

THE ROYAL NAVY

AS A CAREER

AND

HOW TO JOIN IT

This book consists of three parts :

- Part I. A general description of life in the Navy (pages 2 to 12).
- Part II. The various branches of the Service (including the Fleet Air Arm and the Royal Marines) ; the pay and prospects, and type of men required (pages 13 to 42).
- Part III. How to join the Royal Navy or the Royal Marines (pages 42 to 48).



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PART I—LIFE IN THE NAVY

The Royal Navy offers to men and boys of good physique and character :

A real career and assured employment for many years ;

Good pay and steady advancement for capable men with special rewards for the man of exceptional ability ;

A life pension after 22 years' service (at the age of 40 or soon after) ;

Free food and living accommodation on up-to-date lines and of a high standard ;

A varied and interesting life, ashore and afloat, in home waters and on foreign service, in all parts of the world ;

Prospects of work in aircraft ;

An opportunity for skilled work at higher pay in most trades, including aircraft maintenance ;

Finally, the inheritance of a great tradition, of good comradeship and healthy discipline based on mutual respect and shared enthusiasm.

Service Ashore and Afloat

A man in the Navy spends part of his service ashore and part afloat ; some of his service afloat is in home waters and some is abroad.

Although the proportion of time spent at home and abroad, and on shore and afloat, must vary from time to time, it is always divided as fairly as possible. All men take their due turn with others for foreign service.

Thus a man during the 22 years of a long service pension engagement will find plenty of variety and travel, and time at home to see his family and friends.

He may serve in battleships of the main fighting fleets, at home or in the Mediterranean, in cruisers of squadrons all over the world, in destroyer or submarine flotillas, in sloops patrolling and showing the Flag in the remotest parts of the world, in ships surveying uncharted waters and desolate coasts, or in aircraft carriers.

On shore, he may find himself at the big Royal Naval Barracks at the Home Ports, at the Air Bases of the Fleet Air Arm, in the Training Establishments on shore, in the various Technical Schools, such as Gunnery, Torpedo, Signal Schools, and their experimental establishments—or abroad, at famous ports of the Empire overseas, such as Gibraltar, Malta, Hong Kong, Singapore, Bermuda, Colombo, and Simonstown.

Men usually remain in one ship for two or three years ; as a general rule, on foreign service, men do not spend more than three years at a time actually absent from home.

On entry, men are allocated to one of the three Home Ports—Portsmouth, Devonport, and Chatham. As far as possible they are allowed to choose the one nearest to their homes in civil life. Their home Port remains their Service home throughout their career, and to its Royal Naval Barracks they return when their ship pays off after a commission.

Fleet Air Arm.—Aircraft are now carried in Battleships, Battle-cruisers, Cruisers, Aircraft Carriers and Seaplane Carriers, so that men who join the Flying Branch of the Navy have the opportunity of serving in various types of ships and on every station in the world. These men are employed mainly in flying duties and earn considerably higher rates of pay. In Part II of this booklet will be found details of the Flying Branch, also of the Aircraft Maintenance Branches in which men who wish for a life at sea and want to be trained in aircraft work, will find excellent opportunities. The " Home Port " of men belonging to the Fleet Air Arm is Lee-on-Solent, near Portsmouth.

Leave

The Navy has always to be ready to act and move without delay wherever its presence is required. For this reason leave in the Navy must always be subject to the requirements of the Service.

But whenever practicable, generous scales of leave with full pay are granted. In most sea-going ships in home waters leave amounts to 42 days in the year.

Before sailing for a foreign station, 10 days' special leave is granted whenever possible, and on return, 22 days for each year of absence.

For periods spent on long leave, men are paid an allowance to cover their expenses for food (the current rate, April 1939, is 15s. 9d. a week).

The railway companies provide special cheap fare facilities for men and their wives and families, travelling on leave.

Shore Leave and Night Leave

Whether at home or abroad, shore leave (including night leave and, in some cases, week-end leave) may be granted after working hours except to the proportion of men required for duty on board.

Term of Engagement

There are three forms of engagement in the Navy:—

- (a) Continuous Service,
- (b) Special Service,
- (c) Non-Continuous Service.

The Continuous Service engagement is for **TWELVE YEARS** from the age of 18 or date of entry if later: boys entered below 18 years serve until the age of 30.

At the end of that time, men may volunteer to re-engage **TO COMPLETE TIME FOR PENSION**; this means the completion of **TWENTY-TWO YEARS'** service from the age of 18 (or date of entry if later).

Note.—This re-engagement is a privilege, and cannot be claimed as a right, but men who have proved efficient and of good character are usually accepted.

The Special Service engagement is for twelve years also, but, for men entered at 18 or above, *only SEVEN YEARS* of this are spent on active service with the Fleet, the remainder being served in the Royal Fleet Reserve (see page 9). Boys entered below the age of 18 serve in the Fleet until the age of 25.

Men entered for Special Service may transfer to Continuous Service. To be eligible for this they must show sufficient promise and reach the physical standard required for Continuous Service.

The Non-Continuous Service engagement is for a period of five years if a man's services are so long required: this form of engagement is open to very few branches in England. Details are given under the appropriate branches, in Part II.

Promotion and Advancement

The successive steps or "ratings" through which a man passes (which have different, though corresponding, titles in the different branches) are as follows:—

BOY RATINGS	.. ..	Under 18, and under training ashore or in the Fleet.
ORDINARY RATINGS	..	Men not fully trained, but generally employed at sea.
ABLE SEAMAN RATINGS	..	Fully trained men.
LEADING RATINGS	..	Men qualified and selected as capable of taking charge of others, or specially qualified technically.
PETTY OFFICERS	.. ..	Men with responsible duties generally employed in taking charge of lower ratings; they mess separately from the latter and have many privileges as regards leave, etc.

