A STATE OF 35732 EAST AFR. PROT Rece 17 JUN 19 NIGERIA 317/32 294 donial Office Toas gratuches for haval Officers 1919 menules resp question whether arrangements - funo. opposes in case of Europe and who rever on I hypas Is to extended to i Europeans who served as J. 10344 Ajun Mageria marine sept who serves with CEP. 44

he maching With namue to \$395 10344/19 Myas a 914/19 EAR four the Nigeria Dept have 1) Nigerian marine Dept officers who served with the C. E.F. and compressioned officers 2) Nigerian Marine Dept men who served with the C.E.F. as Harant officers ste inclusing nature ratings 3) T. N.R. officers specially sugares as marine officers for service with text de/6771/wffr like H Mayall RAR 4) men not members of the Nigerian marine Dept suployed in with the A E.F. in a march capacity but not as commissioned It seems to me that new of what has been done as regards giving war grating to civil officers all works to the WAST of a stolly light

Many fridaily of (18 2 (3) = also to moundations under (2) 4 (4) as regards native ratings under (2) + (4), the Admy Son't pay was gratuity to " men of Colour unless entent for Continuous Service; but I don't see how in can make such a disturction of colour - especially if the WAST native Mental Rank capile receive - as they certainly should now - a war Continuely Tracked as more when have Steamer Service All the second of the second o A lecision has been taken as regards the may personnel on Lake Myasa (see Admiralty 10341/18 and previous papers. A decision is, nowever, required as regards the navel personnel on Lake Victoria. t is not an easy matter to settle. . The ly spland

people

people were on war service and the time. In the case of like Victoria only a portion of the personnel associative approximations and them only consist of the time.

regulations contained in Admiratty 10344/19 and revious papers and ask him for his views as to whether the Afrangements approved for Lake Mysa 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.

If this action is taken various applications from Uganda Erine personnel which we have received (of Files 6250 and S435 F.A.) should be answered by a letters stating that the question of the grant of gustuities to the naval personnel exployed on take Victoria during the war has been referred to the Cov. of the E.A.P. for his consideration, and that for the present to action can be taken in the satter.

sett of at with 16, 20,5/9

Consult OAS Migeria as

k classes (1) + (2) in my

provous munte - groung lead
in direction of paying to again
with the Adult saying

we presume that Alaston

classes (3) +(4) should have

it but ask for capt fullers

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reis as to the case of such men as MAR Mursoch who was rugaged by the To As in Apr 1915 as a Forman Fitter for the marie staff of the C. E.F. + suployed in Duala lockyard & served under the Regular brafts Q 1 St 23/67,9
Regular brafts
Remains S.M.O. " La Cof 37514/Comes

FOR OFFICIAL USE ONLY.

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 Admirally Overseers concerned.

Distribution

he distribution is because upon the fellowing bases

Flag Officers and States

Battleships, Battles reisers, Cruiser, Cruisers and the re Destroyers cisers, Cruisor, Sub

Submarine Burnt 3. or additional to. Submarine Armed Merchant Crm-

Armed Boarding Steamers, Monit. (Large) a 11 Commissioned Mercantile Fleet Auxiliaries Destroyers, T.Bs., Monitors (Small), Sloops and Registered R.F.A.'e Naval Establishments, Dockyards, Victualling Varids & Varids

Yards, &c. -

(as requisite).

(B3083) Wt. 44-88 Pds. 8375, 2/19, Sir J. C. & S. Qp. 48.

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

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Distribution

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Flag Officers and Star Commodores and Star Battleships, Battle

Battleships, Battle isers, Cruser, Light Cruisers and Def. Destroyers Submarines

Submarine Bern of additional for Submarine Armed Merchant Crimers

Armed Regular Courters Monit. (Large) and Courters of Monitors (Seamers, Monitors) and Courters of Monitors (Small). Sloops and Registered R. P.A. '8

Registered R.F.A.'s

Naval Establishments, Dockyards, Victualling

Yarda, &c.

(as requisite).

(B3082) Wt. 44-88 Pds. 8375, 2/19. Sir J. C. & S. Qp. 48.

Orders marked * have been restred to Hospital Ships. ancluded in the! Auxiliary Patrol Issue.

WAR ORDERS.

582. Defence of the Realm Regulations Amendments.

(L. 4895,-15.2.1919.) By an Order in Council dated the 5th February 1919 the following Amendment as made in the regulations,

After Regulation 43s the following Regulation shall be inserted

43cs With a view to affording to the public similar protection in relation to the supply of electricity to that conferred in relation to the supply of gas and water by section four of the Conspiracy and Protection of Property Act, 4875, the following provision shall have effect :-

Where a person employed by a Government Department or anunicipal authority or by any company or contractor upon whom is imposed by Act of Parliament the duty, or who have otherwise assumed the duty of supplying any city, borough, town or place, or any part thereof, with electricity, wilfully and maliciously breaks a contract of service with the department, authority, company, or contractor, knowing or having reasonable cause to believe that the probable consequences of his so doing, either alone or in combination with others, will be to deprive the inhabitants of that city, borough, town, place, or part, wholly or to a great extent of their supply of electricity, he shall be guilty of a summary offence against these

(Volume of D. of R. Regulations.)

