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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
14th January, 1943.

The following Orders having been approved by My Lords Commissioners of the Admiralty are hereby promulgated for information and guidance and necessary action.

A list of these Orders is enclosed.

By Command of their Lordships,

*H. V. Markham*

*To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.*

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

Head of "P" Branch

P 1 *16.1/2*

P 2 *11.1/2*

P 3 *11.1/2*

P 4 *11.1/2*

## ADMIRALTY FLEET ORDERS

N <sup>o</sup> .	Subject.	
107.	Fire Prevention in Admiralty Establishments at Home—Training— <i>Issued separately on 7th January, 1943, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i>	Shore Commands at Home

14th January, 1943.

## SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)

108. New Zealand—Message from His Excellency The Governor-General.
109. New Zealand—Messages of Greeting from the High Commissioner.
110. H.M.S. "James Cook"—Administration.
111. Aircraft Recognition—Training and Material.
112. Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft.

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113. Honours and Awards—"London Gazette" Supplement, 5th January, 1943.
114. Honours and Awards—United States Navy.
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117. Promotion to Rank of Temporary Acting Lieutenant-Commander.
118. R.N.R. Officers—Promotion.
119. Midshipmen, R.N.R.—Training in Submarines.
120. Fleet Air Arm—Revised Qualifications for Acceptance for Pilot Training.
121. Competitive Technical Examination for Warrant Shipwright—Result of Examination, April, 1942.
122. Auxiliary Aircraft Carriers—Complement Amendment.
123. *Cancelled.*
124. H.M.S. "Curacoa"—Reconstruction of Accounts.
125. V/S and W/T Qualifying Courses, 1943.
126. Radio Mechanic Branch—Qualifications for C.P.O. Rating.
127. Paid Acting, Acting Temporary and Temporary Rank held during the War—Counting of, for Pension Purposes—Ratings.
128. A.A. Ratings—Close Range Firings.
129. Identity of T.124X Personnel.
130. Men Sentenced to, and Discharged from Imprisonment or Detention—Procedure.
131. Sick Leave for R.N. Ratings (including W.R.N.S.) and other ranks R.M.
132. Officiating Ministers of Religion.
133. Admiralty Surgeons and Agents.
134. Examinations for Ministry of Shipping Certificates of Competency.
135. Cable Ships—Chief Quartermaster.
136. Pay Accounts of Personnel of Naval Aircraft Squadrons forming Abroad.
137. Stores—Losses of.
138. Adult Education—Extension of Facilities—REPORT.
139. Service for Channel Islanders.
140. Christchurch East, New Zealand—By-election.
141. Naval Canteen Service—State Insurance.
142. R.N. Film Corporation—Annual Report and General Meeting. (*Notice Boards only.*)

## SECTION 3.—G., T., N., E., ETC., &amp; STORES; HULL, EQUIPMENT &amp; FITTINGS.

*Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*

143. Gun Mountings—5.25-in., Mark II—Trough Platform System for Leading in Cables—Provision of Inspection Holes—As. and As.
144. Gun Mountings—5.25-in., Marks I and II—4.7-in., Mark XX and 4.5-in., Marks II and IV—Barbette and Mantlet Pneumatic Weathering.
145. Guns, Browning, 0.50 (Commercial Type) in Naval Aircraft—replacement with Guns, Browning, 0.50 (Military Type).
146. Guns, Machine, 0.303-in. Vickers G.O.—Modification of Magazines to Prevent Wrong Assembly.
147. Guns, Machine, Oerlikon 20-mm.—Tool for Assisting the Loading of 60-round Magazines.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*

*Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores)—contd.*

148. Machine Guns and Equipment—Vickers 0.303-in. Twin, Mark V—Modified Gun Housing Lug—As. and As.
149. Machine Guns, and Equipments—Oerlikon Mountings, Fixed Column Types—Bandstand—As. and As.
150. Cartridges, Q.F., 2-pdr. Lot R.N.C.2667—Withdrawal.
151. Ammunition—Fuzes, Percussion, D.A. No. 720, Mark IV—Withdrawal of Early Lots.
152. Pyrotechnics—Flashes, Photographic, 4.5-in.—Withdrawal from Naval Service.
153. S.D. 16 Solution, etc., for Ordnance Artificers (O).
154. Special Tools and Appliances for Ordnance Artificers (O).
155. Wind Gear—Supply of Items of Relative and True Wind Gear.

*Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*

156. Torpedoes, 21-in., Mark VIII\*\*—Modification to H.R.C.G. for use from M.T.Bs.
157. Paravane Towing Ropes—Tool to Assist Fitting.
158. Paravanes, C. IV\*—IV\*\*—Supersession by Paravanes, Mark VII—VII\*.
159. Paravane Equipment for D.E.M.S.—REPORTS.
160. "Y" Gun Depth Charge Thrower, Mark III—High Intrusion of Primers of Cartridges.
161. "Hedgehog" Mountings—Ripple Firing Switches—Lubrication.
162. Deep Water Dan Buoy, Pattern 8944—Introduction and Instructions for Assembly, Laying and Weighing.
163. W/T and Radio Battery Cupboards—Electric Heating—As. and As.
164. Surface and Night Lookout Positions—Illumination of Bearing Racer Scales.
165. Spare Telephone Headsets.
166. Heaters, Immersion, for Main Engine Drain Oil Tanks—As. and As.
167. Band Rings and Band Slings.

*Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*

168. Special Magnetic Compasses (Red Spot) for Use in Low Temperatures—Formation of Bubbles.
169. Gyro-compass—Testing Repeater Instruments.
170. Distance Meters—Allowances.

*Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*

171. Water Tube Boilers—Tube Distortion after Partial or Complete Retubing.
172. Sprayer Caps and Plugs for Oil Fuel Sprayers—Additional Allowance.

*Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)*

173. W/T Transmitting Sets, Types 57C/OR and 57D/DR—Modification to Aerial Circuits.
174. Type TW.12C/CM/CH and TW.12D/DM/DH W/T Sets—Introduction of New Filters for Pattern M.343 Motor Generator.
175. Improved Alarm Signal Equipment for Wa/T Types 405 and 406—Fitting-out Information.
176. R.D.F. Installation, Types 291 and 291U—R.D.F. Aerial Outfit A.S.E.—A.C. Supply Outfit D.R.D.—Screen Signalling Installation, Type 304—Fitting-out Information.

*Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)*

177. Asdic Sets, Types 118A, 120A/B, 129/A and 138/A—Introduction of Condenser Banks, Pattern A.321.

*Naval Aircraft.—(Technical.)*

178. Naval Aircraft—Electric Gun Firing Switch—Dunlop Type.
179. Naval Aircraft—Obsolescence of Mark II and II\* Artificial Horizons.
180. Martlet Aircraft, all Marks—Modification to Control Column Guard Assembly, Part No. 11933-4.
181. Grounded Aircraft at Naval Air Stations—Assistance of Aircraft Repair Yards for Urgent Repairs.
182. Sparking Plugs for Aero Engines—Approved Types.

SECTION 3.—G. T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*

*General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)*

183. Alterations and Additions.
184. Protection of Hull and Underwater Fittings.
185. Ventilation Openings—As. and As.
186. Freeing Ports.
187. Engine Direction and Revolution Instruments—Control of Dial Illumination in Instruments Fitted in Exposed Positions.
188. Handle Links to Upper Scuttle in Conning Tower—As. and As.
189. Portable Diesel-driven Fire Pumps.
190. Steam Jacketed Boiling Coppers—As. and As.
191. Wire Grappels for Rescue Purposes.
192. Fabric Sleeves and Rescue Lines.
193. Supply of Additional Life-saving Appliances.
194. Quick Release Hooks for "K" Type Dinghies.
195. D.G. Installation Supplied Direct from Ship's Mains—Spare D.G. Cable and Connectors for Emergency Jointing Cables.
196. Naval Aircraft—Armament Items—Demarcation between Vote 8/II and Vote 9.
197. Rings, Protecting.
198. Blocks, Steel and Wood.
199. Salt Water Supplies to all Bathrooms and Washplaces to be Omitted.
200. Circulators, Pattern 2781a—Allowance.
201. Naval Store Accounts.
202. Redhill Container, Scoop and Hoe—Withdrawal of Allowances.
203. Tallow—First Outfit.
204. Rubber Boots.

## SECTION 4.—OTHER STORES—NAVAL STORES\*, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

(\*All N.S. Orders not included under Section 3.)

205. Naval Smoke Floats, Mark VI—Full Description to be shown on Packing Notes, etc.
206. Contract Work—Prompt Certification by Overseers, Inspecting Officers, etc.
207. Flying Clothing—Goggles, Mark VII.
208. Economy—Kitchen Waste (Maximum Prices) (No. 3) Order, 1942.
209. Compressed Yeast for Breadmaking.
210. Towels—Limitation of Issues.

## SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

211. Amendments to Books.
212. A.M.S.Is.
213. Admiral Commanding Reserves—Change of Address.
214. Naval Armament Store Accounts.
215. Durban—Addressing of Correspondence and Signals dealing with Dockyard Matters.
216. Mails Lost Through Enemy Action.
217. Receipts for Naval Armament Stores Supplied to Detached Operational Units.
218. Privilege Envelopes—Issue to Personnel Proceeding Overseas.
219. O.U. and B.R. Publications—Distribution during December, 1942.
220. O.U. 6090 (B)—High Angle Trajectory Charts Nos. 104 and 104A for Q.F. 4.7-in. Guns, Marks IX, IX\*, IX\*\* and XII—Issue.
221. S.342 (a)—Record of Defects Developed and Made Good in Small Craft.
222. Form S.1161—Report of Defects in Torpedoes and their Accessories—Introduction.

## SECTION 6.—SHORE ESTABLISHMENTS

223. R.M. Police—Classification of Wages, etc.
224. War Bonus—Non-industrial Staffs aged 19 and 20.
225. Compensation for Furniture and Effects lost while in Transit at Public Expense to or from Foreign Establishments—Procedure for Rendering Claims.
226. Demurrage Charges—Revised Procedure—REPORTS.
227. Sale of Intoxicating Liquor in Canteens for Admiralty Industrial Employees and Employees of Admiralty Contractors.
228. Consignment Note D.80 for all Railway Traffic.
229. Sandbags—Limitation of Demands.

*(Orders marked \* have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

## Section 1

ADMINISTRATION OF THE FLEET, CEREMONIES,  
FOREIGN PORT REGULATIONS, etc.\*108.—New Zealand—Message from His Excellency the Governor-General  
(M. 22/43.—14.1.1943.)

The following message has been received from His Excellency the Governor-General of New Zealand:—

"To all New Zealand Officers and Ratings in British waters I send my best wishes for Christmas and the New Year.

Cyril Louis Norton Newall  
Governor-General and Commander-in-Chief"

\*109.—New Zealand—Messages of Greeting from the High Commissioner  
(M.4445/42.—14.1.1943.)

The High Commissioner for New Zealand has requested that the following messages should be promulgated:—

"1. The High Commissioner for New Zealand and Mrs. Jordon send their Heartiest Greetings and Best Wishes for 1943 to all New Zealand personnel serving in the Royal Navy".

"2. The Mayor of Takapuna conveys from the citizens of Takapuna to all New Zealand personnel serving in the Royal Navy the Best of Wishes, Kindest Regards and Season's Greetings".

## 110.—H.M.S. "James Cook"—Administration

(M./P.D. (Q).4771/42.—14.1.1943.)

Owing to the geographical situation of this establishment it has been decided that it should be attached to H.M.S. "Monck" for pay, storing and victualling. For all other administrative matters it will come under the Senior Naval Officer, Combined Operations, Northern Bases, in a similar way to the other bases of the Combined Operations, Northern Sub-Command.

## 111.—Aircraft Recognition—Training and Material

(G.D. 01484/42.—14.1.1943.)

Add the following establishment to the List of Aircraft Recognition Sections given in A.F.O. 3595/42, paragraph 8:—

Largs ... .. H.M.S. "Warren"

(A.F.O. 3595/42.)

**\*112.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft**

(G.D. 06/43.—14.1.1943.)

Casualties to enemy aircraft by ships' gunfire are as follows from the beginning of the war to 31st December, 1942 :—

	Confirmed	Probable	Damaged
By H.M. ships, excluding minor War Vessels	505	180	259
By minor War Vessels (since 12th April, 1940)	120	38	70
By D.E.M.S. and Fishing Vessels ... ..	96	45	107
By Allied Warships ... ..	19	3	12
	740	266	448
Last reported totals (30th November, 1942)	730	266	440
Increases ... ..	10	—	8

Brief details of the successes credited to H.M. ships and merchant vessels (one in each case unless otherwise stated) obtained from reports received during December, 1942, are as follows :—

*H.M. Ships*

Confirmed	Probable	Damaged
H.M.S. "Euryalus". H.M.Ss. "Eridge" and "Beaufort". H.M.Ss. "Southwold," "Dulverton," "Hurworth" and "Eridge". H.M.S. "Hurworth". H.M.Ss. "Hurworth" and "Dulverton". H.M.S. "Speedy". H.M.S. "Ibis". H.M. Trawlers "William Man- nel" and "Finesse".		H.M.Ss. "Dulverton" and "Beaufort" (3). H.M.Ss. "Malines," "Whitehaven" and "Boston." H.M.S. "Speedy".
<i>Merchant Ships and Fishing Vessels</i>		
M.V. "Breconshire". M.V. "Charles M".		M.V. "D. L. Harper". M.V. "Breconshire" (2).

*Enemy aircraft shot down by Naval aircraft.*—Casualties caused to enemy aircraft by Naval aircraft are as follows from the beginning of the war to 31st December, 1942 :—

	Confirmed	Probable	Damaged
	230	39	148
Last reported totals (30th November, 1942) ...	227	38	147
Increases ... ..	3	1	1

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and Army.

(C.A.F.O. 1898/40.)

(A.F.O. 6101/42 is cancelled.)

**Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.**

**\*113.—Honours and Awards—“London Gazette” Supplement, 5th January, 1943**

(H. & A.—14.1.1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

*St. James's Palace, S.W.1.*

*5th January, 1943.*

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire :—

*To be Additional Members of the Military Division of the said Most Excellent Order*

Lieutenant William Chilton Brooks, R.N.V.R.

For outstanding courage and devotion to duty in boarding and saving a Merchantman damaged in an enemy attack on a convoy.

Acting Lieutenant David William Blair, R.C.N.V.R.

For gallantry and undaunted devotion to duty.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) to the undermentioned :—

Chief Petty Officer Ralph William Claridge, D.S.M., P/J.26794.

Chief Petty Officer Horace Sidney Ellingworth, D/J.40396.

For gallantry and undaunted devotion to duty.

Engine Room Artificer 3rd Class Joseph Cromey, C/MX.55861.

For gallantry in boarding a burning Merchantman damaged in an enemy attack on a convoy.

ADMIRALTY,

*Whitehall, S.W.1.*

*5th January, 1943.*

The KING has been graciously pleased to give orders for the following Appointments to the Distinguished Service Order, and to approve the following Awards :—

For great courage, skill and determination in a successful submarine patrol :

*To be a Companion of the Distinguished Service Order :*

Lieutenant Peter Barnsley Marriott, R.N.