CHIEF PETTY OFFICERS . . Men who hold particularly responsible positions, mess separately from the petty officers, and have further privileges.

Capacity to command is regarded as the principal qualification for advancement in the Seaman, Signal and Stoker branches, and is an important consideration in all other branches. The rating of Petty Officer, at least, ought to be reached during his service by any man of reasonable ability who has personality and ambition.

Promotion is usually made as vacancies occur. Generally, there are certain tests a man must pass to show that he is qualified to be rated up ; if he is successful in them, his advancement usually depends on the recommendations of his own officers. In certain cases advancement may be accelerated by passing the necessary tests at the earliest possible opportunity.

Promotion to Officer's Rank.—For men of exceptional ability there are avenues of promotion to Officer's rank. Promotion to Warrant Officer and Commissioned Officer from Warrant Rank is open to men in all branches except Blacksmiths, Painters, Joiners and Plumbers.

In the Seaman, Communications (*i.e.*, Signalmen and Telegraphists), and Engine-room branches there are special opportunities for the promotion of outstanding young men direct to commissioned rank as Acting Sub-Lieutenants.

Further details about promotion to Officer's rank are given on pages 37 and 38.

Food and Living Accommodation

For living and meal purposes, the ship's company are divided into Messes, which usually number about 16 men each. The "broadside" messes comprise the Seamen, Stokers, Signalmen, Telegraphists, Cooks, etc., of the lower grades. They occupy separate tables in a general Mess Deck, which usually includes the places where they sling their hammocks for sleeping purposes, and locker accommodation in which to keep their kit and personal belongings.

The Chief Petty Officers and Petty Officers, and certain classes of technical ratings, have separate enclosed mess rooms of their own.

Free rations are provided for all men serving afloat and ashore wherever possible ; otherwise an allowance is paid instead.

For feeding men ashore and afloat in all large and most modern ships an "issue of rations" has come to mean the "General Mess System." Under this system four meals a day—Breakfast, Dinner, Tea and Supper—are prepared by a Cookery staff under the direct supervision of the Accountant Officer, and served to all men on board alike. Ample facilities, such as cold storage, up-to-date cooking appliances, and adequate staff and organisation, enable these meals to be served punctually and regularly, with special consideration for men who miss the regular meal times owing to duty. The menus are carefully arranged so as to provide appetising and nourishing meals. A specimen of the weekly menu for a General Mess Ship is printed on page 45, which shows the type of fare provided.

In smaller ships where facilities do not permit the adoption of the General Mess System, it remains the practice for a standard issue of rations of the principal articles of food to be made to each Mess. The

food is prepared by the men themselves with the assistance of the ship's Cookery staff, and is supplemented by a small daily allowance per head which is paid to the Mess for the purchase of "extras."

Canteens.—There are Canteens in practically all ships nowadays. They are run by the Navy, Army and Air Force Institute on all stations except China (where local contractors with special local knowledge are employed). The Canteen is not only a place where men can buy many extras of food and drink, such as confectionery, soft drinks, and ices; in a General Mess Ship it is one of the main sources of supply for such staple items as eggs, bacon, etc. The Canteen is also a general shop for the sale of all kinds of small goods required by the men, such as stationery, toilet gear, sports gear, etc.

The Canteens in some of the shore establishments include beer bars.

In the larger and more modern ships there are usually such institutions as a bookstall, where the latest papers and magazines may be obtained, a barbers' shop, and a laundry, all run by qualified men.

Ships also carry, for the use of the crew, libraries of books which contain works of modern fiction as well as historical and educational books.

Naval ratings enjoy the privilege of duty-free tobacco when serving on board ship or at naval depots.

Games and Recreation

Recreation rooms are provided for the different classes of ratings, in addition to messing accommodation, wherever the construction of the ship permits it.

The Service provides exceptional opportunities for keeping fit and taking part in games and athletics.

Football—Association and Rugby—is played at nearly every port that ships visit, and grounds are available at all fleet bases.

Opportunities for cricket, tennis, and hockey are also often forthcoming.

Regattas, for service boats under sails and oars, are a prominent feature of the life of the fleets.

Foreign service provides many opportunities for swimming and bathing under conditions more favourable than any at home.

Most ships are now fitted with cinema projectors and are regularly supplied with the latest sound films at a cost of $1\frac{3}{4}d.$ per week per man. Radio-gramophone sets are also included in the equipment provided for ships.

Ships commissioning are usually given a grant or loan towards the cost of their first equipment of sports gear, which substantially relieves the men of this expense.

Awards for Good Conduct

By good conduct men can earn up to three Good Conduct Badges, each of which carries extra pay at the rate of $1s. 9d.$ a week. Subject to detailed conditions laid down in the King's Regulations and Admiralty Instructions, these badges can be earned after three, eight, and thirteen years' service respectively, counting from the age of 18 or date of entry if later.

Fifteen years' continuous very good conduct can earn the Long Service and Good Conduct Medal, which carries with it a gratuity of £20 in cash.

Particulars of the rates in force from time to time can be obtained from the Admiralty or Recruiting Staff Officers, R.N. and R.M.

National Health Insurance.—Contribution is not stopped out of men's pay, but is paid by the Admiralty to the Ministry of Health.

Widows', Orphans', and Old Age Contributory Pensions Act.—Contributions (at present 5½d. a week) are stopped from men's pay during their service in the Royal Navy. This entitles them to the benefits payable under the Act. Where, however, a man's death is attributable to the Service, the pensions referred to previously will be substituted for pensions under the Widows', Orphans', and Old Age Contributory Pensions Act, if more favourable.

Unemployment Insurance.—Ratings are not insured during service in the Royal Navy, but on discharge, except in certain circumstances, are given a free credit of contributions which puts them in the same position as if contributions had been paid for them during their service.