*†583. Photography.

(L. 57618,18.-15 2.1919.)

The possession of cameras on board H.M. Ships and in H.M. Navall Establish ments is only to be allowed with the permission of the Commanding Officer of the Ship or of the Officer in Charge of the Establishment.

It is not desired to prevent Officers and others using cameras, but adequate care must be taken that objects of a confidential nature are not disclosed in photographs taken for private purposes.

The mant of facilities to members of the public to take photographs on board H.M. Ships or on H.M. Naval Establishments is within the discretion of the Commanding Officer of the Ship or Officer in Charge of the Establishment - It is a privilege which should only be accorded on special occasions. In the event of any such application being granted, steps should be taken to ensure that such photographs do not include anycobject of a confidential nature.

In the desence of orders to the contrary in special cases (e.g., ships under onstruction of in dry dock), there is no objection to photographs of H.M. Ships white under weigh or lying at anchor being taken either for private circulation or for sellby members of the public in the manner which was customary before the war

(C M.O. 4362 . 18 is camelled yo (This Order will be included in the March M.O.'s.)

FLEET ORGANISATION, EXERCISES, NAVIGATION, &c.,

584. Parent Ship at Great Yarmouth.

H.M. Drifter No. 1959 Dorothy F " was renamed " Kinghilber," on M. M-15.2.1919 Pebruary, and commissioned as nominal parent ship at Great Yarmouth, replaced Duffer No. 1498 "Kingfisher" (late "Adele"), which has been returned to be

585. H.M.S. "Victorious II" - Renaming.

fC. Sec. S. 2275/19-15.2.1919.)

H.M.S. "Victorious II " has been renamed " Prince George."

PERSONNEL AND INTERNAL ORGANISATION OF SHIP *586. War Gratuities to Permanent Officers of the Royal Navy and Royal Marines.

(C.W. 1262 19. - 15.2.1919.)
It has been decided to grant special Wari Gratuities to permanent Officers on the active lists of the Royal Navy and Royal Marines (excluding the R.N.R. and N.V.R. whose gratuities have already been notified) for service during the war. on the following scales, which are the same as those approved for Officers of corresponding rank in the Army and Royal Air Force :-

	For the first year's service (or for part of a year if a year has not been served)	Increment for each additional month after a year's service.			
Relative rank of Officer.		Officers who have served at sea or overseas,	Officers who have not served at sea or overseas.		
Adm: al of the Fleet Admiral Que Admiral Rea Admiral Co modores, Ist'and 2nd Class C min over 3 years' seniority— amender and Captain under	£720 540 970 200 140 100	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	£1 0 0		
acra's eniority Leutenant Commander Leutenant com Leutenan	75 66 45 00 : 35 30 20 15	, N	ξ0 10 0		

2. All Naval Service on full pay during the war (except as stated hereafter) well count towards gratuity, but the maximum service so counting is limited to we years or to the statutory date for the termination of the war whichever is errived at first.

3. The gratuity will be based on the relative rank (acting or confirmed) held be the Officer on the 11th November 1918, but any Officer, advanced in rank after that date and before the conclusion of his war service counting for gratuity will receive the gratuity on the higher rank, provided that if the advancement is to acting rank such rank is still held on the last day of the qualifying period.

In the case of transport, Shipping Intelligence, Convoy, Salvage and D.A.M.S. neers and General Staff Officers and Secretaries, the gratuity will be calculated their equivalent ranks. The gratuity to Officers of the R.M. will be based on their relative rank when ashore and not their relative rank when embarked.

1 Temporary Officers transferred to the Royal Navy or Royal Marines during ar will receive a grafuity under this Order, based on the whole period of their Service, instead of the gratuities laid down for temperary Officers:

Similarly retired Officers or Officers on the emergency list reinstanted on the

hist diring the war will receive the gratuity-mider this Order instead of the city laid down for Officers on the Regired or Emergency Lines.

Katings promoted to permanent Warrant or permanent Commissioned rank ing the war will receive an Officer's graunty mader this Order in addition to the uty spring by main service as ratings, (M.O. 1988, 18), but no Officer who has a rived a manual will be proported as a rating is no accepted larger total graunity more and than the grainity he would have received a larger total graunity more rand man than the grainity he would have received it his whole Service been that of an Officer.

