, but such Military Officer will not share any part of the deliberations of the Court or Committee, nor will he be a party to any finding or opinion which the Court or Committee may be required to record.

(b) The invitation shall be forwarded direct by the Convening Officer to the General Officer Commanding the Army Command within which the Station at which the Court or Committee is to meet is geographically situated. It has been arranged that such General Officer Commanding will thereupon nominate an Officer under his command to attend the Court or Committee.

7. Immediately after the conclusion of the investigation the original report of the Court or Committee of Enquiry, signed by all the members, will be forwarded through the usual channels to the Air Ministry, and a copy will be forwarded direct to the Admiralty or the War Office, as the case may be, by ordinary post.

8. Courts of Enquiry will not, without the special authority of the Admiralty, be held in cases in which Committees of Investigation are, by this Order, directed to be held.

9. Nothing contained in this Order is intended to preclude General Officers or other Commanding Officers from taking any action, disciplinary or otherwise, with respect to personnel under their command which they may consider expedient either before or after investigation by the Committee. But such action should, where conveniently possible, be deferred until the Committee has concluded its investigation.

(This Order will be included in the March M.O.'s.)

## \*601.—Demobilisation of Personnel—Handbook on the Re-settlement of Officers, Navy—Officers about to be Demobilised from H.M. Naval Service.

(D.M.D. 2082.—15.2.1919.)

A handbook entitled "The Re-settlement of Officers—Navy" is being distributed from West India Docks to Ships and Establishments at an early date.

2. The handbook, which is being published by the Ministry of Reconstruction, contains information concerning the principles adopted for the demobilisation of Officers of the Naval Service. Other information of a general character which might be of value to Officers has been included.

3. On receipt of the handbooks a copy is, as far as possible, to be handed to each Officer who will be demobilised, and Commanding Officers of Ships and Establishments are to make arrangements to ensure that distribution is made accordingly.

4. The supply of this handbook is limited and no further issue will be made by West India Docks. The handbook will, however, be on sale to the public.

(This Order will be included in the March M.O.'s.)

## \*†602.—Demobilisation of Personnel—Men due for Dispersal.

(D.M.D. 2075/19.—15.2.1919.)

It is the Admiralty's intention that the demobilisation of all men due for dispersal should proceed with the utmost despatch, and that the highest possible rate of dispersal be attained and continued.

2. As stated in paragraph 2 of M.O. 226/19, the men due for dispersal are:—(a) Pensioners and Slip men, Priority Group men, and a percentage of Pensioners and Time expired men. It is not intended that any of these dispersible men should be retained until they volunteer to be demobilised.

3. All certificates should therefore be examined to see if the men are in Priority Groups and hence due for dispersal.

4. The restrictions (a), (b), (c) and (d) in paragraph 2 of M.O. 226/19 are only intended to safeguard the requirements of the Service by preventing the dispersal of men who cannot be spared at the moment. Subject to those restrictions every man who can possibly be dispensed with and who is due for "dispersal" is to be dispersed forthwith.

5. The above instructions do not over-ride special orders which have been issued to certain Ports and Bases regarding the dispersal of men of R.N.R. (1), (2) and (3) Ratings, or those receiving men of (1) and (2) Ratings, or those receiving men of (1) and (2) Ratings.

6. Many local port and harbour duties have, during the past four years, been performed by men specially allowed for the purpose, owing to the war conditions and the necessity of sparing their companions from the performance of any duties which would tend to interrupt their ships. The necessity for concentrating solely on such work during the war diminished, ships' companies can again be employed to perform many auxiliary services, for which it was customary previous to the war to employ men specially allowed for the purpose.

7. It is the intention of the Admiralty to draw special attention to the fact that the men who are permitted to perform such duties are, as a possible result of their being so employed, liable to loss of their term during the war for special duties.

8. A highly specialised and efficient system has, in fact, been developed during the war for all such services of maintenance. The Admiralty are aware that the natural tendency is to keep such a machine running, but the personnel available under peace conditions does not admit of the manning of all these organisations, and, though at the cost of inconvenience, they must in most cases be abandoned or reduced.