Pensions.—After 22 years' qualifying service, pensions are awarded for life. The present scale varies from about £38 a year to about £87 a year according to conduct and the position filled.

Men disabled or invalided from the Service are eligible for pensions or gratuities according to circumstances. Life pensions may be granted, irrespective of length of service, to men invalided for severe injury sustained on duty. Gratuities varying according to length of service and/or degree of disablement may be paid to men who have received on duty injury of a degree insufficient to justify the grant of a life pension for disablement and to those who are invalided for injury or illness not due to their Naval service.

Gratuities based on service are not payable in addition to pensions for service which may be allowed to men invalided after 14 years' pensionable service (from age 18).

In calculating gratuities based on length of service time is reckoned from date of entry.

Age Pensions of 2s. 11d. a week will be granted, in addition to their other pension, to Life Pensioners of good character when they reach the age of 55.

Pensions at varying rates may also be granted from the funds of Greenwich Hospital at the discretion of the Admiralty to Petty Officers, Non-Commissioned Officers and Men of the Royal Navy and Royal Marines incapacitated by ill-health.

Employment on Discharge

Ex-naval ratings, especially long service pensioners, have a high reputation among employers as reliable and competent men.

Men who are nearing their time for discharge are, if time permits, given an opportunity of attending Vocational Training classes to receive instruction in trades likely to improve their prospects of civil employment. These classes are held at the Naval ports and also, where practicable, on board ship by means of correspondence courses.

The National Association for the Employment of Regular Sailors, Soldiers and Airmen exists for the purpose of assisting eligible ex-Service men in finding civil employment. It has branches in all the principal towns of the United Kingdom.

Men of good character are eligible after discharge from the Royal Navy and Royal Marines for various subordinate posts in Government departments which are reserved for ex-Regular members of the Forces. Included among these are posts as messengers, etc., at the Admiralty and in Naval Establishments which are specially kept for deserving Royal Naval and Royal Marine Long Service and Life Disability Pensioners or men invalided as the result of wounds and injury attributable to the Service.

Long Service Pensioners of the Royal Navy of the Seaman, Stoker, Regulating, Sailmaker, and Communications branches, and of the Royal Marines, who are in possession of the Long Service and Good Conduct Medal, and are under 45 years of age, are eligible for service in the Royal Marine Police up to the age of 55 years (Inspectors and above, 57).

Some appointments under the Post Office are also specially reserved for men who have served in the Royal Navy and Royal Marines.

Uniform

All men are provided with a free kit, including a set of bedding, on entry, and during their service they are paid an allowance to cover the cost of keeping it up-to-date and in good condition.

Men in the Seaman, Signal, Telegraphist, Stoker and Air Mechanic branches wear the traditional "sailor" uniform until they are rated Petty Officers (confirmed) over 1 year's seniority, when they wear Petty Officer's uniform.

Men below Petty Officer in other branches wear a uniform somewhat similar to that of Petty Officers but without gilt buttons and with a different cap badge.

Chief Petty Officers wear a similar dress to Petty Officers but with differences in badges and buttons.

Men who change their uniform on confirmation as Petty Officer are paid a special gratuity to cover the cost.

Medical and Dental Attendance

Medical and dental attendance and medicine are given free of charge; in cases requiring it, treatment in a Royal Naval Hospital is allowed, full pay being continued during treatment, and an extension of 28 days' pay being granted if and when a man is invalided out of the Service.

After the first 30 days' sickness, small deductions may be made from men's pay, but only when their sickness is the result of their own carelessness or misconduct.

Royal Fleet Reserve

Seamen, Signalmen, Telegraphists, Stokers, men of the Flying and Air Maintenance branches, and Royal Marines who have served creditably and have taken their discharge without a pension may, if in all respects fit and recommended for enrolment and if vacancies exist, join the Royal Fleet Reserve. There are now two classes of this Reserve, Class B, and Class D (Immediate Reserve), the latter being open only to leading and able seaman ratings (see page 4): similar ratings of the Steward and Cook branches may join Class D, but not Class B, of the Reserve. Men of Class B who fulfil the conditions of service in the Reserve, draw a retainer of 3s. 6d. a week: the retainer payable to men of Class D is 7s. a week. Men whose efficiency is unimpaired, and who continue in all respects fit, may, subject to requirements, be permitted to re-enrol for successive periods of 5 years to complete

22 years' combined service in the Fleet and Reserve, provided that they are not over 50 years of age at the termination of the final period of re-enrolment. A gratuity of £75 in full discharge of all claims will be awarded to men on completion of 22 years' combined qualifying service in the Fleet and Reserve. In the event of a man's service in the Reserve being terminated by death or medical unfitness, from causes not due to his own imprudence or misconduct, before completion of time for the full gratuity, a gratuity may be granted at the rate of £2 for each year of qualifying service in the Fleet and Reserve combined up to twelve, and £5 for each year afterwards. At the discretion of the Admiralty, a gratuity, at such reduced rate as may be thought fit, may be paid in respect of the services of men who are discharged medically unfit, or who die, from causes due to their own imprudence or misconduct, before they qualify for the full gratuity. Royal Fleet Reservists, Class B, are required to drill for one week in every two years: Class D men attend for training for two weeks in alternate years.

TRAINING

Training on Entry

On entry, Boys for the Seaman, Signal and Telegraphist branches go to shore training establishments, such as H.M.S. *Ganges* at Shotley, near Harwich, H.M.S. *Caledonia* at Rosyth, H.M.S. *St. Vincent* at Portsmouth and H.M.S. *Impregnable* at Devonport, which are fully equipped and have large instructional staffs of officers and petty officers.

After about a year at one of these establishments, they are drafted to sea in the sea-going fleets as Boys, 1st Class.