7 Officers who have been compulsorily neural during the war and have subsected served on the Retired 11st will have the option of receiving either the Rithity as for an officer on the Active List for the whole period of service, or a stuity for the period of retired Service based on that applicable to Retired Officers, 31 days' pay for each year or part of a year of retired service, if more advan-Secons. The latter, however, will be calculated on the period of retired service only;

8. In the case of decrased Officers, the gratuity will be payable to the esta-9. Gratnities will not be payable to -

- a) Onicers who have left the Active List on account of misconduct of the Admiralty disquality the for the grafuity, or have been invalided for causes, within their
- (b) Officers who have refired voluntarily or resigned their commissions durthe war and have less than two years' service counting towards grate. Officers who have retired with Admiralty approval on account of the being no further employment for them on the active fist may if otherwiqualified, be granted the gratuity at Admiralty discretion, althou they have not completed two years' service counting towards grating but if in such cases substantive service has not been rendered in the 300 hold on retirement the gratuity given will be that of the rank below
- Officers who have entered the permanent service after the 11th Noven 1918, e.g., Naval Cadets rated midshipmen after that date, but bethe conclusion of the war, will not be eligible. Ratings, how promoted to Officer's rank after the 11th November 1918 will be en to count their subsequent service towards Officers' gratuity, under 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 s. be the sole arbitrators and interpreters of the rules for the assessment of the way Granuty including the engibility of any Officer or class of Officers to participity. 11 All payments will be authorised by the Accountant General of the two (M.O. 4098 187-

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

587. Navigating Officers

K Class Submarines, Wester 15.2 1919 x

it has been decided that a Lieutenum (N) is to be included by the complete.

Juntor 1. Operants (A) and to be invited to beginner tog this service person of fields, position in their first three years service as disvigating obtaining and a part of solitoners and to be forwarded to the solitoners. The second of meladed in the Land A de s

Trainmating for Paymaster Sub-Lieutemant, July 19 Besults.

(C.W-15 21919) The lower specific ther result of above examination has been reported :-

Or for the space of Sectionity at

15th Jan 1016 15th Jul

589, Accountant Officers Colonial Apparaturate

the sees 1122 and so. Am Accounting time to the sould 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.Q.)

*590. Royal Society of Medicine Meetings for Medical Officers.

M.D.G. 1768/19 - 45:2.1919.

The Conneil of the Royal Society of Medicine, f. Wimpole Street, London, W.1. the attendance of Naval Medical Officers at their meetings every Wednesday ang for informal discussion and social intercourse. Proceedings are entirely mal, those present being asked to raise any question in which they are interested 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 Arade Certificates, Commanding Officers should, whenever possible, leave to such Officers for the undermentioned periods: For Second Mate's Certificates

For Water and 2nd Engineer's Certificates

6 weeks For Master's and 1st Engineer's Certificates ... 8 weeks

Before applying for such leave. Officers should apply to the Registrar General Supping, and Seamen for a certificate stating that they are eligible to air for the matton proposed. In applying for this certificate, Officers should forward he same time full statements of service since obtaining their last Board of Trade cate together with all certificates and testimonials (vide M.O. 3017 Its.

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

In the event of an Officer failing to pass his examination and obtaining such as percentage of marks as to give ground for the belief that he did not picke er use of the gave granted to him, the Admiratty may direct that he should describilised for the period of his absence he, that he should receive no pay I to the period). In the event of failure, Officers are to obtain a letter from saltical training School certifying the number of days the candidate attended

The Commanding Officed should report the count of the examination to his saley (C.W. Branch), and to the Appointment Franchischer Officer)

Descomplement and leave! Ome will be as these in the grane of the percentage was of demotification

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502 Crune's and Gunners (T) Candidates for County ME X -15 2 1919

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in the Incident on the Mi 7593, Mercant Melegraphists, R.N.R. Phys.

C.M. 15.2 (919 At Teleprepines R. N. R., are to be pair

to the discount of the part of

**Conditions (V.) 300 (19).

(b) After five years as Wassant Telegraphist, R.V.R., or as Wireless Operator, R.N.R., and Warrant Telegraphist, R.N.R., combined, the 68, 6d,

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

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.

(c) 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 dependant should be specially reported to the Accountant General of the Nav 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

TW. O. 330 19 Y

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

594.—Signal Complements—Revised.

First Fleet IN D M.D. 65/19 - 15.2.1919.1

The following revised Signal Complements which have been approved for ships of the First Fleet are promulgated for information and guidance :-REVISED SIGNAL COMPLEMENTS.

