



IN WHICH
WE SERVE

I N W H I C H



WE SERVE

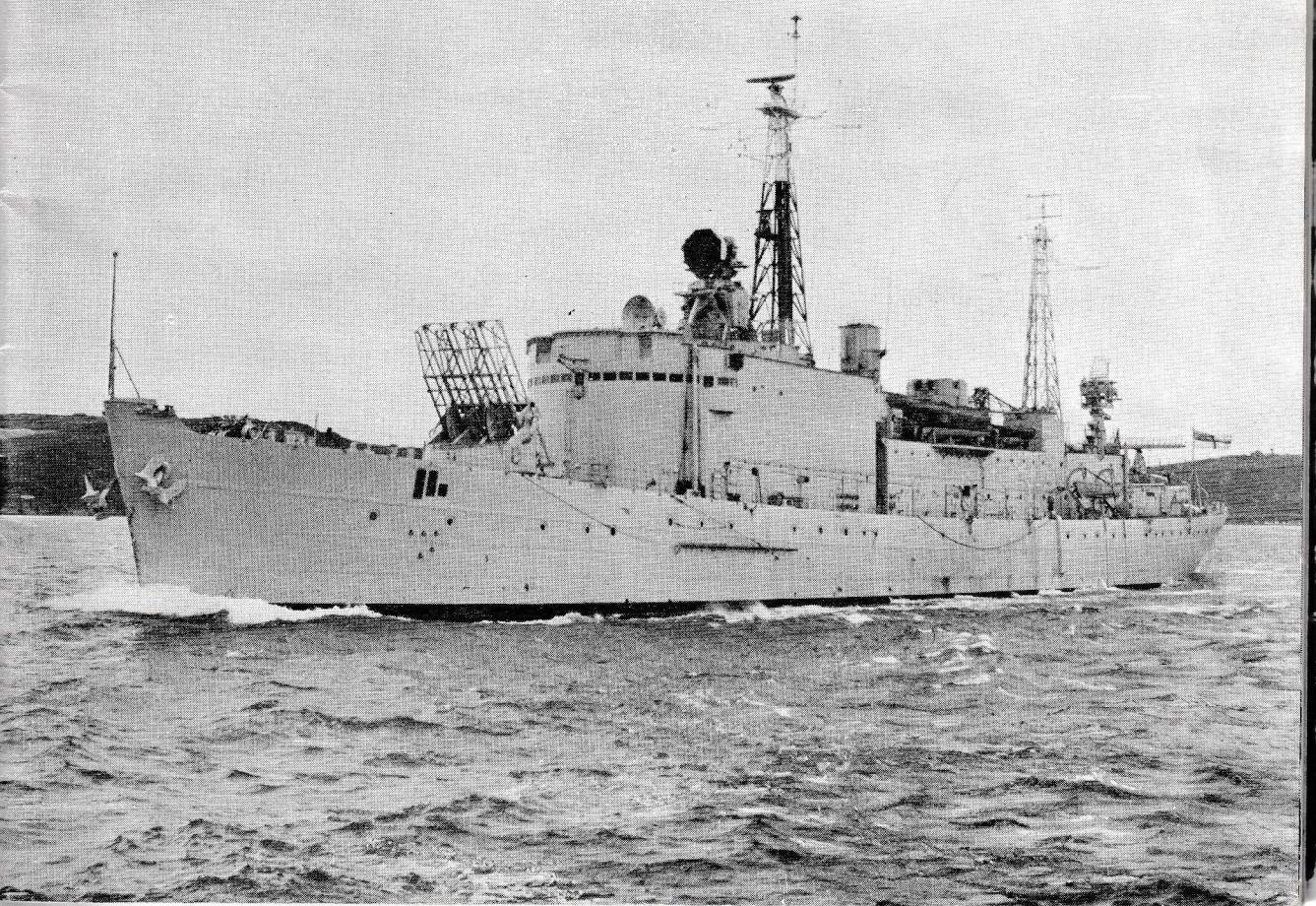
A book about the Royal Navy,
addressed primarily to the officers, men and women
of the Naval Service

P R E P A R E D B Y T H E A D M I R A L T Y
A N D T H E
C E N T R A L O F F I C E O F I N F O R M A T I O N
O C T O B E R 1 9 5 6

CONTENTS

<i>page</i>	4	Taking Stock
	7	The Navy in the Nuclear Age
	25	The Navy in Peace-time
	38	All of one Company
	44	Recent changes in Service conditions
	52	The new Engagement and Pay Code

H.M.S. GIRDLE NESS, *the experimental guided weapons ship, leaves Plymouth on trials, on completion of fitting out.*



TAKING STOCK

During the last 10 years, probably more changes have taken place in the Royal Navy than in any other similar period of its long history. Scientific developments have revolutionised Naval tactics and weapons. New types of ships and aircraft and much new equipment have had to be designed and built and work is in hand on still newer projects.

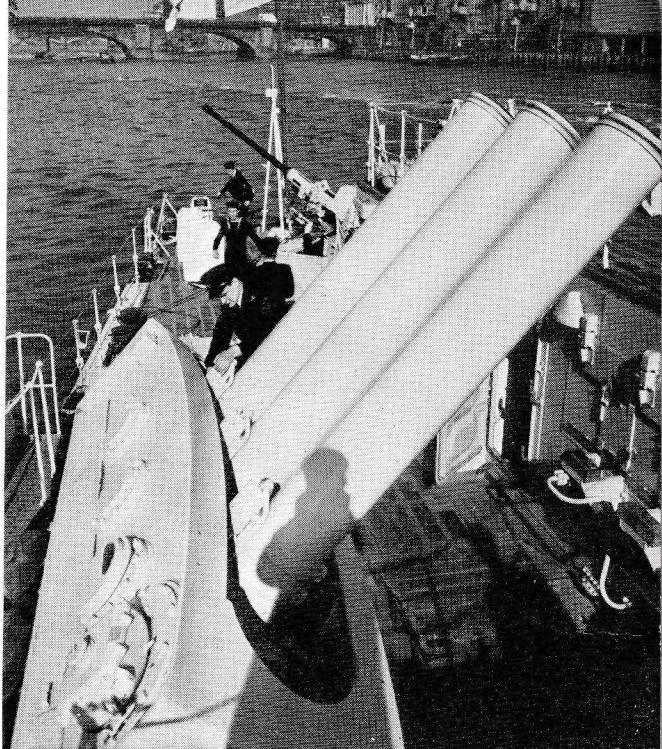
In the personnel field, too, many changes have been introduced. Pay and pensions have been increased; a new officer structure has been announced; the period of family separation has been shortened; many more married quarters have been built; amenities afloat and ashore have been and are being still more improved; and centralised drafting, which will go far towards equalising advancement prospects throughout the Service, has been decided upon.

From many points of view, it can be said that the climax of this period of change was reached in 1956. It is now possible to take stock and it is time for the Fleet to be brought up to date on recent developments. To do this is the purpose of this book.



The depth charge thrower was the main anti-submarine weapon of World War II. The depth of the target had to be estimated and the setting on the charge made by hand. It was not an accurate weapon.

Ratings in foul weather wear of World War II.

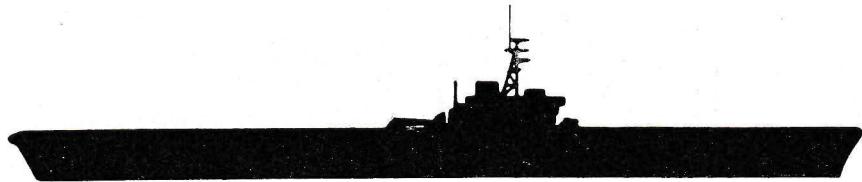


Limbo, the latest anti-submarine weapon is aimed at the target, set to explode at the correct depth and fired automatically.

The new P.V.C. foul weather wear. This provides greater protection and is more comfortable than oilskins and does not get tacky when left in store.



SHIPS COMPLETED FOR THE R.N. SINCE JANUARY 1, 1950



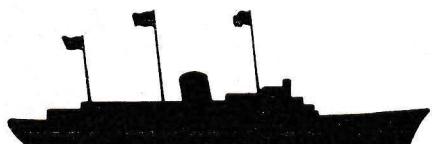
5 AIRCRAFT CARRIERS



8 DARINGS



7 FRIGATES



1 HOSPITAL SHIP/ROYAL YACHT



2 SURVEY SHIPS



10 R.F.A. TANKERS



1 R.F.A. STORE CARRIER



63 COASTAL MINESWEEPERS



71 INSHORE MINESWEEPERS



17 SEWARD DEFENCE BOATS



17 FAST PATROL BOATS (MGB/MTB)



3 TUGS

THE NAVY IN THE NUCLEAR AGE

The Navy will maintain an effective fleet capable of supporting this country's influence and interests as a world-wide Power and a member of the Commonwealth and of N.A.T.O. The further development of new weapons and technique should enable it to strike whatever may threaten us by sea in the future whether in limited or global war.

Extract from H.M. Government's Statement on Defence, 1956.

In a future war, the struggle at sea will be of immeasurably greater importance than it was in the last war.

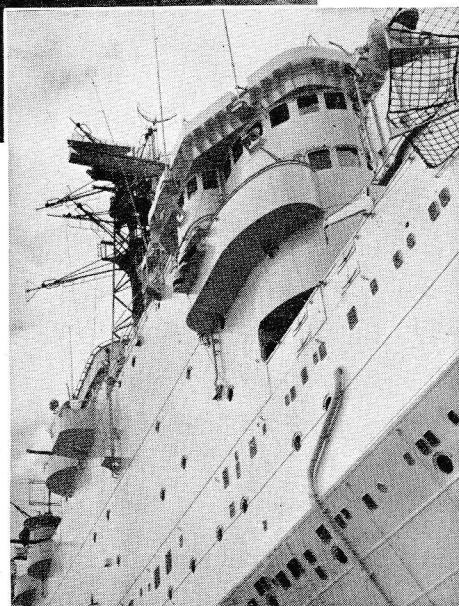
Marshal Zhukov, Minister of Defence, speaking at the 20th Congress of the Communist Party of the Soviet Union, February 1956.

“Is a Navy necessary in the nuclear age?” That question has often been asked in recent years. In its last two annual Statements on Defence, the Government has stated clearly that, in its opinion, the Navy has a vital role to play in any future war. We of the United Kingdom still rely almost entirely for our existence on sea-borne supplies. In 1944, for instance, an average of 657 cargo ships and tankers reached the U.K. in convoy *each month*. To ensure that our ships can sail when and where required in time of war is one of the Navy’s main responsibilities.

To equip the Navy for its task in any future war, the Fleet has had largely to be remodelled. Already, almost half the ships now in commission are post-war completions, while many of the remainder have, in varying degree, been re-equipped and modernised. Progress does not stop here. New types of ship and aircraft are now being designed or are in production, and nuclear weapons will augment existing armament. The Fleet of today and tomorrow should be well able to meet any challenge that comes its way.



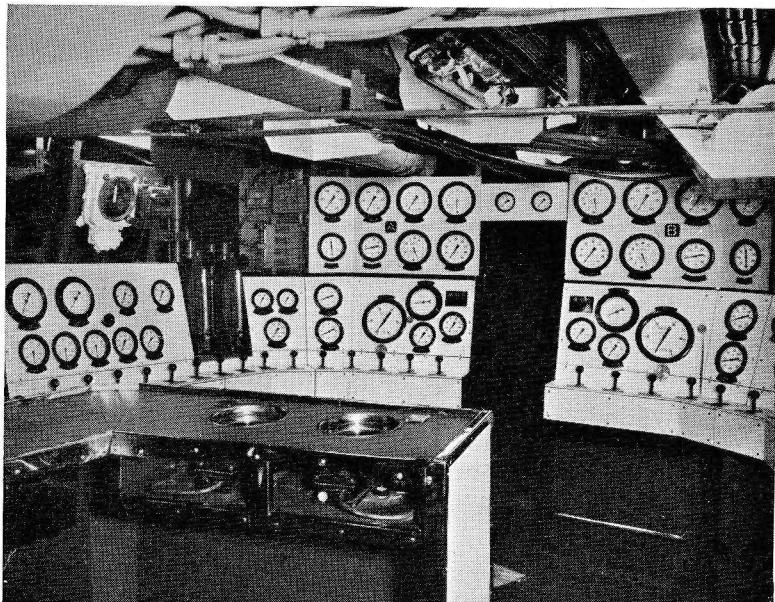
H.M.S. EAGLE



A view of the ARK ROYAL's superstructure, the length of which is equal to that of a frigate.

AIRCRAFT CARRIERS

have been described as "the fists of the Fleet" and, in the future, guided weapons may be added to their armoury. All operational carriers of the R.N. are equipped with the angled deck and the deck-landing mirror sight, which together have helped to reduce deck-landing accidents by over 50%. Both these inventions are British, as is the steam catapult, which gives the fast aircraft of today the high air-speed required on launching and enables heavier aircraft to be launched than has hitherto been possible. The ARK ROYAL is already fitted with the steam catapult and it will be incorporated in other carriers in the course of time. The ARK ROYAL is also equipped with remote control of her main machinery spaces, for use if those spaces are in danger of becoming contaminated during atomic attack.



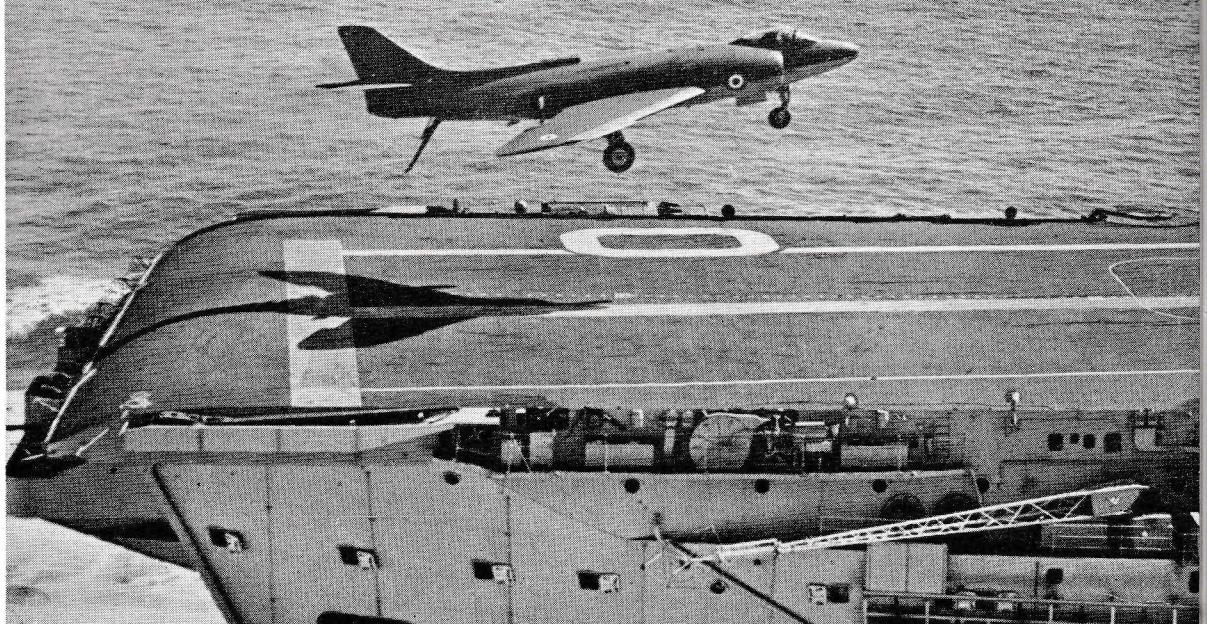
The forward machinery remote control room in H.M.S. ARK ROYAL.

GREAT ADVANCES

have been made in aircraft design in the last few years and the Navy's new aircraft now in squadron service or on order are the product of the latest developments of the aircraft industry. The Supermarine N. 113 will be the new jet strike fighter aircraft and will be able to carry the nuclear bomb. The de Havilland 110 will be the new jet all-weather fighter and will be armed with guided weapons. Both the anti-submarine Gannet and the strike aircraft Wyvern are powered by turbo-prop engines and have the long range required for their respective roles. Helicopters are being put to ever-increasing use in a wide variety of duties.

The de Havilland 110 all-weather fighter.



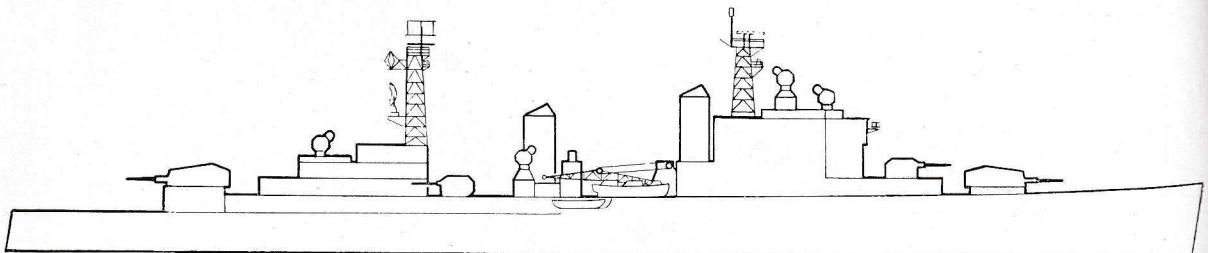


The Supermarine N. 113 doing deck landing trials.