Specially intelligent Boys have the opportunity at the Training Establishments of passing into the Advanced Class and being given a special course of training intended to fit them for early advancement in the Service. Membership of the advanced class is not in itself a guarantee of promotion, but the advantages of taking this opportunity of special education are obvious.

Apprentices for service in the Artificer branches undergo their training, which lasts between four and five years, at a special Mechanical Training Establishment.

All other men on first entry are sent to one of the three Royal Naval Depots at Portsmouth, Chatham, and Devonport, where they undergo a period of training in discipline, naval routine and the duties of their rating, and appropriate technical courses before being sent to sea. Men entered for the maintenance branches of the Fleet Air Arm, after a short period of training in discipline and naval routine at one of these Depots, proceed to other establishments for specialised training in the duties of their rating.

LIFE IN A BOYS' TRAINING ESTABLISHMENT

The boys who join the modern Navy come from good homes, and must produce thorough and recent testimonials of good character. The majority have only just left school or mercantile training ships.

Continuous Service boys for the Seaman, Signal and Telegraphist branches go to one of the following Training Establishments:—

H.M.S. "Ganges" at Shotley, near Harwich; H.M.S. "St. Vincent" at Gosport; H.M.S. "Impregnable" at Devonport; or to the ex-liner "Majestic," now H.M.S. "Caledonia," at Rosyth.

Seaman Boys, Special Service (see page 15), go to H.M.S. " Wildfire " at Sheerness : the course of training here is shorter but is based on similar principles.

First Entry

On first entry boys are given special attention, until they become accustomed to their new surroundings. A special staff of officers and instructors deal solely with boys who have been in the Royal Navy under six weeks.

Education

Quite apart from instruction on Service work a large part of the boy's time is spent at school, where Schoolmasters, most of whom possess a university degree, teach ordinary school subjects in continuation of the boy's previous schooling.

In order to obtain the greatest value from this instruction boys are graded according to their educational capabilities. This is done by examination, and the boys of superior education become Advanced Class (A.C.) and the rest General Course (G.C.).

Classes of A.C. boys and G.C. boys are formed separately, and thus boys of similar education are grouped and remain together throughout their training time.

All classes do a similar course in Seamanship and kindred subjects, but while the A.C. boy does half his instructional time at school, the G.C. boy does one-third. This means that the better educated boy remains longer in the Training Establishment, and the extra school education he receives should materially help him towards early and accelerated advancement, and the attainment of higher rating or officer rank.

Games and Physical Fitness

The health and physical fitness of the boys is a primary concern of all officers and instructors.

Several hours each day are devoted to recreation, and boys play hockey, rugby and association football and cricket. They also take part in athletics and aquatic sports, and do much rowing and sailing. Every boy is taught to swim and encouraged to become proficient in life-saving. Boxing is also taught, and frequent competitions are held throughout the winter.

In addition, each boy does two hours' physical training a week under expert supervision. The majority show a vast improvement physically in a very short time. It is remarkable what the above routine, accompanied by plenty of excellent food, regular hours and plenty of sleep, can do for a boy.

Recreation rooms are provided where boys can write letters, and read books which they can draw from an extensive library.

Welfare

Food.—Four excellent well-cooked meals a day are provided. A typical menu is shown on page 46.

Free Medical and Dental Treatment.—The best Medical and Dental attention is given free. Should a boy feel ill he is encouraged to report " Sick " at once, and is promptly seen by experienced doctors.

Boys are made dentally fit on arrival and taught to take care of their teeth. Dental Surgeons are on the staff and make quarterly inspections of each boy's teeth.

Pay

A boy's rate of pay is sufficient to allow for replacements to the kit issued free to him on joining, to cover travelling expenses to and from leave three times a year, and for a small allotment to his parent or guardian if he so desires. Each week he receives a certain amount of pocket money and the balance of his pay remains to his credit, until it is made available for him when he is rated Ordinary Seaman. A careful boy can save a considerable sum of money.

Leadership.—In order to give the more promising boys opportunity of developing power of command and leadership, suitable boys are rated Leading Boys, Petty Officer Boys and Instructor Boys and are given special responsibilities. For these duties they receive extra pocket money and privileges.

Divisional Officers and Instructors

The officers and instructors are selected for their ability to deal with boys and remain with the same boys throughout their time in the Training Establishment. The officers and instructors thus get to know them well, and are able to judge their characters correctly and to help them as necessary.

As far as possible a boy is taught to look after himself. He learns to be proud of his uniform and of the great traditions of the Royal Navy. He learns to obey orders and to give them.

General

In short, life in a Boys' Training Establishment compares favourably with that in any good school. The boys are clothed and well fed, and given medical and dental attention free of charge. They are paid while they are being educated and taught a profession. They learn discipline, are well looked after, and have seven weeks' holiday a year on full pay, with an additional allowance for food, to avoid parents being put to extra expense (the current rate is 15s. 9d. a week).

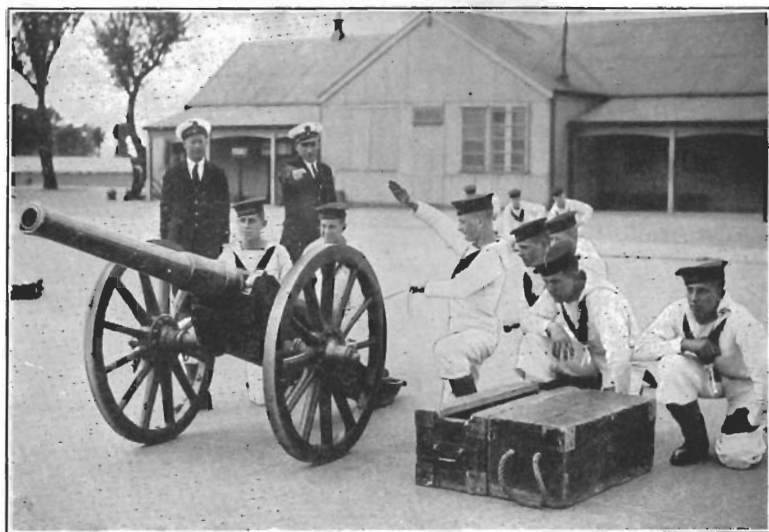
They are also given a free travelling warrant to their homes twice a year during their service in a Boys' Training Establishment and once a year subsequently during the remainder of their boy service. Artificer apprentices entered from the examinations held in March and October are given two similar warrants during their first two years of service.

