

PAY AND REGULATIONS FOR ENGINEERS AND ENGINEERS' APPRENTICES

The following is extracted from the Navy List for January 1842

MEMORANDUM

Admiralty, 14th July, 1838.

Whereas Her Majesty has been graciously pleased by Her Order in Council of the 5th instant to revise the Rate of Pay and the Regulations respecting the Engineers of Her Majesty's Steam Vessels, and to direct that their Pay shall be increased as hereafter-mentioned; The Lords Commissioners of the Admiralty hereby give notice, that their Memorandum of the 24th of July, 1837, relating thereto, is rescinded, and that the following Rules and Regulations are to be established in lieu thereof, from the 1st of August next, respecting the *Appointments, Rank, Pay, Allowances, and Superannuation* of Engineers, and the Pay of Engineer Boys in the Navy, *viz.*

Appointment.—Engineers to be appointed by Warrant from the Lords Commissioners of the Admiralty, or by Commanders in Chief on Foreign Stations in vacancies occasioned by death, in the same manner as other Warrant Officers of the Navy are now appointed.

No person to be deemed eligible for an appointment as Engineer of any Class until he shall have passed such examination as the Lords Commissioners of the Admiralty may from time to time think proper to require for such Class, before the Chief Engineer and Inspector of Steam Machinery, or such other Officer as they may appoint for that purpose.

Rank.—Engineers to be distributed into three classes, and to rank next below Carpenters, and with each other according to their standing on the official list.

Pay, and Allowances.—To Engineers when serving on board one of Her Majesty's Steam Vessels in Commission; or in any of Her Majesty's Dock Yards, whenever their services may be required there; or in repairing their own or any other vessel in the Home Dock Yards, Holyhead, the River Thames, Portsmouth or Plymouth Harbour; or when the Vessel to which they belong is paid off, and they are still retained on board.

1st Class, 12*l.* per lunar month, and 6*d.* a day for each Engineer's Boy whom they instruct.

2nd Class, 8*l.* per lunar month.

3rd Class, 5*l.* 6*s.* per lunar month.

When serving on board one of Her Majesty's Steam Vessels *within the tropics*, while the steam is up—one half the amount of the pay of the respective classes *in addition*.

Engineers of Vessels in Commission when employed in repairing defects of other Vessels than those in which they are serving, *except* in the Home Dock Yards, Holyhead, the River Thames, Portsmouth or Plymouth Harbour, to be allowed extra pay as Warrant Officers in addition, according to the scale established by Her Majesty's Regulations.

When borne on the books of the Guard Ships of the Ordinary, and not actually employed in the charge or repair of Steam Machinery—1st Class, per month, 7*l.* 17*s.*—2nd Class, per month, 4*l.* 18*s.*—3rd Class, per month, 3*l.* 8*s.*

Superannuation.—To be upon the scale established for Warrant Officers of the Royal Navy by Order in Council of the 4th April, 1838.

<i>Pay of Engineer Boys.</i>			
First Class	.....1 <i>l.</i>	14 <i>s.</i>	0 <i>d.</i> per lunar month
Second do	.....1	6	0 "
Third do	.....1	3	0 "
Fourth do	.....0	14	6 "

By command of their Lordships,
C. Wood

Admiralty, August 14th 1837.

REGULATIONS AS TO THE QUALIFICATIONS AND EXAMINATION OF ENGINEERS IN HER MAJESTY'S SERVICE.

FIRST ENGINEER.—No person will be considered qualified to hold the Warrant of a First Class Engineer who is not able to keep accounts and to make notes in the Log of every particular of the working of Engines and Boilers.

He must be thoroughly acquainted with the principles on which the machine works in all its parts, and capable of setting right any defects which may arise in the engine or boilers; and also to adjust the length of the various rods and motions, slide valves and eccentrics.

He must have been at sea as an Engineer, and be capable of working, starting, and stopping the Engines, &c., and able to make rough sketches, correct in proportions, of any part of the machinery; and willing to take charge of and teach the apprentices.

SECOND ENGINEERS must not be inferior in education to the First Engineers, and but little behind in mechanical acquirements, with the exception of the nice points of adjustment of slides, parallels, motions, &c.

THIRD ENGINEERS should be equal in education to the Second and First Engineers, and will be selected either from the Senior Class of Apprentices, or appointed direct from a factory. They must be accustomed to engine work, and acquainted with the principles of the engine, with the names of all its parts, their uses, and effect in producing motion.

EXAMINATION.—No person will be deemed eligible for an appointment as Engineer, or for promotion to the Second or First Classes, until he shall have passed an examination on the points above stated, or on such further points as the Lords Commissioners of the Admiralty may from time to time think proper to require, before the Chief Engineer and Inspector of Steam Machinery, or such other Officers as they may appoint for that purpose.

REGULATIONS AS TO THE INSTRUCTION AND QUALIFICATIONS OF ENGINEERS' APPRENTICES.

FOURTH CLASS.—Boys on entering the Service as Fourth Class Apprentices must not be less than 14 years of age. They must be of good moral character and sound bodily constitution, able to write, and to work a question in the Rules of Three.

They will be kept one year in the Dock Yard at Woolwich, where they will receive the necessary instruction, and their capabilities will be ascertained.

THIRD CLASS.—At the expiration of their third year of service the boys will be considered eligible for removal to the *Third Class*, if on examination they appear to have made themselves acquainted with the names and uses of every part of the engine, gauges, barometers, &c., and the reasons for blowing off the boilers.

SECOND CLASS.—If boys on the fourth year from their entrance into the service, being then 18 years of age, be acquainted, through the instruction of the Chief Engineer, with the whole principle of the engine and boilers, with the use of all the various tools, and with the mode of effecting repairs, as far as they are performed on board; if they be able to take off and replace any of the working parts; pack the slide valves, pistons, piston-rods, and stuffing-boxes; if they understand the action and condensation of steam, the return of the water into the boilers, the construction of all the pumps and of the feeding and blowing off apparatus, safety-valves, &c., and can chalk out roughly the outlines of the engines and wheels, and have become generally useful, they will be considered fit for removal to the *Second Class*.

Boys of the Second Class, having attained the fifth and last year of their apprenticeship, will be again transferred to the Dockyard Cheque, there to be solely under the direction of the resident Engineer of

the establishment, where a more extended practical knowledge, &c., can be acquired. A portion of their time is to be passed at the forge, the brazier's shop, the lathe, and the foundry, under proper instruction, a general acquaintance with each being necessary for an Engineer. They are also to improve themselves in arithmetic.

FIRST CLASS.—At the expiration of the fifth year, having then reached the age of 19, if on a strict examination the apprentices be found qualified for the appointment of Third Class Engineers, they will be removed to the list of the *First Class*, and be considered candidates for promotion, and will take precedence according to conduct and abilities.

By command of their Lordships,
C. Wood.