*Bar to the Distinguished Service Cross*

Lieutenant David Swanston, D.S.C., R.N.

*The Distinguished Service Medal*

Acting Stoker Petty Officer Edwin John James, P/KX.85507.

Engine Room Artificer 2nd Class Wilfred Jack Hiscock, P/MX.47948.

Electrical Artificer 2nd Class Edgar William Wardell, P/MX.51828.

Acting Leading Signaller Albert Edward Cheale, P/JX.128258.

Acting Leading Stoker William Joseph Kibbey, D/KX.79907.

Able Seaman Harry Widdall, D/JX.266597.

*Mention in Despatches*

Lieutenant Peter Langly Langly-Smith, R.N.

Acting Chief Petty Officer Francis Arthur Young, D.S.M., P/J.108167.

Acting Petty Officer Telegraphist Henry Albert Herdman, P/J.67353.

Leading Telegraphist Ernest Wilcockson, P/JX.129385.

Stoker 1st Class Kenneth Lane, C/KX.110863.

For gallantry and enterprise in attacks on enemy Submarines while serving in H.M. Ships "Viscount", "Fame", "Rochester", "Sandwich" and "Erne" :

*To be Companions of the Distinguished Service Order :*

Commander Conway Benning Allen, R.N. (Retd.).

Commander Ralph Heathcote, R.N.

Lieutenant-Commander John Valentine Waterhouse, R.N.

*The Distinguished Service Cross*

Lieutenant-Commander Harold Hill, R.D., R.N.R.  
 Lieutenant-Commander Evelyn David John Abbot, R.N.  
 Lieutenant Peter Morgan Jones, R.N.R.  
 Temporary Sub-Lieutenant John Stanley Howard Vine, R.N.V.R.  
 Mr. Courtney George Kerswill, Commissioned Engineer.  
 Mr. Reginald James Emanuel Dunford, Temporary Acting Warrant Engineer,  
 D.S.M.

*The Distinguished Service Medal*

Chief Petty Officer William Leitham Dutch Galloway, D/J.42668.  
 Chief Engine Room Artificer Cecil John Sergeant, D/M.3296.  
 Acting Chief Engine Room Artificer Albert Victor Hassell, P/MX.47619.  
 Petty Officer Hugh Duncan MacNab, D/J.99513.  
 Petty Officer Lennard La Coutre Cormack Tye, D/JX.135813.  
 Able Seaman Frank Briggs, D/SSX.24198.  
 Able Seaman Henry Elliott Dunn, P/JX.313600.  
 Able Seaman Cyril Alfred Freeman, C/JX.217137.  
 Able Seaman Joseph Howard, D/JX.256531.  
 Able Seaman Frederick Robert Johnson, P/JX.195069.  
 Stoker 1st Class John William Stephenson Dennis, C/KX.118581.  
 Ordinary Seaman Andrew King Jack, C/JX.315881.

*Mention in Despatches*

Lieutenant David Henry Champion Streatfield, R.N.  
 Temporary Lieutenant (E) Barton Dell Baker, R.N.  
 Temporary Lieutenant Douglas Haxon Orme Smart, R.N.V.R.  
 Sub-Lieutenant Arthur James Campbell, R.N.  
 Temporary Sub-Lieutenant Edward Owen Malvern Taylor, R.N.V.R.  
 Temporary Acting Sub-Lieutenant (then Ordinary Seaman) Jeremy Nigel Clare  
 Bryant, R.N.V.R.  
 Chief Petty Officer George Edwin Barnes, D/J.19245.  
 Acting Chief Petty Officer Arnold Hellier, D/JX.129116.  
 Chief Stoker Thomas Savage, D/K.48823.  
 Petty Officer Edgar William Beer, D/JX.127686.  
 Acting Temporary Petty Officer Thomas John Burns, P/JX.146411.  
 Acting Engine Room Artificer 4th Class Cyril Clement Whitefoot, D/MX.60545.  
 Able Seaman Frank Edwin Elliott, D/SSX.22954.

For great skill and bravery during an attack on a heavily escorted  
 enemy supply ship :

*The Distinguished Service Cross*

Sub-Lieutenant Robert Quested Drayson, R.N.V.R.

*Mention in Despatches*

Lieutenant Robert Arthur Manwaring, R.N.  
 Yeoman of Signals John Young, P/JX.150106.  
 Acting Leading Seaman Maurice Murphy, P/JX.213537.  
 Ordnance Artificer 3rd Class Harry Barnes, P/MX.54459.

For courage, leadership and resource during the withdrawal from  
 Tobruk :

*The Distinguished Service Cross*

Lieutenant-Commander Eustace John Guinness, R.N. (Retd.).  
 Lieutenant John Foster Glanville, R.N.V.R.

For gallantry and determination in bombing attacks against enemy  
 landing grounds :

*The Distinguished Service Cross*

Temporary Sub-Lieutenant (A) Stuart Wilson Birse, R.N.V.R.

For courage, endurance and devotion to duty while serving in  
 H.M.A.S. "Vendetta" in the Far East :

*The Distinguished Service Cross*

X Lieutenant W. G. Whitting, R.A.N. (S).  
 X Mr. John Charles Laco, Gunner (T), R.A.N.

*The Distinguished Service Medal*

X Chief Petty Officer Alfred John Thorne, R.A.N., 16841.  
 X Able Seaman William McCully Robertson, R.A.N.R. (W.1455).

For good services in the rescue of survivors from ships torpedoed  
 in convoy :

*The Distinguished Service Cross*

Mr. James Trevor McDonald, Chief Officer.

*Mention in Despatches*

Acting Temporary Skipper Thomas Buchan, R.N.R.  
 Acting Leading Seaman Ezer Coleman, LT/JX.218505.  
 Seaman Charles Henry Jones, LT/JX.260801.  
 Seaman John William Sullivan, X.19943A.

For bravery and resolution in taking his ship and her valuable cargo  
 to North Russia in the face of relentless attacks by enemy aircraft and  
 submarines :

*The Distinguished Service Cross*

Captain Harold James Kay, Master.

For bravery while serving in defensively equipped Merchant Ships  
 on passage to Malta :

*The Distinguished Service Medal*

Acting Leading Seaman Charles McLean, D/JX.175695.  
 Acting Able Seaman David Lloyd George Bowdley, P/JX.291285.

*Mention in Despatches (Posthumous)*

Marine Bertie George Fisk, Ch. 24324.

*Mention in Despatches*

Lieutenant-Commander John Killwick Wright, R.N.  
 Acting Able Seaman William Bittles McDowell, D/JX.201691.  
 Acting Able Seaman William George Saunders, D/JX.249718.  
 Acting Able Seaman Charles Alfred Smith, P/JX.261055.  
 Acting Able Seaman William Ernest Wilkinson, D/JX.289356.

For good services in the Mediterranean :—

*Mention in Despatches*

Surgeon Lieutenant James Willoughby Wood, R.N.V.R.  
 Sub-Lieutenant John Marriott, R.N.  
 3rd Officer Audrey Sylvia Conningham, W.R.N.S.  
 Yeoman of Signals William Arthur Hardy, C/JX.137609.  
 Leading Seaman William Mann, C/JX.127400.

For enterprise and devotion to duty :—

*Mention in Despatches*

Lieutenant Douglas Walter Child, R.N.V.R.

For gallantry and devotion to duty :—

*Commendation*

Temporary Lieutenant Cyril Punt, R.N.V.R.  
 Chief Petty Officer Thomas Henry Olliver, P/J.13533.  
 Wireman Henry Francis Rouse, P/JX.252879.  
 Able Seaman Edward Reginald Ford, B.E.M., C/J.77514.  
 Able Seaman Edwin Richard Anderson, D.S.M., P/J.11853.

The following was published in the "London Gazette" of 7th January, 1943 :—

*War Office,  
 7th January, 1943.*

The KING has been graciously pleased to approve the following award in  
 recognition of gallant and distinguished services during operations in Madagascar :—

*The Distinguished Service Order*

Colonel Commandant (temporary Brigadier) (Acting Major-General) Robert Grice  
 Sturges C.B., A.D.C., Royal Marines.

The following amendments (where underlined> are made to previous Orders of Honours and Awards :—

✓ A.F.O. 5618/42. Under heading—

“*Distinguished Service Medal*

Leading Signalman Alexander Leonard Whitcher, P/JX.135581.

Acting Able Seaman George William Barrett, C/JX.291000.

Ordinary Seaman Reginald Alfred Edward Sida, P/JX.297259.”

A.F.O. 6363/42. Under heading :—

“*Cross of Valour*

✓ Temporary Sub-Lieutenant Maurice Arthur Hanbury, R.N.V.R.”

**\*114.—Honours and Awards—United States Navy**

(H & A.527/42.—14.1.1943.)

The King has been graciously pleased to approve the following Honorary Appointment :—

*Member of the Order of the British Empire (Military).*

Lieutenant Francis M. Revinus, U.S.N.R.

For gallant and undaunted devotion to duty.

2. This award will not be gazetted.

**115.—Commander Egerton Memorial Prize—Award for 1942**

(C.W. 46141/42.—14.1.1943.)

Two separate Qualifying Courses for Lieutenant (G) were held during 1942.

2. The Commander Egerton Memorial Prize for 1942 has accordingly been divided equally between

Lieutenant J. W. Endicott, R.N.

Lieutenant R. M. Herbert-Smith, R.N.V.R.

**116.—Air Officer Commanding, No. 18 Group—Appointment of**

(M. 4/43.—14.1.1943.)

Air Vice-Marshal A. B. Ellwood, D.S.C., has been appointed Air Officer Commanding, No. 18 Group, to date 25th January, 1943.

✓ **\*117.—Promotion to Rank of Temporary Acting Lieutenant-Commander**

(C.W. 48528/42 ; N.R. 322/3001/41.—14.1.1943.)

With reference to A.F.O. 5864/42, Temporary Lieutenant N. H. Bennett, R.N.V.R., H.M.S. “King Alfred” has been promoted to the acting rank of Temporary Lieutenant-Commander to date 30th November, 1942.

(A.F.O's. 4240/42 and 5864/42.)

**118.—R.N.R. Officers—Promotion**

(C.W. 44286/42.—14.1.1943.)

It has been approved that R.N.R. officers under the age of 27 who possess a Master's (Foreign Going) Certificate of Competency (and those holding a First Mate's Certificate who have attained the age of 27) shall be promoted to the rank of Lieutenant, if recommended by their Commanding Officers, such promotion being retrospective to 11th December, 1942.

2. A.F.O. 3237/41, Section (9) (viii) and (ix), is to be amended to read as follows :—

- |  |  |
|--|--|
| “ (viii) (a) Possess a Board of Trade Master's (Foreign Going) Certificate of Competency | } Retrospective to 11th December, 1942, only.” |
| (b) Recommended by Commanding Officer ... or   |  |
| (ix) (a) Possess a Board of Trade First Mate's Certificate of Competency                 | }  |
| (b) Attained the age of 27 ...   |  |
| (c) Recommended by Commanding Officer ...  |  |

3. Recommendations for promotion of officers now eligible under the above conditions should be forwarded to the Admiral Commanding Reserves.

(A.F.O. 3237/41.)

(A.F.O. 3572/41—not in annual volume—is cancelled.)

AFO 3130/43 ✓ **119.—Midshipmen, R.N.R.—Training in Submarines**

(C.W. 45577/42.—14.1.1943.)

With reference to A.F.O. 736/43 Midshipmen, R.N.R., who have completed at least 6 months service in a major war vessel may volunteer to do a period of small ship training in submarines.

2. Applications from volunteers who are recommended as suitable for service in submarines should be forwarded to Captain (S), Third Submarine Flotilla, H.M.S. “Forth,” with a copy to Admiral (Submarines).

(A.F.O. 736/42.)

(A.F.O. 4838/42 is cancelled.)

**\*120.—Fleet Air Arm.—Revised Qualifications for Acceptance for Pilot Training**

(C.W. 425/43.—14.1.1943.)

It has been decided to accept for training as Pilots in the Air Branch, candidates who are not at present up to the educational standard required but who are likely to reach this standard after a short educational course in Mathematics and English. It is no longer therefore necessary for H.O. or Reserve ratings to have the educational qualifications laid down in paragraph 32 of A.F.O. 3970/40 before being given a C.W. Form as a candidate for Pilot or Observer training. Subject to the exceptions set out in paragraph 5 any H.O. or reserve rating who is considered to have the required temperament and personality for flying duties and an alert mind which will enable him to reach the minimum educational standard required to compete with the flying training instruction, should be recommended, provided he is willing to volunteer for flying duties.

2. On appearing before the Admiralty Selection Board candidates will, if otherwise suitable for selection, be graded educationally as follows :—

Category A ... Suitable for training as Pilot or Observer without further educational training.

Category B ... Suitable for training as Pilot after a further course of educational training.

Ratings placed in Category B will undergo an educational course lasting two months and will, after successfully completing this course, join up with the Pilots Courses in H.M.S. “St. Vincent” and no further distinction will then be made between the two categories of candidates.

3. All ratings who successfully complete flying training and have developed the qualities of leadership required of an officer, will be granted temporary commissions in the Air Branch. Pilots who have not developed these qualities or who do not wish to serve as officers, will become rating pilots and serve as such in operational squadrons. They will be eligible to be recommended for a commission at any later stage of their career.

4. Recommendations should not be confined to ratings who are considered suitable for commissions. Subject to the exceptions set out in paragraph 5 ratings who possess the necessary qualities required for a Pilot and are willing to volunteer for flying duties should be recommended even though it appears unlikely that they will develop also the qualities required of an officer. If they do not in fact come up to this standard at the end of their training, they will be eligible for first line appointments as rating Pilots and subsequently may qualify for a commission. Candidates volunteering solely for Observer duties must have the educational qualifications laid down in paragraph 32 of A.F.O. 3970/40 and must be suitable for commissions.

5. Ratings in the following categories should only be recommended for flying duties if they are considered suitable for commissions :—

Petty Officers of any branch.

E.R.As. who have a Boiler Watchkeeping Certificate or equivalent experience for ratings trained in I.C.E. and Diesel.

E.As. and E.Ms. who have completed training in a Torpedo School.

O.As. who have completed training in a Gunnery School.

M.Ms. who have completed specialized training of their category.

Radio Mechanics who have completed training in a Technical College.

F.A.A. maintenance ratings who have completed their initial technical training.

V/S, W/T, Seamen with No. 2 Non-Substantive rating or higher.

Telegraphist Air Gunners.

Before recommending technical ratings for flying duties consideration should be given to their suitability for recommendation for a temporary commission for technical duties in their own branch.

(A.F.Os. 3970/40 and 3351/41.)

**\*121.—Competitive Technical Examination for Warrant Shipwright—Result of Examination, April, 1942**

(C.W.46672/42.—14.1.1943.)