(M.O. 226/19.)

(This Order will be included in the March M.O.'s.)



### \*603.—Demobilisation of Personnel—Mercantile Marine and Fishermen.

(D.M.D. 2065/19.—15.2.1919.)

The following is promulgated for the information of the Fleet as to the method by which effect will be given in the Navy to the demobilisation according to industrial requirements of men of the Mercantile Marine and of Fishermen.

Special arrangements are required for these two classes, more particularly for the Mercantile Marine, as owing to the conditions of their employment it is impracticable for them to obtain contract letters, or be applied for by employers as "Slip" men according to the ordinary procedure. Group 2 will be opened at a later date.

#### MERCANTILE MARINE.

The rate at which Officers and men can be absorbed by the Mercantile Marine is not at present large; that is to say owing to the present shortage of ships a great number of Officers and men now serving in the Navy cannot yet be employed in the Mercantile Marine. This is not only because there is an actual shortage of ships, owing to losses in the war, but because ships which have been released from Government Service for return to their trade pursuits have to be reconditioned before they can be used for purely commercial purposes, i.e., have to be made suitable for carrying cargo instead of troops, ammunition, &c. This reconditioning entails a considerable amount of work and takes some time. It will be seen therefore that the increase in numbers of ships employed in commercial work will not immediately take place, but will be gradual. It would therefore result in great unemployment if all Merchant Seamen in the Navy were discharged from the Navy at once. The Ministry of Shipping, who are acting in conjunction with the Ministry of Labour in the resettlement of men in the Mercantile Marine, are receiving all the civil employment forms (S.1300) which have been filled up by men stating that they require employment afloat in the Mercantile Marine.

Arrangements have been made for the release from the Navy of as many men per day as will be required to meet the existing estimated requirements of the Mercantile Marine, the number being fixed after conference with the officials of the National Maritime Board and the Unions concerned. These men will be drawn from amongst all men in Home Waters as far as practicable in proportion to the numbers in various areas, for instance, so many men from each of the Depots and so many from ships afloat. In the Depots the releases will be effected first to the numbers approved, upon a man producing his Mercantile Marine Discharge Book, showing pre-war employment in the Mercantile Marine, under orders issued separately.

In the Fleet the release will be arranged by a number of "slips" from Civil Employment Forms being sent out from the Ministry of Shipping daily to Commanding Officers for the release of men up to the number which can be resettled in the Mercantile Marine. Included in this number will be the names of any men whose names communicated to the Ministry of Shipping by Shipowner or the respective Agents as being men for whom certain employment can be found. These certain number of men will actually become "Slip" men. As "Contract Letters" and "Slip" men have now been made of the same priority for disposal, men of the Mercantile Marine are thus given an equal opportunity of disposal with others.

#### FISHERMEN.

In addition to the arrangements already made by which the crews of trawlers and drifters returned to their owners are demobilised at the same time as their vessels, the following further arrangements have been made, which provide in many cases where men are owners of their own smacks, &c., and for the numbers of fishermen required by the industry in addition to the actual crews of the vessels released. The Board of Agriculture and Fisheries and the Scottish Fishery Board are in touch with the fishing communities and receive applications for many hundreds of men as "Pivotals." Amongst the numbers received many cannot be treated as "Pivotals," but their claims are investigated and all those men whose names cannot be put forward as "Pivotals" to the Admiralty will in future have "Release slips" forwarded for them, so that they will become "Slip" men and due for disposal

in that manner. Thus any fisherman can become a "Slip" man whether he is serving in the Auxiliary Patrol, the Grand Fleet or anywhere else in the Navy.

As these slips in question are sent out in accordance with claims received from applicants, relatives, &c., it must necessarily depend upon whether a full and correct description is given, whether they reach the man correctly or not.

(This Order will be included in the March M.O.'s.)

### \*604.—Demobilisation of Personnel—R.N.R. Officers—Leave to Interview Shipowners.

(M.S. 80090/11.—15.2.1919.)