	FI	tleship as agship of in-C. and Fleet.	Batrleship Flagship e A.C. a Batt Squadron	d R.	effeship agship A 2nd umand e Squadr
Signal Boatswain Cb. Yaoman of Signal Yeoman of Signals Yeoman of Signalman Signalman Ord, Signalman or Signalman		5 8 11	5 8 0 9		1 1 4 7 9 9
		35 tleshipine ate Shiel	Battle Cruise Flagship o Admiral Co manding a B Graiser Squae	m Bat as Pi	de Cruis divate Ship.
Signal Boatswain Chief Vernium of Sig Vernium of Signal Ldg Signatinan Signaligian Ord. Signating 2000 Signaligian					
	Figure Cruiser The Part of Committee Committe		Flotilla Le der s Cort. D Ship	Fichilla Leader not Capt. D Ship.	7 19
Signal Boatswan, th. Younan in S. T. Kalis. Small of the fall the Signal man the Grand and Signal man the Signal man the Signal man on the Signal man the Signal man on the Signal man of the Si		3 4 5	3 3	4 3 2 2 2	1
T.	18	15	11	7	3

* 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 a cented 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, Commandersin 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 10 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 manber 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.

The worked papers are to be sent to the Secretary of the Admiralty, marked a the cover "Worked Examination Papers." They are to be accompanied by at a Schedule stating the name of each candidate, his Ship and/or examination 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 oper, 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 the guidance of Officers responsible for conducting the Examinations, will be sent out with the examination papers.

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

AThis Order will be included in the March MO's)

596. Educational Test-Part I.

(N. 394, 15 2 1919)

The local Educational Examinations which during the War have taken the sce 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 n. 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, 21 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 btains 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 foremoon 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 Papers, will be sent our from the Admiralty as to Officers or Commanding Officers are to send a notification to the Admiralty as to 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 Admirals in time for the papers to be despatched so as to reach their destination before the tate fixed for the next examination. The number of packets into which the parci should be made up (having regard to the fact that there may be a number of exa mation centres for each squadron) and also the number of sets to be put into packet should be stated.

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out with the examination papers.

No conductor is to be admitted to the examination who has not president been recommented by his commanding Officer as likely to quality. For this purpose Commanding Officers should arrange for such preliminary tests as they may consider desirab!

They met that a man possesses an Educational Certificate, Part I, is noted on he Service Certificate and against his name in the " Remarks col if the ship a ledge A man's Educational Certificate Part I will be kept will Service Configura

is then now bedding the veries of Leading Shantan and Leading Signal II retain the trainings whether they are in possession of an educational certific rups. The present reaches one will noween a common to force as regards of they will be required to possess the Educational Certificate or passed ... Linearonal Toste as one of the conditions of advancement to b Office . Youman of Signals and for part of progressive pay in leading rate old system ratings of Leading Signalman or Leading Scaman, or above, much this i duvationas lest before they can be transferred to the corresponding system satings. The present Regulations as negatile professional qualities required of the advancement to P.O. rate of part of progressive pay will

Rannes and med to Leading Seaman or heading Signalman Lefter introduction to Educations, Test aliant it and other equality distated to be decarded to Chipble decreated in the Leading rate until they have title de nua tronal

the transactionar rest.

It remains which while the educational rest was in abequace, were adventional from the control of the period of the period of the Petry C. as the control of the petry C. as the petr

(This Order with the included in the March N.O.

Boys Advancement to Man's Rating Supplementary Examination.

(N. 5924. - 15.2.1919.) A supplementary examination of boys for advancement to man's rating le held on the first Thesday in March on papers sent out from the Admiralty. notifications as to the number of sets of papers required, in accordance paragraph 7 of W.O. 598/19 quoted, should be sent to the Admiralty (Advised Education) forthwith

598. Boys Advancement to Man's Rating.

N. 2253.-15.2.1919

Boys cufer the Training Service from the age of 151 upwards (151 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 balore reaching man's rating.

2. In the case of well-disciplined and promising boys this period is likely to prove too long, tending to check their ambition to got on.

a. The following measures for the allyancement 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 Boy Telegraphists. From the boys who pass this examination satisfactorily Commanding Officers may select those whom they consider squable for early advancement on account of macter and service and man fate them Ordinary Seaman, Ordinary Signalman, or Ordinary Teleminist, as the ease may be, at 171, or at any age between 171 and 18.

and boy who desires to take this examination should be permitted to do so a deal that he is recommended by his Commanding Officer as likely to qualify. this purpose Commanding Officers should arrange for such preliminary tests my than consider desirable. It is, however, emphasised that the examination of residue) as a qualitying test rather than as a ground of selection. It is witer, that a rigid standard should be adhered to in the examination, but pulpmentshould be based on the standard of intelligence as displayed by the ral manufactor answering questions. Special consideration should be given to And sight opportunities of receiving instruction (o.g., Boy Felegraphists, in small ships where no Schoolmaster is borne seed). Advancement before are of 18 should be looked upon as a reward for smarthess as well as eleveruses. an ataking their selection Commanding Officers should be guiden by a hope and times for man's rating, and his knowledge of the dillies, paying artenation carly to the zeal; knowledge and intelligence of the bogs, but also with the carry, sell-returnes and capacity to hold they are a more titles. So commended The educational test will result of the following prepare

Priper I — Practical Mathematics, including applications to decharacter.