The following ratings have passed the Competitive Technical Examination for the rank of Warrant Shipwright held in April, 1942 :—

Shipwright 3rd Class E. C. Avery, D/MX49276...	...	H.M.S. "Capetown"
Shipwright 4th Class H. Covington, P/MX50079	...	H.M.S. "Boscawen"
Shipwright 3rd Class W. L. C. Isaac, D/MX48767	...	H.M.S. "Bruiser"
Shipwright 3rd Class R. G. Ware, P/MX48800 ...	...	H.M.S. "Medway"
Shipwright 3rd Class N. C. Lawrence, C/MX47395	...	H.M.S. "Pembroke"
Shipwright 4th Class S. W. Naylor, C/MX50309	...	R.N.A.H., Kingseat
Shipwright 3rd Class A. C. E. Flood, P/MX48798	...	R.N. Base, Aden
Shipwright 4th Class E. D. Acreman, D/MX50971	...	H.M.S. "Rodney"
Shipwright 3rd Class J. E. Murdoch, P/MX48796	...	H.M.S. "Berwick"
Shipwright 3rd Class F. Jones, C/MX48330 ...	...	H.M.S. "Elfin"
Shipwright 4th Class F. W. White, P/MX50078	...	H.M.S. "Victory"

**122.—Auxiliary Aircraft Carriers—Complement Amendment**

"Archer" and "Avenger" Classes, "Tracker" Class and H.M.S. "Activity"

(N.S.25205/42.—14.1.1943.)

The following amendment is to be made to schemes of complement of auxiliary aircraft carriers :—

"Archer" and "Avenger" classes, issued with Admiralty letter N./D.P.S. 573/41/M of 15.11.41.

"Tracker" class, issued with Admiralty letter N./D.P.S. 304/42/M of 25.6.42.

H.M.S. "Activity", issued with Admiralty letter N./D.P.S. 1013/41/M of 28.5.42.

Insert: "Lieutenant (G) (duties to be carried out by A.G.O.)" below the Lt. Cdr. or Lt., R.N.

"1 Gunnery Lt's. Writer (included in 3rd class G. rates)" below the A.A., 3rd class.

2. These amendments are to have retrospective effect as necessary where ratings have already been employed on these duties.

123.—Cancelled

**124.—H.M.S. "Curacoa"—Reconstruction of Accounts**

(D.N.A. 21161/42.—14.1.1943.)

Ships and establishments concerned are to forward the following information as soon as possible after receipt of this Order to :—

The Accountant Officer,  
Reconstruction of Accounts Office,  
Admiralty, Bath.

(a) Duplicate pay documents for all officers and ratings discharged to H.M.S. "Curacoa" on or after 1st April, 1942.

(b) A copy of pay documents received for all officers and ratings entered from H.M.S. "Curacoa" since 1st April, 1942.

**125.—V/S and W/T Qualifying Courses, 1943**

(N.554/43.—14.1.1943.)

The following amendments are to be made to A.F.O. 6256/42 :—

Paragraph 3, last line to read, "For V/S3 and W/T3 five weeks."

Paragraph 8, lines 2 and 3 to read, "For Convoy Yeoman of Signals four weeks.

For Convoy Leading Signaller three weeks."

(A.F.O. 6256/42.)

**\*126.—Radio Mechanic Branch—Qualifications for C.P.O. Rating**

(N. 18510/42.—14.1.1943.)

With reference to paragraphs 5 and 8 of A.F.O. 2214/42, details of courses and examination for the rating of C.P.O. Radio Mechanic will be promulgated as soon as the date of starting the courses is decided. It is not expected that this will be before April, 1943. These courses of instruction will be necessary in view of the requirement that—

(a) General Service candidates for the C.P.O. rating shall be able to maintain all types of W/T and R.D.F. equipment fitted in ships.

(b) F.A.A. candidates for the C.P.O. rating shall be able to maintain all types of W/T and R.D.F. equipment fitted in aircraft.

2. Applications for C.P.O. Radio Mechanic course should not be forwarded until further instructions are issued.

(A.F.O. 2214/42.)

(A.F.O. 5500/42 is cancelled.)

**\*127.—Paid Acting, Acting Temporary and Temporary Rank Held During the War.—Counting of, for Pension Purposes—Ratings**

(P.M. 3727/41.—14.1.1943.)

It has been approved that paid acting, acting temporary and temporary Naval rating or Marine rank which has been held during the war by Seamen and Marines for a continuous period of three months shall reckon as if it were substantive for pension purposes.

2. Such rating or rank held continuously for a period of less than three months may similarly reckon for pension purposes, provided it is immediately followed by substantive promotion to that of a higher rating or rank.

3. The probationary acting rating to which men are advanced in the first instance under the provisions of Article 407, K.R. & A.I., viz., advancement to Leading and Petty Officer ratings in the Seaman, Signal, Telegraphist and Stoker branches, and to Sailmaker, will continue to reckon as heretofore.

## 128.—A.A. Ratings—Close Range Firings

(G.D. 0523/42.—14.1.1943.)

In paragraph 3 of A.F.O. 3750/42, ammunition allowances for A.A. ratings qualifying were limited, as a temporary measure, to 40 rounds of Oerlikon per ratings, and to half the allowances of 0.5-in. set out in the revised Schedule of C.R. firings (paragraph 4, A.F.O. 3750/42).

2. These restrictions are no longer necessary and the full allowance set out in A.F.O. 3750/42 may now be fixed.

3. Paragraph 3 of A.F.O. 3750/42 is to be deleted.

(A.F.O. 3750/42.)

## 129.—Identity of T.124X Personnel

(N. 304/43.—14.1.1943.)

Considerable difficulty is being experienced in tracing T.124X personnel, owing to there being no record on the agreement of the description of the person to whom it refers.

2. In regard to new entrants and those at present in the depot, arrangements are being made by the Commanding Officer, H.M.S. "Mersey", for the following details to be inserted in the space on the left-hand side of "Record of Service" on the back of T.124X Agreements:—

- (1) Rating's height.
- (2) Colour of hair, eyes and complexion.
- (3) Any marks, wounds or scars.

3. In order, however, that the record should be as complete as possible, Commanding Officers are requested to take similar action in respect of any T.124X personnel already serving.

## 130.—Men Sentenced to, and Discharged from, Imprisonment or Detention—Procedure

(N.L. 15214/42.—14.1.1943.)

When a man serving in a ship in home waters has been sentenced to a term of imprisonment or detention, or has been sent home from abroad to undergo sentence, he is to be transferred to the books of the naval base nearest to the place of confinement, as shown in the following lists. Until further notice the instructions in K.R. & A.I., Article 553, clause 3, are to be disregarded.

The following particulars about the offender are to be given to the naval base concerned:—

- (a) full name,
- (b) rating or rank,
- (c) official number,
- (d) full particulars of each punishment awarded.
- (e) date of commencement of sentence of imprisonment or detention (if known),
- (f) whether application has been made to depot for the man's relief with a copy of letter, if any,
- (g) clothing list,
- (h) transfer list,
- (i) service certificate,
- (j) conduct sheet.

2. The places of confinement at present in use, with the appropriate base ships, are:—

## England and Wales

## Civil Prisons

Prison	Base Ship
Dorchester ... ..	"Boscawen"
Durham ... ..	"Calliope"
Exeter ... ..	"Drake"
Lewes ... ..	"Forward"
Lincoln ... ..	"Beaver"
London—Pentonville ... ..	"Pembroke"
London—Wormwood Scrubs ... ..	"Pembroke"

## Civil Prisons—contd.

## England and Wales

Prison	Base Ship
Maidstone ... ..	"Pembroke"
Norwich ... ..	"Watchful"
Swansea ... ..	"Lucifer"
Winchester ... ..	"Victory"

## Scotland

Aberdeen ... ..	"Bacchante"
Edinburgh ... ..	"Cochrane"
Glasgow—Barlinnie ... ..	"Spartiate"
Greenock ... ..	"Orlando"
Inverness ... ..	"Flora"

## Northern Ireland

Belfast ... ..	"Caroline"
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## Naval Detention Quarters or Military Detention Barracks with accommodation allocated to Naval offenders

Detention Quarters	Base Ship	Administrative Authority
Preston ... ..	"Eaglet", * "Mersey"	F.O. i/c, Liverpool
Canterbury ... ..	"Pembroke" ...	Commodore, R.N. Barracks, Chatham
Fort Darland ... ..	"Pembroke" ...	Commodore, R.N. Barracks, Chatham
Coatdyke ... ..	"Spartiate" ...	F.O. i/c, Glasgow

## Military Detention Barracks

Carrickfergus ... ..	"Caroline"
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\* Ratings serving on T.124 and variant agreements when sentenced to detention in Preston are to be transferred to the books of "Mersey".

3. In addition to H.M.S. "Glendower" and H.M.S. "Daedalus II", H.M. ships and establishments in Scotland and in England north of a line joining (and including) Liverpool and Newcastle should send offenders to detention at Preston and Coatdyke. Offenders sentenced to detention in Northern Ireland should be sent to the Military Detention Barracks, Carrickfergus.

4. Ships and establishments south of a line joining (and excluding) Liverpool and Newcastle are normally to send offenders sentenced to detention to Canterbury Detention Quarters, and to the Naval Wing, Fort Darland Military Detention Barracks. As an exception, certain accommodation has been reserved at Preston for the use of offenders from the Royal Naval Barracks, Devonport.

5. The Senior Officer approving the punishment or, in cases of sentence by court-martial, the Committing Authority is to ascertain from the Administrative Authority where there is a vacancy so that the committal warrant can be completed accordingly.

6. If there is no detention quarter accommodation available in the appropriate area, ratings should be sent to serve their sentences in naval detention quarters outside that area, if accommodation is available, before imprisonment in lieu of detention is resorted to.

7. Offenders should be accompanied by:—

- (a) Committal warrant and medical history sheet addressed to the officer in charge of the detention quarters to which they are sent.
- (b) Bag and hammock. (Article 553 (5), K.R. & A.I.)
- (c) Anti-gas respirator.

8. Offenders and escorts should be sent direct to the detention quarters so as to arrive between the hours of 0900 and 1700, the Committing Authority notifying the commanding officer of the naval detention quarters by signal of the name of the offender and the date and time he is due at the appropriate railway station. Detention quarters will then arrange transport where necessary.

9. Offenders cannot be detained in detention quarters after 2400 on the date their sentence expires. Escorts to remove the offenders on the date of discharge should arrive at the detention quarters between 0900 and 1700 hours.



10. On discharge of an offender to his ship or depot on completion of sentence any details of outstanding punishments, *i.e.*, stoppage of leave, second class for conduct or leave are to be noted on the draft note accompanying him.

(K.R. & A.I., Articles 553 (3), 556 (2) and 558.)

(A.F.Os. 2819/41, 2820/41, 4491/41—not in annual volume—3920/41, 1652/42, 1897/42, 3758/42, 4103/42 and 4375/42 are cancelled.)

\*131.—Sick Leave for R.N. Ratings (including W.R.N.S.) and other Ranks, R.M.  
(N. 18491/41.—14.1.1943.)

A.F.O. 6261/42 is to be amended as follows :—  
Cancel paragraph 1, clause (2), and substitute :—

“(2) Arrangements are to be made to give the man before he leaves the hospital—

- (a) Advance of pay in accordance with A.F.O. 3498/42. Attention is called to paragraph 3 of that Order.
- (b) Ration card.
- (c) Combined leave pass and railway ticket to proceed on leave and return to depot when entitled under paragraphs 49, 50 or 29 of A.F.O. 3843/42; otherwise, leave ticket only.”

(A.F.Os. 3498/42, 3843/42 and 6261/42.)

### 132.—Officiating Ministers of Religion

(C.E. 50122/43.—14.1.1943.)

The following appointments of Officiating Ministers have been approved :—

#### Church of England—

Idsworth ... ..	Rev. S. H. Biddlecombe, L. Th., Blendworth Rectory, Horndean, Hants.
Instow ... ..	Rev. R. W. E. Robinson, The Rectory, Instow, N. Devon.

#### Roman Catholic—

Nairobi ... ..	Rev. T. J. McEnnis.
Southampton ... ..	Rev. W. O'Sullivan, St. Boniface, 413, Shirley Road, Southampton.

The usual facilities are to be afforded. The following amendment is to be made to A.F.O. 3747/42 :—

#### Church of England—

R.N. Unit, Highgate ... ..	Rev. W. G. Howard, M.A. Delete “Honorary”.
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(A.F.O. 3747/42.)

### †133.—Admiralty Surgeons and Agents

Alsager

(C.E. 15555/42.—14.1.1943.)

Mr. H. P. Harpur, M.D., “Holmcroft,” Alsager, Cheshire, has been appointed Admiralty Surgeon and Agent for Alsager (Cheshire). (Telephone No. : Alsager 7.)

### 134.—Examinations for Ministry of Shipping Certificates of Competency.

(C.W. 5427/42.—14.1.1943.)

The following notice has been issued by the Ministry of War Transport. Although only the Royal Naval Reserve is specifically referred to in paragraph 1 (c) of the notice, the Ministry of War Transport has ruled that provided the service of a temporary officer in the Royal Navy or Royal Naval Volunteer Reserve is performed in a qualifying capacity as required by the Examination Regulations, it will count as qualifying service for the examination for a Certificate of Competency.

Ministry of War Transport  
Formerly  
Ministry of Shipping.

Notice No. M. 197

Examinations of Masters, Mates and Engineers  
War-Time Modifications of the Ministry of Shipping Regulations

#### Notice to Candidates

This notice cancels Notices Nos. M.185 and M.192.

1. *Acceptance of Service performed on Ships engaged on War Service.*—(a) Service afloat during the war in H.M. ships or in any ships taken up for Navy, Army or Air Force requirements, will be accepted in full (subject to the ordinary conditions laid down in the Ministry's Regulations, Examination I (1932) and Examination IA (1938) as qualifying sea service for the purposes of the Ministry's examinations for Certificates of Competency as Masters, Mates and Engineers. Where, however, a vessel such as a depot ship or hospital ship has spent prolonged periods in port or at anchor, the service of officers on those vessels will be considered on merits.

(b) Service in fishing boats employed on Admiralty service will similarly be accepted for the purposes of the examinations of Skippers and Second Hands.

(c) Although the Ministry cannot undertake to accept the whole or any definite proportion of such service in the Royal Naval Reserve as is not qualifying service in accordance with the Regulations, they will nevertheless be prepared to consider sympathetically an application for examination from a candidate who has been prevented by his service in the Royal Naval Reserve from complying fully with the conditions laid down in the Regulations. This may be taken as applying, for example, to service with a First or Second Mate's Certificate but in a rank below that of Acting Sub-Lieutenant, and, in certain circumstances, to service in the engine-room during which a candidate for a First Class Certificate was not the senior engineer in charge of the whole watch on the main engines or boilers.

2. *Examinations for Certificates of Competency.*—(a) It is already provided in paragraph 25 of the Engineers Examination Regulations that the Ministry may, in special circumstances, allow a candidate, who, in consequence of service abroad, has had no opportunity to obtain a Second Class Certificate to be examined for a First Class Certificate provided he is able to produce documentary evidence of the satisfactory character of his service.