A Gannet under tow. The Seawee, the new light A/S aircraft, will shortly be coming into service with the R.N.V.R.

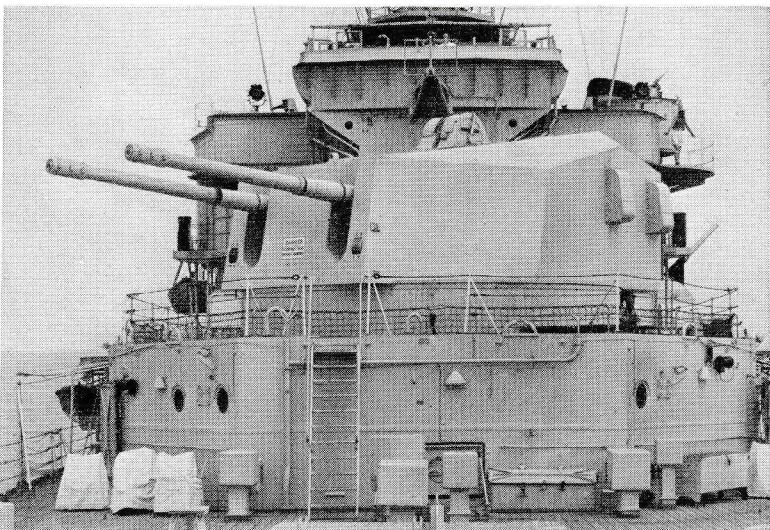


Helicopters are used for many purposes.

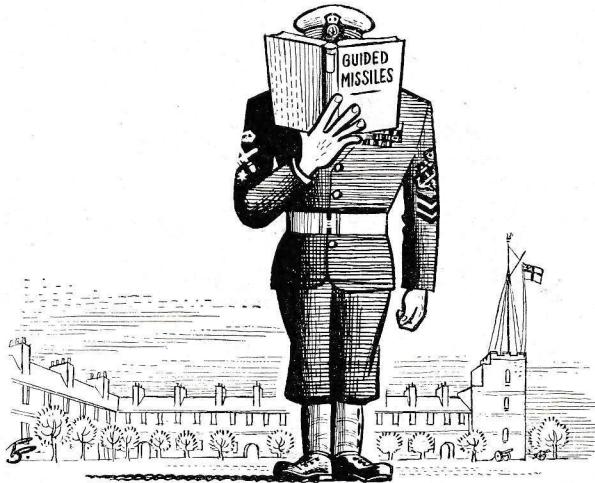


THREE TIGER CLASS CRUISERS—

the TIGER, BLAKE and DEFENCE— are now being completed. Among the many improvements to be incorporated in these ships are the new 6" and 3" gun turrets. Both turrets are completely automatic and the rate of fire of the new 6" gun is three times that of the present gun. The rate of fire of the new 3" turret is comparable to that of a heavy machine gun.



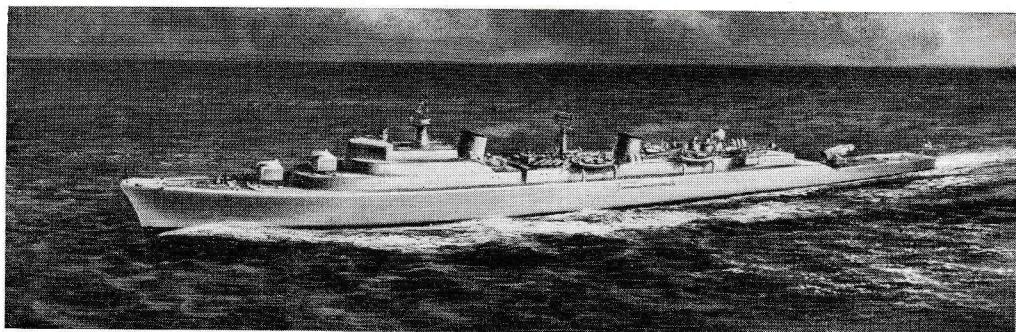
Trials of the new 6" gun turret were carried out in the summer of 1956 by H.M.S. CUMBERLAND.

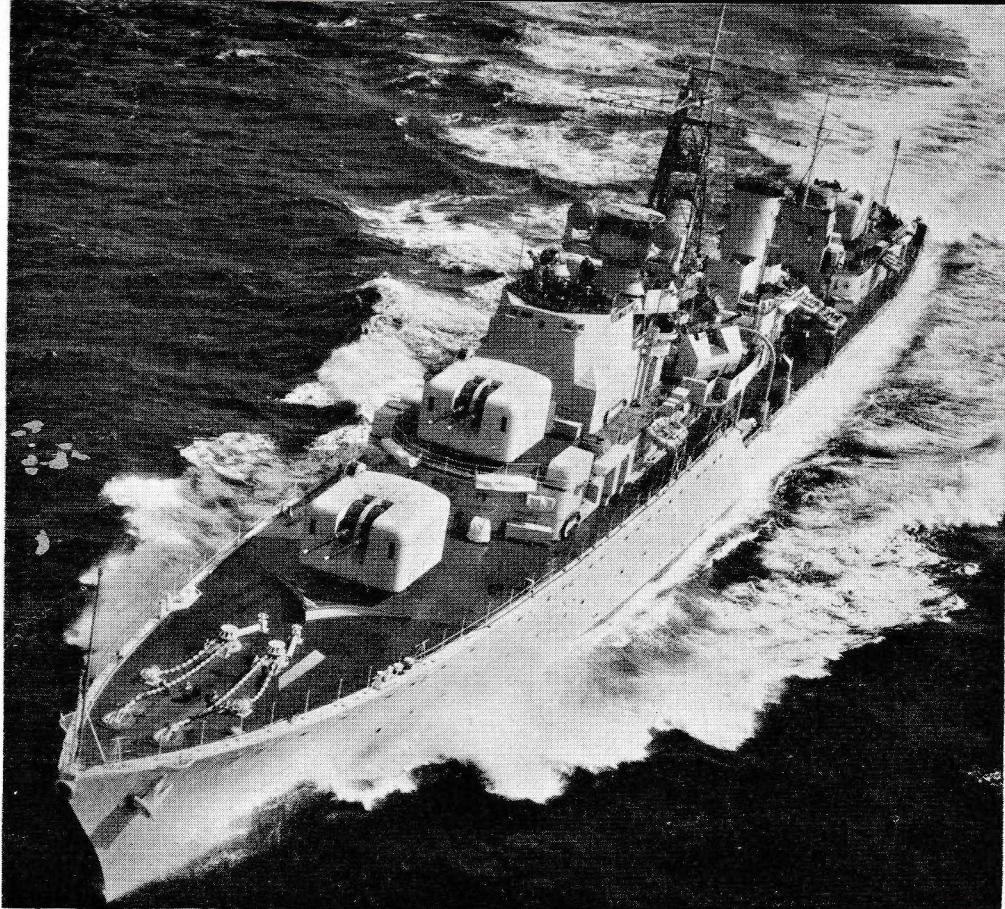


IT IS THE INTENTION

that all new suitably sized ships of the R.N. should be equipped, in due course, with guided weapons. As a start, the GIRDLE NESS, a converted Fleet Maintenance ship, has been fitted out as an experimental G.W. ship and will be carrying out trials during the next few years. Two G.W. super-destroyers have been ordered so far and two more are due to be ordered, and Naval constructors are now working on the design. Next will probably come a guided weapons cruiser.

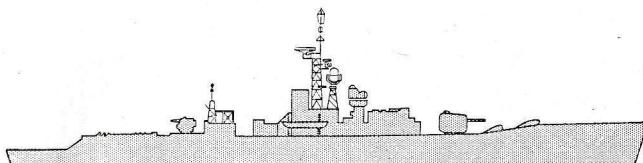
An artist's impression of a G.W. destroyer.



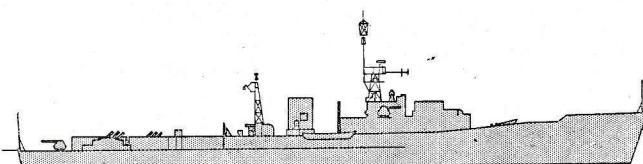


THE DARINGS

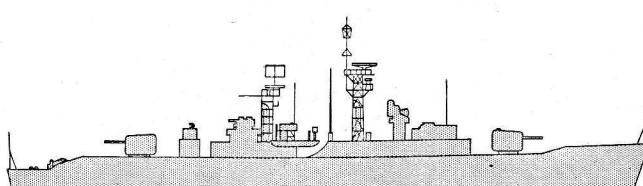
are among the most powerfully armed ships of their size in the world. They are equipped for anti-submarine, anti-aircraft and surface warfare and are as large as the light cruisers of World War I. There are eight Darings. Four are usually with the Home Fleet and four in the Mediterranean. Of the newer destroyers, the Battles are due to be modernised and will have much new equipment and improved accommodation.



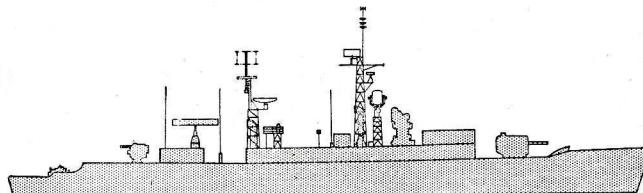
WHITBY CLASS



BLACKWOOD CLASS



LEOPARD CLASS



SALISBURY CLASS

OWING TO THE IMPORTANCE

of anti-submarine warfare, much of the Navy's post-war building programme has been devoted to frigates. In addition to the 31 destroyer conversions already completed (TUMULT, WHIRLWIND, VENUS, ROCKET, etc.), four new classes of frigate, totalling 26 ships, were laid down recently. Some are already in commission and the remainder are in various stages of completion. The four classes are as follows:

WHITBY CLASS—A/S 1st Rate—6 ships.

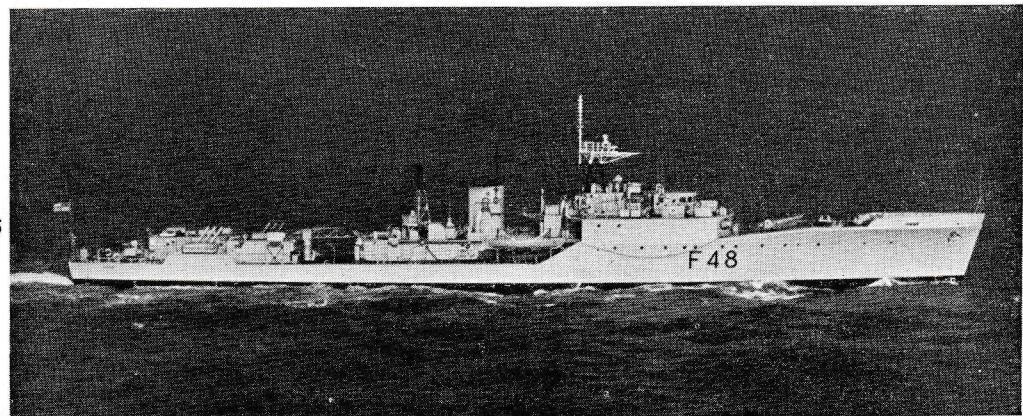
BLACKWOOD CLASS—A/S 2nd Rate—
12 ships.

LEOPARD CLASS—A/A—4 ships.

SALISBURY CLASS—A/D—4 ships.

Work is now in progress on the design of a new General Purpose frigate and some of these ships have been provisionally ordered. They will be equipped with gas turbine boost machinery.

H.M.S. DUNDAS, one of the Blackwood Class.



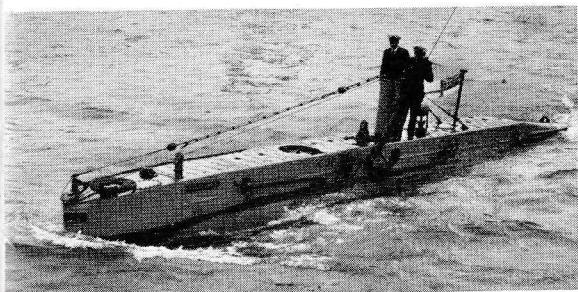


TO ALLOW ADEQUATE SPACE

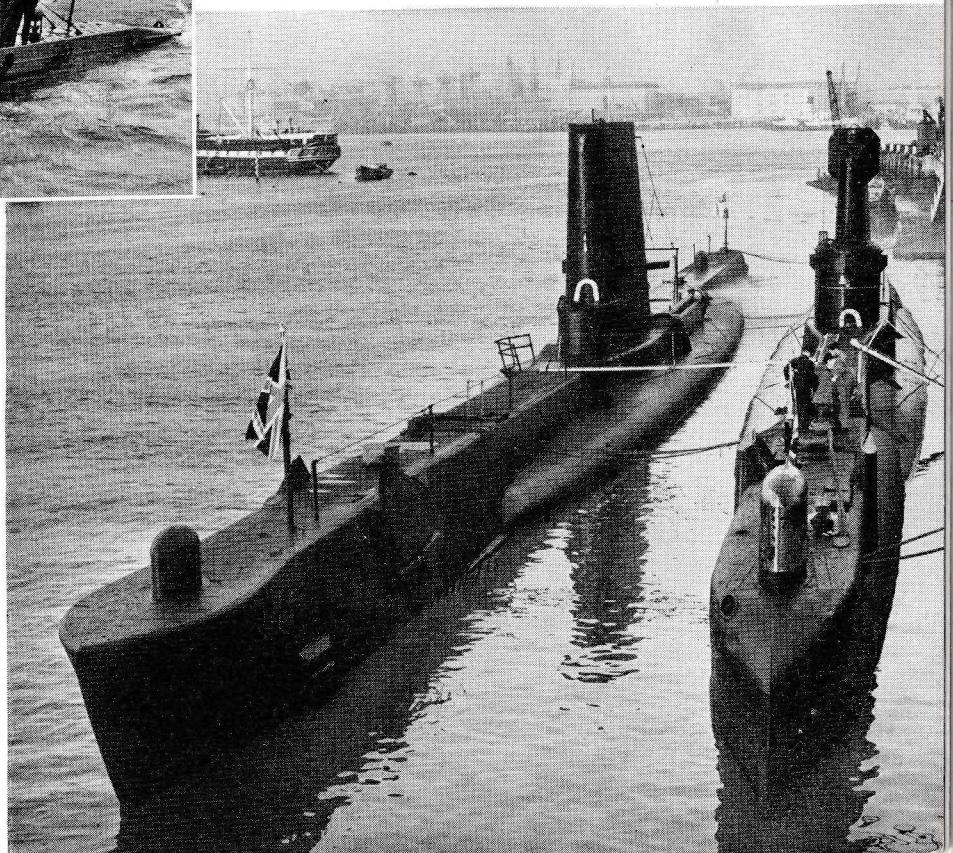
for living and for all the equipment that has to be fitted into a modern warship and yet keep within the requirements for size and cost is one of the main problems which face the Naval constructor. When you bump your head for the umpteenth time on that ventilation trunking, spare an understanding thought if you can for his difficulties.

MUCH RESEARCH

has been devoted to the improvement of submarines since the war. First the "snort" was introduced to increase their underwater cruising range. A number of A, T and S boats have been streamlined and now the two experimental submarines, EXPLORER and EXCALIBUR, which make use of hydrogen peroxide for high underwater speed, are being completed. These boats are unarmed and will be used for A/S training. In May, 1956 the first of the PORPOISE Class submarines, which will have a very long range was launched and work is in hand on the development of a submarine driven by nuclear energy. This is the first step towards nuclear propulsion of surface warships.



H.M.S. SHRIMP, one of the new midget submarines.



Two streamlined submarines, H.M.S. ARTFUL and TACITURN.

MINING OF COASTAL WATERS

and the approaches to our ports by enemy surface craft, submarines or aircraft, offers one of the greatest threats to our shipping in any future war. To help combat this threat, many specially designed coastal and inshore minesweepers have been added to the Fleet. They are built largely of non-magnetic materials. Their hulls are of wood and their superstructures are of aluminium. A proportion of these ships are in commission, of which some are in home waters and some in the Mediterranean. The remainder are kept in reserve, many at H.M.S. DILIGENCE, the minesweeping base at Hythe, near Southampton.

The coastal minesweeper CONISTON. All these vessels are named after villages ending in “-ton”.