Paper II.—Grain t same containing the real long sections to decrease from whom a transfer and spelling. Educates they and strain. in hig allowed for each of these pupers will be 2 | bridge,

the cube above in each of these papers will be 2 foot;

As above of the services given below.

As a probability in the two for times amounts of the times of the services of t

be exchanged in the rise both in any order M. Sings other an aparting the part will be sent out from the Admiration Commencer incoming Sage Officers or Commissioning Officers are to sound at four capitos the the mustry as to how many sets of payors will be removed such intercent the sense at the Admiralty iv time for the papers to be despatibled as a case. Their relation belong the date fixed for the next examination. The maker soft after the date fixed for the next examination. here may be a number of examination centres for each squadrent, and also the Tiber of sets to be put into each packet, should be stated.

a the worked papers are to be sent to the Secretary of the Admiralty, marked the cover. Worked Examination Papers. They are to be accompanied by (a) a Schedule stating the name of each candidate, his Ship and or exading the centre, rating, official mamber, where he is serving; (b) a certificate, signed by the Commanding Officer, certifying the date and hour at which the examination is 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 Direction for the guidance of Officers responsible for conducting Examinations," will be sent out with the examination papers.

SYLLABUS.

T. Practical Mathematics.

The use of Logarithms, with easy examples; the expression of a formula in werds and conversely; numerical substitution in a formula; factors; easy fractions Simple equations of one or two unknowns; their application to the solution of

The use of squared paper; plotting of related numbers; graphical solution of

simple equations and of easy problems.

The use of drawing instruments; drawing to scale; division of a line into equal parts; measurement of an angle in degrees; the chief properties of triangles construction of simple rectilinear figures from given parts. The simple properties of circles. Area of rectangle, triangle and circle. Relation between diameter and circumference of a circle. Surface area and volume of the simple solids

The meaning of the terms a Sine, cosine, and tangent of an angle less than right angle; finding the same by construction and the converse; use of tables of natural sines, &c. Solution of right-angled triangles without the use of logarithms;

the application of simple problems: use of the traverse table.

Applications of the above work to the solution of practical problems in connection with Mechanics, Electricity, Chartwork, Scamanship, Guimery, Torpedo, ac. II. General Paper.

Section [1]. General Knowledge. To test general knowledge, keepings of observation, and the ability to express ideas clearly on paper.

Ourstions to be included on the meanings of the more general Service and technical terms with which every Seaman should be familiar.

Note -- Handwriting and Spelling are to be assessed on this section of the paper Section (2). Geography and History. The British Empire. How the several parts were won, their position on the map, and their main features; the principal ports and coaling stations of the world; the chief sea routes. The present was

Great Naval battles: Famous ships and Naval heroes, and the historical ever with which they are connected.

The shape and motions of the earth : Seasons ; tides ; currents ; chinate The chart meaning of the various signs; true and compass bearings; course; knot; latitude and longitude; how to fix the position of a ship on a chart by bearings of objects whose positions are marked on the chart.

Section [3] Meshanes, there of force from common experience. For measured by comparison with the weight of bodies. Forces measured by the measured by compression with the winter in notice and market proportional to the exception of compression of signing. The voir gravity proportional to the or of matter three box. Meaning the mask and weight. Use of the balance particle of the proportional of the proportion of the p

Very miglogram of forces to restart of the tree. Resolved car-

The brings by Lew Louis a one of the am

Principle of work exemplified in simple ma house Representations of the pulleys, the chanical advantage. Illustrations in the pulleys, the change press, fig. Loss of work in Mechanical advantage, Illustrations

Work requires A source of energy Maca that energy is never destroyed not produced out of pothing. Illustrations of energy and its transformations. Energy of fuel and of condite. Energy of a body may be due to position or to motion

Example in the swinging of a pendulum.

Section (4). Electricity and Magnetism. Magnetic substances; elementary properties of magnets; polarity, magnetisation, magnetic induction, the magnetic properties of iron and steel; magnetic screening; the earth a magnet. the magnetic compass: variation, deviation.

Frictional electricity; conductors and non-conductors; potential; induction;

capacity; condensers.

The electric circuit; the current, how produced; electro-motive force; resistance. Resistance of conductors, as depending on material, cross-section and length. Effects of the current; heating, chemical, magnetic. Common forms of galvanic cell; Service patterns, cells arranged in series and in parallel; "Storage" batteries. Units in practical use: Ampere, volt, ohm. Relation of current to electro-motive force and resistance. Fall of potential along a current bearing wire.

The galvanometer; the simpler instruments for practical electrical measure-

Electro-magnets; electro-magnetic induction; induced electro-motive force and current; the induction coil; self-induction,

Production of electricity on a larger scale. Dynamos : Their elementary features

and action. The essential parts of a continuous current machine.

