

WEARING OF THE WHITE ENSIGN
(The Superintendent, R.N. Aircraft Repair Yard, Fleetland's
No. Y.1414 of 29th November, 1950.)

R.N. AIRCRAFT
P 9689/5

II

No. R.A.1/56

THE FLAG OFFICER AIR (HOME)

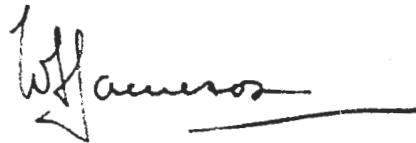
(Copy to:-

The Superintendent,
R.N. Aircraft Repair Yard,
Fleetlands.)

Forwarded for favourable consideration concurring in this proposal. I have confirmed that suitable ceremonial would be observed at colours and at sunset. The wearing of the White Ensign at the R.N. Aircraft Repair Yard, Fleetlands should help to foster the feeling of naval esprit-de-corps which already exists to a marked extent among the civilian work people at this establishment.

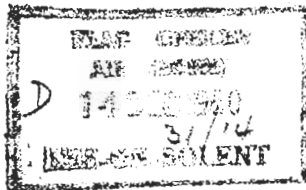
2. The proposal does not affect the other Aircraft Repair Yards as they are already covered by the White Ensigns flown at the adjacent Naval Air Stations.

Office of the
Rear Admiral Reserve Aircraft,
R.N. Air Station,
Arbroath, Angus,
Scotland.
11th December, 1950.



REAR ADMIRAL (E)

SK/12575



16 JAN 1951

REGISTRY

NL

R.N. AIRCRAFT REPAIR YARD, FLEETLANDS - WEARING OF WHITE
ENSIGN.

(The Superintendent, R.N. Aircraft Repair Yard, Fleetlands
No. Y.1414 dated 29th November, 1950.)

III

No. 129 /31P/14.

The Secretary of the Admiralty.

(Copies to:- The Rear Admiral Reserve Aircraft.
The Superintendent,
R.N. Aircraft Repair Yard, Fleetlands.)

Forwarded.

2. The R.N. Aircraft Repair Yard, Fleetlands has a Naval Captain of the Engineering Branch as Superintendent and 13 Naval Officers on the staff all borne on the books of H.M.S. DAEDALUS, but is otherwise civilian manned. The general directions given in A.F.O. 3197/48 do not appear to cover such an establishment. *NL 4843/48*

3. I recommend the proposal for favourable consideration for the reasons in paragraph 1 of the Rear Admiral Reserve Aircraft's Minute II.

Lee-on-Solent.
15th January, 1951.

R Portal.

ADMIRAL

The enclosed application on behalf of R.N. Aircraft Repair Yard, Fleetlands, for approval to wear the White Ensign puts forward the following reasons for the request:-

- (a) The establishment although, apart from the Superintendent, a naval captain(E), with 13 naval officers on his staff, being civilian-manned, works entirely for the Royal Navy;
- (b) There is a general desire for the Ensign on the part of employees;
- (c) Other Aircraft Repair Yards are covered by the White Ensign flown at adjacent Naval Air Stations.

2. The recent expression of Admiralty policy in the House was that the White Ensign may, with Admiralty approval, be worn on buildings used for naval purposes, it not being necessary for such buildings to be independently commissioned in every case. This statement resulted from a question raised by an M.P. (Surgeon Lieut. Commander Bennett, R.N. - Hansard 6/11/50, Col. 913) concerning the propriety of flying the Ensign over Queen Anne's Mansions (see copise of minutes &c. tabbed in N.L.4404/50, herewith).


3. Permission to fly the White Ensign was given to Naval Recruiting Offices selected by D.N.R. (N.L.6356/48, herewith) and to R.N.V(W).R. Training Centres approved by A.C.R. (N.L.4404/50, herewith). Both of these can, perhaps, be classified as "naval establishments", whereas Fleetlands must be accepted as being a "civil establishment".