Subject to the convenience of the Service, Commanding Officers may grant leave to Officers to interview Shipowners, with a view to their re-engagement in the Mercantile Marine as soon as they can be demobilised. In the event of an Officer agreeing to accept the employment of a Shipping Company, he should send a formal notification to the Shipping Company with a request that they apply to the Appointments Department Liaison Officer, Ministry of Shipping, for his release.

(This Order will be included in the March M.O.'s.)

### 605.—Demobilisation of W.R.N.S.—Medical Examination.

(N/W.N. 1011/D.M.D. 2061/19.—15.2.1919.)

In the case of W.R.N.S. Officers and ratings, Medical Examination on their demobilisation is to be carried out by one Medical Officer or Surgeon and Agent only.

(M.O.'s 3880/18, 4011/18 and 140/19.)

(This Order will be included in the March M.O.'s.)

### 606.—Navy and Marine Boxing Championship Meeting.

(N. 5474.—15.2.1919.)

It is proposed to hold the Navy and Marine Boxing Champion Meeting at Portsmouth during the latter part of April, with a view to the selection of competitors to meet the Army and Air Force in the championship in May.

### 607.—Vacancies for Time-expired Electrical Artificers (Continuous Service) at Compass Observatory.

(N. 647/19.—15.2.1919.)

It is anticipated that there will be a few vacancies at the Compass Observatory Slough, early this year for time-expired Chief and Electrical Artificers.

2. These men will be borne on a civilian basis, and in their selection preference will be given to those who have had experience with gyro compasses.

3. The names of any time-expired continuous service Chief and Electrical Artificers recommended and desirous of being considered for these vacancies are to be forwarded to "Vernon" as soon as possible.

4. The wages will be arranged on the basis of local rates.

5. Recommendations are to be confined exclusively to the ratings mentioned above.

### REPAIRS, ARMAMENTS, FITTINGS, &c.

#### 608.—Flooding Cabinets for Magazines.

H.M. Ships.

(D. 2144/18.—15.2.1919.)

The attention of the Commanding Officers of Ships in which flooding cabinets for magazines are fitted, is called to the fact that ready access to the cabinets from the weather deck is provided, so that, in the event of access by "tween deck doors not being possible through any cause such as fire, &c. it will still be possible to enter the cabinet from above and work the valves.

It is of the first importance that this ready access from weather deck should be maintained, and that the cabinets should be used for no other purpose than that for which they were installed. The W.T. tween deck doors should accordingly be kept closed and locked, and only opened when it is necessary to obtain access to the valves.

This Order will be included in the Naval Magazine Regulations which are now under revision.

(This Order will be included in the March M.O.'s.)

### 609.—Voice Pipe to After Guns—REPORT.

"Valentine" and All Destroyers.

(D. 30231/18.—15.2.1919.)

The following is an extract from a letter from the Captain (D) 13th Destroyer Flotilla, relative to H.M.S. "Valentine":

With reference to my A. 5736 of 12/7/18 and C.I.O. 4929/18, "Valentine" has proposed that the voice pipe leading to her after guns should be led along the upper deck instead of under it as at present.

2. When steaming at any high speed orders passed along this voice pipe cannot be heard, and all efforts to make this voice pipe efficient have failed.

3. It is submitted that "Valentine" may be fitted as suggested and that the arrangements should be considered as under trial, or, alternatively, that some other steps should be taken to make this voice pipe efficient.

4. No experience has been obtained in 13th Flotilla as to the behaviour of a voice pipe led along the deck to the after guns, but this system is considered well worth a trial.

5. The work involved could not be done by Port Edgar.

6. The disadvantages of the repeating position approved by C.I.O. 4929/18 are such that it is submitted that it would be of great advantage for a trial to be made of the voice pipe suggested by "Valentine."

7. It is considered that the branch piping in the Transmitting Station is the chief source of trouble between the fore bridge and No. 4 gun, and proposals are being considered which will eliminate this portion.