Applications of electricity on board ship.

Some of the questions in Sections (3) and (4) to be of Advanced Class standard; So far as practicable the questions should deal with matters within the boys' actua experience; the problems of Seamanship, Gunnery, Torpedo and Navigation offer ample scope for the purpose, provided a liberal selection of alternative questions s given, to meet the knowledge of each class of boy. Care should be taken that any details made use of are reasonably accurate, while fancifid and non-practical questions should be excluded.

9. The professional test should be-

(a) For Seaman class boys, the professional examination for Able Seaman in seamanship, as laid down in Appendix XV of the King's Regulations (" fairly efficient in steering, heaving the lead, rowing knotting, and splicing both hemp and wire rope, and in the general duties of a Seamah "). (b) For Signal Boys

Visual Signals - Standard rate. The exercises to be made by another ship. To be proficient at making semaphore and Morse, Pergeutage for passing to be the same as laid down for signalman. - Handbook of

Signatting, 1913.

Signal Books, A cha-boce examination in colours and meanings of flags and pendants / The more important definitions, Simple questions on Equal Speed, Forming and Disposing and Stati sing Signals. Questions in semaphore, flashlight and searchlight producting. For Boy Telegraphists . -

As laid down to qualify Dromary religiophies for the raping of Telegraphism, but the percentage required to pass to be 75 per cent in Fart 1 as open down and the percent set, total

THE PARTY OF SERVICE

te to the state of The Admiral of ally of the Signal of

ion special at macement to Ordinary Seaman the fort around, Establishments as sub-distributed amount outputs of Ordnary Boys) amount that of a sud capability to be suitable for

Lipselly: are not, have en, to be a long said Ordnary Scanar but have a street direct months about. On reaving the flavour Thinning Establishments' anothication is to accomplany their capta Snewme that they have been specially should not advancement. They are to be givened to the grant but in without the considered and the considered further examination) after three months super affect, provided that are considered further examination after three months super affect provided that are considered for the rating by the Commanding Uniter that whom they are their serving at for the rating by the Commanding Uniter that the Architecture for the Marketing at the Marketing t the date of advancement being ante-dated to the dare of discharge from the Harbour Training Establishment.

GRINDERA

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

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 notate 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 of nor

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

14. It is of importance that arrangements should, be made by Command Officers to enable those boys who obtain a very high percentage of marks to advanced if found otherwise suitable as rapidly as possible through the vari 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. Signalman (viz. 18 years), nor as regards counting time for pension (i.e., b given the Ordinary rate whilst under 18 years of age will continue to count to for pension from the age of 18, as at present

16. Ratings advanced under the provisions of this order are not liable to caned 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 age of 18, and subsequently on the 31st December annually

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

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

18. Whenever a boy is specially advanced in accordance with these ordernotation to that effect is to be made in the "Remarks" common of Monthly Ret S. 52, the Ship's Ledger, and the Service Certificate.

19. The provisious of this order are to be brought to the notice of all boys 20. The necessary alterations will be made in the course in the Ring's Relations and Admiralty Instructions.

(M.O. 3631/18 is cancelled)

(This Order will be included in the Atusch M. Cles.)

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

(C.W. 4700/19.- 15.2.1919.) The following notice issued by the India Office on the above subject published for information.

LIDIAN PUBLIC WORKS AND STATE RAILWAY DEPARTMENTS.

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

Applications minst be made on a printed form, to be obtained from the Secretary, while Works Department, India Office, or, in the case of candidates in India or ikaonotamaa from the Secretary to the Government of India, Public Works Department, Delh. 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 31m. Inh

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

I. Every candidate must be a natural born British subject of European descent and the child of British subjects. He must have been born on ou 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

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

have passed the A.M.I.C.E. examination or been exempted by the Institution from such examination, or

(c) produce evidence U1 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 engineer

ing : 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 Porces 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 formshed

5. Cardidates 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.

cull particulars regarding the conditions of service in the Indian Public Works attment are given in the Regulations which will be supplied to candidates on philation. The commencing salary will be Rs. 4.560 (which at current rate = 42) a year for candidates under 24, and Rs. 5,040, Rs. 5,520, Rs. 6,000 and Rs. 6,480 candidates under 25, 26, 27 and 28 respectively, candidates being allowed. count service as though they had been in their 24th year on appointment: aries rise by a time scale to Rs. 15,000 after 19 years' service, with higher rates nging from Rs. 18,000 to Rs. 33,000 in the administrative posts. The appointsents are pensionable. Leave is admissible on the highest scale granted in the in lian services.

INDIA OFFICE,

January 1919.

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

800. Airships and Airship Material Loss of or Damage REPORT.

N.L. 55345/18.--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 :-

f. 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 bereinafter 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 s 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.