(b) A Navigating Officer serving on Mercantile Articles who, in consequence of service abroad, or an Officer in the Royal Naval Reserve, who, through the exigencies of his service is unable to present himself for examination for a Second Mate's or First Mate's Certificate of Competency on completion of the period of qualifying service required by the Ministry's Regulations, will be allowed to count time served after the completion of that qualifying period towards the qualifying service for a higher Certificate and will be admitted to the examination for a Certificate as First Mate or Master (foreign-going) at any time after the necessary qualifying service has been completed, even though he is not in possession of a Certificate of Competency as Second Mate. Any candidate who wishes to avail himself of this concession, however, must produce documentary evidence of the satisfactory character of his service, and, in the case of a Merchant Navy Officer, evidence showing that he has been employed on watch-keeping with that degree of responsibility for the watch which is required under the Regulations. In the case of an Officer in the Royal Naval Reserve, he will be required to produce Form S.450 as evidence of the performance of watch-keeping service.

Where, under these arrangements, a candidate takes the examination for a Certificate as First Mate or Master (foreign-going) and is not in possession of a Second Mate's Certificate, he will be required to take papers in 'Knowledge of Principles' and 'Chart Work'.

3. *Penalties for Failure in Examinations for Certificates as Master and Mate.*—Notwithstanding the provisions of paragraph 19 of the Regulations relating to the Examination of Masters and Mates, a candidate who has failed twice in the written or the oral portion of the examination for any grade of Certificate, or in both, may be re-examined at the next, or any subsequent examination held for his Grade; but in the case of a third or any subsequent failure in the written or the oral portion of an examination, or in both, an interval of one month must elapse from the date of the last failure, before a candidate can be re-examined.

4. *Temporary Certificates as Second Mate (foreign-going) and Mate (Home Trade).*—(a) The Ministry have decided, as a war-time measure, to grant Temporary Certificates of Competency as Second Mate (foreign-going) and Mate (Home Trade).

(b) A candidate for a Temporary Certificate as Second Mate will be required to have performed three years service at sea in foreign-going ships (or the equivalent, four years and six months in home trade ships) and a candidate for a Certificate as Mate (Home Trade) must have served three years at sea either in foreign-going or home-trade ships. These periods of service will be calculated in accordance with the provisions of paragraphs 106 to 109 inclusive of the Examination Regulations but no candidate will be admitted to the examination for a Temporary Certificate unless he has performed at least two years sea service, as defined in paragraph 92 of the Regulations.

(c) When the holder of a Temporary Certificate of Competency as Second Mate (foreign-going) or Mate (Home Trade) has performed the sea service ordinarily required by the Examination Regulations, he may exchange this Certificate for an ordinary Certificate without further examination.

(d) Sea Service performed by the holder of a Temporary Certificate will not count as qualifying service for a higher Certificate until after the expiration of the time when he would normally have been eligible to sit for the examination for the ordinary Certificate.

5. *Age Limit for Examinations for Certificates as Second Mate (foreign-going) and Mate (Home Trade).*—During the war, candidates will be permitted to sit for the Second Mate's (foreign-going) and Mate's (Home Trade) examinations at the age of 19 instead of 20, if they have completed their qualifying service.

Ministry of War Transport,  
Berkeley Square House,  
Berkeley Square,  
London, W.1.

April, 1941.

Reprinted February, 1942."

(A.F.Os. 1498/40 and 1570/41 are cancelled.)

### 135.—Cable Ships—Chief Quartermaster

(N/A/S.W. 3301/42.—14.1.1943.)

In Admiralty cable ships carrying three or more Quartermasters, one of these ratings is to be rated as Chief Quartermaster (by selection) with the equivalent naval rate of Petty Officer, and is to receive an increase in basic pay of 2s. 4d. a week, together with a victualling allowance of 3s. 6d. a day, for each day of duty on board. Compensation for war injuries will be on the Petty Officers' scale.

These arrangements take effect as from 24th December, 1942.

### 136.—Pay Accounts of Personnel of Naval Aircraft Squadrons Forming Abroad

(D.N.A./N. 20637/42.—14.1.1943.)

Personnel of Naval Aircraft Squadrons assembled at a Naval Air Station at home for service abroad should, on embarkation, be discharged to the parent ship of the station abroad at which they are forming.

(R.A.N.A.S. No. 6098/965/75 dated 7th September, 1942.)

### 137.—Stores—Losses of

(N.L. 13853/42.—14.1.1943.)

A.F.O. 1935/45  
2561/45

The attention of the Admiralty has been drawn to the increasing losses of stores (especially loan clothing and mess traps), which are occurring.

2. The attention of all Commanding Officers is drawn to the necessity for preventing the wasteful expenditure of Naval, Naval Armament and Victualling Stores, the rate book price of which does not always represent the retail value nor the full cost of the article as delivered on board.

3. While, therefore, the charge to be made is to be assessed by the Captain in accordance with Article 1936, clause 3, K.R. & A.I., the following additional instructions are to be enforced during the present emergency:—

(a) All victualling stores lost are to be charged at full rate book price plus 50 per cent. unless the Captain considers there are extenuating circumstances, in which case the reason for the reduction is to be stated briefly on Form S.126.

(b) An addition of 50 per cent. may be made to the rate book or vocabulary value of all Naval, Naval Armament or Medical Stores lost when the Captain considers this desirable. Only in very exceptional circumstances should less than the rate book or vocabulary price be charged unless (in cases where there is no suggestion of misappropriation) that amount would be excessive having regard to the circumstances and/or the ability to make payment.

4. Where there is reason to think that stores may have been misappropriated or that their loss is due to gross or wilful carelessness, consideration should be given to bringing a charge against the offender under Section 33 of the Naval Discipline Act for the wasteful expenditure or embezzlement of public stores, and disciplinary action should be taken accordingly.

5. Paragraph 3 of A.F.O. 1347/41 and paragraph 6 of A.F.O. 1639/42, relating to departmental expenses in respect of Vote 9 stores, are cancelled.

The percentage addition to the rate book value of medical stores, hitherto authorised, is to be omitted.

(K.R. & A.I., Article 1936.)

(A.F.Os. 1347/41 and 1639/42.)

### 138.—Adult Education—Extension of Facilities—REPORT.

(N. 14108/42.—14.1.1943.)

The term adult education is used to cover a wide range of activities beyond the normal scope of Service education and training. From "brains trusts," discussion groups and talks on problems of current interest it extends, through such forms of recreational activity as handicrafts, to classes on cultural and vocational subjects designed either to prepare for an eventual return to civil life or simply to make life more interesting. The scheme is applicable equally to men and women.

2. The scheme started with the provision of civilian lecturers and teachers at home (A.F.Os. 1482/41 and 12/42, now embodied in paragraph 3 below). These facilities are now extended to ships and establishments abroad. If, however, adult education is to reach its maximum usefulness the internal resources of the Navy must also be used. There are now in the Service a large number of men and women who are either teachers in civil life or who have qualifications which would enable them to render valuable assistance. The success of adult education in the Service depends on the extent to which they help, and they are to be encouraged to conduct classes in languages, handicrafts and other subjects for where there is a demand. In bases and depot ships, classes, etc., should be held for the benefit of personnel in small ships. Payment to officers and ratings for giving this instruction may be made as laid down in Appendix III, observing that the underlying principle is that the work should involve a continued effort made in addition to normal Service duties.

3. Provision is also made in this order for the supply of tools and materials for classes, but in view of the need for strict economy in the use of raw materials it may be difficult to obtain supplies, and those handicrafts requiring a minimum

of equipment should be encouraged. In many crafts a few hours' instruction and some salvaged material will enable a man to start a hobby which he can carry on in his own ship with little or no further assistance.

#### 2. Education Officer

In each ship, establishment or unit, an officer detailed as Education Officer is to be responsible for carrying out the provisions of this Order, and for making known the facilities available. If an Instructor or Schoolmaster Officer is borne he should undertake this duty. A list of the more important orders with which the Education Officer should be familiar is given in Appendix V.

#### 3. Civilian Lecturers and Teachers

(a) In the United Kingdom, civilian lecturers can be obtained through Regional Secretaries of the Central Advisory Council for Adult Education in H.M. Forces. Their addresses are given in Appendix I. Their regions cover the whole of the country and they can advise as to the facilities which are likely to be of use to the Services in any area. They are directly responsible for arranging such miscellaneous activities as lectures, "brains trusts," week-end schools in current affairs (for officers or ratings), musical recitals, etc., etc., in many places. Education officers should establish liaison with them.

Lecturers can also be obtained from Regional Officers of the Ministry of Information (A.F.O. 3895/41) and the Churches' Committee (A.F.O. 1789/41).

(b) Local Education Authorities are the normal source for the supply of class teachers. Contact with these authorities can be made through the Regional Secretaries mentioned above.

Members of H.M. Forces will normally be admitted free to existing classes in Local Education Authority institutions. If, however, classes are specially organised for Naval ratings, payment will be required and may be made, as laid down in Appendix II, paragraph 2.

(c) Abroad, the sources through which lecturers and teachers may be obtained include universities, colleges, education authorities and the British Council.

(d) The scale of fees, travelling expenses and subsistence allowances to civilians, at home and abroad, is given in Appendix II. Where lecturers or teachers are provided by the organisations mentioned above, these bodies will send in monthly accounts to Commanding Officers.

(e) Civilian teachers may be used to instruct in Service subjects where officers of the educational branches of the Royal Navy (or Acting Schoolmasters) are not available.

#### 4. Books and Stationery

Students should be encouraged to purchase text-books, but these, maps and reference books required by instructors may be obtained on demand from the Keeper of Stationery and Printing, for loan. Stationery should also be demanded from K.S.P.

#### 5. Films, Printing, etc.

Commanders-in-Chief of Fleets and Administrative Authorities ashore may sanction expenditure on the hire of educational films, printing of notices of lectures and classes (where this cannot be done on Service presses or by the Keeper of Stationery and Printing), and other minor incidental expenses which are considered necessary, provided that the total sum expended on these various heads does not exceed £25 in any Command in a year.

#### 6. Hire of Epidiascopes, etc.

Where a lecturer employed in accordance with paragraph 3 uses a lantern or epidiascope in his lecture, the following payments may be made. They should be reported under heading (a), paragraph 8 below:—

For lanterns or epidiascope—

The least of the following:—

- (a) the actual cost of hire; or
- (b) 10s. a day or 16s. 4d. a week; or, if the value of the instrument is over £35, 13s. 4d. a day or £1 a week; or
- (c) 1 per cent. of the value of the instrument (if it is the lecturer's own property).

Lantern slides—not over 2s. a day or 3s. a week.

#### 7. Equipment

Tools, materials and equipment required for instruction in handicrafts, etc., may be obtained as below:—

- (a) Expenditure, and the supply of Naval stores for these purposes are only permitted where a qualified instructor is employed and paid.
- (b) All stores are to be obtained through the Accountant Officer responsible for stores in or for the ship or establishment in which the instruction is given. Tools and equipment are to be taken on charge.
- (c) Naval stores are invariably to be used where it is possible and economical to do so. They should be demanded in the normal manner.
- (d) Other articles may be purchased locally and this may also be done in the case of Naval stores which are not available in local yards and can be purchased from commercial sources at reasonable prices. Such purchases should be made through Naval Store Officers (on Form D.2781). This is specially necessary in the case of controlled materials. If members of a class wish to purchase handicraft tools and materials for their own use, these may be obtained by the ship through Naval Store Officers on repayment.
- (e) All purchases must be sanctioned by the Commanding Officer.
- (f) For ships and establishments with complements under 200 an annual expenditure on equipment, including the value of Naval stores, up to £10 may be sanctioned by the Commanding Officer. For complements between 200 and 1,000 the corresponding limit is £25, and for larger complements £50. If greater expenditure is required, Commander-in-Chief's approval must be obtained.
- (g) Permanent stores are to remain on charge in an Adult Education Stores Account and are to be mustered periodically.
- (h) When a ship pays off or if classes terminate without a reasonable probability of their being resumed, stores which have been obtained by local purchase are to be returned to the appropriate yard, duplicate lists being sent by the Accountant Officer for Stores to the Commander-in-Chief or Administrative Authority and to the Secretary of the Admiralty (for D.E.D.).
- (i) Articles made by trainees may be sold to them, or otherwise, at a price equal to the cost of the materials used. Sums so obtained are to be credited to Navy Votes.

#### 8. Authority for and Returns of Expenditure

(a) Payments to lecturers and teachers, both service and civilian, and for equipment are to be made on the authority of Commanding Officers, except where otherwise stated above. Where a Commanding Officer is a Lieutenant or below the approval of his Senior Officer must be obtained.

(b) Ships and establishments are to report to the Admiralty (for D.E.D.), through Commanders-in-Chief afloat or Administrative Authorities ashore, expenditure on adult education under the following headings:—

- (i) Payments to the bodies mentioned in paragraph 3 and to civilian lecturers and teachers obtained from other sources.
- (ii) Payments to Naval personnel acting as instructors.
- (iii) Expenditure on equipment by local purchase, through the drawing of Naval stores, and under paragraphs 5 and 6.

Nil returns are not required. Returns are to be made quarterly on 30th June, 30th September, 31st December and 31st March, and should also show total expenditure, to date, in the financial year.

#### 9. Liaison with Education Department, Admiralty

Any questions or difficulties which arise in connection with adult education may, with the concurrence of Commanding Officers, be referred by Education Officers to the Director, Education Department, Admiralty, London, S.W.1. Where Command, Port or Fleet Education Officers are borne, reference should be made to them.

APPENDIX I

Central Advisory Council for Adult Education in H.M. Forces

Regional Secretaries

Aberdeen	...	J. A. Dawson, Esq., C.I.E., Forestry Department, The University, Aberdeen.
Aberystwyth	...	S. Herbert, Esq., M.A., J.P., University College, Aberystwyth.
Bangor	...	Miss Jean Jones, B.A., University College of North Wales, Bangor.
Belfast	...	A. J. Allaway, Esq., The Queen's University, Belfast.
Birmingham	...	B. C. James, Esq., 3, Great Charles Street, Birmingham, 3.
Bristol	...	W. E. Salt, Esq., M.A., The University, Bristol, 8.
Cambridge	...	G. F. Hickson, Esq., M.A., Stuart House, Cambridge.
Cardiff	...	Miss Haynes, University College, Cathays Park, Cardiff.
Edinburgh	...	Edward Blades, Esq., M.A., B.Sc., 1, Lockharton Crescent, Edinburgh, 11.
Exeter	...	C. H. Roberts, Esq., M.A., Extra-Mural Department, University College of the South-West, Exeter.
Glasgow	...	R. C. McDowall, Esq., C.I.E., The University, Glasgow.
Hull	...	G. E. T. Mayfield, Esq., University College, Hull.
Leeds	...	W. R. Grist, Esq., M.A., The University, Leeds, 2.
Liverpool	...	Dr. Allan McPhee, M.A., B.Comm., 22, Abercromby Square, Liverpool, 7.
London	...	A. Clow-Ford, Esq., M.B.E., B.A., London School of Hygiene and Tropical Medicine, Keppel Street, London, W.C.1.
Manchester	...	R. D. Waller, Esq., M.A., The University, Manchester, 13.
Newcastle-on-Tyne	...	H. E. R. Highton, Esq., King's College, Newcastle-on-Tyne.
Nottingham	...	H. L. Featherstone, Esq., 14, Shakespeare Street, Nottingham.
Oxford, Reading and Maidstone	...	L. K. Hindmarsh, Esq., M.A., Rewley House, Oxford. E. Smith, Esq., The University, Reading. P. R. Morris, Esq., Springfield, Maidstone, Kent.
St. Andrews	...	Neil S. Snodgrass, Esq., The University, St. Andrews.
Sheffield	...	Dr. G. P. Jones, The University, Sheffield, 10.
Southampton	...	J. Parker, Esq., M.A., University College, Southampton.
Swansea	...	Edwin Drew, Esq., University College, Singleton Park, Swansea.

