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Part I

ADMINISTRATIVE AND GENERAL

(U)1275.—Royal Maritime Auxiliary Service—Inauguration (N/DMS 501/70—6 Nov 70)

1. *General.* The Admiralty Board has decided that there are economic merits in operational usage and administration by bringing together in a unified service a number of MOD (Navy) civilian manned vessels which have sea-going duties as opposed to those which arise predominantly in harbour and estuarial waters.
2. Her Majesty The Queen has graciously assented to the title of the Royal Maritime Auxiliary Service (RMAS) for the new organization which became effective from 1 September 1970.
3. In 1958 there was an amalgamation of civilian manned vessels engaged predominantly on harbour services which resulted in the formation of the Port Auxiliary Service (PAS), and there will be a close affinity between the RMAS and the PAS which together comprise the afloat support of Marine Services under the Headquarters administration of the Director of Marine Services (Naval).
4. *Definitions.* The various Marine Service units are defined as follows:—
 - a. *Vessel:* A self-propelled MS unit over 60-ft in length. All vessels proper will bear names; also, where necessary by the context, the term 'vessel' will be used in a generic sense to cover all MS units under reference. The term 'ship' will not be used for an MS unit.
 - b. *Craft:* A self-propelled MS unit in the range of 14-ft to 60-ft in length. Craft will bear numbers not names.
 - c. *Lighter:* A non self-propelled MS unit of any length. All lighters will be identified by numbers.
 - d. *PAS Unit:* A vessel, craft or lighter which normally undertakes its day to day duty within estuarial and port limits.
 - e. *RMAS Unit:* A vessel which normally undertakes coastal and ocean-going duty outside port limits.
5. *Composition of the RMAS:* Initially the Royal Maritime Auxiliary Service will comprise:—
 - a. the Admiralty Cable Ships;
 - b. the Ocean Towing Fleet of ex RFA tugs and ex RFA salvage vessels;
 - c. the vessels operating under D606 Articles of Agreement (*vide* BR 2102, Chapter 30);
 - d. New Construction vessels which meet the definition of sub-paragraph 4 e. above.
6. The first new construction RMAS units will be RMAS WHITEHEAD, an ocean-going research vessel of 3,500 tons gross, and RMAS ROYSTERER, the first of a new class of large ocean towing and salvage vessels: both are due to enter service early in 1971.
7. For the time being no vessels now in the PAS will be included in the RMAS but consideration is being given to the measures which will be necessary to transfer to the RMAS those which have sea-going duties.

8. *Personnel.* It is the aim to rationalize the pay structure and conditions of service of the various groups which will form the RMAS but in the meanwhile they are to retain their existing pay scales and conditions.

9. It is also the intention to examine ways in which links may be forged between the RMAS and PAS elements of Marine Services for the better efficiency of the organization as a whole and to enhance career opportunities amongst the staffs concerned.

10. *Designation.* With the publication of this Instruction the following designations are authorized and are to be adopted in lieu of existing titles:

RMAS Vessels

- a. For all vessels the prefix RMAS is to be used in reference verbally and in correspondence eg RMAS WHITEHEAD.
- b. The prefix RMAS is to be painted on boats and lifebuoys and in other locations on vessels where the name customarily appears in the vessel but *not* on the outside of the hull at bow and stern.

RMAS Personnel

- c. All officers to be designated "RMAS officers" irrespective of the component to which he has hitherto belonged.
- d. Similarly, all industrials to be designated "RMAS rating" except D606 officers who are to be titled RMAS officers.

Documentation

- e. The short title RMAS is to be used in all plans, drawings, BRs, memoranda, DCIs, correspondence and other documentations referring to vessels, material and other items of the RMAS wherever it is necessary within the documentation to identify an item.

Signals

- f. In signal traffic all vessels are to be identified by the prefix RMAS.

11. *RMAS Ensign.* The RMAS ensign is a blue ensign defaced in the fly with a yellow horizontal anchor under which are two yellow wavy lines representing the sea-going character of the Service.

12. Supplies should be available shortly and demands should be made under the usual procedure quoting this DCI as authority. Stock Numbers are as follows:—

NATO Stock No

Flag Organizational 3'0" x 1'6"	8345-99-523-2807
Flag Organizational 4'6" x 2'3"	8345-99-523-2808
Flag Organizational 6'0" x 3'0"	8345-99-523-2809
Flag Organizational 9'0" x 4'6"	8345-99-523-2810
Flag Organizational 3'0" x 3'0"	8345-99-523-2811

for use in RMAS

13. Vessels are to commence wearing the RMAS ensign as soon as they are supplied returning stocks of ensigns currently in use to store.

14. *RMAS Livery.* The general colour scheme for all vessels assigned to the RMAS is black hull and dark grey upperworks.

15. At the earliest opportunity which does not involve exceptional additional expenditure or delay but in any case not later than the next occasion at which bottom and hull painting is due to be carried out, the RMAS livery is to be adopted as follows:

- a. Hull and boot-topping—black
- b. Superstructure—dark grey with white deckheads and guard-rails.
- c. Funnel—dark grey with a squadron emblem if this has been approved by MOD (Navy).
- d. Deck—red admar or non-slip green as appropriate to position in the ship or work to be undertaken on the deck.
- e. Masts—dark grey with white topmasts.
- f. Rigging fittings—black.
- g. Deck machinery—dark grey. Alternatively black may be specified where there are sound maintenance or work reasons for doing so.

- h. Name and Port of Registry—white.
- i. Lifeboats—dark grey with the vessel's name and prefix in white.
- j. Lifebuoys—red with the vessel's name and prefix in white.
- k. Interior—light tinted colours to be used in all areas.

16. Where a vessel has a projected date for going out of service which is less than three years from the date of this Instruction and where a change to the RMAS livery would involve extra expenditure, an RMAS vessel on Command recommendation may be authorized to maintain her present colour scheme. Similarly any vessels which may be transferred from the PAS in due course and have a short life expectancy at the date of transfer need not have their colour scheme changed.

17. *Future Policy.* It has been the policy for some time past to build all new vessels 'in class' to the requirements of Lloyd's Register of Shipping and in conformity with Board of Trade on accommodation and safety at sea. Hitherto those classifications have been allowed to lapse after acceptance into service. With a view to the possible greater use of foreign ports in the future and to the arguments against there being exceptions to international usage for Government vessels it is now the intention as far as economically possible to keep RMAS vessels 'in class' and as soon as circumstances permit to move towards proper certification for all officers. This will have to be a gradual process to preserve the career prospects of RMAS officers who although well qualified by experience have not had the opportunity to meet BOT requirements for the issue of certificates.