

(C) C.P.Os. and P.Os. (other than Stores Ratings) in ships when placed in charge of, and keeping regular accounts for, one of the following classes of stores:

(i) Naval Armament and Air Armament Stores;

(ii) Stores of one or more of the following descriptions for which a separate account is rendered:

Naval Stores.  
Gunner's Stores.  
Boatswain's Stores.  
Shipwright's Stores.  
Electrical Stores.  
Engine Officer's and  
Ordnance Engineer Officer's Stores.

(Note. The pay or pension of ratings will be held liable for the value of any stores lost or damaged.)

(D) Cook (O) and (S) Ratings—

(i) In Ships—to the Senior rating in Charge of a galley catering for 250 or more officers or men.

(ii) In Shore Establishments—to the Senior rating if a Cookery Officer is allowed in complement but is not borne.

(E) Communications Ratings—to the Senior Tactical and Radio Communications ratings in a ship in which a Communications Officer is allowed by complement.

(F) Chief Engine Room Artificers, Engine Room Artificers, Chief Mechanics and Mechanics—to ratings when placed in charge of the propelling machinery of H.M. Ships which satisfy the conditions in paragraph 5 above, for the payment of Officers' Command Money.

(G) Engine Room Ratings (other than those in (F))—when placed in charge of the propelling machinery of ships which satisfy the conditions of paragraph 5 above for the payment of Officers' Command Money and in which the horsepower of the propelling machinery exceeds:

650 I.H.P. (Steam);  
500 B.H.P. (I.C.E.);  
250 B.H.P. (in the case of M.M.Ss.); or  
100 B.H.P. (in the case of small craft).

(Note. The allowance is not payable for small craft forming part of the equipment in H.M. Ships or maintained in reserve except when on passage of over 24 hours' duration or absent at sea overnight.)

(H) Chief and Aircraft Artificers and Chief and Electrical (Air) Artificers, Chief Mechanics and Mechanics (or Aircraft Fitters drafted in lieu)—to the senior rating in Operational Squadrons at sea, in the absence of an Air Engineer Officer allowed in complement.

(J) Chief Petty Officers and Petty Officers—when employed as Coxswain in ships or shore establishments in which the specialist qualification of Coxswain or Surveying Coxswain is included in the scheme of complement; provided that, in shore establishments, no Stores (V) or Regulating rating is also allowed in the scheme of complement.

(Note. Not payable to Admiral's Coxswains or to Coxswains borne in depot ships.)

#### " SCHEDULE VI

#### ALLOWANCE FOR WORK IN UNPLEASANT CONDITIONS

" Allowance for Work in Unpleasant Conditions will be paid at the rates shown in paragraph 6 for work involving an exceptional degree of discomfort, dirt or fatigue, or which may have a detrimental effect on health. It should not be claimed for minor discomforts which must be regarded as inherent in normal service life.

#### Higher Rate

" 2. The higher rate will be paid:

- (i) within the Tropics—at any time;  
(ii) within the Red Sea and Persian Gulf and the Gulf of Oman—from 1st April to 30th November inclusive;

to the following ratings:

#### In Surface Ships

(a) to all men employed on day work for a full day or keeping regular watches during the 24 hours in the following compartments and spaces, provided that air-conditioning is not installed:

(i) engine-rooms, boiler rooms and stoke-holds, and auxiliary machinery rooms connected with the Engine-room Department containing steam-driven or internal combustion machinery while steam is raised or machinery is in use;

(ii) galleys, bakeries and laundries—while equipment is in use;

(iii) unlagged gun-turrets;

(iv) switchboard rooms.

(b) To all men whilst employed under the authority of the Commanding Officer on duties in confined spaces or on the supervision of duties entailing their presence in confined spaces. A 'confined space' is one not fitted with built-in ventilation, and one in which the work must be done in a cramped position or in abnormally dirty conditions; such as

(i) double bottom compartments;

(ii) fuel etc. tanks, compartments or air spaces access to which can only be gained by manhole or hatch without hinges and secured by bolts, studs or nuts;

(iii) boilers and condensers;

(iv) forepeak or collision compartment in destroyers and below;

(v) chain locker bilges;

(vi) bilges of machinery spaces and compartments where access is particularly difficult (not including those which can be approached simply by lifting floor-plates);

(vii) store-rooms nearly filled with stores in which a man may have to work (but not for the purpose of placing or receiving stores).

#### In Submarines:

(c) (i) at sea—to all men in the interior of the submarine;

(ii) in harbour—to men who are employed in the interior of the submarine on watch-keeping duties, or for a full working day on other duties, or who are required to sleep on board.

#### Generally:

(d) to men employed on work of a particularly objectionable nature at Admiralty discretion.

#### Lower Rate

" 3. The lower rate will be paid in areas other than those specified in paragraph 2 (i) and (ii)—to men employed on the duties specified in paragraph 2 (b) and (d);

#### General

" 4. No man may receive concurrently more than one payment of the Allowance for Work in Unpleasant Conditions whether at the higher or lower rate, under these regulations.

" 5. If the work for which the Allowance for Work in Unpleasant Conditions is claimed under paragraph 2 (b) and (d) or 4 is not done satisfactorily, payment is to be withheld.

(Rates of Allowance for Work in Unpleasant Conditions

" 6. The rates of the allowance are:—

	s.	d.
Higher rate ... ..	2	3 a day
Lower rate ... ..	1	6 a day

#### SCHEDULE VIII.

#### OTHER ALLOWANCE CHANGES

#### " Flying Extra Pay.

The rules for the commencement, cessation or suspension of the allowance are to be brought into line with those for the payment of 'Special Service Pay' to all categories except (B). The allowance will be paid to ratings who are regularly required to perform the following specific duties in Naval aircraft in flight:—

- (a) drogue towing;  
(b) helicopter winch operating;