Inshore minesweepers laid up at H.M.S. DILIGENCE. The wood awnings, which give the vessels something of a Noah's Ark appearance, have been found to give the best protection against long exposure to sun and rain.

The inshore minesweeper BISHAM doing trials. These vessels are named after villages ending in "-ham".

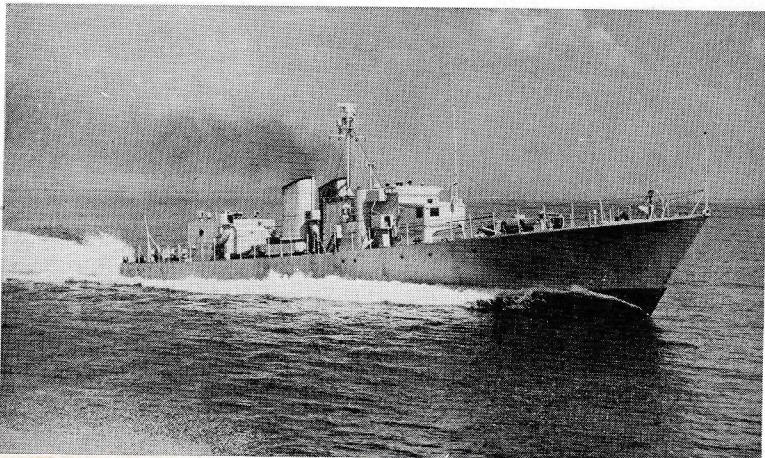




A DARK Class fast patrol boat.

ALL THE FAST PATROL BOATS

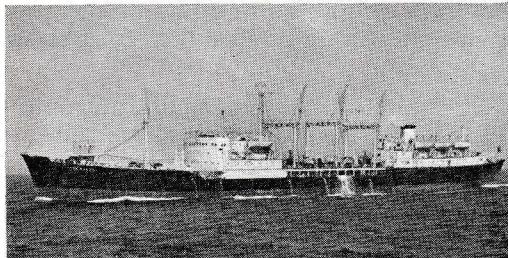
now in commission are of recent construction. The two main classes are the DARK and the GAY boats, who carry such inspiring names as GAY BOMBARDIER and DARK INVADER. These boats combine speed and power of armament more effectively than any of the earlier Classes. The fast patrol boat H.M.S. GREY GOOSE was the first vessel in the world to be driven solely by gas turbines.



H.M.S. GREY GOOSE

THE ROYAL FLEET AUXILIARY

consists, in the main, of oil tankers and supply ships. They form an important part of the Fleet Train and, in war, H.M. ships would rely on them to a great extent for the supply of oil-fuel, ammunition and stores of all kinds. The R.F.A.s are manned by



The R.F.A. TIDERANGE, 15,000 tons standard displacement.

officers and men of the Merchant Navy and ships not required in peace-time for service with the Fleet are sometimes chartered to commercial firms. The fast replenishment tankers of the Tide Class are the latest addition to the R.F.A. They are fitted with the most modern gear for

transferring fuels at sea and with remote control of their main machinery spaces, in case the latter are in danger of becoming contaminated during atomic attack.

Fuelling at sea.



THE STRENGTH OF THE FLEET

On July 1st, 1956, the strength of the Fleet was as follows:

A. Ships in commission or preparing for service with it.

2 FLEET CARRIERS

Eagle, Ark Royal

6 LIGHT FLEET CARRIERS

Centaur, Albion, Warrior; Bulwark (flying training); *Theseus* and *Ocean* (non-flying training).

9 CRUISERS

Ceylon, Jamaica, Glasgow, Superb, Newfoundland, Birmingham, Newcastle, Kenya and Cumberland (trials).

1 GUIDED WEAPON TRIALS SHIP

Girdle Ness.

4 DEPOT SHIPS

Tyne, Maidstone, Adamant, Forth.

8 DARING CLASS SHIPS

Daring, Delight, Defender, Diana, Duchess, Diamond, Decoy, Dainty.

24 DESTROYERS

2 Weapon Class; 7 Battle Class; 12 C Class; *Vigo, Savage* and *Obdurate*.

53 FRIGATES

18 Destroyer Conversions; 7 Black Swan Class; 9 Bay Class; 7 Loch Class; 3 Castle Class; 1 Grimsby Class; 1 Hunt Class; 5 Blackwood Class; 2 Whitby Class.

2 FAST MINELAYERS

Apollo, Manxman.

1 NETLAYER

Protector.

2 COASTAL MINESWEEPER

Mull of Galloway, Woodbridge Haven.

H.Q. SHIPS

10 Ocean; 34 Coastal; 27 Inshore.

71 MINESWEEPERS

(include 2 X-Craft).

42 SUBMARINES

Ranpura.

1 REPAIR SHIP

Reclaim.

1 DEEP DIVING VESSEL

Kingfisher.

1 RESCUE BELL SHIP

Vidal, Cook, Dalrymple, Owen, Scott, Shackleton, Dampier.

7 SURVEY SHIPS

17 Fast Patrol Boats; 3 Seaward Patrol Craft.

20 COASTAL CRAFT

1 Landing Ship Headquarters; 4 Tank Landing Ships; 3 Tank Landing Craft.

8 LANDING VESSELS

Plover.

1 MINELAYER

5 CONTROLLED MINELAYERS; 22 BOOM DEFENCE VESSELS (6 Civilian manned);

4 DE-GAUSSING VESSELS (3 Civilian manned).

B. Ships undergoing extended refit or modernisation or in Reserve.

3 FLEET CARRIERS	<i>Victorious, Illustrious, Indefatigable.</i>	
3 LIGHT FLEET CARRIERS	<i>Triumph, Glory, Vengeance.</i>	
5 BATTLESHIPS	<i>Vanguard, Anson, Duke of York, Howe, King George V.</i>	
12 CRUISERS	<i>Sheffield, Bermuda, Cleopatra, Mauritius, Belfast, Bellona, Dido, Euryalus, Sirius, Swiftsure, Liverpool, Gambia.</i>	
1 AIRCRAFT REPAIR SHIP	<i>Perseus.</i>	
1 AIRCRAFT MAINTENANCE CARRIER	<i>Unicorn.</i>	
44 DESTROYERS	110 FRIGATES	41 COASTAL CRAFT
19 SUBMARINES (including 2 X-Craft)	190 MINESWEEPERS	1 DESTROYER DEPOT SHIP
47 TANK LANDING SHIPS AND CRAFT	1 NETLAYER	6 CONTROLLED MINELAYERS
8 MAINTENANCE SHIPS	1 REPAIR SHIP	1 RADAR TRAINING SHIP
52 BOOM DEFENCE VESSELS (51 Civilian manned)	1 SURVEY SHIP	
	1 DE-GAUSSING VESSEL	
	1 FAST MINELAYER	

C. Ships in course of construction.

1 LIGHT FLEET CARRIER	<i>Hermes.</i>
3 CRUISERS	<i>Tiger, Blake, Defence.</i>
19 FRIGATES	4 Anti-Aircraft; 4 Aircraft Direction; 11 Anti-Submarine.
3 SUBMARINES	(excludes those not yet launched).
69 MINESWEEPERS	45 Coastal; 24 Inshore.
17 COASTAL CRAFT	15 Fast Patrol Boats; 2 Seaward Patrol Craft.

A Battle Group of today.

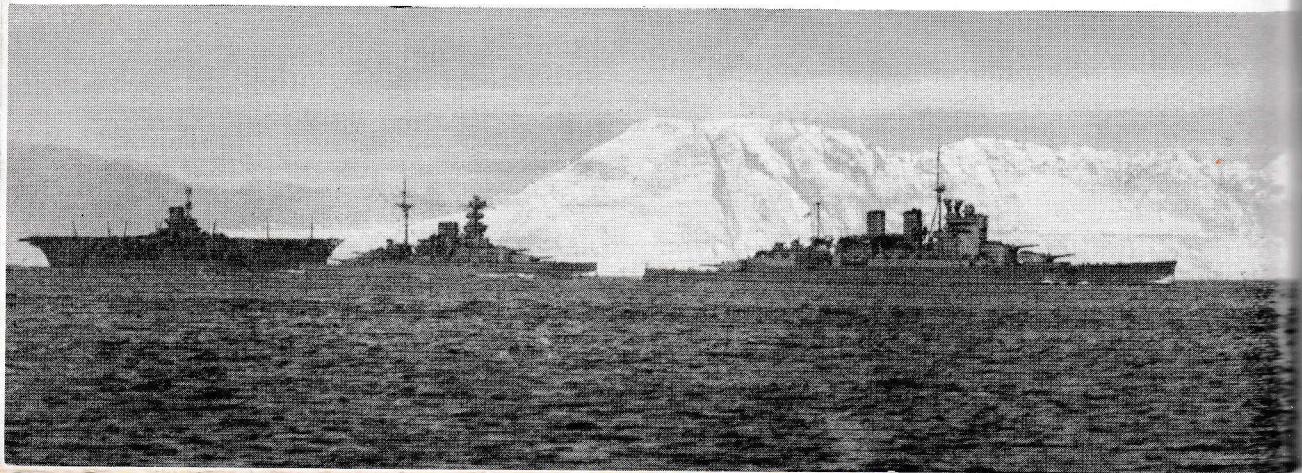


Pending the advent of the super-submersible or similar revolutionary development, the main types of force required by the Navy to carry out its war-time tasks are likely to be as follows:

1. Small and highly mobile BATTLE GROUPS composed of CARRIERS, with CRUISERS and FLEET DESTROYERS to protect them from surface ships and submarines. These Battle Groups would be used to find and sink enemy fleets and surface raiders. The aircraft would also attack enemy bases threatening the Fleet. These ships would form the STRIKING FLEET.
2. CONVOY ESCORTS and ANTI-SUBMARINE HUNTING GROUPS of FRIGATES and AIRCRAFT.
3. SUBMARINES for attack on enemy shipping and submarine hunting.
4. MINESWEEPERS.
5. COASTAL FORCES to attack enemy coastal shipping and prevent similar attack on our own or minelaying in our coastal waters.
6. AMPHIBIOUS FORCES, consisting of various types of LANDING and RAIDING CRAFT, for reconnaissance and raiding enemy coasts—a special function of the Royal Marines.
7. AFLOAT SUPPORT (the Fleet Train), consisting of DEPOT and REPAIR SHIPS and FLEET AUXILIARIES, to supply the Fleet at sea and repair it in remote bases.

To reduce the chances of more than one ship suffering vital damage from a nuclear bomb, ships in Battle Groups and Convoys would be stationed far apart. The formation must, however, retain manœuvrability and allow ships to give each other mutual support. After a nuclear bomb has exploded near a formation, ships must get clear of the radioactive fall-out and then reform as soon as possible in an uncontaminated area. Pre-wetting of the outside of the ship with salt water much reduces the effect of contamination.

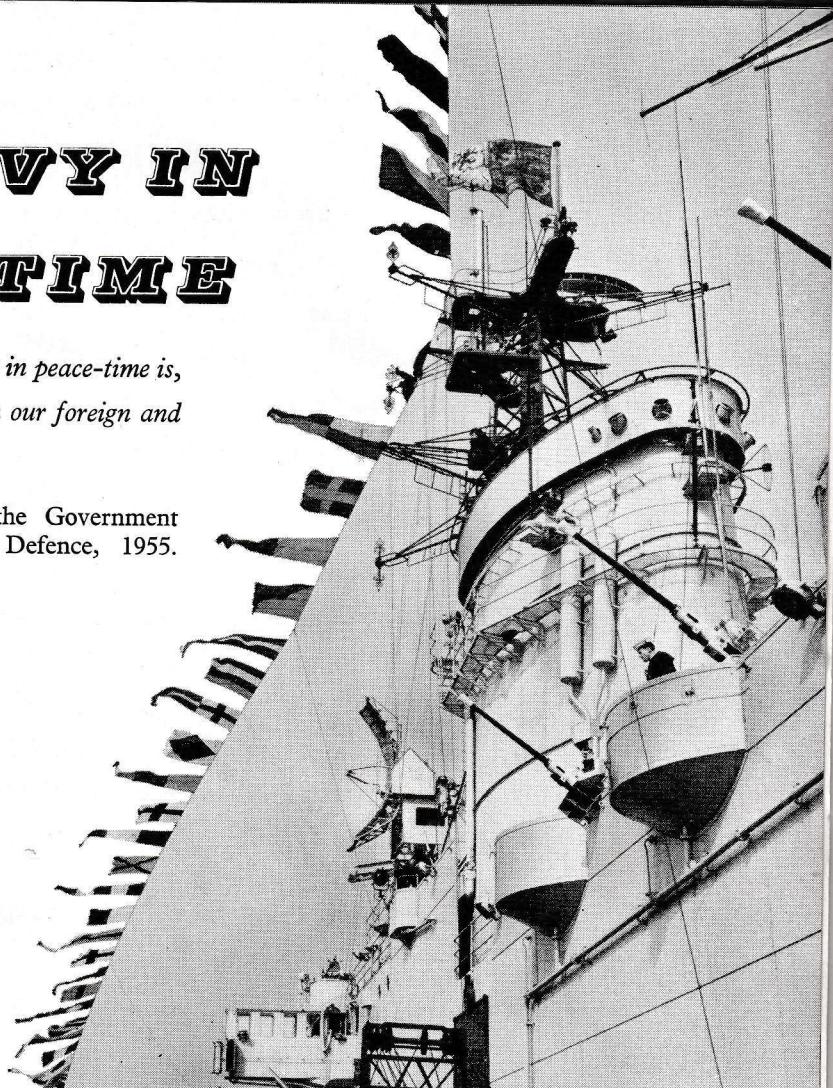
Force H—a Battle Group of World War II.



THE NAVY IN PEACE-TIME

The traditional role of the Navy in peace-time is, as it always has been, to sustain our foreign and colonial policy.

Extract from the Government Statement on Defence, 1955.



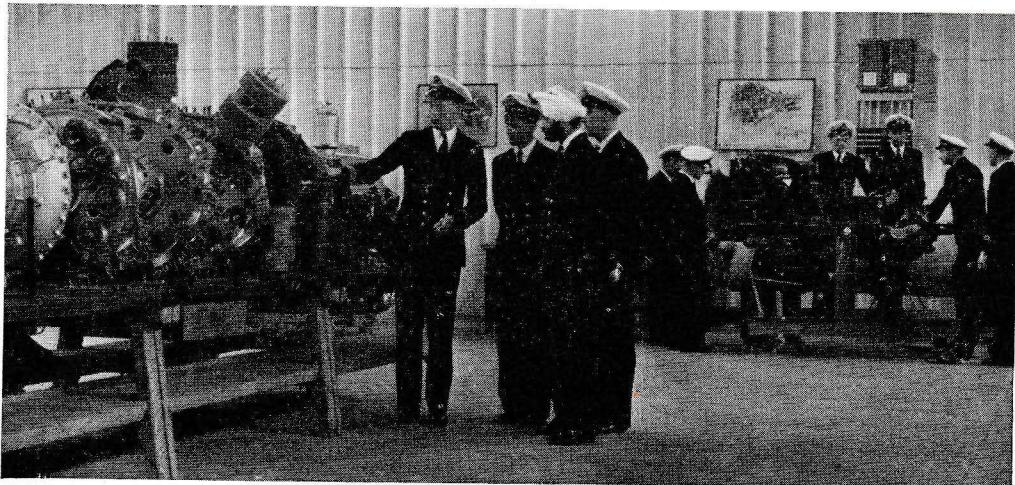
In addition to maintaining its fighting efficiency, the Navy has many duties to perform in time of peace. The presence of an H.M. ship in a troubled area may tip the balance in favour of law and order—and she can remain there almost indefinitely if required. In a world where the stream of propaganda from a variety of sources never lessens, an R.N. ship and her company of officers and men have long been considered one of Britain's best ambassadors. There are a number of other duties carried out by the Navy in time of peace—less well known perhaps than those already mentioned, but equally essential.

THE EVER-INCREASING COMPLEXITY

of Naval equipment means that more time than ever before has to be spent on the training of individual officers and men. Use is made of the newest training devices and courses range in standard from the elementary to that required for a University degree. In addition to R.N. personnel, many officers and ratings of Commonwealth and Allied Navies are trained at our establishments. There were over 2,000 of them under training in 1955.