There are certain days on which parents are allowed to visit the boys in the Training Establishments. Parents of prospective entries are also allowed to see the Establishments provided that an appointment is made by letter to the Commanding Officer in plenty of time.



[By permission of "Lensman," Daily Mirror

READY FOR DINNER AT SHOTLEY



[Photo by Fox Photos, Ltd.

FIELD GUN DRILL



[Photo by Fox Photos, Ltd.]

THE NAVY THAT FLIES

PART II—PAY AND PROSPECTS IN THE VARIOUS BRANCHES OF THE SERVICE

The following pages show the rates of full pay of ratings of the various branches. IN ADDITION to these rates, the naval rating receives the benefit of the following :

Kit Upkeep Allowance (in all cases).

Marriage Allowance (if married and over 25*).

Good Conduct Pay (if earned—see page 6).

Grog money (unless spirit ration is taken) ; this allowance works out at 1s. 7d. a week and is not payable to men under 20 years of age.

Leave Allowance† (for periods of long leave).

Non-substantive pay (e.g., for gunnery and torpedo specialists).

Extra pay is also granted for work under particular conditions, e.g., service in certain departments of the ship in the Tropics, in certain climates, in submarines, or in small craft, work in confined compartments, etc.

Examples of the total earnings of typical ratings are shown under each of the branches. Kit upkeep allowance is omitted from these figures, as it is assumed that it is expended for its proper purpose. It is to be remembered that a man's total earnings shown are exclusive of his clothing allowance and are not liable to any deduction for his food.

* The qualifying age will be reduced to 20 after about early July, 1939.

† The current rate, April 1939, is 15s. 9d. a week.

Seaman Class

Boys are entered between the ages of 15 and 16½ for training as Seamen ; they must have written consent of parent or guardian on the form provided by the Recruiting Officer.

PHYSICAL STANDARD

Age.					Height.	Chest
					ft. in.	Measurement.
						Inches.
15 and under	15½	..	..	..	5 0	30½
15½	„ 16	..	..	..	5 0½	31
16	„ 16½	..	..	..	5 1	31½

Specially suitable boys of good physique and education are occasionally entered though slightly under the above physical measurements.

Candidates must be well educated. Eyesight—6/6 each eye, tested separately. Colour vision—Grade I.

Boys commence to count their 12 years' service from the age of 18, when they are usually rated Ordinary Seamen. Promising boys are selected for advancement to Ordinary Seamen as from the date of reaching the age of 17½ years, but this will not affect the period of their engagement or the time they will have to serve for pension.

PAY				<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Boy, 2nd Class	..	..	..	5	3		
Boy, 1st Class	..	..	..	8	9		
Ordinary Seaman	..	..	..	14	0		
Able Seaman	..	..	..	21	0	to 25	8
Leading Seaman	..	..	..	30	4	to 32	8
Petty Officer	..	..	..	42	0	to 47	10
Chief Petty Officer	..	..	..	52	6	and up-	wards

} A week,
excluding
allowances
mentioned
on page 13.

Considerable additions to pay called non-substantive pay (ranging from 1s. 9d. to 14s. a week) can be earned by capable men for gunnery, torpedo, physical training and other qualifications.

Specialisation.—There are many forms of specialisation open to volunteers from the Seaman branch carrying extra pay. The following are examples :—

GUNNERY (3rd, 2nd and 1st class rates and Gunner's Mate, which are held in addition to substantive rating).

TORPEDO (Seaman Torpedo Man, Leading Torpedo Man, Torpedo Gunner's Mate, etc. The Torpedo Branch deal with all sorts of electrical work in addition to torpedoes).

ANTI-SUBMARINE WORK.

PHYSICAL AND RECREATIONAL TRAINING.

SUBMARINES.

PHOTOGRAPHY.

As examples may be quoted a senior rating, such as a Chief Petty Officer, qualified as a Gunner's Mate, holding 3 good conduct badges (average age 37), and married with two children, whose pay would be 96s. 9d. a week ; and a junior rating such as a 3rd class gunnery rating, say, 25 years of age, just married, holding one good conduct badge, whose pay would be 46s. 2d. a week.

A Petty Officer, specialising in submarines, say 28 years of age, holding two good conduct badges, married and with one child, would draw pay and allowances totalling from 85s. to 107s. 9d. a week.

Seaman (Special Service)

Men between the ages of 17½ and 22 may enter as Seamen for Special Service. They will be required to engage for a period of 12 years, of which 7 years will be served in the Fleet. Men under 18 will be required to serve in the Fleet for 7 years from the age of 18, in addition to whatever period may be necessary before attaining that age. At the end of this period of Active Service they will be discharged and, if they are in all respects fit and recommended, will be enrolled in the Royal Fleet Reserve to complete a total of 12 years' Active and Reserve Service combined. After that they will be eligible for re-enrolment in the Reserve under the same conditions as Continuous Service men (see page 9).

Men entered for Special Service may transfer to Continuous Service. To be eligible for this they must show sufficient promise and reach the physical standard required for Continuous Service.