APPENDIX II

Approved Scales of Fees and Expenses for Civilian Lecturers or Teachers at Home and Abroad

Fees

1. Lecturers supplied through Regional Committees, or lecturers of the same standard obtained from other sources may, when payment is required, be paid honoraria at a rate not exceeding £1 1s. 0d. per lecture or in exceptional cases £2 2s. 0d.

2. Payment to teachers supplied by Local Education Authorities should be at the rate current in the area for a part-time teacher. As a guide, the rate of 7s. 6d. an hour may be taken. This figure may be varied to fit local circumstances but only in exceptional circumstances should the rate of 10s. an hour be exceeded. Where there are overhead charges, the net cost, excluding rent, may be paid to the Local Education Authority. These rates may be applied, when necessary, to teachers engaged from sources other than the Local Education Authority.

Expenses

3. Travelling expenses—third-class fare (or equivalent public transport cost) will normally be allowed, but in special circumstances first-class fare may be granted at discretion. This discretion will not apply to teachers who are being paid at the local current rate.

Where public transport is not available, or is not reasonably convenient and alternative transport is not provided, mileage allowance at the usual rates for civilians will be allowed for the use of cars.

4. *Subsistence Allowances.*—For lecturers, whether giving their services without fee, or receiving an honorarium, within the limits indicated above, the following subsistence rates may be allowed:—

Night allowance (covering 24 hours)	...	...	23s. 6d.
For absence from home of over 10 hours	...	...	7s. 10d.
For absence from home of over 7 hours	...	...	3s. 6d.

For teachers paid at the normal local rates, the subsistence allowances will be:—

Night allowance (covering 24 hours)	...	...	18s. 6d.
For absence from home of over 10 hours	...	...	6s. 2d.

APPENDIX III

Conditions and Scales for Payment of Service Personnel (Officers and Ratings)

A—Conditions for Payment

- (i) Instruction must be given in the instructor's own time.
- (ii) The subjects studied must be educational or vocational (including handicrafts and music). Service subjects, preparation for service examinations, and recreational subjects such as dancing, dance bands and P.T., are excluded. Tradesmen and Artificers may be paid as instructors in their own subjects, provided that the class is not intended to meet Service requirements.
- (iii) Payment may not be made to Instructor or Schoolmaster Officers.
- (iv) A course must comprise at least four lessons or lectures.
- (v) A class is not to be started for less than six pupils. Payment must cease if the number falls permanently below three.
- (vi) Payment is not to be made for lectures on current affairs.
- (vii) Where personnel can conveniently attend existing classes in technical colleges or otherwise, duplicate facilities are not to be arranged.

B—Scales for Payment

(i) The normal rate of payment is to be 2s. 6d. an hour. Rates may, however, be increased according to circumstances (depending on the standard of the subjects, the qualifications of the teacher and any other relevant factors) with a maximum of 7s. 6d. an hour. As a guide, the possession of a university pass degree or comparable qualifications would usually justify payment at the rate of 5s. an hour. In case of doubt, reference may be made to the Secretary of the Admiralty (for D.E.D.).

(ii) Payments should be credited in the miscellaneous credits column of the ledger and be described as "adult education", the authority for payment in each case being forwarded as a ledger enclosure. Special arrangements may be made when an officer or rating conducts a class in a ship or establishment other than that in which he is borne. The authority for payment is to be in the form given in Appendix IV to this order.

APPENDIX IV

(To be forwarded as a ledger enclosure.)

H.M.S. ....  
 Authority for Payment to a Naval Officer or Rating acting as  
 Adult Education Instructor

Month of.....  
 Name and rank or rating of instructor .....  
 Subject .....

Rate of payment ..... Hours of instruction.....  
 I certify that the above instruction was given and that the conditions of A.F.O. 138/43, Appendix IIIA, were compiled with.

Name ..... Rank .....  
 Education Officer.  
 Approved .....  
 Commanding Officer.

The sum of £ s. d. has been credited to the above-named at  
 List ..... No..... in ledger of H.M.S.....  
 for quarter ended .....  
 Accountant Officer.

## APPENDIX V

*Admiralty Fleet Orders dealing with Adult Education*

- C.A.F.O. 2206/42—News and Current Affairs.  
 A.F.O. 3895/41—Ministry of Information : Lecturers.  
 A.F.O. 1789/41—Churches Committee : Lecturers.  
 A.F.Os. 1290/41, 2025/41, 3704/41, 471/41—Vocational Correspondence Courses in Professional subjects, e.g. Banking.  
 A.F.O. 5385/41—Postal Study Courses in Subjects of General Interest.  
 A.F.O. 1055/41—College of the Sea.  
 A.F.O. 4356/41—External Degrees and Diplomas of London University.  
 A.F.Os. 3570/42, 5371/42—London Matriculation : Regulations and Correspondence Courses.  
 A.F.O. 3334/42—Provision and Supply of Instructional Films and Cinema Projectors.  
 A.F.Os. 3571/42, 4611/42—Supply of Penguin and other Books at Concessional Rates.  
 A.F.Os. 4464a/42, 5479/42—Forces Book Club.  
 A.F.Os. 5449/41, 1196a/42—Modern Languages from Scratch.  
 A.F.O. 428/40—The British Survey.  
 A.F.O. 4456/42—Maps for Use by the Fleet or by R.M. on Shore.

(A.F.Os. 1482/41 and 12/42 are cancelled.)

## \*†139.—Service for Channel Islanders

(N.—14.1.1943.)

His Grace, the Archbishop of York, is to conduct and preach at a service for Channel Islanders at 9.30 a.m., on Sunday, 31st January, 1943, at St. Martin's-in-the-Fields. This service will be broadcast by the B.B.C.

2. Admission is by ticket only, but a number of tickets are being reserved for Channel Islanders serving in His Majesty's Forces. Application for tickets should be made to the Director, The Channel Islands Refugees Committee, 20, Upper Grosvenor Street, London, W.1.

## \*140.—Christchurch East, New Zealand—By-Election

(M/E.F.O. 8/43.—14.1.1943.)

A cablegram has been received by the High Commissioner for New Zealand from the Prime Minister of the Dominion advising that a Parliamentary by-election will be held on the 6th February to fill the vacancy caused by the death of the Hon. H. T. Armstrong. Nominations for candidates will not close until the 22nd January.

2. All New Zealanders serving in the armed forces in this country who are on the Electoral Roll for Christchurch East, or who were resident in that electorate immediately prior to joining the forces, and whose names are not on the Electoral Roll of any other Electorate, are entitled to vote at the by-election, even if not yet twenty-one years of age.

3. All men eligible to vote should apply for the necessary form of application to:—

Special Returning Officer,  
 New Zealand Government Offices,  
 415, Strand, London, W.C.2.

4. Men who are not certain as to whether their place of residence in Christchurch is in the Christchurch East electoral district can obtain confirmation by application to the above-named.

## 141.—Naval Canteen Service—State Insurance

(P.M. 2838/42.—14.1.1943.)

With reference to A.F.O. 4102/42, it is notified that while the Canteen Manager is responsible for effecting pensions insurance deductions from the rating's pay, the Accountant Officer remains responsible for rendering the various State Insurance forms. The procedure promulgated in A.F.O. 3628/42 covering these items should therefore continue to be followed.

2. It is pointed out, however, that Maltese who sign the R.N. Engagement (A.F.O. 2238/42) outside the shores of the British Isles are precluded from the provisions of the National Health Insurance Act, 1936. Forms N.S.124 should only be prepared as indicated in A.F.O. 3628/42, in the case of Maltese who sign the R.N. Engagement whilst on shore in the British Isles and the Form N.S.124 should be endorsed to that effect.

(A.F.Os 2238/42, 3628/42 and 4102/42.)

## 142.—R.N. Film Corporation—Annual Report and General Meeting

(N.—14.1.1943.)

(Included in Notice Boards Issue only.)

## Section 3.—G., T., N., E., etc., &amp; STORES; HULL, EQUIPMENT &amp; FITTINGS

## 143.—Gun Mountings, 5.25-in., Mark II—Trough Platform System for leading in Cables—Provision of Inspection holes—As. and As.

H.M. Ships "Argonaut", "Cleopatra", "Dido", "Euryalus"  
 and "Phoebe"

(G.08046/42.—14.1.1943.)

To enable the lead-in cables of 5.25-in., Mark II mountings to be more readily inspected, four inspection holes and covers in accordance with A.F.O. Diagram 18/43 (D.E.E. 11081) are to be provided in the spent cartridge platforms of these mountings. The inspection holes should be arranged on the fore and aft and athwartship lines.

An item, Classification "B", should be inserted accordingly in the ship's list of As and As. to cover the work involved.

(This Order is to be retained until complied with.)

## 144.—Gun Mountings—5.25-in., Marks I and II—4.7-in., Mark XX, and 4.5-in., Marks II and IV—Barbette and Mantlet Pneumatic Weathering

Dockyards, G.M.Os. and Ships Concerned

(G. 024/43.—14.1.1943.)

Certain non-transferable gun mountings have been or are to be fitted with pneumatic weathering arrangements for their training bases and mantlets. The following instructions are therefore promulgated for guidance in the correct use and maintenance of this gear.

2. To maintain an efficient seal with these weathering arrangements it is necessary to inflate the tubing to the pressure laid down as indicated by a red line on the pressure gauge.

It should be appreciated, however, that with the tube inflated, the additional pressure exerted in the leather sealing strip causes increased elevating or training efforts, and the maximum pressure should only be maintained in the tube when the mounting is at rest.

When elevating or training, the pressure in the tube should be reduced to a figure consistent with reasonable efforts, this figure being determined by trial. This is particularly important in mountings fitted with hand training or elevating gear, and it is to be expected that there will be a slight variation in the maximum acceptable figure for different mountings.

3. It is also important that the surfaces of the bearing strips on the barbette and the mantlet plate which are in contact with the leather apron should be efficiently lubricated.

A suitable attachment, in the shape of a fish tail which can be screwed on the grease guns supplied for mounting lubrication, should be manufactured by ship's staff, so that it can be inserted between the bearing strip and leather apron for greasing purposes. Coopers No. 4 is the most satisfactory grease for this purpose, as it is also suitable for use when low temperature conditions prevail.

4. In view of the present rubber supply situation particular care should be taken to prevent deterioration of the rubber tubing, and the lubricant should not be allowed to come in contact with it. The procedure to be adopted in lubrication of the aprons should therefore be based on the maxim "little and often".

5. The arrangements in the 14-in. mountings will, on completion, be the subject of a separate Order.

**145.—Guns, Browning, 0.50 (Commercial type) in Naval Aircraft—Replacement with Guns, Browning, 0.50 (Military type)**

(A.S./G. 015452/42.—14.1.1943.)

It has been decided to withdraw all guns, Browning 0.50, Model 53A (107K/89) in naval aircraft and to replace them with guns, Browning 0.50, Model 53-2 (107K/92).

2. All H.M. Ships and R.N. Air Stations carrying aircraft in which Browning 0.50, Model 53A guns are installed, or which hold stocks of this model in store are to return them to the nearest R.N. armament depot and obtain an equivalent number of model 53-2 guns in replacement.

3. R.N. armament depots are to ensure that all guns, Model 53-2, issued in replacement have been modified to NOD.3131/1B.

4. Returned Model 53A guns are not to be issued for any service without prior reference to Director of Armament Supply (A) Admiralty, Bath.

5. A large proportion of the spares for these 0.50 guns are interchangeable, sufficient maintenance spares for the replace guns (107K/92) are available at R.N. armament depots, and should be demanded as required.

**146.—Guns, Machine, 0.303-in. Vickers G.O.—Modification of Magazines to Prevent Wrong Assembly**

(A.S./C.I.N.O. 10813/42.—14.1.1943.)

The following modification should be carried out:—

*Gun*—0.303-in. Vickers G.O. in H.M. Ships and Naval Aircraft.

*Item affected*—Magazines.

*Purpose*—To ensure correct assembly of magazine.

*Nature of modification*—The word "Top" to be stamped along the upper side of the cartridge follower, as shown in A.F.O. Diagram 14/43.

*By whom to be done*—Armament Supply Department and aircraft maintenance personnel.

*Degree of urgency*—First opportunity.

**147.—Guns, Machine, Oerlikon, 20 m.m.—Tool for assisting the loading of 60-round Magazines**

(G. 01966/42.—14.1.1943.)

In order to assist loading of 60-round, 20-m.m. Oerlikon M.G. magazines, a simple tool as shown on A.F.O. Diagram 20/43 has been evolved and tested. The tool may be made if desired by ships' or base staff.

2. *Method of applying the tool*.—Slip the fingers of the right hand through the webbing with the back of the hand next to the felt.

Pick up a round with the same hand and insert it into the magazine mouthpiece keeping the left hand on the magazine loading lever to prevent the follower from leaving the first round in the magazine, otherwise the rounds will topple over and jam the magazine.

Press the round into the magazine with the tool.

Repeat until the magazine is loaded with the required number of rounds.

(B.R. 274/41.)

**148.—Machine-Guns and Equipment—Vickers 0.303-in., Twin, Mark V—Modified Gun Housing Lug—As. and As.**

*Coastal Forces, Craft and Bases*

(G. 7345/42.—14.1.1943.)

The gun housing lug on the arm of the 0.303-in. Vickers Twin M/G, Mark V, mounting fouls the cartridge deflector, and on certain bearing prevents horizontal fire.

2. This lug should be removed and replaced by hinged lugs as shown on A.F.O. Diagram 21/43.

3. When the gun is housed the lugs are swung into a vertical position to engage the cross rod between the two guns and secured in position by a  $\frac{1}{4}$ -in. diameter pin.

4. When the gun is to be used the pin is withdrawn and the lugs swung down in line with the arm and secured by replacing the pin.

5. Difficulty in clamping the pivot in position due to the handle of the clamping screw being of insufficient length has been reported.

6. A piece of steel pipe,  $\frac{1}{2}$ -in. internal diameter and 6-in. long, should be welded or otherwise secured to the handle to overcome this difficulty.

7. The work involved should be done by base staff.

8. R.A.C.F. should include an item Classification "A", in the next list of As. and As. to cover the work involved.

(This Order is to be retained until complied with.)

**149.—Machine-Guns and Equipments—Oerlikon Mountings, Fixed Column Types—Bandstand—As. and As.**

(G.010697/42.—14.1.1943.)