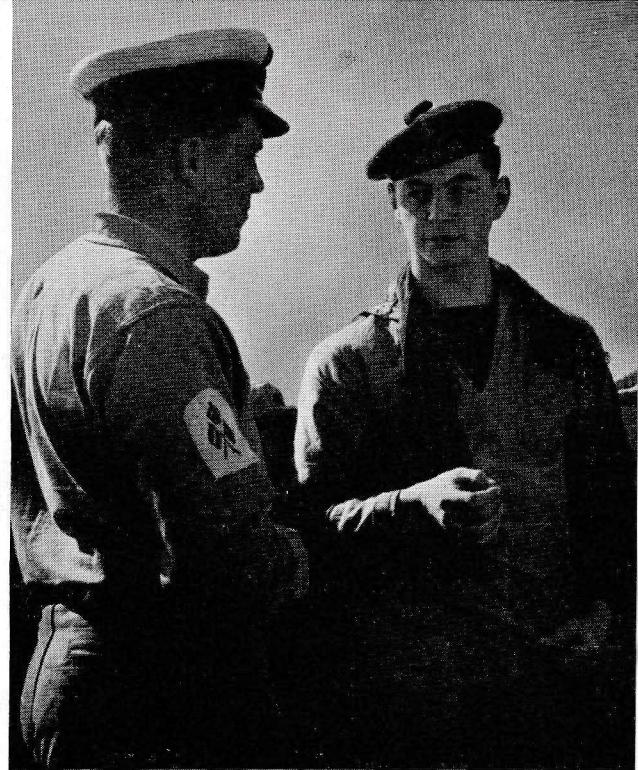
Individual ships, squadrons and Fleets have also to exercise continuously so that efficiency may be maintained. Exercises with allied navies such as those of countries belonging to N.A.T.O. now form a prominent feature of the yearly training programme. Such exercises have led countries to co-operate at sea in a manner never achieved before and, incidentally, have caused men of many nationalities to get to know each other better.

Engineer specialists under training at the R.N. Engineering College, Manadon.





SACEUR and CINCAFMED.



N.A.T.O. communications staff.

The 6th Submarine Squadron is based at Halifax, Nova Scotia, to provide A/S training for the Royal Canadian Navy. The 4th Submarine Squadron, based at Sydney, provides similar training for the Royal Australian and New Zealand Navies.



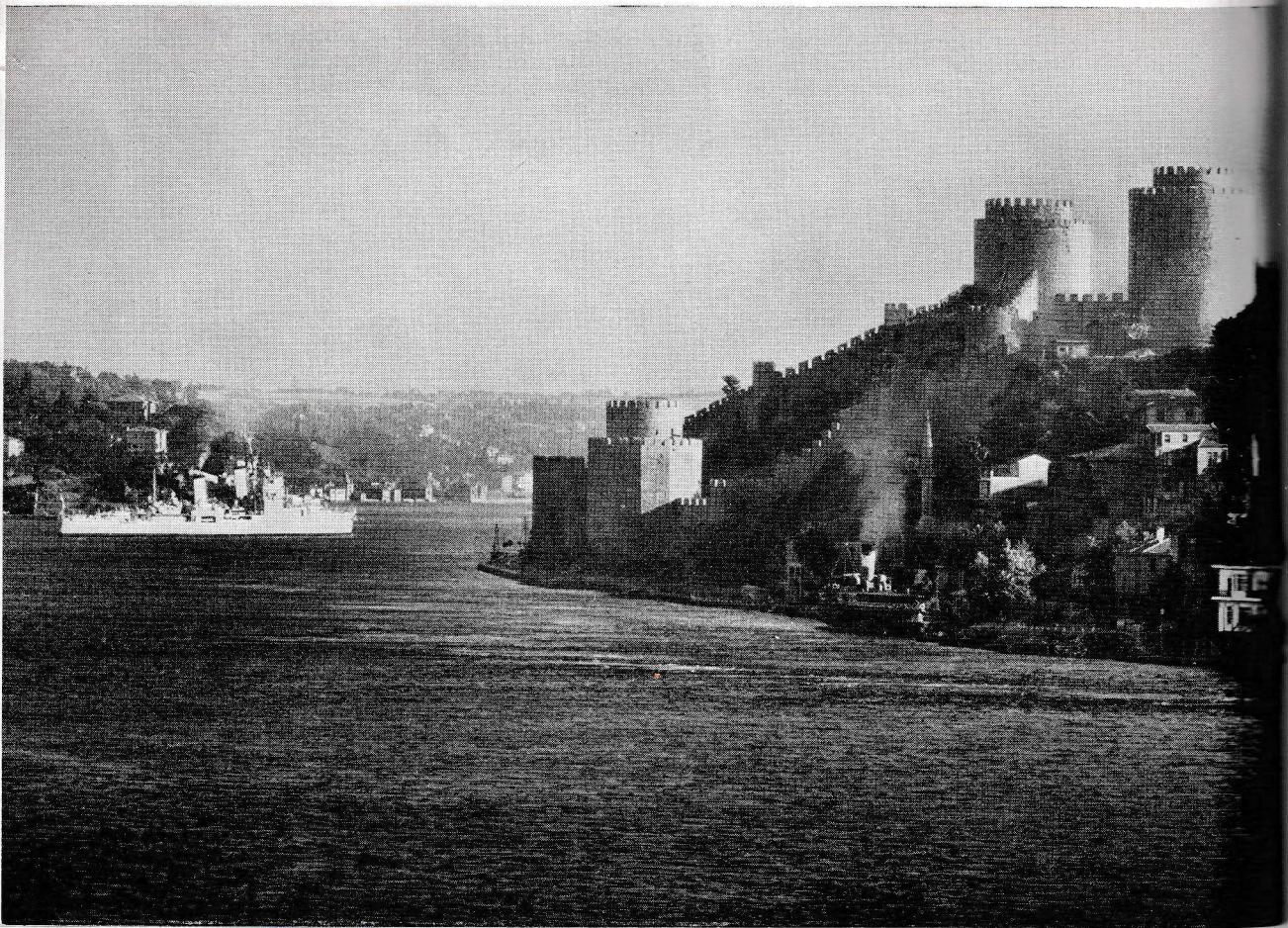
SHOWING THE FLAG

is one of the most pleasant duties of the peace-time Navy. In the course of a year, there are few countries with a coast-line which do not receive at least one visit from an H.M. ship. That these visits serve an important purpose is shown by the following:

Extract from a report by the British Ambassador to the Philippines on the visit of H.M.S. NEWFOUNDLAND to Manila:

... these visits are one of the best means at our disposal for making the United Kingdom known with all the consequent beneficial effects on our political standing and trade relations.

H.M.S. BIRMINGHAM passing down the Bosphorus after visiting Istanbul.





Film stars on board H.M.S. SHEFFIELD at Venice.



Russian children leaving H.M.S. TRIUMPH at Leningrad after a children's party.

"Well-contested matches played all over the world against a variety of opponents make a very real contribution to friendship between the countries concerned."

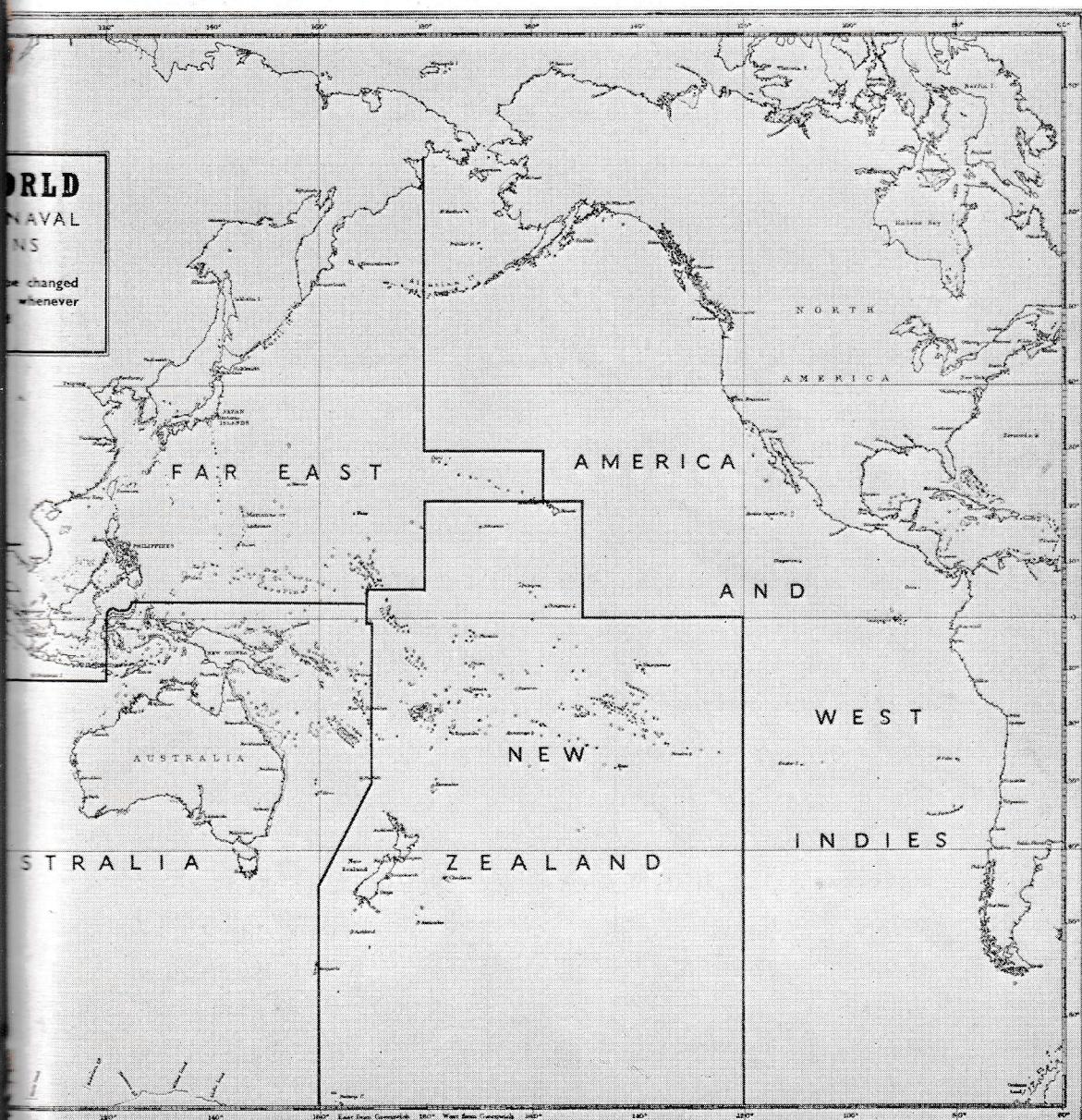


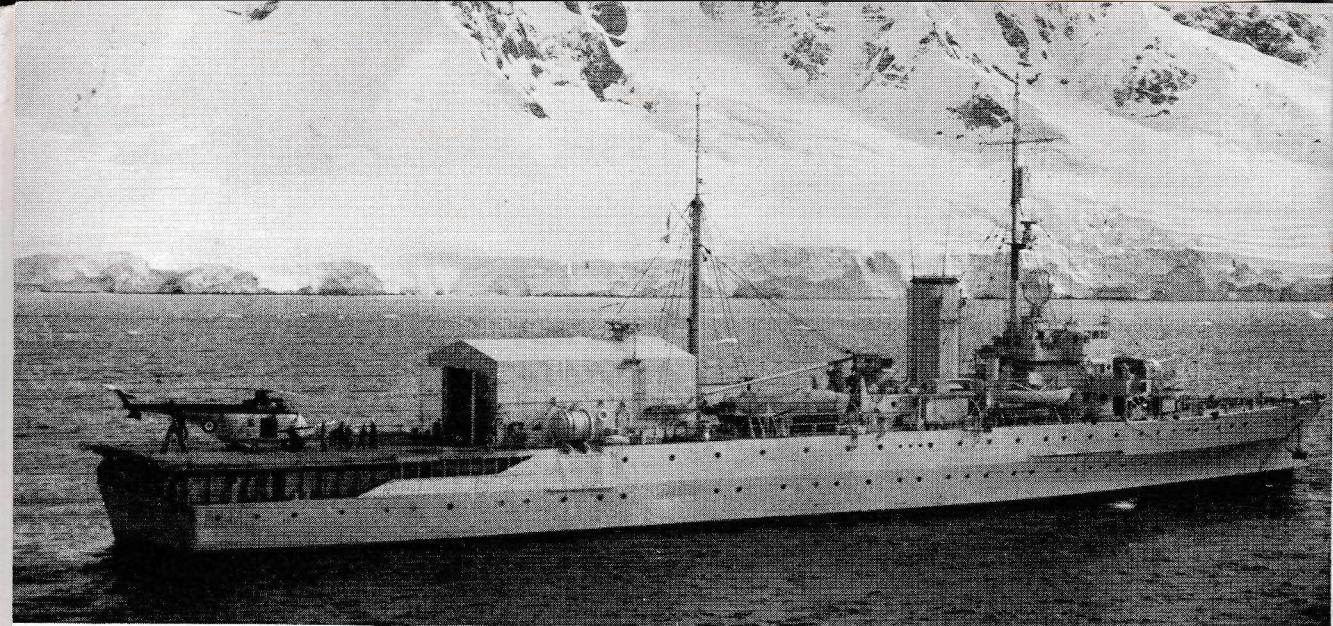
MAP OF THE WORLD SHOWING



As at 1st Oct., 1956

WORLD LIMITS OF NAVAL STATIONS





H.M.S. PROTECTOR in the Falkland Islands Dependencies.

Extract from the official report on the visit of H.M.S. KENYA to Venezuela:

... all proceeded to the Olympic Stadium to witness a football match between KENYA and La Salle—the leading amateur club of Venezuela. The football was preceded by a Tattoo performed by the Royal Marines Guard and Band. Every movement was faultlessly carried out before a crowd estimated at nearly 10,000 who applauded with tremendous enthusiasm.

Through sheer determination and brilliant defence, KENYA held La Salle to a 1—1 draw at the end of ninety minutes' play. Every minute had been exciting and by the end the crowd had roared themselves hoarse. The result was most creditable and KENYA had achieved the distinction of being the first naval team to avoid defeat by La Salle. An unexpected bill, amounting to £300, for hire of stadium, floodlighting, etc., was later presented to H.M. Embassy. As no charge for admission had been made this might have proved embarrassing but for the most generous action of Mr. ——, representative of Messrs. —— Ltd., who promptly settled the account, expressing the opinion that the displays he had witnessed that evening were worth a million pounds to British trade.*

THROUGHOUT ITS HISTORY

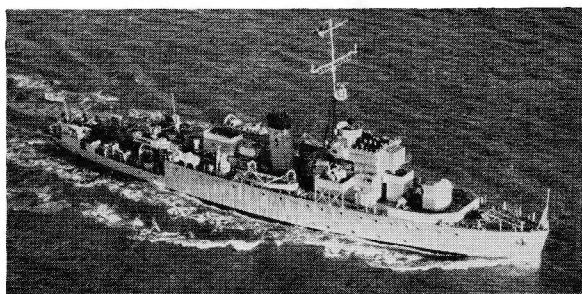
the Navy has been responsible for the protection of our fishermen. In the early days, the fishing fleets had to be defended from the attacks of marauding vessels. Today, the duties of the Fishery Protection Squadron are more peaceful. They ensure that our long-distance trawlers are allowed to operate on their chosen fishing grounds subject to their keeping outside the limits of foreign territorial waters. Medical and other assistance is provided when required and a liaison maintained with the Fishing Authorities of other countries. Poaching by foreign fishing vessels in our territorial waters must be prevented and steps are taken to see that all fishermen comply with the various international agreements.



An officer from a Fishery Protection vessel checks the mesh-size of a trawler's nets.

The Fishery Protection Squadron consists of five ocean minesweepers and two motor launches. In the course of their duties, the ocean minesweepers range far and wide in

home and northern waters at all seasons of the year. The seas off Iceland, North Russia, Norway and France are some of the areas on their "beat".



The ocean minesweeper H.M.S. COQUETTE.

THROUGHOUT ITS HISTORY

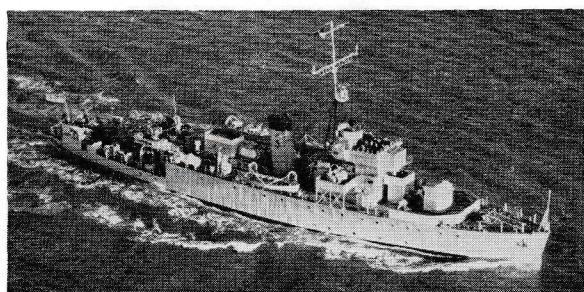
the Navy has been responsible for the protection of our fishermen. In the early days, the fishing fleets had to be defended from the attacks of marauding vessels. Today, the duties of the Fishery Protection Squadron are more peaceful. They ensure that our long-distance trawlers are allowed to operate on their chosen fishing grounds subject to their keeping outside the limits of foreign territorial waters. Medical and other assistance is provided when required and a liaison maintained with the Fishing Authorities of other countries. Poaching by foreign fishing vessels in our territorial waters must be prevented and steps are taken to see that all fishermen comply with the various international agreements.