PHYSICAL STANDARD

Age.	Height.	Chest.
Under 21	5 ft. 2 in.	32 in.
21 and over	5 ft. 3 in.	34 in.

Eyesight.—6/9 each eye tested separately. Colour vision Grade I.

PAY

	s.	d.	s.	d.	} A week, excluding allowances mentioned on page 13.
Ordinary Seaman	14	0			
Able Seaman	21	0 to 25	8		
Leading Seaman	30	4			

Many of the additions to pay earned for special qualifications by Seamen entered as boys can also be obtained by Special Service Seamen.

Seamen Class Boys (Special Service)

Boys between the ages of 16½ and 17½ may enter as Boys 2nd Class for Special Service. Boys under 17 must have the written consent of parent or guardian on the form provided by the Recruiting Officer. They will be required to engage for a period of 12 years from the age of 18, and will serve in the Fleet up to the age of 25, when they will be enrolled in the Royal Fleet Reserve to complete their engagement under the same conditions as Special Service Seamen. They will also be allowed to transfer to Continuous Service under the rules applicable to Special Service Seamen.

PHYSICAL STANDARD

Height.	Chest.
5 ft. 1 in.	31½ in.

Eyesight.—6/9 each eye tested separately. Colour vision Grade I.

PAY

	s.	d.	s.	d.	} A week, excluding allowances mentioned on page 13.
Boy, 2nd Class	5	3			
Boy, 1st Class	8	9			
Ordinary Seaman	14	0			
Able Seaman	21	0 to 25	8		
Leading Seaman	30	4			

Signal Branch

The Signal Branch of the Royal Navy is recruited, with the exception of men entered for Special Service, from Boys under training in the Harbour Training Establishments. Boys are selected for this Branch at the end of the preliminary training and undergo a special course of training. Signal Boys are usually rated Ordinary Signalmen at the age of 18, but promising boys are specially rated as from the age of 17½.

PAY

	s.	d.	s.	d.	} A week, excluding allowances mentioned on page 13.
Signal Boy	8	9			
Ordinary Signalman	14	0			
Signalman	22	9 to 27	5		
Leading Signalman	33	10 to 36	2		
Yeoman of Signals	45	6 to 51	4		
Chief Yeoman of Signals	56	0 and up-			
		wards)			

Extra pay of from 1s. 2d. to 7s. a week can be earned by all qualified men according to their technical ability.

As an example may be quoted a Yeoman of Signals, qualified as V/S.2, holding two good conduct badges (average age 28), married, with one child, whose pay would be 75s. 8d. a week.

Signalmen (Special Service)

Men between the ages of 17½ and 23 may enter as Signalmen for Special Service. They will be required to engage for a period of 12 years under the same conditions as Special Service Seamen (see page 14). They will be allowed to transfer to Continuous Service under the general rules applicable to Special Service Seamen.

Physical Standard.—As for Seamen (Special Service) (see page 15).

Eyesight.—6/6 each eye tested separately. Colour vision Grade I.

		PAY				
		s.	d.	s.	d.	
Ordinary Signalman	.. ..	14	0			}
Signalman	.. ..	22	9 to 27	5		
Leading Signalman	.. ..	33	10			
						A week, excluding allowances mentioned on page 13.

Extra pay may be earned by qualified men according to their technical ability.

Wireless Telegraphy Branch

This Branch is recruited, with the exception of men entered for Special Service, from Seamen Class Boys under training in the Harbour Training Establishments.

Boys are selected for the Branch at the end of the preliminary training in these establishments, and, on selection, undergo a special course of training. Boy Telegraphists are usually rated Ordinary Telegraphist at the age of 18, but promising boys are specially rated as from the age of 17½.

		PAY				
		s.	d.	s.	d.	
Boy Telegraphist	8	9			}
Ordinary Telegraphist	.. ..	14	0		
Telegraphist	.. ..	22	9 to 27	5	
Leading Telegraphist	.. ..	33	10 to 36	2	
Petty Officer Telegraphist	.. ..	45	6 to 51	4	
Chief Petty Officer Telegraphist	.. ..	56	0 and up-		
						wards A week, excluding allowances mentioned on page 13.

Extra pay of from 1s. 2d. to 13s. 5d. a week can be earned by fully qualified men, according to their technical ability.

As an example may be quoted a Petty Officer Telegraphist, qualified as W/T.2, holding two good conduct badges (average age 29), married with one child, whose pay would be 75s. 8d. a week.

Telegraphists (Special Service)

Men between the ages of 17½ and 23 may enter as Telegraphists for Special Service. They will be required to engage for a period of 12 years, under the same conditions as Special Service Seamen (see page 14). They will be allowed to transfer to Continuous Service under the general rules applicable to Special Service Seamen.