An investigation has been made into the best design of bandstand for Oerlikon mountings of the fixed column type. The existing design has been criticised on the following grounds:—

(a) It is too low.

(b) It is too bulky in certain classes of small craft.

2. Mock-ups were made, and trials carried out with the following designs:—

(i) Sloped cone, about one-third up the mounting column (proposed by Captain, M. L., Brightingsea).

(ii) Flat plate with heel notches, one-third up the mounting column (proposed by D. E. M. S. Range Officer, A.A. Range, Ainsdale).

(iii) Sloped ramp round mounting (proposed by C.O., H.M.S. "Edinburgh").

(iv) Double sloped ramp round mounting (proposed by C.O., H.M.S. "Jervis").

(v) A high bandstand designed by Captain, H.M.S. "Excellent".

(vi) The existing bandstand raised 3 inches.

3. These designs fall under three general headings—

(A) Foot platforms on the mounting.

(B) Sloping ramps.

(C) Stepped bandstands.

4. Designs under heading (A) have three advantages only. They are easy to make; they are not bulky, and the mounting is self contained. From the gunlayers' point of view they have no advantages. It is difficult for him to keep his footing if the platform is slippery and he is always in an unnatural and strained position.

5. Designs under heading (B) suffer from the disadvantages that the gunlayer cannot always be sure of keeping his footing and furthermore the ankle joint must be flexed to give a good stance. This is not easy in boots or heavy sea boots. These designs present no advantage from the production point of view.

6. Designs under heading (C) are admittedly clumsy and cannot be really satisfactory for men of all heights. They do, however, provide a sure foothold under all conditions and they do not constrain the gunlayer to an awkward position.

7. The views of a number of officers and ratings of various heights were sought and the majority of opinions are shown below:—

Height of gunlayer	1st Performance	2nd Performance
5 ft. 3 ins.—5 ft. 6 ins. ...	High bandstand ...	"Jervis" design.
5 ft. 6 ins.—5 ft. 11 ins. ...	As above ...	As above.
5 ft. 11 ins.—6 ft. 3 ins. ...	Normal bandstand ...	High bandstand.

8. In ships already fitted, the Commanding Officers should arrange for the fitting of suitable gratings to the steps to increase the height as required. An item, Classification "A", should be included in their lists of As. and As. to cover the work involved, which should be carried out by ships' staffs with material and assistance provided by a Dockyard or Repair Base as necessary. D.E.M.S. S.O's. should arrange with base staffs for the necessary work to be carried out in merchant vessels.

9. For new construction arrangements have been made to supply the high type of bandstand in accordance with A.F.O. Diagram 9/43. If a protective screen is fitted, this should correspond with the reduced diameter, except in merchant vessels in which the existing type of 4-ft. 9-in. radius zarebas should continue to be fitted for the present.

10. Until the new type is in production, arrangements have been made with the manufacturers to increase the height of the present type of bandstand by 4 inches.

(A.F.O. 4276/42 is cancelled.)

(This Order is to be retained until complied with.)

#### 150.—Cartridges, Q.F., 2-pdr., Lot R.N.C.2667—Withdrawal

(G. 016644/42.—14.1.1943.)

Reports having been received of instances occurring of the shells in cartridges, Q.F., 2-pdr., H.V., H.E., of Lot R.N.C.2667, separating from the cartridge cases, all 2-pdr. ammunition of this lot is to be landed at the first convenient opportunity, and ammunition filled subsequent to 1.11.41 is to be embarked in lieu.

2. R.N. Depots only.—Existing stocks of ammunition of Lot R.N.C.2667 and that landed from H.M. ships is to be examined and re-indented and subjected to pull-out test.

3. At R.N. armament depots abroad where facilities do not exist for re-indenting and pull-out testing, the ammunition is to be returned home as opportunity offers.

(This Order is to be retained until complied with.)

#### 151.—Ammunition—Fuzes, Percussion, D.A. No. 720, Mark IV—Withdrawal of Early Lots

(A.S./G.D. 01000/42.—14.1.1943.)

With reference to C.A.F.O. 226/42, it has now been decided to withdraw the Fuzes No. 720, Mark IV, of early supplies which are liable to premature self destruction.

2. The lots concerned are as follows:—

Midgley Harmer (MH)	...	...	Lots 1-4
Smith Meters (SMS)	...	...	Lots 1-12
Screw Machine Products (SMP)	...	...	Lot 1
Bell Punch Ltd. (BPL)	...	...	Lots 1-9
Josiah Parkes (JP)	...	...	Lots 1 and 2
Enfield Clock Co. (ECC)	...	...	Lot 1.

3. Any fuzes of these lots on board ships should be returned to the nearest Naval Armament Depot or O.C.A.S. at the next convenient opportunity after removal from shells. The fuzes will be retained in store by Naval Armament Depots for issue in case of emergency.

(C.A.F.O. 226/42.)

#### 152.—Pyrotechnics—Flashes, Photographic, 4.5-in.—Withdrawal from Naval Service

(G. 6742/42.—14.1.1943.)

Flashes, photographic, 4.5-in. having been withdrawn from Naval Service, A.F.O. 5014/42 is cancelled.

(A.F.O. 5014/42 cancelled.)

#### 153.—S.D.16 Solution, etc., for Ordnance Artificers (O)

(N.S. 19203/42.—14.1.1943.)

With reference to paragraph 4 of A.F.O. 154/43 the quantities of S.D.16 Solution, Novellon and Black Waterproof paint being purchased and the distribution to be arranged are shown below.

2. The quantities for Freetown, St. John's, Newfoundland, Durban, Halifax (N.S.), Gibraltar, Hvalfjord (Iceland C), Malta, and Scapa, are to meet possible requirements for the Ships mentioned in paragraph 2 of the A.F.O. quoted above.

##### Quantities being Purchased

	Severn Area	Mersey Area	Rosyth	Ports-mouth	Chatham
(A) S.D.16 Solution, Gallons	62	12	22	4	10
(B) Novellon, Sheets	216	52	72	12	20
(C) Black Waterproof Paint, Bottles	432	104	144	24	40

##### Distribution

	A. Gallons	B. Sheets	C. Bottles		
Simonstown	6	24	48	} Severn Area	
Freetown	2	8	16		
St. John's, Newfoundland	2	8	16		
Durban	2	8	16		
Halifax, Nova Scotia	2	4	8		
Falmouth	2	4	8		
Cardiff	2	4	8		
H.M.S. "Wolfe"	2	8	16		
Sydney	1	6	12		
Hobart	1	2	4		
Fremantle	1	2	4		
Darwin	1	2	4		
Kilindini	4	16	32		
Colombo	4	12	24		
Bombay	4	20	40		
Londonderry	2	8	16	} Mersey Area	
Malta	2	4	8		
H.M.S. "Medway II"	2	8	16		
H.M.S. "Artifex"	1	4	8		
H.M.S. "Atsonia"	1	4	8		
H.M.S. "Cyclops"	1	2	4		
H.M.S. "Montclare"	1	4	8		
H.M.S. "Westernland"	1	4	8		
H.M.S. "Dolphin"	1	2	4		
H.M.S. "Ambrose"	1	4	8		
H.M.S. "Elfin"	1	2	4		
Alexandria	8	32	64		
Gibraltar	2	8	16		
Hvalfjord (Iceland C)	2	8	16		} Rosyth
Scapa	2	8	16		
Greenock	4	14	28		
Belfast	4	12	24		
Gateshead-on-Tyne	2	12	24		
Leith	2	4	8		
Aberdeen	2	4	8		
Glasgow	2	4	8		
H.M.S. "Sandhurst"	1	4	8		
H.M.S. "Forth"	1	4	8		

## Distribution—contd.

	A. Gallons	B. Sheets	C. Bottles	
H.M.S. "Wayland" ...	1	4	8	} Portsmouth
H.M.S. "Excellent" ...	1	2	4	
Hull ...	2	4	8	
Harwich ...	2	4	8	} Chatham
Immingham ...	2	4	8	
London ...	2	4	8	
Yarmouth ...	2	4	8	

(C.A.F.O. 579/42 and A.F.O. 154/43.)

## 154.—Special Tools and Appliances for Ordnance Artificers (O)

(N.S. 19203/42.—14.1.1943.)

The special tools and appliances shown in the Appendix to this Order are to be allowed to ships and establishments where Ordnance Artificers, "Optical", are borne, and the quantities are to be in accordance with the index letter shown below against the respective ships and bases.

2. Supply will be made without demand, (where this has not already been done in accordance with A.F.O. 461/42), as indicated. Some of the items may not become available for a considerable time but they should be issued without delay as soon as received from contractors. Meanwhile supply should not be hastened by ships and bases.

Ships	Allowance	Bases	Allowance
(1) "Adamant" ...	B	(29) H.M.S. "Dolphin" ...	A
(2) "Artifex" (ex "Aurania") ...	B	(30) Durban ...	B
(3) "Ausonia" ...	B	(31) H.M.S. "Elfin" ...	A
(4) "Blenheim" ...	B	(32) H.M.S. "Excellent" ...	A
(5) "Cyclops" ...	A	(33) Falmouth ...	A
(6) "Forth" ...	B	(34) Fremantle ...	A
(7) "Greenwich" ...	B	(Commodore in Charge).	
(8) "Lucia" ...	A	(35) Glasgow ...	A
(9) "Maidstone" ...	B	(36) Greenock ...	B
(10) "Montclare" ...	B	(37) Halifax (N.S.) ...	A
(11) "Philoctetes" ...	B	(38) Harwich ...	B
(12) "Resource" ...	B	(39) Hobart ...	A
(13) "Sandhurst" ...	B	(District Naval Officer).	
(14) "Tyne" ...	B	(40) Hull ...	A
(15) "Unicorn" ...	A	(41) Immingham ...	A
(16) "Vindictive" ...	B	(42) Kilindini ...	B
(17) "Wayland" ex "Antonia") ...	B	(43) Leith ...	A
(18) "Westernland" ...	B	(44) Liverpool ...	B
(19) "Wolfe" ...	B	(F.O.G.M.O.)	
(20) "Woolwich" ...	B	(45) Liverpool ...	A
		(Capt. (D)).	
		(46) London ...	A
		(47) Londonderry ...	B
		(48) H.M.S. "Medway II" ...	B
		(49) Simonstown ...	B
		(50) Sydney ...	C
		(N.S.O. Garden Is.)	
		(51) Talbot ...	A
		(52) Tyne ...	2C
		(Maintenance Commander	
		H.M.S. "Calliope").	
		(53) Yarmouth ...	A
		(District Naval Officer)	

3. B.R. 323—Establishment of Naval Stores for Gunnery Purposes—will be amended.

4. A.F.O. 153/43 concerns the provision of S.D. 16 Solution, Novellon and Black Waterproof Paint.

## APPENDIX

Pattern No.	Description	Denomination of Quantity	Classification for allowances			To be supplied by	
			A	B	C		
PERMANENT							
3041	Spirit lamp blowpipe ..	No.	1	2	3	} Portsmouth	
B.9							
4276	Surface plate, 6-in. × 4 in.	"	1	1	1		
780	Rule, engineers', 6-in. ..	"	1	2	3		
4254	Square, steel .. ..	"	1	2	3		
780	Gauge, feeler .. ..	"	1	2	3		
664	Hammer, cross-pane ..	"	1	2	3		
5787	Callipers, spring, outside, 4-in.	Pair	1	2	3		
475	Callipers, spring, inside, 4-in.	"	1	2	3		
967	Dividers, spring, 4-in. ..	"	1	2	3		
475	Dividers, spring, 4-in. ..	"	1	2	3		
969	Gauge, B.A., combination ..	No.	1	1	1		
432	Vice, toolmakers', 3½-in. ..	"	1	1	1		
4131	Punches, pin, set of 6 ..	Set	1	2	3		
219							
3770							
478							
4712							
E.12							
101	Watchmaker's eyeglass ..	No.	1	2	3	} Rosyth	
F.1.B							
10643	Glasses, cleaning, separating, prisms F.Q.2, F.M.7, and U.K.1 rangefinders.	"	1	1	2		
F.1.C							
12106	Jigs, right and left, for recementing prisms of binoculars, pattern 1900 series	"	1	2	3		
12109	Collimators, universal, complete with tools, adjusting, for binoculars, all patterns, and G.S. telescopes	"	1	1	1		
CONSUMABLE							
B.11							
653	Tweezers .. ..	Pair	1	2	3		} Portsmouth
2A	Drill, hand .. ..	No.	1	2	3		
5871	Screwdriver .. ..	"	1	2	3		
506	Scrapers, solid steel, set of 3	"	1	2	3		
4942		"	1	2	3		
650	Screwdriver, jeweller's ..	"	1	2	3		
555AA		"	1	2	3		
650	Screwdriver, jeweller's ..	"	1	2	3		
555A		"	1	2	3		
650	Screwdriver, jeweller's ..	"	1	2	3		
555C		"	1	2	3		
650	Screwdriver, jeweller's ..	"	1	2	3		
555D		"	1	2	3		
376	Pliers, flat nose, 4½-in. ..	"	1	2	3		
2124		"	1	2	3		
376	Pliers, round nose, 4½-in. ..	"	1	2	3		
2125		"	1	2	3		
376	Pliers, cutting, 4½-in. ..	"	1	2	3		
2117		"	1	2	3		
1030	Irons, soldering, 4-oz. ..	"	1	2	3		
1816		"	1	2	3		

Mersey area—the numbers shown are respectively the page No. and Catalogue No. in Buck Hickman's 1935 catalogue.



## APPENDIX—contd.

Pattern No.	Description	Denomination of Quantity	Classification for Allowances			To be supplied by
			A	B	C	
CONSUMABLE—contd.						
<i>E.6</i>						
—	Canada balsam .. ..	Grams.	250	250	250	} Portsmouth
—	Canada balsam in Xyloi ..	..	250	250	250	
<i>E.7</i>						
—	Benzol, pure .. ..	Pints	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	} Portsmouth Nearest appropriate yard or base for (1), (4), (7), (8), (9), (11), (12), (14), (15), (16), (20) and (51). Rosyth for (6), (13), (21), (24), (35), (36), (43) and (52). Portsmouth for (17) and 32. Severn area for (2), (3), (5), (10), (18), (19), (23), (25), (26), (27), (28), (29), (30), (31), (33), (34), (37), (39), (42), (47), (48), (49) and 50.
—	S.D.16 solution (inflammable, and special care to be taken in its use; to be stowed in Inflammable Store when not in use).	Galls.	1	1	1	
—	Novellon, sheets, 49-in. × 21-in. × 0.01-in.	Sheets	2	4	6	} Mersey area for (22), (44) and (45). Chatham for (38), (40), (41), (46) and (53). For reference numbers see list in paragraph 2
—	Special black waterproof paint, in 6-oz. bottles.	Botts.	4	8	12	
<i>E.8</i>						
—	Bostik .. ..	Lbs.	5	5	5	} Portsmouth
—	Plaston .. ..	..	1	1	1	
—	Heldite .. ..	Tins	2	2	2	

(C.A.F.O. 579/42.)

(A.F.O. 153/43.)