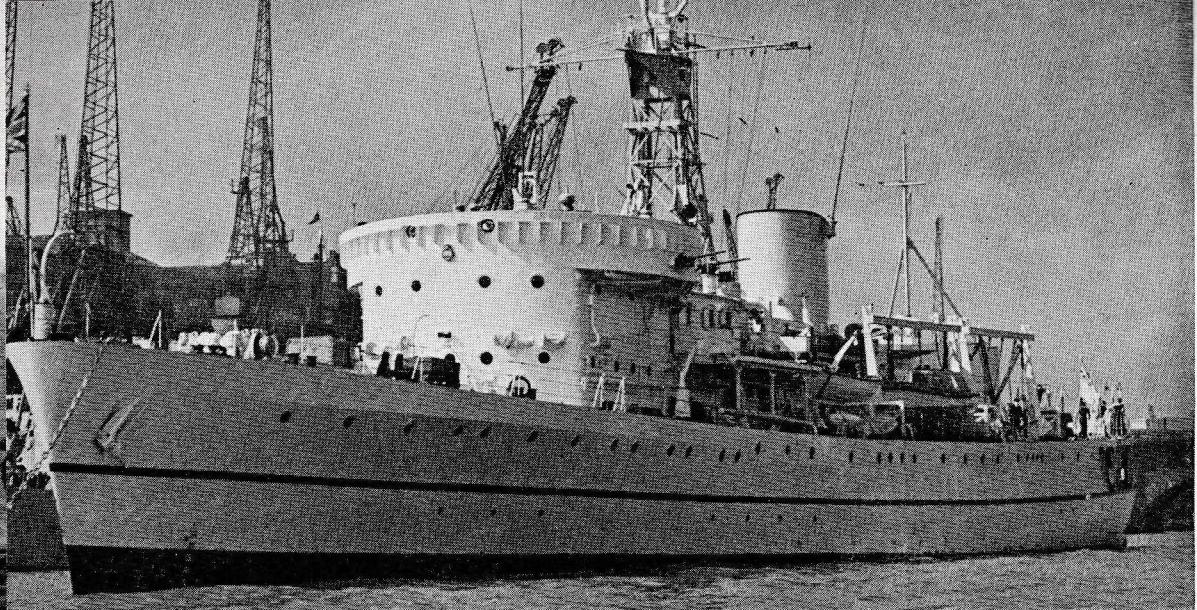
An officer from a Fishery Protection vessel checks the mesh-size of a trawler's nets.

The Fishery Protection Squadron consists of five ocean minesweepers and two motor launches. In the course of their duties, the ocean minesweepers range far and wide in

home and northern waters at all seasons of the year. The seas off Iceland, North Russia, Norway and France are some of the areas on their "beat".



The ocean minesweeper H.M.S. COQUETTE.



H.M.S. VIDAL in the Port of London.

ADMIRALTY CHARTS

are used by mariners of many nations. The preparation of the charts is the responsibility of the Navy's Surveying Service, whose ships have been operating in all parts of the world for over 200 years. Their task never ends, because in some areas the sea-bed is always changing and, in others, fresh surveys have to be made so that charts are suitable for the fast, deep-draught vessels of today. New ports and places of likely strategic importance have also to be charted.

There is much interchange of hydrographic information between the maritime countries and the Naval Surveying Service continues to play its part in making navigation safe for the ships of all nations. The Surveying Fleet consists of five ships and two motor launches for inshore work. The ships are all post-war completions and the newest, the VIDAL, carries a helicopter and is equipped with a lithographic printing press for the production of charts in time of war.

IT HAS LONG BEEN

the tradition of the Navy to provide help in times of disaster, both quickly and generously. In recent years, earthquakes in Greece, hurricanes in the West Indies and floods in England have caused the Navy to muster all its available resources to help the distressed civilians. Now the helicopter has proved its worth in giving aid—both in air-sea rescue and in the supply of essential foodstuffs to isolated communities.

Junior ratings from H.M.S. GANGES helping to rebuild the sea defences during the East Coast floods of 1953.

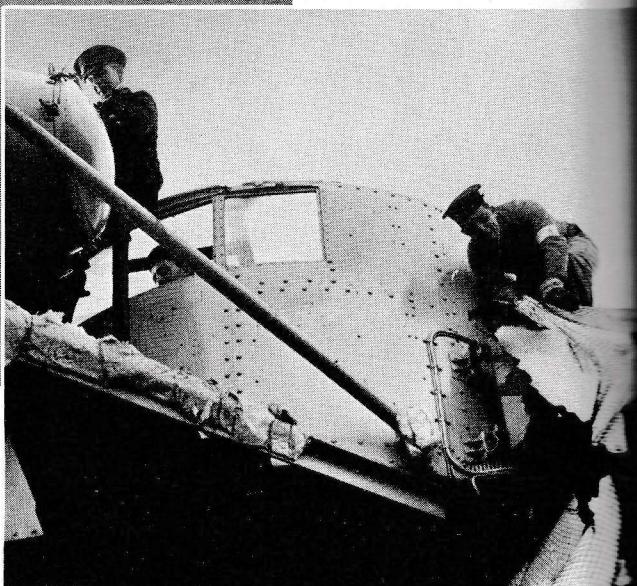
Men of the Mediterranean Fleet working in one of the devastated areas caused by the Greek earthquakes of the same year.





Some of the Reserve Fleet at Plymouth.

De-cocooning H.M.S. DAINTY during Exercise Sleeping Beauty II. The ship was brought out of reserve, stored and commissioned and put to sea within a short period.



THE THREAT OF NUCLEAR WARFARE

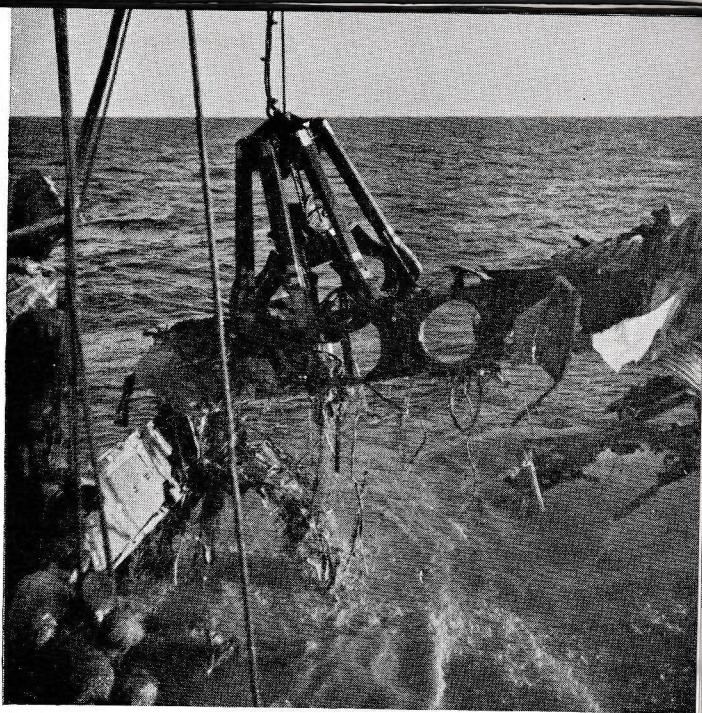
demands a Reserve Fleet which is more highly prepared for mobilisation than was necessary in the past and which is dispersed as widely as possible. The operational reserve consists of some new ships and others which have recently been modernised or refitted. They consist in the main of destroyers, escorts and smaller vessels and they are kept in ports around the British Isles and some are abroad. All are maintained and preserved in such a condition that they can be brought into service quickly in the event of an emergency. There are also a few ships in the Reserve Fleet which, although refitted, are not kept in such a high state of readiness but could be made ready to fight in the early stages of a war.

It would be too expensive to bring the rest of the Reserve Fleet up to modern standards and to keep them up to date. The best have been, and will be, made available to friendly navies. The rest will be scrapped when they reach the end of their useful lives.

THE NAVY MAINTAINS

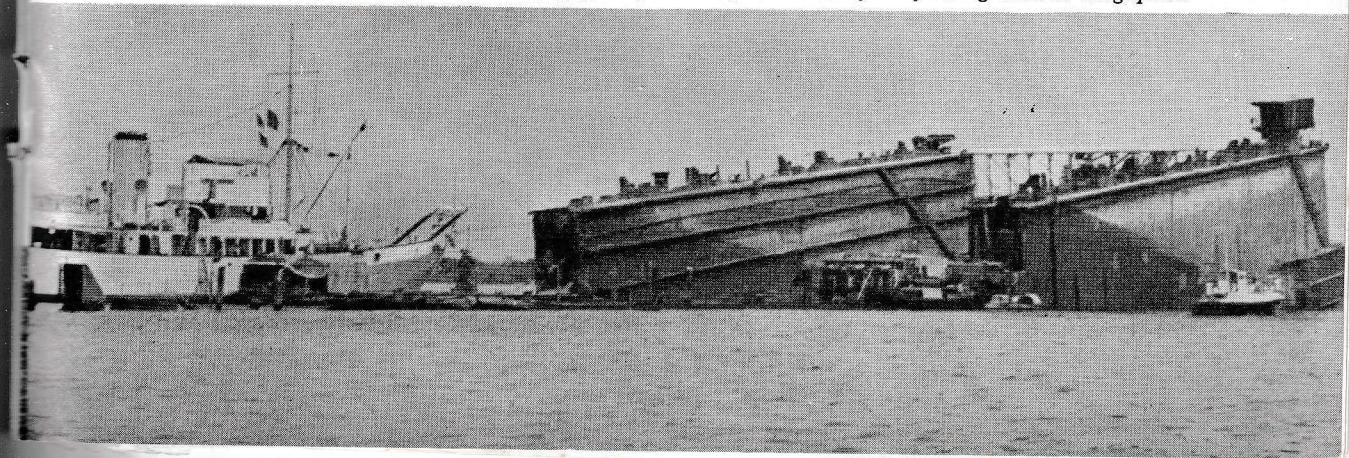
a world-wide boom defence and marine salvage service, part Naval- and part civilian-manned. The salvage organisation is mainly employed on Admiralty work, but is available to provide assistance to any ships in case of emergency. Perhaps its most outstanding feat since the war was the salvage of the Comet aircraft off Elba. Other notable post-war feats of salvage include the raising of the submarine TRUCULENT in the Thames Estuary, the Naval supply ship BRECONSHIRE in Marsa Xlok, Malta, and the floating dock at Singapore. The boom defence organisation is responsible for the maintenance, and laying in an emergency, of net defences in ports and anchorages. It is also responsible for all Fleet moorings other than those in the Royal Dockyards.

Deep diving is often required in salvage work and the Navy has done much pioneer work in this field. Recently a Naval diver achieved a new world record by reaching a depth of 600 feet in a flexible diving suit.



Salving part of the Comet aircraft off Elba.

Raising the first 360-foot section of the floating dock at Singapore.



ALL OF ONE COMPANY

The Navy needs many skills to man its ships and aircraft and to operate and maintain the vast amount of equipment which they carry. In a ship, officers and men of all branches are of one company. Each fulfils an essential purpose and in war all face action together.



ENGINEERING DEPARTMENT



Operates and maintains the main engines and the many auxiliaries; also the aircraft catapults. Responsible for water tightness of hull and for its maintenance.

SEAMAN DEPARTMENT



Responsible for the operation and safety of the ship and her boats, for fighting the greater part of the armament, for communications, the operation of radar, etc.

ELECTRICAL DEPARTMENT



Responsible for providing necessary light and power. Apart from main engines, almost all mechanical equipment is now powered by electricity. Also responsible for maintenance of ship's radar and W/T and that in aircraft.

SUPPLY DEPARTMENT



Responsible for the stocking and issue of all stores except fuel and armament stores; mans ship's offices and galleys and provides officers' stewards.

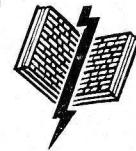
AIR DEPARTMENT



Flies, fights and maintains the ship's aircraft and responsible for the control of all aircraft movements.



EDUCATION DEPARTMENT



Responsible for technical instruction of officers and ratings and education of latter who wish to qualify for advancement. Provides meteorological service and responsible for information room, handicrafts, etc.

ROYAL MARINES



Man part of the armament and usually one or more of ship's boats. Provide band, guard and sentries and landing parties when required.

MEDICAL AND DENTAL DEPARTMENTS



Responsible for maintaining health of ship's company and providing any treatment required.

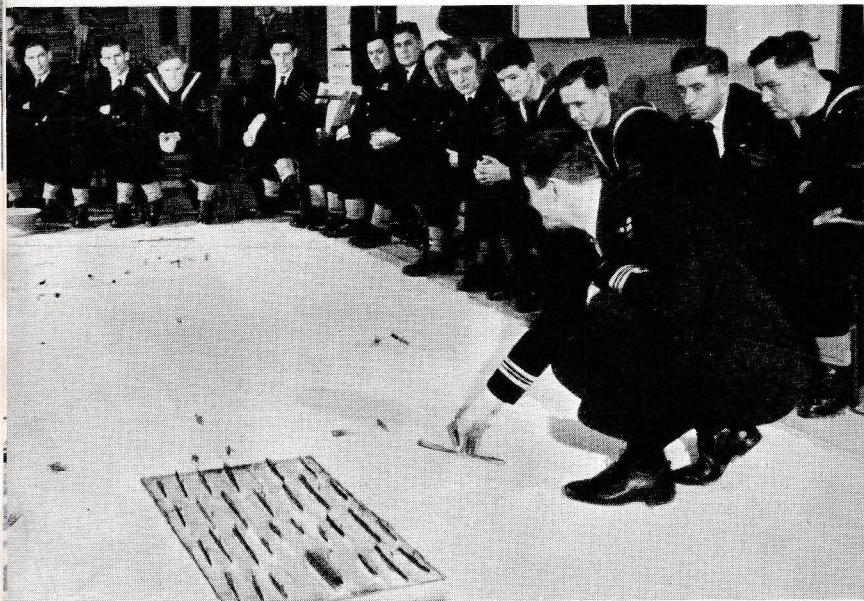
CHAPLAINS



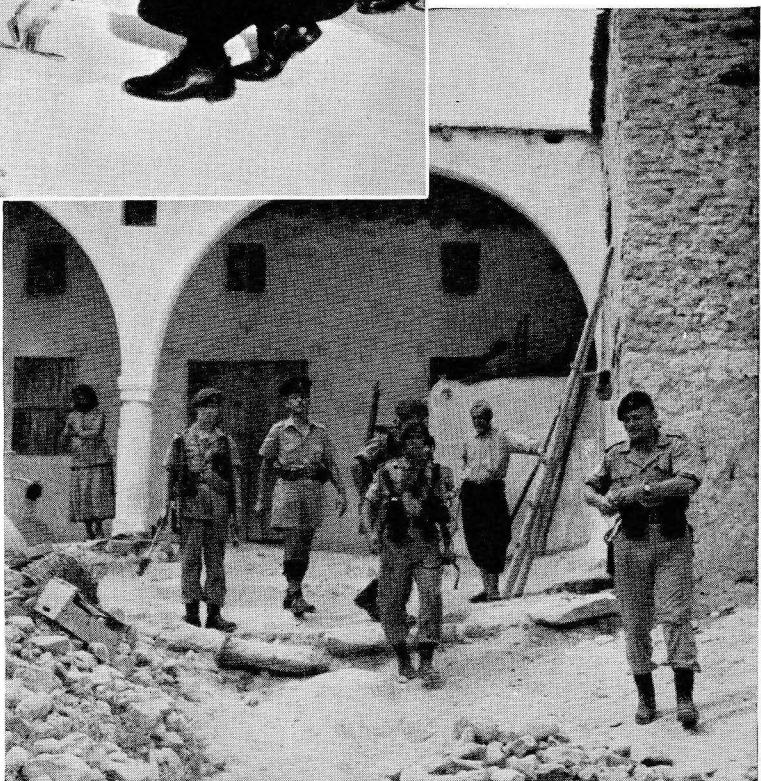
Conduct services according to their denomination and always there to give help and advice in personal matters.

EVERYONE IN THE NAVY

and Royal Marines is given, as far as possible, his fair share of service ashore. This may be at such places as air stations, training schools, dockyards or signal stations. These establishments are dispersed, like ships, around the globe and each fulfils a necessary function. More likely than not, the Royal Marine Commandos will be serving in some trouble spot overseas and operating with the Army.



A lecture on tactics at the Petty Officers' School at Corsham, Wiltshire.



Royal Marine Commandos in Cyprus.