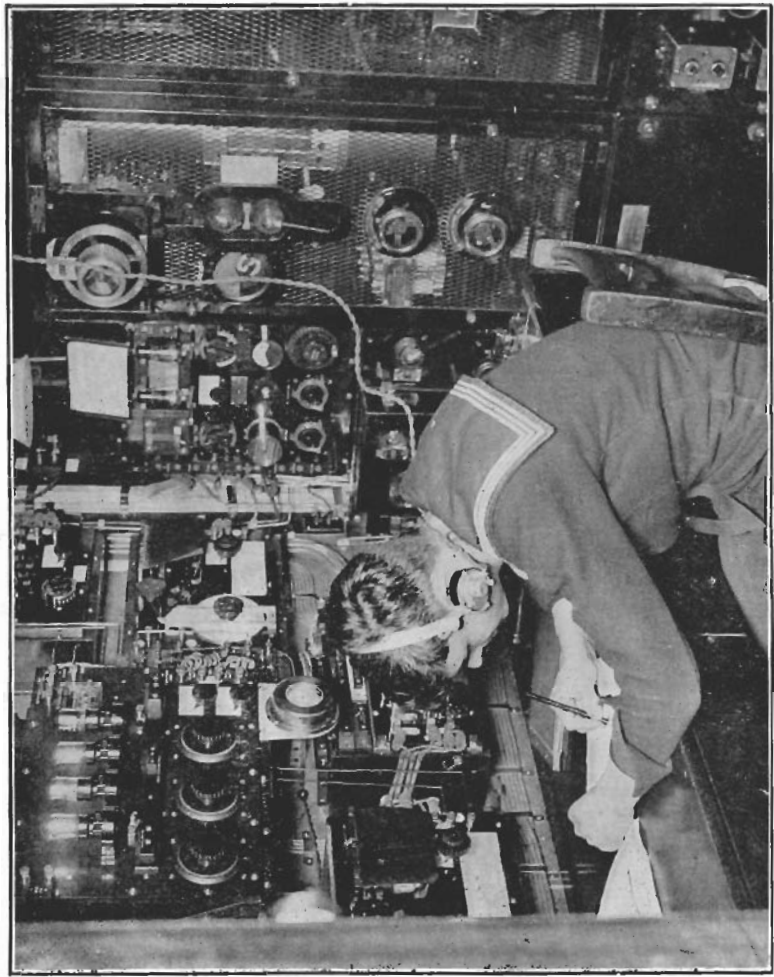
[Photo by Charles E. Brown.]

DESTROYER AND RECONNAISSANCE PLANES
THE " EYES OF THE FLEET " AND THE " CAVALRY OF THE SEA "



[Photo by Charles E. Brown.]

A SIGNALMAN AT WORK



[Photo by Central Press Photos, Ltd.]

RECEIVING A MESSAGE BY WIRELESS

Physical Standard.—As for Seamen (Special Service), see page 15.

Eyesight.—6/9 better eye, 6/12 the other. Colour vision Grade II.

		PAY				} A week, excluding allowances mentioned on page 13.
		s.	d.	s.	d.	
Ordinary Telegraphist	.. ..	14	0		
Telegraphist	.. ..	22	9 to 27	5	
Leading Telegraphist	.. ..	33	10		

Extra pay may be earned by qualified men according to their technical ability.

NAVAL AIRMEN (FLYING BRANCH)

Ratings of the Flying Branch belong to the Fleet Air Arm and are employed mainly on flying duties in aircraft of the Fleet or at Naval Air Stations.

Candidates are generally entered for training as Air Gunners, and selection is made later to a limited extent for training as Rating Pilot or Rating Observer. Air Gunners operate aircraft armament and the communication system used in aircraft for reporting such important information as the whereabouts and course of enemy ships, and the results of gunfire from our own ships.

Age. Candidates must be between the ages of 17½ and 22 years at the time of the educational examination, and must pass a medical examination.

Educational examination. Candidates who have been found medically fit are required to pass an examination consisting of papers in the following subjects:

Mathematics.—Logarithms; simple algebra; use of squared paper; use of drawing instruments; simply mensuration.

Magnetism and electricity.—Elementary properties of magnets; simple ideas of the structure of matter; cells; direct current circuits; electro-magnetic induction; elementary knowledge of dynamos; generating of alternating E.M.F.; cycle and frequency.

Essay and general knowledge.—A short essay; simple questions on general knowledge including current events.

The educational examination is held at the Royal Naval Barracks at Chatham, Portsmouth and Devonport, and at Rosyth, Manchester and Birmingham. The dates of the examination are announced in the public press.

Engagement. Candidates are required to enter into

- (i) a Continuous Service engagement, or
- (ii) a Special Service engagement, as explained on page 4.

Special Service ratings are, in some circumstances, allowed to transfer later to continuous service.

Training. Candidates accepted for entry undergo a new entry course followed by a technical training course, lasting about 43 weeks in all. All ratings are entered as Naval Airman 2nd class for training. On completion of training, ratings are rated Acting Air Gunner 3rd class; advancement to Naval Airman 1st class is normally granted not later than 18 months after entry and earlier on recommendation.

Advancement. Advancement to the ratings of Leading Airman, Petty Officer and Chief Petty Officer Airman, is made in vacancies from a roster.

The rating of Petty Officer Airman is granted to men who qualify for Rating Pilot and Rating Observer as soon as they complete the necessary training.

Promotion to Warrant Officer is attainable in vacancies according to service requirements.

PAY.

	s.	d.	s.	d.	
Naval Airman, 2nd class	14	0			{ A week, excluding allowances mentioned on page 13.
Naval Airman, 1st class	22	9 to 27	5		
Leading Airman	33	10 to 36	2		
Petty Officer Airman	45	6 to 51	4		
Chief Petty Officer Airman ..	56	0 upwards			

In addition to the above pay, non-substantive pay is granted as follows :—

	s.	d.	
Air Gunner, 3rd class (acting and confirmed) ..	17	6	a week
			Rated
Air Gunner, 2nd class	19	3	a week
Air Gunner, 1st class	21	0	a week
			{ according to numbers allowed.
			s. d.
Rating Pilot, under training	19	3	a week
Rating Pilot, completed training at Flying Training School	31	6	a week
Rating Observer (Acting)	24	6	a week
Rating Observer, confirmed in rate	31	6	a week

Applications. Applications for entry, or for further particulars, should be made personally or by letter to the nearest Recruiting Office, or by letter to the Commodore, R.N. Barracks at Chatham, Portsmouth or Devonport, or the Commanding Officer, H.M.S. "Cochrane", Rosyth.

Air Mechanics (Continuous Service and Special Service)

The Air Mechanic Branch of the Fleet Air Arm undertakes the routine maintenance of aircraft in H.M. Ships and at Naval Air Stations on shore, in one or other of the following capacities :—

- Aero-engine maintenance.
- Air Frame maintenance.
- Armament maintenance.
- Electrical equipment maintenance.