The invitation shall be forwarded direct by the Convening Officer to the Somer 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 thereuper commate 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 Cours 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 tion, but it must be understood that such committees are not Courts of English and are not absolutely governed by the Rules and Regulations in question, and they need not therefore be chesely adhered to.

4. The Committee of Investigation will make a thorough investigation of a the circumstances, including the ultimate causes of the loss or damage, and w recommend any steps which are considered necessary to prevent similar accident 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 press b. In all cases not rovered by paragraph 2 of this Order, the investigation conducted by a Court of Inquiry consisting of Officers of the Royal Air Pole

6 - (a) Where however the personnel or the property of any Military less and anthority is concerned or involved in the loss or damage, one Officer of the White tw Forces shall be invited to be in attendance at the Court of Inquiry a Committee of Investigation, which will be held, in order to give advice who desired da pents of a million matrice, but such Multary Concer will not show save when remested, in he dilberation of the trains of Committee, now talk to be a party to any finding or partian which the dour of Committee may be required

The invitation shall be icrossided elect by the Convening Citizer to lead of Omer Commanding the Arrey Command within which the Statio which the Court as Committee is to these to green meaning that the continued of the committee of the court of the committee o Opices under his command to attend the Court or Committee

immediately after the conclusion of the Divertishing the original fold of the Court's Counties of Ingary signs by all lightnesses will be forward through vie gail Counties to the Air Migners, which soft will be forward through vie gail Counties to the Air Migners, which soft will be forward threat in the Air all counties with the forward threat is the Air all counties will not purpose the specific part of the Air all counties and the Air all counties are all counties and the Air all counties and the Air all counties are also as a second of the Air all counties are a

Att/discreted for

required in this Order's intended to preclude Ceheral of The state of the s espect to personnel under their command which they may consider expedit either before or after investigation by the Committee but such action show where conveniently possible, be deferred until the Committee has conclude investigation.

(This Order will be included in the Morch M.O.'s A

1601 Demobilisation of Personnel Handbook on the Resettlement 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.

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 Estab-Ishments 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.

(I) M.D. 2075/19,-15.2.1919.1

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

As stated in paragraph 2 of M.O. 226 19, the men due for dispersal are tals, Contract-letter and Slip men, Priority Group men, and a percentage Pensioners and Time expired men. It is not intended that any of these dispersable men should be retained until they volunteer to be demobilised.

Ill certificates should therefore be examined to see if the men are in Priority ups and hence due for dispersal.

The restrictions (a), (b), (c) and (d) in paragraph 2 of M O: 226/19 are only woulded to safeguard the requirements of the Service by proventing the dispersal of men who convot be spared as the moment. Subject to those restrictions every and the carry possibly be dispensed with and who is due for dispersal his to be

The above the autions do not over rule special orders which have been sed to contain the post said Passes senarding the dispersal of men of R.N.R. [7]. Aftitarry this and Rayings, or those regarding men of Writer, Violualling and B. Betth Manacles!

Many local port and harbours out the have during the past four years, been If Many light port and harbone duties have, duting the past foat years, been stoned by a hippy specially allowed for the purpose, owing to the wide conditions at the westers of that ing ships footpeaned from the performance of any diffuse, that there are a measurement that the result of the purpose of the diffuse, the ships of the performance of any diffuse that are past and the wide of the performance of the diffuse of the performance of the per

ccial duties.

A highly specially dang efficient serve in the might develope themse his a for all such services of a maintenance. The Admirally are saving that the industry is to keep such a macrone running, but the personnel as at able union peace conditions does not admir of the manning of tall these viranisations; and, though at the cost of inconvenience, they must in most cases be abandened

(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 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 "Silp" 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 Mariae is not at present large; that is to say owing to the present shortage of ships arreat 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 shorting 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 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 while 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 affoat in the Mercantile Marine.

Arrangements have been made for the release from the Navy of as many manper day' as will be required to meet the existing estimated requirements of the Mercantile Marine. He number being fixed after conference with the official 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 proposition to the numbers in various areas, for instance, so many men from each of the Depos-Yould so many from ships affoat. In the Depost the releases will be effected my the numbers approved, upon a man producing his Mercantile Marine Dischard Book, sheeping fire war employment in the Mercantile Marine, under orders is not contacted.

to the Fleet the release will be arranged by a number of "slips" from Codpoyment froms being sent out from the Ministry of Shipping daily to Constituting Others; for the release of nier up to the number which can be resettled to the social Marine, 'Included in this number will be the names of our another the communicated to the Ministry of Shipping by Shipowner of the respect of "gains as being men for whom certain employment can be found that are can familier of men will actually become "Slip" men. 'As "Contrad Little" and 'Slip" met have now been made of the same priority for disperagen for the Mercentile Marine are thus given an equal opportunity of disper-

FISHERMEN.