*W.R.N.S.
Telegraphist
ratings.*



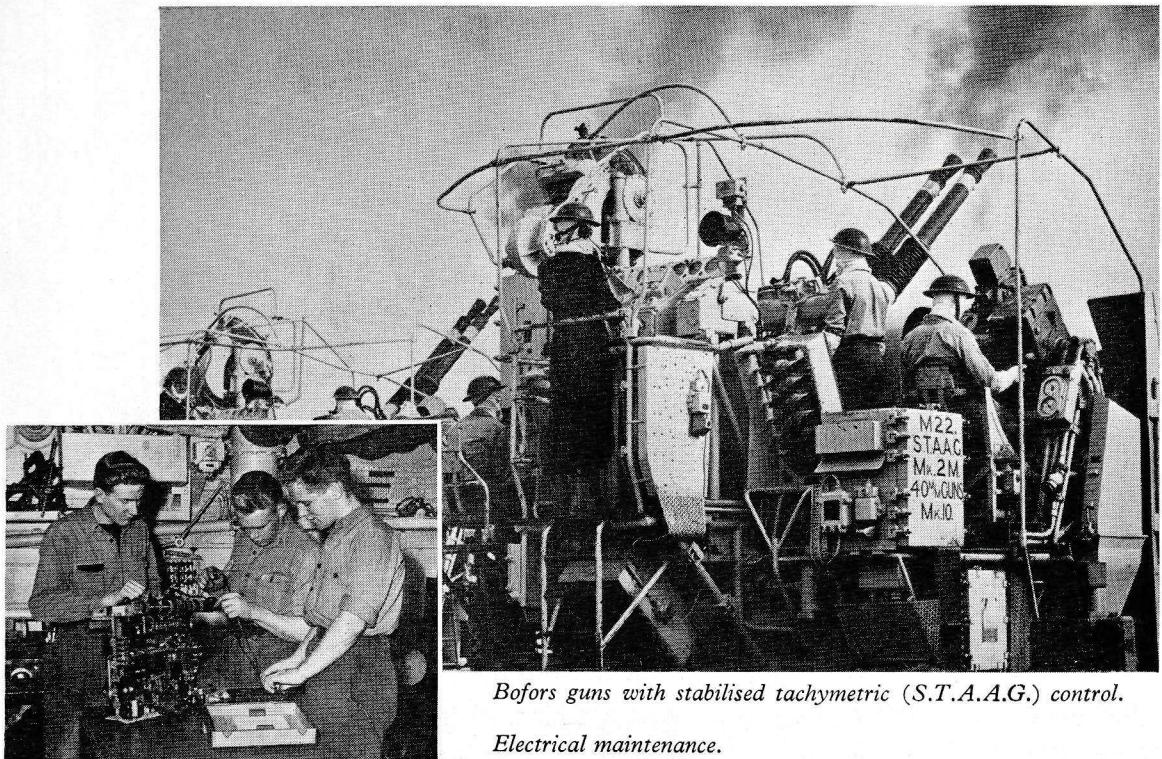
IN 1945

the strength of the W.R.N.S. totalled 75,000 and an equivalent number of men were thereby freed for sea service. Today, the Wrens are many fewer—there are approximately 4,000—but in these days of manpower shortage, their work is equally important to the Navy. W.R.N.S. officers and ratings serve on shore in the United Kingdom, in Malta and at N.A.T.O. headquarters in one or two European countries. Their rating categories range from Air Mechanic to Writer and they have long been accepted as an essential and permanent part of the Naval Service.

ANYONE IN THE SERVICE

who is sent to a Naval hospital at home or abroad or to Sick Quarters at the larger shore establishments in the U.K., comes under the professional care of members of Queen Alexandra's Royal Naval Nursing Service. All members of the Q.A.R.N.N.S. are state registered nurses and they rank as officers. In time of war, they serve also in hospital ships.





Bofors guns with stabilised tachymetric (S.T.A.A.G.) control.

Electrical maintenance.

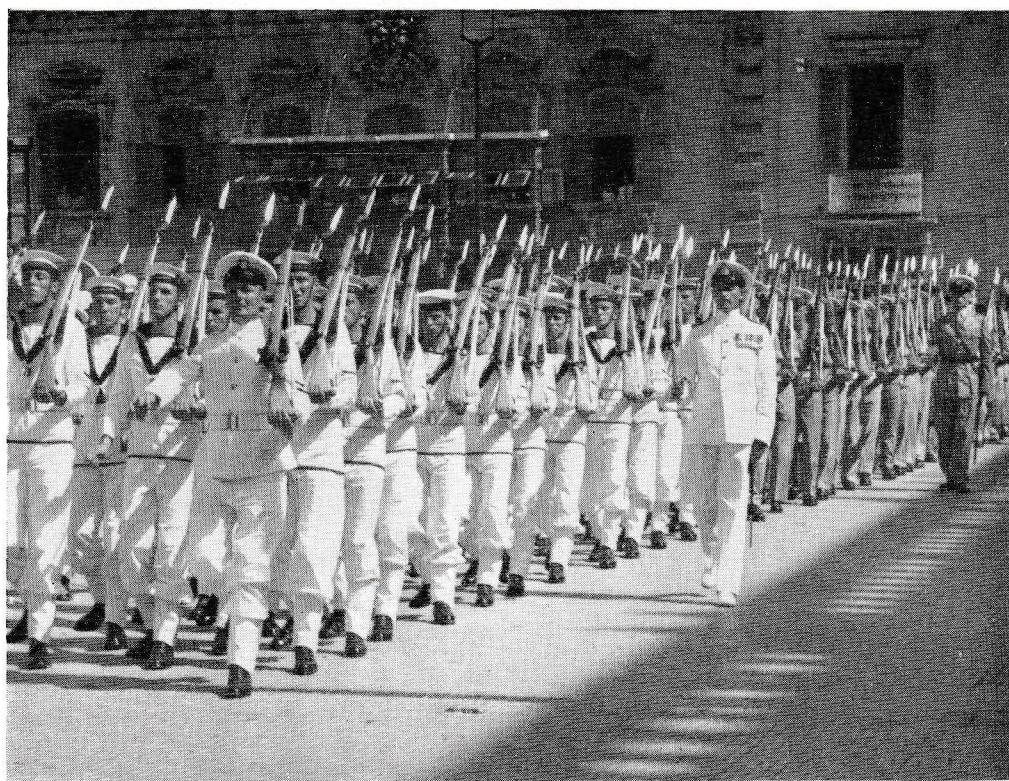
AS THE EQUIPMENT

in Naval ships and aircraft increases in complexity, so does the work of each officer and rating become more important and responsible. Everyone needs more technical skill to carry out his job successfully—the seaman helping to maintain his gun, the cook operating modern galley equipment or the engineering mechanic on watch in the boiler room. Naval training is designed to fit each officer and man for his task in this technical age and to develop his potentialities to the utmost, so that he can reach the highest post or rank which he is capable of filling.

MODERN WAR,

with its nuclear and guided weapons, makes great demands not only on the skill but also on the courage and resource of all concerned. These two qualities form part, in varying degree, of the fabric from which all of us are made, but discipline helps much in their development. Discipline trains individuals to work as a team. It teaches them to remain level-headed under stress of battle. It ensures the order and regularity without which a ship's company cannot work efficiently or live tolerantly.

R.N. and R.M. Guards of Honour at Malta.



RECENT CHANGES IN SERVICE CONDITIONS

Everyone in the Service or who is connected with it, realises that there are hardships involved in Naval life. Living conditions afloat are necessarily cramped; husbands must, for periods, be separated from their families; life is nothing like so settled as it is for the man who goes to office, shop or factory each working day.

The Navy does, however, offer its compensations. Everyone in the Service belongs to a corporate body, with its well-defined duties to perform and possessing its own customs, traditions and individuality. That in itself is essentially a satisfying thing. There are opportunities of seeing much of the world and of meeting people of many types and races, and that is always interesting. The path of advancement and promotion is clear-cut and open to all, and that is encouraging.

To reduce the hardships as much as is practicable, a large number of changes in Naval organisation and in conditions of service have been made in recent years. The main changes are as follows:

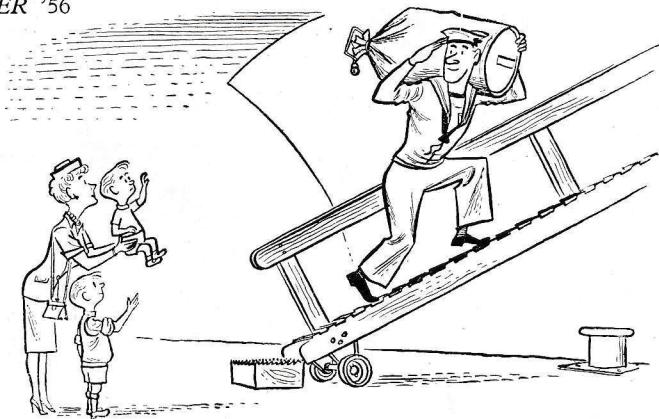
Reduced periods of overseas service. In 1954 the drafting system of the Navy was reorganised, so that the maximum period of family separation was reduced to 18 months. Most ships are on a fixed commission, which means that ships' companies remain together throughout the period. Ships on a General Service Commission are abroad for no more than a year and then return to home waters. Those on foreign service normally re-commission on their Station and the officers and men return home within the 18 months. Married men, on foreign service ashore or in locally based ships abroad, who are accompanied by their families normally stay on the Station for $2\frac{1}{2}$ years and their families are eligible for free passages. Home Sea Service and Port Service cover that in ships based on the U.K. and in shore establishments at home and in most of Northern Europe.

Living conditions afloat and ashore. Much thought has been given to the improvement

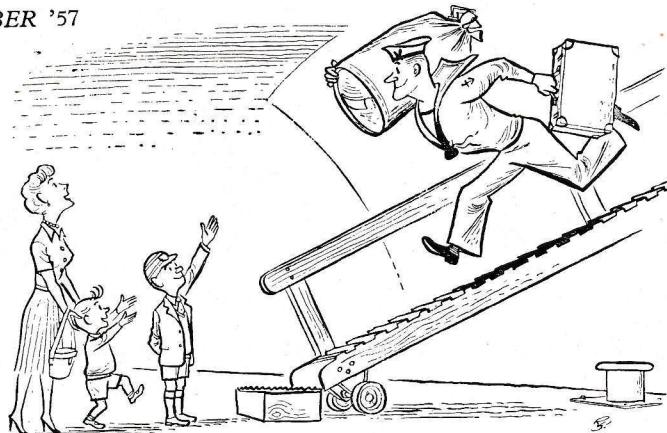
of living conditions afloat and, bearing in mind the limitations of space, a lot has been achieved. Dining halls, with cafeteria messing, are being introduced into as many ships as possible and laundries are being installed in all new frigates and larger ships. Bunks are replacing hammocks in large ships and air-conditioning of between-deck spaces is being introduced as widely as possible. Stainless steel is being used in bath-rooms to reduce rust, and the design of lockers, lighting equipment and mess deck furniture has been improved.

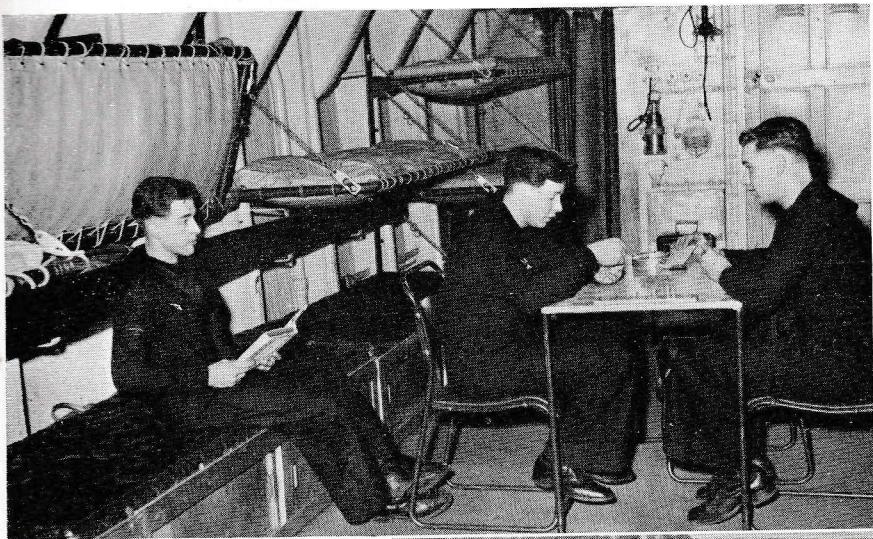
Ashore, where the problems of space do not arise, considerable progress has been made in improving existing accommodation. Rebuilding and the modernisation of existing blocks are proceeding as fast as money and the supply of building materials allow. On the next two pages is a list showing what has been achieved during 1951-5. The figures in brackets represent the number of men accommodated.

SEPTEMBER '56



SEPTEMBER '57





Junior ratings' mess deck with bunks. Bunk-settees are planned in future designs.



Ratings' married quarters under construction near Portsmouth.

New accommodation:

R. M. DEPOT, DEAL. Other ranks' galley, mess and recreation blocks; recruits' sleeping block.

Ganges. Junior ratings' galley and mess (2,000).

R.N. AIR STATION, CULDROSE. C.P.O.s' galley, mess and recreation block.

Mercury. C.P.O.s' sleeping block (60); junior ratings' sleeping block (300).

WEMBURY RANGE. Junior ratings' sleeping block (170).

R.N.B., DEVONPORT. C.P.O.s' and P.O.s' block—mess (1,300), sleeping (600).

R.N. AIR STATION, BRAWDY. Junior ratings' sleeping block (180).

Modernisation of existing buildings completed:

R.N.B., CHATHAM. } One junior ratings' block each (720).
R.N.B., PORTSMOUTH. }

R.M. DEPOT, DEAL. Other ranks' sleeping block (335).

Sea Eagle. Extension to Ward room and improvements to ratings' accommodation.

New buildings or modernisation in hand:

R.M. Depot, Deal; R.N. Air Stations at Brawdy, Abbotsinch, Stretton and Ford; *Dolphin*; *Excellent*; R.N. Engineering College, Manadon; Britannia R.N. College, Dartmouth; *Harrier*; *Mercury*; R.N. Barracks at Devonport, Portsmouth and Lee-on-Solent; Wembury Range.

Further improvements and rebuilding are planned.

Married quarters. A programme of building new married quarters in the U.K. for officers and men was started in 1946. Up to the end of March, 1956, the following had been achieved:

At isolated establishments, including Air Stations:

	Officers	Ratings		Officers	Ratings
Completed	557	1,832		Planned	610

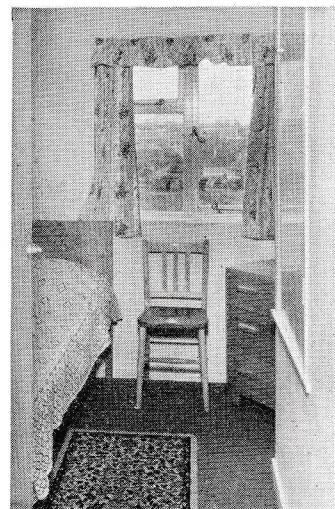
Home Port areas:

Completed	72	88	Planned	661	2,750
-----------	----	----	---------	-----	-------

Abroad, about 200 married quarters, mostly at Gibraltar, Malta, Singapore and Hong Kong, have so far been allocated to Naval officers and ratings.

Rents for standard married quarters for ratings or for furnished hirings when the former are not available range between 10s. and 16s. a week unfurnished and 14s. to 23s. a week furnished.

The spare bedroom in ratings' married quarters at Portland.



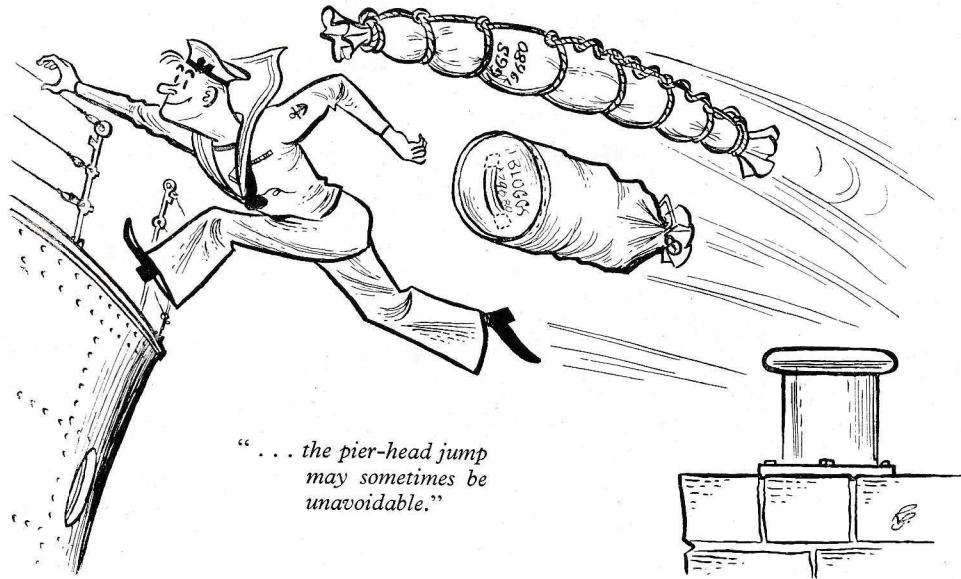
Centralised drafting. Early in 1957, the work of the drafting authorities at Portsmouth, Chatham and Devonport will be taken over by a new central drafting authority. Thus three-fifths of the Navy will come into line with the remainder (all officers, the Fleet Air Arm, the Submarine Service, Royal Marines and W.R.N.S.), who are already drafted under centralised systems.