Technical ability and previous experience are not a necessary qualification for entry, although they may be an advantage.

Age.—17½ to 25 years.

Physical Standard.—As for Seamen (Special Service)—see page 15.

Eyesight.—As for Electrical Artificers—see page 23.

Educational Examination.—The same as for Direct Entry Artificers.

Engagement.—Candidates are required to enter into—

- (i) a Continuous Service Engagement, or
- (ii) a Special Service engagement—as explained on page 4.

Special Service Air Mechanics are, in some circumstances, allowed to transfer later to continuous service.

Training.—Candidates accepted for entry undergo a new entry course at a Naval Training Establishment, followed in about 10 weeks by a technical course. This course lasts approximately 9 months for aero-engines and air frames, 6½ months for armament, and 12 months for electrical training. Ratings are trained for the type of maintenance required at the time of entry, and although preference for a particular category is taken into consideration, allocation and subsequent employment must depend on the needs of the Service. The pay and general conditions of service are the same for all of the four sections of the Air Mechanic Branch.

All ratings are entered for training as Air Mechanic Probationers.

Advancement.—On successfully completing training, Air Mechanic Probationers are confirmed as Air Mechanics, with pay as such. Advancement to Leading Air Mechanic and higher ratings is made by roster to meet requirements. Petty Officer Air Mechanics are specially selected from men serving under a Continuous Service engagement.

PAY					
s. d. s. d.					
Air Mechanic Probationer, on					} A week, excluding allowances mentioned on page 13.
entry	17	6			
Air Mechanic	24	6 to 29	9		
Leading Air Mechanic	33	10 to 38	6		
Petty Officer Air Mechanic	49	0 to 56	0		
Chief Petty Officer Air Mechanic	63	0 and up-		wards	

Stokers (Continuous Service)

Candidates must be able-bodied men, but no previous experience is necessary.

Age.—18 to 25 years.

Physical Standard.—As for Seamen (Special Service) (see page 15).

Eyesight.—6/9 each eye, tested separately. Colour vision Grade II.

PAY					
s. d. s. d.					
Stoker, 2nd Class on entry	17	6			} A week, excluding allowances mentioned on page 13.
Stoker, 1st Class	24	6 to 29	2		
Leading Stoker	33	10 to 36	2		
Stoker Petty Officer	45	6 to 51	4		
Chief Stoker	56	0 and up-		wards	

Extra pay is given when serving in the Tropics; also (whilst doing the duty) to Chief Stokers, Stoker Petty Officers and Leading Stokers employed as Yeomen of Stores; and to Stoker Ratings employed as Engineer's Writer.

For example, a Leading Stoker, employed as Engineer's Writer, holding two good conduct badges (average age 27), married and with one child, would receive pay and allowances totalling 62s. 10d. a week.

Training and Advancement.—All men of the Stoker Class will be instructed in the use of simple tools, as well as in the performance of stokehold duties. They will be eligible later for advancement in vacancies to Leading Stoker, Stoker Petty Officer and Chief Stoker, subject to their possessing the prescribed qualifications.

Mechanicians.—A limited number of Stokers who display special intelligence and mechanical ability will be noted as suitable candidates to qualify later for Mechanician. They will be specially rated up, and if they then continue to be recommended for advancement, they will be eligible for a course of instruction for the rating of Mechanician. The instruction will comprise Fitters' and Turners' work, a knowledge of the construction and working of Engines and Boilers, and general educational subjects. Those who pass the examination at the close of this course will be sent to sea with the rating of Mechanician, 2nd Class. They will be promoted to Mechanician, 1st Class, after from six to eighteen months' satisfactory service, according to the class of Certificate they hold.

The rates of pay of Mechanicians are :

	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Mechanician, 2nd Class	52	6		
Mechanician, 1st Class	56	0	to 70	0

} A week,
} excluding
} allowances
} mentioned
} on page 13.

Mechanicians, 1st Class, with over six years' service as Mechanician, 2nd and 1st Class (including three years afloat), are eligible for advancement in vacancies to Chief Mechanician, 2nd Class, with pay at 73*s.* 6*d.* a week, and subsequently, after six years' service, to Chief Mechanician, 1st Class, at 80*s.* 6*d.* a week.

Mechanicians, 2nd Class, rank as Petty Officers, and Mechanicians, 1st Class, and Chief Mechanicians as Chief Petty Officers.

Senior Engineer's Allowance of 1*s.* 0*d.* a day may be earned in certain circumstances by Chief Mechanicians and Mechanicians.

A Chief Mechanician, 2nd Class, holding 3 good conduct badges (average age 37), married and with two children, would receive pay and allowances totalling 103*s.* 9*d.* a week—with an additional 7*s.* a week if entitled to Senior Engineer's allowance.

THE ARTIFICER BRANCHES

The Artificer branches of the Royal Navy (Engine-room Artificers, Electrical Artificers, Ordnance Artificers and Air Artificers) offer special opportunities to boys and men of good education and mechanical aptitude.

The work is skilled and responsible and high rates of pay are reached at an early age.

The prospects of promotion to Officer rank are good.

Men in these branches spend most of their service in the rating of Chief Petty Officer, which carries with it many privileges, including that of messing together in separate mess rooms, with attendants.

The Artificer branches are recruited from

- (a) apprentices (see page 27), and
- (b) qualified tradesmen of appropriate trades (Direct Entry), entered on Continuous Service Engagements.

Engine-room Artificers (Direct Entry)

I.—ACTING ENGINE-ROOM ARTIFICERS, 4TH CLASS

Candidates must be competent workmen at one of the following trades:—Engine Fitter, Engine Fitter and Turner, Coppersmith,