8. It has been decided, however, in order to test whether this communication can be made practicable, to make a thorough trial in this vessel on the following lines:

- (a) The gun V.P. to be led absolutely straight along the upper deck outside the gunway, to avoid any bends whatever.
- (b) The only connection to it to be led off at an angle of 45° to 4 guns and H.A. gun. Total 5.
- (c) Officers' reply pipes to be abolished and 11 gun board pipes to be supplied to eight letters ah head.
- (d) All bends in Transmitting Station and elsewhere to be very gradual and anything approaching a right angle bend done away with—minimum of 3 ft radius suggested.
- (e) Careful lagging and anti-vibration fittings to securing points to be provided.
- (f) Great attention to be paid to fitting plugs in all conditions of trim.
- (g) A connecting piece to be provided to enable compressed air to be blown through the V.P. at H.A. gun connection.

3. Action should accordingly be taken in H.M.S. "Valentine" as detailed above and the Fleet Officers have been requested to furnish a report as soon as possible after the work is completed as to whether the result is satisfactory, and if not what further improvements are considered desirable.

4. Pending the results of this trial and the consideration of the proposals referred to in paragraph 1 above, the alterations authorised by C.I.O. 4929/18 are to be deferred in all Destroyers.

5. A sketch showing the arrangements as fitted in H.M.S. "Valentine" should be forwarded on completion of the work.

(C.I.O. 4929/18.)

(Commodore (F) 26/11/1918, No. 1103/15.)

### 610.—Grooving of Stern Shafts—REPORT.

Cumberland.

(D. 2585/19.—15.2.1919.)

The following extract from a report which has been received from the Admiral Superintendent, Devonport, relative to the stern shafts of H.M.S. "Cumberland" is promulgated for information:—

On recent docking of above vessel, the stern shafts were found to be grooved to the extent shown in red on accompanying tracing.

The grooving compared with that shown on sketch forwarded with Yard Letter No. 251, dated 13/1/1915, is very slightly increased and considered due to corrosion.

The corroded parts have been cleaned and surface treated in the usual manner.

A further report should be forwarded on the next occasion of docking stating whether there has been any increase in the grooving of the shafting.

### 611.—Plating—Pitting of—REPORT.

Submarines "K7" and "K15"

(D. 3328/19.—15.2.1919.)

The following is an extract from a letter from the Admiral Superintendent, Rosyth:—

At the recent docking of Submarines "K7" and "K15" an unusual amount of pitting was observed, principally at about the 18-foot water line, where it would appear that the composition had been rubbed off, presumably by the feeders used between the boats which, lying alongside H.M.S. "Royal Arthur," have apparently been affected by the proximity to her coppered casings were very much corroded, but the plating of the external tanks and ships was also extensively pitted to a maximum depth of 1/8 inch.

Pitting was also found on sternpost, rudder frame, rudder plating and shaft brackets of "K15" generally this was of the order of 1/16 inch with zincs having been fitted in this region as to similar defects were found on "K7" the latter worked with zincs. The action taken to remedy defects was:—

- (1) The extremely badly corroded rivets were welded up and caulked.
- (2) The external tank plating was scraped and thoroughly coated with protective paint.

(3) Zincs were fitted to rudder and in wake of propellers of "K15" and the worst of the existing zincs were filled with hard stopping before application of the protective composition.

A special report on the condition of the bottom plating of "K15" is to be forwarded on the next occasion of docking. It should also be stated whether corrosion has increased.

(Rosyth Yard Letter 1011/1919, No. 453.)

### 612.—Aeroplanes and Fittings.

Light Cruisers.

(D. 2244/19.—15.2.1919.)

It has been decided that fittings for carrying aeroplanes are to be removed from all Light Cruisers now possessing them, except in the case of those vessels attached to the Home, Atlantic and Mediterranean Fleets. In these vessels the fittings should be retained, if compatible with other requirements, except that no case are the vessels of the "Caroline" and "Cambrian" Classes and H.M. ships "Centaur" and "Concord" to carry aeroplanes or aeroplane fittings.

PUBLIC RECORD OFFICE

CONTINUED ON NEXT FILM

C0533/221

TOTAL EXPOSURES → 674