When the new arrangements have settled down, all men of the same rating and branch will have equal prospects of advancement, while in the past such prospects have varied unavoidably between one Port division and another. It will be easier to ensure than under the old system that each General Service rating gets his fair share of home and foreign service and it will be possible to give ratings longer notice of drafts, although the pier-head jump may sometimes be unavoidable. Men will be able to express preferences for the areas in which they want to serve when their turn for home service comes. They will still be able to volunteer for a particular service, overseas station or ship. They will also be able to state a choice of a 'Selected Depot' for family welfare and certain holding purposes.

Prospects of advancement. Except in certain categories, advancements from one rating to another are made according to vacancies available. The proportion of senior ratings allowed varies with the different branches and the vacancies are also affected by the number of re-engagements in the branch concerned. Advancement prospects must therefore vary to some extent between the branches but, as mentioned above, when centralised advancement is fully in force, such prospects for any one particular category of rating will be the same throughout the Service. The average ages of advancement in the various branches (except Artificers) during 1955 were roughly as follows:

R.N. (all branches)	R.M. (General Duty)
Leading rating ... 21½—23½	Corporal 23 ³ ₄
Petty Officer ... 23 ³ ₄ —26 ³ ₄	Sergeant 26 ³ ₄
Chief Petty Officer ... 27—36½	Colour Sergeant 33 ¹ ₂

If, owing to the increases in pay, more ratings re-engage than did so up to the end of 1955, the average ages of advancement are likely to rise slightly. Accelerated

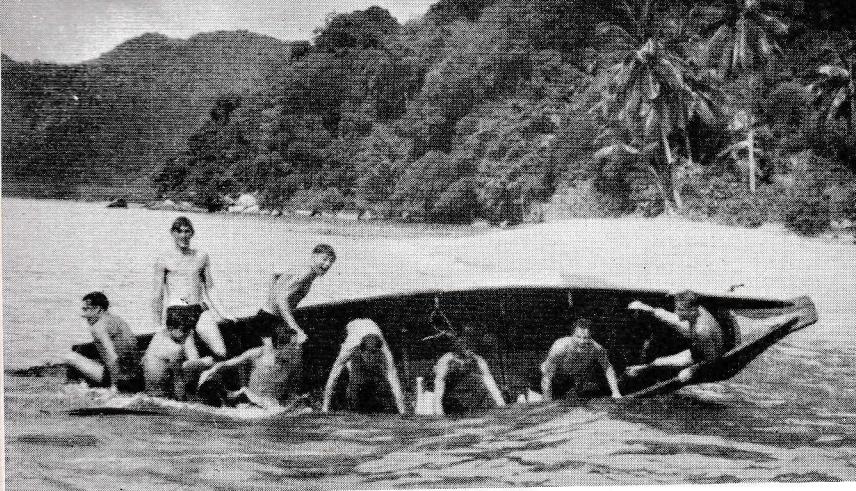


*“ . . . the pier-head jump
may sometimes be
unavoidable.”*

advancement can be earned by outstanding ratings who gain “Red Recommends” from their Commanding Officers.

The opportunities of obtaining a commission. Under the new officer structure, there will be three methods whereby ratings may obtain a commission. The first, the Upper Yardmen scheme, offers young ratings with suitable qualifications the opportunity of obtaining a commission on the General List, which includes all cadet-entry officers. Thus the way is open to them to the most senior ranks.

The second method is by selection for a commission on the Special Duties List, which will replace the Branch List. Ratings selected, usually between the ages of 25 and 34, will be promoted to Sub-Lieutenant on the list and eventually a proportion will reach the rank of Commander. Of S.D. officers who reach the appropriate zones, it is expected that nine out of ten Sub-Lieutenants will be promoted to Lieutenant, that a third or more Lieutenants will be promoted to Lieutenant-Commander; and, ultimately, that up to one out of ten Lieutenant-Commanders will reach the rank of Commander. The wider training which officers of the new General List are to be given would make it more difficult than in the past for officers with specialised training and narrower experience to compete successfully with them for promotion. For this reason the scheme under which a Branch Officer can be promoted direct to Lieutenant outside the Branch List will be discontinued under the new officer structure, although in exceptional cases S.D. List officers may be transferred to the General List.



Bathing party in Malaya.

The third method of obtaining a commission is provided by the scheme whereby regular ratings and R.M. other ranks, with suitable educational qualifications, may apply for 12-year commissions on the Supplementary List for duty as pilot or observer with the Fleet Air Arm. The gratuity is £4,000 tax free for 12 years' service or, if the officer leaves the Service after 8 years, he will get £1,500.

W.R.N.S. officers are, with a few exceptions, promoted from serving ratings.

N.B. At present there are serving 2 Rear-Admirals, 22 Captains, and 165 Commanders of various branches who were promoted from the Lower Deck.

Uniform. A number of changes in uniform have been made recently or are under way. They include the introduction of:—

the square rig jumper with zip and pockets; plastic caps, which do away with blanccoing; the blue action working dress (No. 8's), which has replaced white canvas (No. 5's); raincoats with detachable warm lining; the new-design foul weather clothing; the free issue of sheets and pyjamas.

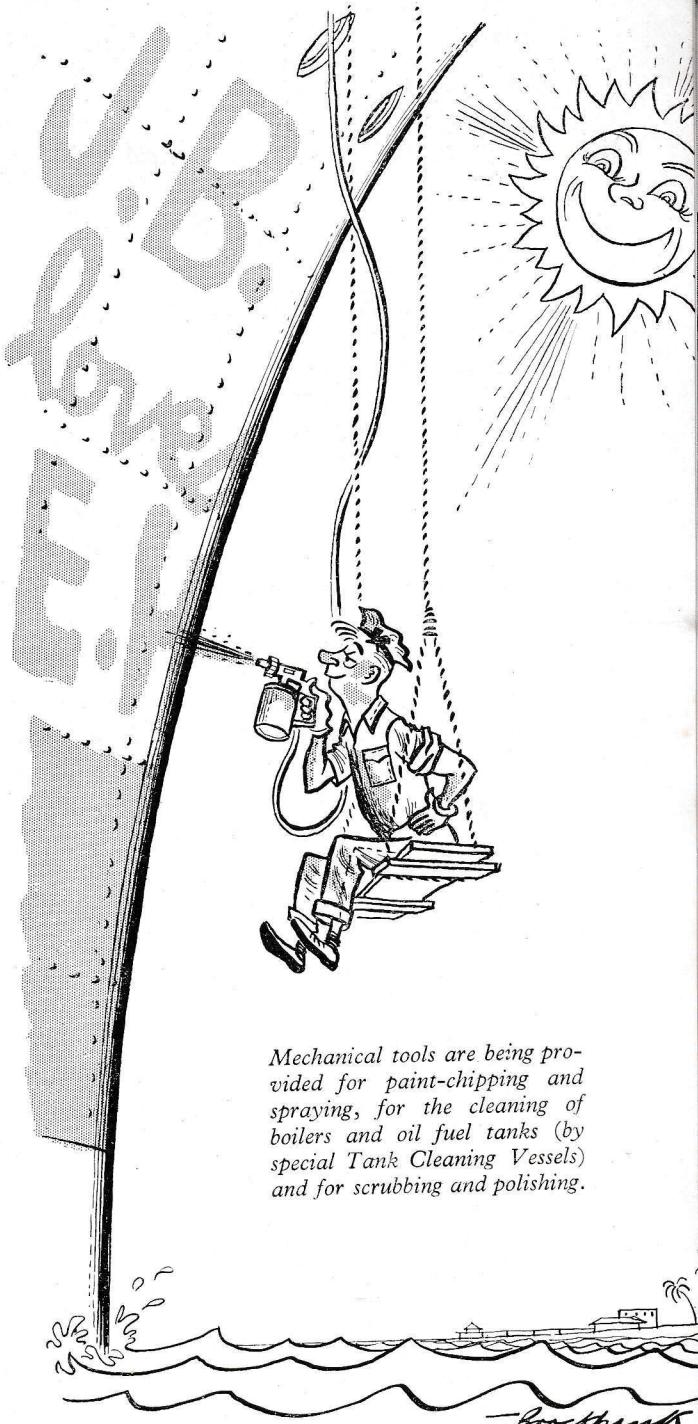
Discharge on compassionate grounds or by purchase. When a man joins the Service, he contracts to serve for a specified number of years. If the reasons are sufficiently good, however, he may be discharged on compassionate grounds. Alternatively, if a man has good reasons other than compassionate, for returning to civilian life, he may apply for his

discharge by purchase. All such applications are considered sympathetically and, if there are no compassionate grounds for immediate release, in accordance with a system of priority which takes into account the length of time a man has served and still has to serve to complete his engagement. Since the re-introduction of the purchase scheme in March 1954, the Admiralty has approved over 80% of the applications forwarded.

Re-settlement. In 1955 the Regular Forces' Employment Association placed 1,984 pensioners from the three Services in regular employment—that is 98% of all pensioners who applied to this one society. This fact shows that a man who serves long enough to qualify for a pension need not fear difficulty in getting civilian employment. In the same year the society found jobs for 5,690 ex-Naval ratings and 551 ex-Royal Marines.

Suggestions from officers and ratings.

Suggestions for improvements in any field are always welcome from any officer or rating and they bring in some valuable ideas. Those which cannot be acted upon by the Commanding Officer are given very careful consideration by Flag Officers or the Admiralty.



Mechanical tools are being provided for paint-chipping and spraying, for the cleaning of boilers and oil fuel tanks (by special Tank Cleaning Vessels) and for scrubbing and polishing.

THE NEW ENGAGEMENT AND PAY CODE

The new Long Service Engagement of 9 years over the age of 18 with the Fleet and the new pay code are together designed to encourage long service. Briefly, each time a man re-engages and starts a new period of service, he receives a higher rate of basic pay for the same job than he did during the previous engagement and a final increase halfway through the period of service prior to completing 22 years. Increases earned by advancement in rating are, of course, additional.

THE NEW LONG SERVICE ENGAGEMENT.

All Naval ratings, except Artificer Apprentices, and all Royal Marines are now entered on the new Long Service engagement of 9 years over the age of 18 with the Fleet (L.S. 1). Owing to the long and extensive training which they are given, Artificer Apprentices continue to be entered for 12 years' service over the age of 18 (C.S. 1). Neither engagement involves compulsory service in the Royal Fleet Reserve.

Re-engagement. Men serving on L.S. 1 may re-engage for a further 5 years (L.S. 2) and finally for a period of 8 years (L.S. 3), thereby serving for a total of 22 years over the age of 18 and qualifying for a pension. Artificers on C.S. 1 may, as previously, re-engage for an additional 10 years (C.S. 2), thereby also completing 22 years and qualifying for a pension. Applications to re-engage may be made at any time within two years of completing the current L.S. engagement and after completing 8 years of C.S. 1. There will be opportunities for suitable ratings to sign on for an additional period of 5 years to complete 27 years' service and so earn a considerably higher pension.

Transfer to L.S. engagement by men now serving. Men now serving on Special Service engagements (7 years with the Fleet and 5 years in the R.F.R.) may transfer to L.S. 1 at any time and thereby qualify immediately for the higher rates of basic pay. Men serving on C.S. 1 or C.S. 2 have received the higher rates of pay since April 1st this year. Except for ex-Artificer Apprentices, those serving on C.S. 1 may:

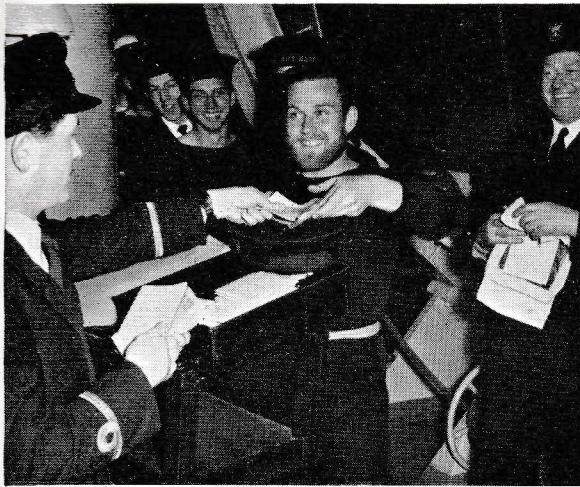
- (a) re-engage for C.S. 2 (after completing 8 years' pensionable service) and subsequently qualify for a pension, or
- (b) transfer to the L.S. 2 engagement (14 years' service over the age of 18). If they transfer they can subsequently volunteer to serve for 22 and later for 27 years or leave the Service on completion of L.S. 2 with a gratuity of £150, or
- (c) leave the Service on completion of C.S. 1 with a gratuity of £100.

Men serving on C.S. 2 are required to complete their engagements and may volunteer to serve for 27 years.

THE NEW PAY CODE

Basic pay under the new pay code is as follows:

	Men serving on C.S. and L.S. engagements (service over the age of 18)								Men serving on S.S. engagements	
	Less than 9 years		Over 9 years		Over 14 years		Over 18 years			
	a week MIN.	a week MAX.	a week MIN.	a week MAX.	a week MIN.	a week MAX.	a week MIN.	a week MAX.		
All Naval ratings, except Artificers and Mechanicians, and all R.M. Other ranks.										
Juniors, R.N. and R.M. ...	1 11 6	3 3 0	—	—	—	—	—	—	1 11 6 3 3 0	
Ordinary ratings and Marines 2nd Class ...	4 11 0	5 1 6	—	—	—	—	—	—	3 17 0 4 4 0	
Able ratings and Marines 1st Class ...	5 19 0	6 9 6	6 9 6 7 0 0	6 9 6 7 0 0	6 9 6 7 0 0	6 9 6 7 0 0	4 18 0	5 8 6		
Leading ratings and Corporals, R.M. ...	7 14 0	8 4 6	8 8 0 8 18 6	8 18 6 9 9 0	8 18 6 9 9 0	8 18 6 9 9 0	6 13 0	7 3 6		
Petty Officers and Sergeants, R.M. ...	9 16 0	10 6 6	10 13 6 11 4 0	11 7 6 11 18 0	11 14 6 12 5 0	11 14 6 12 5 0	8 15 0	9 5 6		
Chief Petty Officers and Colour Sergeants, R.M. ...	11 0 6	11 11 0	11 18 0 12 8 6	12 15 6 13 6 0	13 6 0 13 16 6	13 6 0 13 16 6	9 19 6	10 10 0		
Quartermaster Sergeants, R.M. ...	12 8 6		13 6 0	14 3 6	14 14 0	14 14 0	—	—		
Regimental Sergeants-Major, R.M. ...	13 2 6		14 0 0	14 17 6	15 8 0	15 8 0	—	—		
Artificers (including Trade Pay and Charge Pay where appropriate)										
Apprentice, 1st year of training		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
" 2nd " "	1 11 6	—	—	—	—	—	—	—		
" at age 17 ...	2 2 0	—	—	—	—	—	—	—		
" at age 17½ ...	3 3 0	—	—	—	—	—	—	—		
" at age 18 or on completion of 26 weeks total service whichever is the later ...	4 11 0	—	—	—	—	—	—	—		
" at age 18 or on completion of 26 weeks total service whichever is the later ...	5 1 6	—	—	—	—	—	—	—		
Artificer 5th Class ...	7 14 0	—	—	—	—	—	—	6 13 0		
" Acting 4th Class ...	10 3 0	—	—	—	—	—	—	9 2 0		
Artificer 4th Class ...	10 13 6	11 11 0	12 5 0	12 12 0	12 12 0	12 12 0	9 12 6			
" 3rd Class ...	11 11 0	12 8 6	13 6 0	13 16 6	13 16 6	13 16 6	10 10 0			
" 2nd Class and 1st Class ...	12 1 6	12 19 0	13 16 6	14 7 0	14 7 0	14 7 0	11 0 6			
Chief Artificer ...	12 15 6	13 13 0	14 10 6	15 1 0	15 1 0	15 1 0	11 14 6			
Mechanicians (including Trade pay where appropriate)										
Mechanicians, 3rd and 2nd Class ...	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	—		
" 3rd and 2nd Class ...	10 6 6	11 4 0	11 18 0	12 5 0	12 5 0	12 5 0	—			
Mechanic 1st Class with less than 3 years' service as Mechanic ...	11 11 0	12 8 6	13 6 0	13 16 6	13 16 6	13 16 6	—			
" with more than 3 and less than 5 years' service as Mechanic ...	11 18 0	12 15 6	13 13 0	14 3 6	14 3 6	14 3 6	—			
" with more than 5 years' service as Mechanic	12 1 6	12 19 0	13 16 6	14 7 0	14 7 0	14 7 0	—			
Chief Mechanician ...	12 15 6	13 13 0	14 10 6	15 1 0	15 1 0	15 1 0	—			



Pay day—April 1956.