(A.F.Os. 461/42 and 1666/42 are cancelled.)

**155.—Wind Gear—Supply of Items of Relative and True Wind Gear***Ships, Overseers and Dockyards*

(G.013018/42.—14.1.1943.)

Instances have occurred of ships and dockyards requisitioning items of wind gear direct from the manufacturers, Messrs. Elliott Bros. In future this practice is to be discontinued and all demands for this gear referred to the Director of Stores, Admiralty. Supply will then be arranged in accordance with the schedule of deliveries issued by the Director of Naval Ordnance, Bath.

2. Any deviation from this instruction will dislocate delivery arrangements, and interfere severely with the production line at the works of Messrs. Elliott Bros.

**156.—Torpedoes 21-in., Mark VIII\*\*—Modification to H.R.C.G. for use from M.T.Bs.**

(A.S. 03223/42.—14.1.1943.)

When 21-in., Mk. VIII\*\* torpedoes are used from M.T.Bs. it is necessary for the standard H.R.C. Gear to be modified to enable the horizontal rudders to be locked flush on discharge.

2. The modification consists of filling in the slot in the trunk rod and re-cutting the gap to suit the toe of the controlling gear lever. A suggested simple method of carrying out this modification is shown on A.F.O. Diagram 10/43.

3. The conditions governing issue of 21-in., Mk. VIII\*\* torpedoes to M.T.Bs. will be as follows:—

- Torpedoes issued from Torpedo Depots specifically for M.T.B. use will be modified before issue.
- Issues to M.T.B. Bases by other than Torpedo Depots, e.g. Fleet Bases, to be modified by consignee before issue if time and circumstances permit. M.T.B. Bases will require to undertake this modification if for any reason it has not been carried out prior to issue.
- Torpedoes returned by M.T.Bs. to be re-converted by Torpedo Depots or Fleet Bases to standard condition (for use by submarines) if not required to be re-issued to M.T.Bs.

4. The nomenclature of 21-in., Mark VIII\*\* torpedoes will not be altered on modification to H.R.C.G. for M.T.B. use and vice versa, but care is to be taken to ensure that notation is made in Torpedo History Sheets on each occasion of modification to the H.R.C.G.

5. Corresponding T.D.I. No. 1496 has been issued.

**157.—Paravane Towing Ropes—Tool to Assist Fitting**

(T.3482/42.—14.1.1943.)

In connection with the fitting of paravane towing ropes with roller cutters or towing sleeves (O.U.5511/39, paragraph 338), the bending of the end  $\frac{1}{2}$ -in. of the wires to the correct angle and for the correct length will be facilitated by the use of the tool shown in A.F.O. Diagram 8/43.

2. This tool will not be issued as a store article, but where desired it can be made by the ship's staff from the details shown.

**158.—Paravanes C.IV\*-IV\*\*—Supersession by Paravanes, Mark VII-VII\***

(A.S. 05365/42.—14.1.1943.)

Stocks of C.IV\*-IV\*\* paravanes are now dwindling, and requirements for replacement of these paravanes, when this type is not available, will in future be met with Mark VII type paravanes with 16, 22 and 31 knot plane units.

2. Replacement will be made by the exchange of a complete outfit of all paravanes, tools and spare gear carried, so that no ship carries a mixed outfit on board.

3. Mark VII type paravanes must *not* normally be issued to services for which C.IV\*-IV\*\* are at present allowed unless the latter are not available, but it is not intended that any ship whose outfit has been exchanged as in paragraph 2 above shall be re-equipped with C.IV type paravanes.

4. In anticipation of this exchange, all ships concerned are to ensure that shackles, Patterns 8882 and 8883, are carried on board in the proportion allowed, *vide* B.R. 366. When the exchange of paravanes has been effected, shackles, Patterns 8887 and 8888, on board are to be disposed of as directed in A.F.O. 2801/40.

(A.F.O. 2801/40.)

**159.—Paravane Equipment for D.E.M.S.—REPORTS**

(N.S. 32918/42.—14.1.1943.)

Stocks of P/V equipment have been laid down at the following yards, storage depots and ports to meet requirements for D.E.M.S.:—

<i>Yard, etc.</i>	<i>Demands to be forwarded to:—</i>
Chatham ... ..	Suptg. N.S.O., Chatham.
London ... ..	Area N.S.O., Port of London Authority Buildings, Trinity Square, London E.C.3.
Hull ... ..	Area N.S.O., 722, Anlaby Road, Hull.
Gateshead... ..	Area N.S.O., Central Exchange Hotel, Grainger Street, Newcastle-on-Tyne.

<i>Yard, etc.</i>	<i>Demands to be forwarded to :—</i>
Rosyth ... ..	Suptg. N.S.O., Rosyth.
Dalmuir ... ..	Suptg. N.S.O., Clyde Area, St. Enoch Hotel, Glasgow, C.1.
Liverpool ... ..	Suptg. N.S.O., Mersey Area, Royal Liver Buildings, Liverpool, 3.
Mersey Area ... ..	N.S.O., Miller Arcade, Church Street, Preston.
Belfast ... ..	Area N.S.O., Admiralty Offices, Queens Road, Belfast.
Cardiff ... ..	N.S.O., Imperial Buildings, Mount Stuart Square, Cardiff.
Severn Area ... ..	Suptg. N.S.O., Severn Area, Stanley Mills, Stroud, Glos.
Devonport ... ..	Suptg. N.S.O., Devonport.
Portsmouth ... ..	Suptg. N.S.O., Portsmouth.

2. Requirements should be demanded direct by P.S.Os. from the nearest stock, the date by which delivery is required being stated in accordance with A.F.O. 5073/42.

3. The undermentioned complete sets, in accordance with B.R. 366, are to be maintained at the ports named. Demands should be forwarded to storing yards, from time to time, as necessary to replenish.

<i>Port</i>	<i>Minimum stocks of complete sets</i>	
	<i>Hinged Boom</i>	<i>"A" Frame</i>
	<i>Type</i>	<i>Type</i>
London ... ..	2	2
Hull ... ..	6	6
Gateshead ... ..	6	6
Dalmuir ... ..	6	6
Belfast ... ..	3	3
Cardiff ... ..	3	3
Liverpool ... ..	4	4

4. Reports showing stocks of the chief components and items at present in short supply, as detailed below, are to be forwarded at the end of each month to Admiralty (N.S.) by the (S) N.S.Os. mentioned in paragraph 1. Reports of issues are not required.

*Chief Components*

*Hinged Boom Type :—*

Tube, steel, 9-in. internal,  $\frac{3}{4}$ -in. thick.  
Gooseneck  
Cone, trunnion, complete  
Trunnion socket  
Forged steel extension  
Clip for steel extension  
Band for control guy  
Eyeplate, stamped steel, 1-in. for backhaul

*"A" Frame Type :—*

Main girders  
Main shaft (in two pieces with coupling)  
Cross member  
Bearing tube with stuffing gland  
Plate, for attachment of towing ropes  
Bow Fairlead

*Components in short supply required for either Hinged Booms or "A" Frames*

<i>Patt.</i>	<i>Description</i>
23	Stoppers, Carpenters'.
—	Gallows Cranes, complete.
—	Derricks, complete.
7868	Links for P/V towing ropes.
7804	} Trolleys, transporting, for P/V
7804A	
7804B	

<i>Patt.</i>	<i>Description</i>
5221A	Blocks.
5222A	Blocks.
93	Blocks.
124	Blocks.
120	Blocks.
7845	Fairleads.
7861	Fairleads.
7862	Fairleads.
4005	Eyeplates.
236	Cleats.

(A.F.O. 5073/42)

**160.—"Y" Gun Depth Charge Thrower Mark III—High Intrusion of Primers of Cartridges**

(T. 03233/42.—14.1.1943.)

There are two types of primer assembly of Cartridges for the "Y" Gun. In one the cap is approximately 0.01 in. below the base of the cartridge. In the other it is approximately 0.1 in. below.

2. Both types have been fired in the same thrower, and functioned correctly. They may, therefore, be taken as being fully interchangeable, and failures to fire need not be anticipated with the high intrusion type.

**161.—"Hedgehog" Mountings—Ripple Firing Switches—Lubrication**

(T. 3498/42.—14.1.1943.)

Information has been received from the makers that in certain cases Ripple Firing Switches returned to them for modification from Mk. I to Mk. I\*, have the Control and Potentiometer Switch spindles seized owing to lack of lubrication.

2. Attention is drawn to the necessity for the application of a small quantity of lubricating oil—one or two drops should suffice—to the spindles of these switches at intervals or whenever stiffness is felt. The main Switch Spindle at the right hand side of the Ripple Switch is grease lubricated and this should also be re-greased at intervals to ensure free movement. It should be noted that most recent models of Ripple Firing Switches are fitted with a greasing device incorporated in the switch handle.

**162.—Deep Water Dan Buoy, Pattern 8944—Introduction and Instructions for Assembly, Laying and Weighing**

(T. 2561/42.—14.1.1943.)

Dan Buoy, Pattern 8944, has been introduced for use in depths of water of 100 to 300 fathoms and may be used in greater depths up to 450 fathoms and a period of watching not exceeding 24 hours. It is so designed that the minimum amount of mooring wire is paid out in excess of the depth of water, thus limiting surface drift. The following instructions are promulgated for guidance when using this dan buoy.

2. *Description* (numbers in brackets refer to A.F.O. Diagram 15/43).—The complete outfit consists of—

- (a) A float body (1) carrying a specially shaped yoke (2); a staff, Pattern 8944G (7) and flag (8).
- (b) On the port side of the yoke is a spring loaded pawl, Pattern 8944E, which engages in the pawl way of the drum, Pattern 8944A (3), carrying 600 fathoms of sounding wire which is led through the fairlead at the base of the yoke.
- (c) The mooring consists of two iron sinkers, Pattern 247, each weighing  $1\frac{1}{2}$  cwt. (4), strapped together side by side by two plates, Pattern 8944B (5) and to which a pendant of 6 fathoms of  $\frac{3}{4}$ -in. E.S.F. wire rope, Pattern 8944C (9) (having a soft eye at each end) is attached.

(d) For testing the pull-off of the spring loaded pawl against the mooring wire, a set of iron weights, one of 100 lbs. and one of 10 lbs. is supplied. (Pattern 8945.)

(e) Pendant, 1-in. F.S. wire rope, Pattern 8944 D (10).

(f) Shackles, Pattern 5342 (6).

(g) Cod-line (11) and Twine (12).

3. *Assembly.*—All the component parts of the dan buoy should be placed on deck to plumb the davit, and the following procedure adopted:—

(a) Hoist the dan buoy float to a convenient working height by the lifting handle.

(b) Ship the yoke with the spring loaded pawl to port.

(c) Mount the drum in the yoke so that the pawl way engages with the spring loaded pawl.

(d) To test the setting of the spring loaded pawl, the sounding wire should be led through the centre fairlead and be made fast to the 100 lb. weight. If the tension on the spring is correct, it should be possible to raise the unit with the weight suspended and without the drum revolving. The extra 10 lb. weight should then be added and the pawl should disengage. In view of manufacturing tolerances, it is necessary to do this for each pawl stop on the drum. In each case it is only necessary to lift the weight about 6 inches off the deck, any necessary adjustments of tension should be made by the butterfly nut on the spring loaded pawl. It is recommended that this test should be made in harbour.

(e) Make fast the sounding wire to the  $\frac{3}{4}$ -in. E.S.F.W.R. pendant (9) by taking three turns through the soft eye and then carefully tucking the end back through the centre of the standing part three times, and finish by serving with mackerel line.

(f) The  $\frac{3}{4}$ -in. E.S.F.W.R. which takes the initial snatch of the sinkers when laying should then be wound on the drum.

(g) The dan buoy should be lowered so that one sinker lies on each side of the fore and aft line of the float body. To the lifting eye of each sinker, make fast the smaller eye of the 1-in. F.S. wire rope pendant (10) and bring the larger eye of each pendant to the davey hook on its appropriate side of the body of the float.

(h) Ship the flagstaff (7) and flag (8) securing the former with codline to the two eyes (11), and thoroughly oil or grease all moving parts of the dan. The dan buoy is then hoisted as a complete unit and swung outboard ready for tripping in the normal manner.

4. *Weighing.*—The dan buoy should be recovered by its lifting handle in the same manner as an Oropesa float, using a recovery hook, Pattern 8722. When the float has been hoisted clear of the water and swung into the ship's side, the mooring wire is cut immediately below the fairlead, the wire already paid out and the sinkers being expended.

Dan buoys may be used again with the same drum; after each lay a label should be attached to the drum showing the amount of wire remaining, a figure obtained by subtracting the depth of water plus 35 per cent. from the amount of wire on the drum before it was streamed. This allowance of 35 per cent. over the depth of water must be taken into consideration for any further lay in conjunction with the amount remaining on the drum. All moving parts of the dan buoy should be greased immediately after recovery.

5. Five drums, each fully wound with 600 fathoms of wire, are supplied with each dan buoy; these drums when empty should be returned to the S.N.S.O., Rosyth, for rewinding, which is done by machinery, and for examination of the pawl stops. When accurate adjustments of the pull-off cannot be made owing to wear on the hardened pawl face, a spare pawl should be fitted and the defective one returned to S.N.S.O., Rosyth, for repair. No attempt should be made to file the pawl face. It is recommended that dan buoys after being received on board should be painted with broad bands of contrasting colours.

6. The following buoys and components are being provided for delivery to Rosyth:—

Pattern	Description	Denom.	Qty.	Contractors
8944	Buoys, deep dan ...	No.	150	W. H. Webster & Co., C.P.7D/64950/42—11/8/42.
			100	W. H. Webster & Co., C.P.7D/64950/42—4/9/42.
			100	Bruce Peebles & Co., C.P.7D/64951/42—11/8/42.
			150	J. Shervell, Ltd., C.P.7D/79965/42—14/10/42
8944A	Drums, complete, with 600 fms. wire, Pattern 1308.	No.	1,500	W. H. Webster & Co., C.P.7D/82645/42—20/11/42
8944B	Plates, sinker, complete, with bolts and nuts.	Prs.	1,500	T. W. Palmer & Co., C.P.7D/83006/42—2/11/42
8944C	Pendants, E.S.F.S.W. rope, $\frac{3}{4}$ -in. $\times$ 6 fms. soft eye each end.	No.	4,000	E. Martin, Consolidated Fisheries.
8944D	Pendants, Flex. S.W. rope, 1-in. $\times$ 2-ft. 9-in. soft eye each end.	No.	8,000	Clarke & Carter, C.P.7D/84628/42—20/11/42

The necessary S.W. rope has been ordered from Messrs. The Bridgewater Ropes, Ltd., C.P.7D/76695/42, dated 9/10/42, for delivery to main contractors.

8944E	Pawls ...	No.	100	The Deloro Smelting Co., C.P.7D/79962/42—13/10/42
8944F	Springs ...	No.	100	Morris Springs, Ltd., C.P.7D/83007/42—4/10/42
8944G	Staves ...	No.	100	Bruce Peebles & Co., C.P.7D/64951/42—11/8/42
	Staves, bamboo ...	No.	600	W. H. Webster & Co., (c) C.P.7D/79961/42—13/10/42
8945	Weights, test ...	Sets	24	Pease & Partners, C.P.7D/60874/42—14/8/42

(a) Includes 1,500 spares.