4. The difference in practice between a naval (or fleet) establishment and a civil establishment is thought to be that whereas the former would probably fly the White Ensign every day, the latter (as in the case of Admiralty Headquarters and Queen Anne's Mansions) would normally fly it on certain specified occasions notified by the Ministry of Works.

5. As to the point at (a), a similar argument could be used for other civil establishments, e.g. Dockyards etc. It therefore seems that if this application were to be approved, it would possibly lead to requests for an extension of the approval to other such establishments.

6. It may consequently be considered that, apart from Admiralty Headquarters and Queen Anne's Mansions, as an extension of Headquarters, approval should be restricted to "organised units of the Royal Navy" as defined in A.F.O.3197/48.

7. Referred for your observations before the matter is submitted for decision.


for Head of N.L.
18th. January 1951.

D.A.M.R. considers that R.N.A.R.Y. Fleetlands should do as the Royal Dockyards do, since the function that an A.R.Y. performs for Naval Aviation corresponds exactly with what one of H.M. Dockyards does for the Fleet, and they are both commanded by Naval Officers and manned by civilians.

2. However, if Queen Anne's Mansions fly a White Ensign on special occasions, it is difficult to see how, with fairness, other establishments used for naval purposes can be refused permission to do so. It is proposed, therefore, that Fleetlands should normally fly the Union Flag, but that on ceremonial occasions, such as when ships wear masthead flags, the White Ensign should be flown in addition.

3. D.A.M.R. feels that everything possible should be done to foster the high morale of Fleetlands, but regretfully can see no further course under the existing regulations.

Director of Aircraft Maintenance & Repair

25th January, 1951.

D.S.D. sympathises with the morale consideration which prompts this request.

2. Nevertheless the approval to fly the White Ensign in this case would probably lead to similar requests, equally worthy, which, having created a precedent, would be difficult to turn down.

3. The Union Flag is also open to objection. There have been cases where C. in C. Portsmouth has been an Admiral of the Fleet and has properly flown this Flag as a Personal flag.

for DIRECTOR OF SIGNAL DIVISION.

6th February, 1951.

StCM

M Branch agrees with D.S.D.

that an awkward precedent would be created if this request were approved.

L. B. Granger
A H 2 J M
10/2/51

It was stated in 1911 that naval dockyards and civil establishments should fly the Union Flag.

2. It must be presumed that the Board would not be prepared to permit the flying of the White Ensign by H.M. Dockyards and similar establishments in which only a small naval element is represented.

3. It is accordingly submitted for approval to inform F.O.Air(Home) that, although appreciating the reasons which have prompted the representations on behalf of the R.N. Aircraft Repair Yard, Fleetlands, Their Lordships regret to be unable to grant the request, either for the regular or the occasional wearing of the White Ensign at that establishment.

J.A. Brown

for Head of N.L.
13th. February 1951.

Concur.

J. J. J.
J.S.N.

14. 2. 51

Approved.

The ruling given in 1911 should be ~~followed~~ followed in this case

D.S.P.
28/2

Letter.

No. 3/3/51.

Noted.

A. J. J.
D.A.M.R.
19/3/51.

Flag Officer Air (Home).

Copies to:- The Rear Admiral, Reserve Aircraft.
The Superintendent, R.N. Aircraft Repair Yard,
Fleetlands.

With reference to your submission of the 15th January, 1951, No.129/31E/14, I am to inform you that, although appreciating the reasons which have prompted the representations on behalf of R.N. Aircraft Repair Yard, Fleetlands, Their Lordships regret to be unable to grant the request, either for the regular or the occasional wearing of the White Ensign at that establishment. The appropriate flag for such an establishment, as in the case of Naval dockyards and civil establishments, is the Union Flag.

BY COMMAND OF THEIR LORDSHIPS,

W. E. SAMUEL

NEH/OCB.25.