In addition to the arrangements already made by which the crews of under and drifters returned to their owners are demobilised at the same time as not vessels, the following further arrangements have been made, which provide the many cases where men are owners of their own smacks, exc., and for the run woof fishermen required by the industry in addition to the actual crews of the average of the average of the average of the second of their second of the second

n that manner. Thus any fisherman can become a "Slip" man whether he is erving 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., if 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 Shipowhets, 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

(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 control

(M.O.'s 3880 | 18, 4012 | 18 and 146 | 19.)
(This Order will be included in the March M.O.'s.)

606.—Navy and Marine Boxing Championship Meeting.

(N. 5474.-15.2.1919.)

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

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

IN. 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,

- These men will be berne 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 "Version" as soon as possible.
 - . The wages will be arranged on the basis of local rates.
 - 5. Recommendations are to be confined exclusively to the ratings mentioned

REPAIRS, ARMAMENTS, FITTINGS, &c.

608. Flooding Cabinets for Magazines.

H.M. Ships. (D. 31144 (18.—15.2.1919.)

The attention of the Commanding Officers of Ships in which fleeding cabinets for magazines are fixed, 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 there the cabinet from above and work 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.)

809. Voice Pipe to After Guns REPORT.

" Valentine" and all Destrovers.

(D. 30231/18.-15.2.1919.)

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

With reference formy A. 5.766 ket 2.7. Is and C.I.O. 4929 /18. "Valentine has proposed that the voice pige leading in her after runs might be led along the upper fidel instead of under it as at present."

2. When schaming at any first moreo orders passed along this voice pipe cannot be heard, and all efforts in make this voice pipe efficient has

8. It is submitted that "Valentine" may be fitted as suggested and that the arrangement 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 Flatiba as to the behavior of a voice pipe led along the deck to the after guns, but this system is constituted well worth a trial,

The work involved could not be done by Port Edgar. A The Aleadynninges of the repeating position approved by C.10 4926 A State such that it is submitted that it would be of great advantage for a trial to be made of the voice tipe suggested by "Valentine,"

It becaused great that the branch piping in the Pranshitting Scation is the clied source of trouble between the fore bridge and No. 4 gml, and proposals are being considered which will eliminate this portion.

2. It was been decided, however, in order to test whether this communicated can be made practicable, to make a thorough trial in this vessel on the following

- (a) The gun V.P. to be led absolutely strught along the upper dedicants the game, ay, to avoid any bends whatever.
- (b) The only connection to in to be led off at an angle of 150 oto 1 guits an H.A. gur Total 5.
- (c) Officers reply pipes to be abolished and their part pad pierry to having to sight setters in hen.
- (a) All bences in Transmitting Station and elsewhere in he very grade
- and anything approaching a right angle, bend done, was withminimum of 3 it radius is suggested.
- (e) Careful lagging and anti-violation fritings to section points to provided
- (f) Oreat attention to be paid to draw plags it all conditions of trime. A connecting pieceste be provided to enable compressed air to be blown
- through the V.P. at M.A. gun connection. 3. Action should accordingly be taken in H.M.S. "Valentine" as detailed above and the Flest Officers have been requested to furnish a report as soon as possible after the work is completed as to whether the tesuit is satisfactory, and if not what there improvements are considered desirable.

4. Pending the results of this trial and the consideration of the proposals referred to in paragraph, I above, the alterations authorised by C.I.O. 4029/18 are to deferred in all Destroyers.

5. A sketch shewing the arrangements " as filted in H.M.S. should be forwarded on completion of the work.

(C.I.O. 4929/18.) (Commodore (F) 26/11/1918, No. 1103/5.)

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, Devenport, relative to the stern shafts of H.M.S. "Cumberland,"

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

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

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 shatting.

611.—Plating—Pitting of REPORT

Submarines " K.7" and " K.15."

(D. 3326719. - 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 tenders used between the beats which, type alongside H.M.S. a Royal Arthur," have apparently been affected by the proximity to her competed berton. The defect was most apparent on their points, which is some cases were very much corrected, by the plating of the external rapits and ships was also extensively pute to a maximum depth of finch.

Pitting as the dead on stermost rudge frame, rudger plating and shaft by that is a greenly the was of the different first with the shaft of the first unit with the shaft of the the three street with times. The action, agent to somethy refers

- (1) The parents badly corrected rivers were welded up and coulded. (2) The status tink plains was straped and the outby coated with protects
- (3) Since were fitted to rudger and in wake of propellers on K 15, and the worse of the agrating tree were filled with bard, deposits detting

special reports on the condition of the Specian plating, Special large grants in be foregreed on the a set occasion of desking. It should also be shared vilenties, everyable has increased

(Roselle Yard Lengt 1914 1911) No. 54

612. Aeroplanes and Fittings. BY LARRE Cruisers

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

PUBLIC RECORD OFFICE

CONTINUED ON NEXT FILM

CO533/221

TOTAL EXPOSURES \$ 674