In addition to basic pay, ratings and other ranks may qualify for the following allowances and forms of extra pay:

- (1) *Badge money.* Good Conduct Badges are awarded after 4, 8 and 12 years' service of the requisite standard and each earns 2s. 4d. extra a week.
- (2) *Marriage Allowance.* Marriage Allowance is paid to the wives of all men, irrespective of the husband's age, subject to the man allotting a specified proportion of his weekly pay to his wife. The rates of Marriage Allowance and of allotment are as follows:

	MARRIAGE ALLOWANCE a week	ALLOTMENT a week
Leading ratings, Corporals, R.M. and below	£2 2s. 0d.	£1 8s. 0d.
Petty Officers and Sergeants, R.M.	£2 9s. 0d.	£2 9s. 0d.
Chief Petty Officers and Colour Sergeants, R.M.	£2 12s. 6d.	£2 9s. 0d.
Quartermaster Sergeants and Regimental Sergeants-Major, R.M....	£2 16s. 0d.	£2 16s. 0d.

- (3) *Kit Upkeep Allowance.* A sum of about £20 a year is paid to all men for the upkeep of their uniform.
- (4) *Ration Allowance.* All ratings and other ranks are paid a Ration Allowance of about 30s. a week while on leave, which is additional to their normal weekly pay.
- (5) *Lodging, Subsistence and Local Overseas Allowances.* Lodging or Subsistence Allowance is paid to men who, for long or short periods, have to find their own accommodation. Local Overseas Allowance is paid to those serving abroad, afloat or ashore.
- (6) *Submarine, Flying and Parachute Pay.* Extra pay is earned by those serving in submarines, by ratings who are required to fly and by Marines qualified as parachutists. The rates are as follows:

<i>Submarine Pay</i>	<i>WEEKLY RATE</i>	<i>Flying Pay</i>	<i>WEEKLY RATE</i>
Ordinary and Able rating	£1 15s. 0d.	Petty Officers and below	£2 16s. 0d.
Leading rating	£2 2s. 0d.	Chief Petty Officers ...	£3 10s. 0d.
Petty Officer	£2 12s. 6d.	<i>Flying Training Pay</i>	
Chief Petty Officer ...	£2 19s. 6d.	All ratings—First stage	£2 2s. 0d.
<i>Parachute Pay</i>		Second stage	£3 3s. 0d.
All ranks	£2 2s. 0d.		



*A climbing party from H.M.S. TYNE
at the top of an Italian mountain.*

Special advantages. There are a number of privileges available in the Navy, which are considerable assets in themselves or mean an appreciable saving in a man's personal expenditure. Some of the privileges have been enjoyed so long that they are taken almost for granted; others have been gained in recent times.

The main ones are as follows:

1. *Leave.* Minimum rate of 30 days' paid leave each year.
2. *Free rail travel.* Three free return railway warrants in the U.K. each year to go on leave.
3. *Rail travel at reduced rates.* Cheap railway fares in the U.K. for yourself and family for distances over 30 miles.
4. *Duty-free "smokes".* Each tobacco coupon represents about 15s. duty.
5. *Grog.*
6. *Reduced rates of National Insurance contribution.* Naval men pay 3s. 11d. a week instead of 6s. 9d.
7. *Postal concessions.*
8. *Naval schools.* There are schools maintained by the Navy or by the other Services at bases abroad for the education of Service children.
9. *Cheap clothing.*
10. *Removal and Disturbance allowances.*

NOTE.—It is fair to add about £3 0s. 0d. to your weekly pay total to allow for what you get free in the Service, such as food and accommodation, and for what you get cheaply (see above).

PENSIONS AND TERMINAL GRANTS.

Examples of pensions obtainable from typical Naval careers are as follows:

For men leaving the Service as:	WEEKLY RATE	
	after 22 years	after 27 years
Able ratings or Marines 1st Class	33s. 0d.	58s. 0d.
Leading ratings or Corporals, R.M.	45s. 0d.	73s. 4d.
Petty Officers or Sergeants, R.M.	52s. 7d.	83s. 10d.
Chief Petty Officers or Colour Sergeants, R.M. ...	57s. 10d.	92s. 0d.
Quartermaster Sergeants, R.M.	62s. 10d.	98s. 8d.
Regimental Sergeants-Major, R.M.	65s. 4d.	103s. 8d.

Tax-free Terminal Grants are as follows:

Able ratings or Marines 1st Class	£125	£185
Leading ratings or Corporals, R.M.	£175	£250
Petty Officers or Sergeants, R.M.	£225	£325
Chief Petty Officers or Colour Sergeants, R.M. ...	£275	£395
Quartermaster Sergeants, R.M.	£300	£440
Regimental Sergeants-Major, R.M.	£330	£490

SPECIAL DUTIES LIST OFFICERS.

The basic pay of Special Duties List officers is as follows:

	BASIC PAY	
	a year (to the nearest £)	
Sub-Lieutenant and 2nd Lieutenant, R.M.	£657	to £767
Lieutenant, R.N. and R.M.	£803	to £949
Lieutenant-Commander and Captain, R.M.	£1,022	to £1,278
Commander and Major, R.M.	£1,442	to £1,661

A Marriage Allowance of £337 a year is paid to officers of the rank of Lieutenant-Commander and Captain, R.M., and below. Commanders and Majors, R.M., are paid a Marriage Allowance of £383 a year.

S.D. officers are eligible for Retired Pay and Terminal Grant at the following rates on completion of the requisite number of years' service.

	RETIRED PAY a year	TERMINAL GRANT
Sub-Lieutenant and 2nd Lieutenant, R.M. ...	£400	£1,200
Lieutenant, R.N. and R.M. ...	£450	£1,350
Lieutenant-Commander and Captain, R.M. (with less than 9 years' seniority) ...	£500	£1,500
Lieutenant-Commander and Captain, R.M. (with over 9 years' seniority) ...	£625	£1,875
Commander and Major, R.M. ...	£675	£2,025

GENERAL LIST AND SUPPLEMENTARY LIST OFFICERS.

The basic pay and flying pay of General List and Supplementary List officers are as follows:

	BASIC PAY a year	FLYING PAY (to the nearest £)
Cadet at Britannia R.N. College, Dartmouth ...	£146	—
Cadet in ship of the Fleet ...	£173	—
Midshipman at Britannia R.N. College, Dartmouth	£219	—
Midshipman in ship of the Fleet and 2nd Lieutenant, R.M., on appointment ...	£273	£328
Acting Sub-Lieutenant and Acting Lieutenant, R.M.	£365	£328
Sub-Lieutenant ...	£438	£365
Lieutenant, R.N. ...	£547—£803	£401
Lieutenant, R.M. ...	£438—£803	—
Lieutenant-Commander and Captain, R.M. ...	£1,022—£1,277	£401
Commander and Major, R.M. ...	£1,441—£1,660	£401*
Captain, R.N., with less than 6 years' service in the rank and Lieutenant-Colonel, R.M. ...	£1,825—£2,007	£292*
Captain, R.N., after 6 years' service in the rank and Colonel, R.M. ...	£2,098—£2,190	£237*—£219*
Rear-Admiral and Major-General, R.M. ...	£2,920	
Vice-Admiral and Lieutenant-General, R.M. ...	£3,650	* Payable only in nominated flying appointments; otherwise rate is 10s. a day.
Admiral and General, R.M. ...	£4,380	
Admiral of the Fleet ...	£5,110	

Officers aged 25 or over are eligible for Marriage Allowance at the following rates:

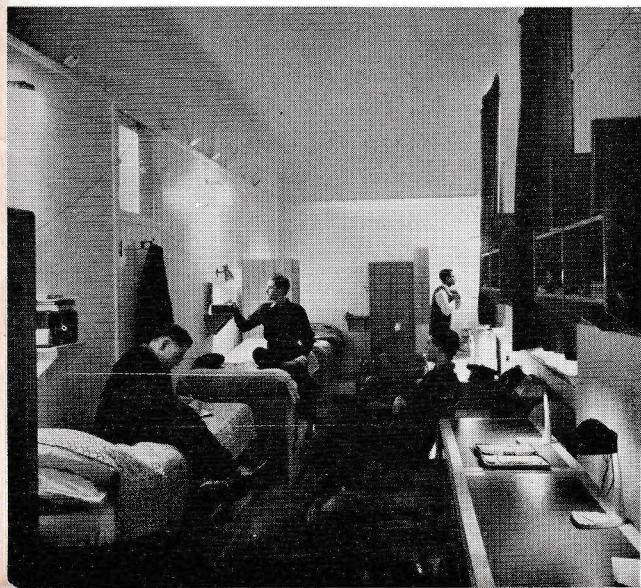
	A YEAR (to the nearest £)
Lieutenant-Commander, Captain, R.M., and below	£337
Commander and Major, R.M.	£383
Captain, R.N., with less than 6 years' service in the rank and Lieutenant-Colonel, R.M.	£429
Captain, after 6 years' service in the rank and Colonel, R.M.	£476
Rear-Admiral, Major-General and above	

Officers under the age of 25 are eligible for a Marriage Allowance of £146 a year.

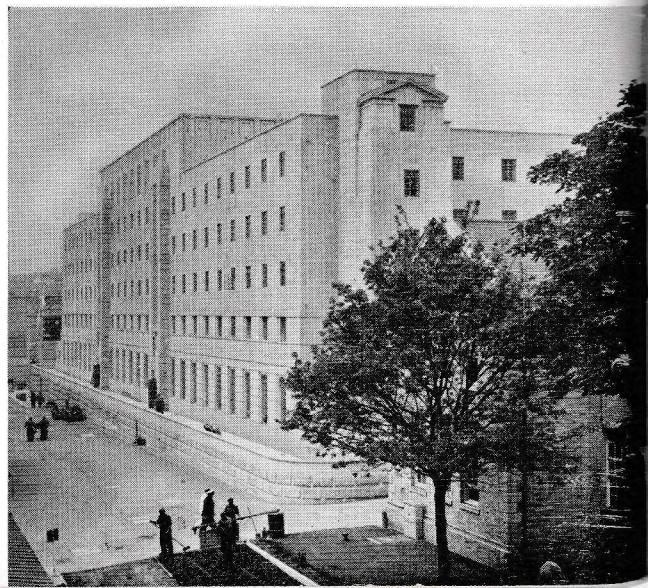
General List officers are eligible for Retired Pay and Terminal Grant at the following rates, on completion of the requisite number of years' service:

	RETIRED PAY (a year)	TERMINAL GRANT
Lieutenant, R.N. and R.M.	£500	£1,500
Lieutenant-Commander and Captain, R.M. ...	£625	£1,875
Commander and Major, R.M.	£800	£2,400
Captain, R.N., with less than 6 years' service in the rank and Lieutenant-Colonel, R.M.	£1,000	£3,000
Captain, R.N., after 6 years' service in the rank and Colonel, R.M.	£1,150	£3,450
Rear-Admiral and Major-General	£1,400	£4,200
Vice-Admiral and Lieutenant-General ...	£1,600	£4,800
Admiral and General	£1,900	£5,700
Admiral of the Fleet ("Half Pay")	£2,300	£6,900

One of the new 4-berth cabins at the Britannia R.N. College, Dartmouth.



The new accommodation block at Devonport for Chief Petty Officers and Petty Officers.



A W.R.N.S. radio officer and rating check a report on an aircraft's radio.

THE W.R.N.S.

Engagement and re-engagement. Wrens engage initially for 4 years and have opportunities to re-engage for two further periods of 4 years and finally for a period to complete 22 years' service, when they become eligible for a pension and terminal grant.

Those who re-engage to complete time for pension may be eligible for a tax-free gratuity of £75 at the commencement of their 13th year of service. Ratings are permitted to take their discharge on marriage after giving one month's notice and married women are allowed their discharge should a change in family circumstances render this necessary.

Basic pay. The rates of basic pay of Wrens are as follows:



	Less than 3 years' service		After 3 years' service		After 6 years' service		After 9 years' service	
	Lower rate	Higher rate	Lower rate	Higher rate	Lower rate	Higher rate	Lower rate	Higher rate
Wren, Ordinary Rating	£2 9 0	£2 16 0	—	—	—	—	—	—
Wren, Able Rating	£3 3 0	£3 11 9	£3 13 6	£4 2 3	£4 4 0	£4 12 9	£4 14 6	£5 3 3
Leading Wren	£4 9 3	£4 18 0	£4 19 9	£5 8 6	£5 10 3	£5 19 0	£6 0 9	£6 9 6
Petty Officer	£5 15 6	£6 4 3	£6 6 0	£6 14 9	£6 16 6	£7 5 3	£7 7 0	£7 15 9
Chief Wren	£6 16 6	£7 5 3	£7 7 0	£7 15 9	£7 17 6	£8 6 3	£8 8 0	£8 16 9
	After 12 years' service		After 15 years' service		After 18 years' service			
	Lower rate	Higher rate	Lower rate	Higher rate	Lower rate	Higher rate		
Wren, Ordinary Rating	—	—	—	—	—	—		
Wren, Able Rating	£5 5 0	£5 13 9	—	—	—	—		
Leading Wren	£6 11 3	£7 0 0	£7 1 9	£7 10 6	—	—		
Petty Officer	£7 17 6	£8 6 3	£8 8 0	£8 16 9	£8 18 6	£9 7 3		
Chief Wren	£8 18 6	£9 7 3	£9 9 0	£9 17 9	£9 19 6	£10 8 3		

In addition to basic pay, W.R.N.S. ratings are eligible for:

1. *Badge money.* Good Conduct Badges are awarded after 4, 8 and 12 years' service of the requisite standard and each earns 1s. 9d. a week.
2. *Kit Upkeep Allowance.* All W.R.N.S. are paid a sum between £14 and £15 each year for the upkeep of their uniform.
3. *Leave.* Ratings may be granted 30 days' paid leave each year, with a ration allowance of approximately 30s. a week, and up to 12 days' additional leave taken at week-ends.
4. *National Insurance.* A reduced contribution of 3s. 2d. a week is deducted from the pay of all ratings, the remainder of the contribution for full benefit is paid by the Admiralty.
5. *Free and cheap rail travel.* Three free travel warrants are granted for seasonal leave. Wrens are also eligible for reduced railway fares in the U.K. for distances of over 30 miles.

Pensions and Terminal Grants. Wrens who complete 22 years' service are eligible for a Pension and a tax-free Terminal Grant. These are as follows:

For those leaving the Service as:	PENSION (a week)	TERMINAL GRANT
Wren, Able rating	22s. 0d.	£85
Leading Wren	30s. 0d.	£120
Petty Officer	34s. 0d.	£150
Chief Wren	35s. 8d.	£185

Gratuities. W.R.N.S. ratings who do not qualify for a pension are eligible for a gratuity at the following rates:

After 12 years' service £70 0s.	After 17 years' service £175 0s.
After 13 years' service £87 10s.	After 18 years' service £205 0s.
After 14 years' service £105 0s.	After 19 years' service £235 0s.
After 15 years' service £125 0s.	After 20 years' service £265 0s.
After 16 years' service £150 0s.	After 21 years' service £295 0s.

W.R.N.S. ratings at present serving on an engagement, which carries entitlement to service gratuities after ten years' reckonable service, will continue to be eligible for the appropriate gratuity if they leave with more than ten but less than twelve years' reckonable service.

OFFICERS

Promotion to officer rank. W.R.N.S. officers are normally promoted from serving ratings between 20½ and 29 years of age, for administrative work and in the quarters, secretarial and technical branches. The only W.R.N.S. officers who are entered direct are those who have University degrees or other special qualifications of value to the Service.

Pay. The pay of W.R.N.S. officers is as follows:

							a year
Third Officer	...	...	...	...	...	...	£292—£365
Second Officer	...	...	...	...	...	...	£410—£593
First Officer	...	...	...	...	...	...	£766—£967
Chief Officer	...	...	...	...	...	...	£1,058—£1,241
Superintendent	...	...	...	...	...	...	£1,368—£1,569

Retired Pay and Terminal Grants. The rates of Retired Pay and of Terminal Grants are as follows:

		RETIRED PAY (a year)	TERMINAL GRANT
First Officer	...	£420	£1,260
Chief Officer	...	£535	£1,605
Superintendent	...	£670	£2,010

Some of the information in this book is extracted from various regulations, which are liable to alteration; should there be any differences, the current regulations hold good.

COPIES OF THIS BOOK ARE ON SALE TO MEMBERS OF THE NAVAL SERVICE AT NAVAL N.A.A.F.I. CANTEENS, PRICE 2D. INCLUSIVE OF ENVELOPE.
YOUR FAMILY MIGHT LIKE A COPY.