(b) Includes 3,000 spares.

(c) Includes 200 spares.

7. The Superintending Naval Store Officer, Rosyth, is to report to Admiralty (D. of S.), any accumulation of empty drums (twelve or more), available for rewinding, and any accumulation of pawls found defective or returned defective from ships.

8. All component items of dan buoys, Pattern 8944, will be stored at Rosyth for use by ships carrying out special minesweeping operations in deep water.

9. The gear is to be demanded from the S.N.S.O., Rosyth, as required by the Senior Officer of the Flotilla or Group detailed to carry out the operation, in the following proportions:—

Pattern	Description	Quantity
P. 8944	Buoys ...	As required by Senior Officer.
P. 8944A	Drums (spare) ...	4 per buoy.
P. 8944B	Plates (spare) ...	4 prs. per buoy.
C. 8944C	Pendants ...	5 per buoy (includes 4 spare).
C. 8944D	Pendants ...	10 per buoy (includes 8 spare).
P. 8944E	Pawls (spare) ...	1 for each 10 or part of 10 buoys.
C. 8944F	Springs (spare) ...	1 for each 10 or part of 10 buoys.
P. 8944G	Staves ...	2 per 10 or part of 10 buoys.
P. 247	Sinkers, 1 $\frac{3}{4}$ -cwt. ...	10 per buoy (includes 8 spare).
C. 5342	Shackles, $\frac{1}{2}$ -in. ...	5 per buoy (includes 4 spare).
C. —	Cod line ...	As required.
C. —	Twine, sailmakers' ...	As required.
P. 8945	Weights, test ...	One set per vessel selected to carry buoys, Pattern 8944.

P. = Permanent.

C = Consumable.

The flags supplied with minesweeping outfit for use with dan buoys, Pattern 8719, are to be used.

10. It is anticipated that initial deliveries of buoys will be available for issue by the end of December.

11. One set of equipment should be issued as early as practicable to the Captain-in-Charge, Port Edgar, for trial and report on the handling and stowage of this dan buoy in the various classes of minesweeping vessels which would be likely to use it on service.

### 163.—W/T and Radio Battery Cupboards—Electric Heating—As. and As.

(D.12254/42.—14.1.1943.)

Instances have been reported of the freezing of electrolyte in cells accommodated in W/T battery cupboards, under conditions of extreme cold. In addition, there is a loss of capacity under low temperature conditions.

2. To guard against freezing and to assist in maintaining the cells at their maximum efficiency, heating arrangements are to be provided in W/T and radio battery cupboards fitted in the open or in other positions where there is any possibility of the air temperature falling below 32° F. in all ships.

3. For this purpose, arrangements have been made for the provision of a quantity of Bray Chromalox Strip Heaters, Type S.E. 17 (150 watt loading) complete with packing bushes and fixing bolts, for issue on demand to ships concerned, on the following scale:—

Type of Battery Cupboard or Outfit or W/T Installation	Number of Heaters to be fitted
Cupboards N1 ... ..	3
Cupboards N2 and N3 ... ..	} 2
Outfit BBm ... ..	
Type TV5 battery cupboard ... ..	
Type TW12B—	
Cupboard including anode batteries ...	5
Cupboard without anode batteries ...	3
Separate anode battery cupboard ...	2
Type TW12E/EM/EH battery cupboard ...	4
Outfits BBd, BBh, BBe, BBj, BBk, BBl, BBm	
Type 86 battery cupboard ... ..	1

The number of heaters for other battery cupboards should be estimated on the basis of one heater per 6 cubic ft. of battery cupboard space.

Demands should also include the supply of the necessary switches and glands required for installation.

4. In addition, one heater per cupboard is to be carried as spare. The heaters are to be fitted in as low a position as possible in the cupboards and so disposed that an even heat distribution is obtained.

5. The heaters are to be connected in parallel, where more than one heater per cupboard is required, and are to be controlled by means of a D.P. switch A.P.4089A, fitted in a convenient position adjacent to the cupboard, the switch being clearly tallied "Battery cupboard heating."

6. Care is to be taken to ensure that the heater circuits are adequately protected by suitable fuses.

7. The cupboard is to be lagged with asbestos  $\frac{1}{2}$  in. thick, protected by a canvas covering and so arranged that the interior of the cupboard is readily accessible.

8. When forced ventilation is provided for a battery cupboard, arrangements are to be made for the flow of air to be reduced when the heaters are in use.

9. A typical arrangement, showing the heaters in position, the method of fitting the heaters and a wiring diagram, is shown on A.F.O. Diagram 12/43.

10. Trials which have been carried out indicate that with this arrangement, a temperature rise of 40° F. (approx.) can be maintained.

11. The heating circuit is only to be operated when the air temperature is 32° F. or less. If used under warmer conditions than this, rapid loss of electrolyte and deterioration of the battery may result.

12. Commanding Officers of ships concerned are to insert an item Classification "A", in their next list of As. and As., for the work involved to be carried out.

### 164.—Surface and Night Lookout Positions—Illumination of Bearing Racer Scales

*Surface Ships Generally*

(G. 09689/42.—14.1.1943.)

A.F.O. Diagram 293/42, issued with A.F.O. 5459/42, is to be amended as follows:—

(a) The cable "from low power fuze panels" shown as pattern 2520S to be pattern 2522S.

(b) The D.P. Switch shown as pattern 4090 to be shown as pattern 4090 or 4090A.

(A.F.O. 5459/42 and A.F.O. Diagram 293/42.)

### 165.—Spare Telephone Headsets

*Flotilla Leaders and Destroyers*

(T. 2266/42.—14.1.1943.)

Requests have been received from sea for spare headsets for two-wire telephones for effecting emergency repairs.

2. Attention is called to A.F.Os. 3401/40 and 48/41, which state the allowances of spare telephone headsets, plugs and plug boxes.

3. Flotilla leaders and destroyers not in possession of spare headsets should demand them in accordance with the above Orders.

4. It should be noted that headset, Pattern 9249B, is now obsolete (A.F.O. 860/37) and should not be demanded to complete to established allowances, or for replacement purposes. Headset, Pattern 1313, which supersedes it, is interchangeable with the obsolete pattern.

(A.F.Os. 860/37, 3401/40 and 48/41—not in annual volume.)

### 166.—Heaters, Immersion, for Main Engine Drain Oil Tanks—As. and As.

*H.M. Submarines, "Swordfish," 1940 "S", and "T" Classes*

(D. 022743/42.—14.1.1943.)

Immersion oil heaters are to be fitted in the manhole cover of the main engine drain oil tank in the above-mentioned classes of submarines, and arrangements have been made by the Admiralty for the supply and delivery to S.N.S.O., Portsmouth Dockyard, of the necessary heaters and spares for completed vessels not already fitted with these heaters, and also spares for vessels already fitted with these heaters.

2. The heaters and indicating light are to be fitted in accordance with A.F.O. Diagram 13/43 (1-3).

3. The work involved in fitting the heaters is to be carried out by ships' staffs assisted by depot ships' staffs and an item for this addition is to be included in the next lists of As. and As. for the vessels concerned.

4. One spare heating element and one spare three heat switch are being provided for carrying on board each vessel.

5. Complete heaters and three heat switches are also being provided for carrying on board the depot ships concerned.

6. Spare heating elements and three heat switches (one of each per vessel) are being provided for H.M. ships "Sturgeon" and "Trident", it being understood that these vessels have already been fitted with the heaters.

7. The heaters, switches and spares being supplied by Messrs. Heatrae Ltd., of Norwich, under contracts C.P. 70703/42 dated 2nd September, 1942, and C.P. 81174/42 dated 18th October, 1942, are to be demanded from the S.N.S.O., Portsmouth Dockyard, in accordance with the particulars indicated on the diagrams referred to above and as set out in the following appendix

8. The spare heating element for H.M.S. "Sturgeon" is to be particularly demanded suitable for 110 volts, as the remaining heaters and spare heating elements being provided are suitable for 230 volts.

## APPENDIX

Service	Heaters, 7A, 29-in., 230 volts, 1.75 kW.	Elements, 7A, 230 volts 1.75 kW	Switches, Cat. No. 9732, 10 amp.	Heaters, 7A, 29-in., 110 volts, 1.75 kW.	Element, 7A, 110 volts, 1.75 kW.	Switch, Cat. No. 9742/5 20 amp.	Heaters, 9A, 42-in., 230 volts, 2.5 kW.	Elements, 9A, 42-in., 230 volts, 2.5 kW.	Switches, Cat. No. 9742, 15 amp.
Sealion "	1F	1S	1S 1F	—	—	—	—	—	—
Seawolf "	1F	1S	1S 1F	—	—	—	—	—	—
Sunfish "	1F	1S	1S 1F	—	—	—	—	—	—
Sturgeon	—	—	—	—	1S	1S	—	—	—
P.211 "	—	—	—	—	—	—	1F	1S	1S 1F
P.212 "	—	—	—	—	—	—	1F	1S	1S 1F
P.247 "	—	—	—	—	—	—	1F	1S	1S 1F
P.219 "	—	—	—	—	—	—	1F	1S	1S 1F
P.221 "	—	—	—	—	—	—	1F	1S	1S 1F
P.222 "	—	—	—	—	—	—	1F	1S	1S 1F
P.311 "	—	—	—	—	—	—	1F	1S	1S 1F
P.312 "	—	—	—	—	—	—	1F*	1S*	1S* 1F*
P.339 "	—	—	—	—	—	—	1F*	1S*	1S* 1F*
P.314 "	—	—	—	—	—	—	1F*	1S*	1S* 1F*
P.315 "	—	—	—	—	—	—	1F*	1S*	1S* 1F*
Thunderbolt "	—	—	—	—	—	—	1F	1S	1S 1F
Trident "	—	—	—	—	—	—	—	1S	—
Tribune*	—	—	—	—	—	—	1F	1S	1S 1F
Taku "	—	—	—	—	—	—	1F	1S	1S 1F
Tigris "	—	—	—	—	—	—	1F	1S	1S 1F
Truant "	—	—	—	—	—	—	1F	1S	1S 1F
Tuna "	—	—	—	—	—	—	1F	1S	1S 1F
Talisman "	—	—	—	—	—	—	1F	1S	1S 1F
Torbay "	—	—	—	—	—	—	1F	1S	1S 1F
Thrasher "	—	—	—	—	—	—	1F	1S	1S 1F
Trusty "	—	—	—	—	—	—	1F	1S	1S 1F
Turbulent "	—	—	—	—	—	—	1F	1S	1S 1F
Traveller "	—	—	—	—	—	—	1F	1S	1S 1F
Depot ship	2S	—	2S	1S	—	1S	8S	—	8S
							15S*	—	15S*

## Notes

F—Indicates "for fitting".

S—Indicates "to be carried as spare".

\*—Indicates "equipment ordered on C.P. 81174/42 dated 18.10.1942."

(Admiral (S), 3.1.42, No. 15/S.M. 706.)

## 167.—Band Rings and Band Slings

(N.S. 35333/42.—14.1.1943.)

As submerged flats in ships have been abolished, and the hatchways in depot ships are now made large enough to allow torpedoes to be struck down horizontally by using a ribbon strop, supplies of steel band rings, Pattern 1061, and steel band slings, Pattern 1496 (Subhead B10C) which were originally provided for striking down 21-in. torpedoes, vertically, will no longer be necessary.

2. All stocks of rings, Pattern 1061, and slings, Pattern 1496, should be brought to arisings *now*, with the exception of four slings, Pattern 1496, at Portsmouth, which should be retained to meet any unforeseen requirements.

3. Steel clips, Pattern 1059, for use with steel band rings, Pattern 1061, will still be required for use when transporting 21-in. torpedoes with the head removed.

4. Loading and embarkation of torpedoes should always be carried out by using a ribbon strop of the appropriate pattern.

5. *Portsmouth only*—Proposals for the deletion of Patterns 1061 and 1496 from the Authorised List of Naval Stores and Contract Schedule 118, and for the following amplification to the description of steel clips, Patterns 1059 and 1060, should be forwarded at an early date:—

Pattern	Description
1059	Clips, steel, for use when transporting and embarking 21-in. torpedoes with their heads off.
1060	Clips, steel, for use when transporting and embarking 18-in. torpedoes with their heads off.

6. The establishments of naval stores concerned will be amended.

(Vernon (W) W.7823/805/42, 23.11.42.)

168.—Special Magnetic Compasses (Red Spot) for use in Low Temperatures—  
Formation of Bubbles

(C.D. 17/43.—14.1.1943.)

Magnetic compasses marked with a red spot on the verge glass which were introduced in accordance with A.F.O. 1026/42 are filled with a stronger mixture of alcohol in water in order to lower the freezing point.

2. It has been found that in certain of these compasses, particularly Pattern 195TA, a bubble sometimes appears after the compass has been issued from store. Such bubbles may be due either to air in the liquid coming out of solution, or to a leak, and can occur—

(a) at normal temperatures, or

(b) at low temperatures and remain after the temperature has returned to normal, or

(c) at low temperatures and disappear when the temperature returns to normal.

3. A bubble which occurs as in paragraph 2 (a) or (b) should be removed as laid down in the Manual of Navigation when the compass is at normal temperatures. If the bubble subsequently reappears the compass is defective and should be returned and a new one drawn in lieu.

4. A bubble which occurs as in paragraph 2 (c) must not be removed at low temperatures. If the bubble is of such a size as to render the compass unusable at low temperatures, the compass should be returned and a new one drawn in lieu.

5. Failures due to a leak are extremely rare and as steps have been taken to prevent the formation of bubbles due to the presence of air in solution in the liquid it is hoped that no further difficulty due to the formation of bubbles will be experienced.

(A.F.O. 1026/42.)

## 169.—Gyro-Compass—Testing Repeater Instruments

(C.D. 705/42.—14.1.1943.)

In certain circumstances, repeater instruments supplied from the gyro-compass transmission are not fitted or are not available for test until after the remainder of the gyro-compass equipment has been installed and tested.

2. Unless such instruments are tested with the gyro-compass in operation it may be found when they are required for service that they turn in the wrong direction.

3. It is essential, therefore, that when such instruments are connected to the gyro-compass installation, a test should be carried out by Shipbuilders or Refitting Contractors before the vessel proceeds to sea.

4. If an instrument is found to turn in the wrong direction, it can be reversed by interchanging leads 2 and 3 in the supply to the instrument.

5. In general the trouble arises because repeater motors of Sperry and "M" types rotate in opposite directions for the same sequence of energisation.

#### 170.—Distance Meters—Allowances

*Corvettes ("Flower" and "River" Classes), Trawlers, Dockyards and Bases*

(N.S. 24846/42.—14.1.43.)

The allowances of distance meters, Pattern 498, to corvettes ("Flower" and "River" classes), fitted with Oropesa sweeps, are to be reduced to correspond with the allowances to similarly fitted Fleet minesweepers ("Algerine," "Bangor" and "Halcyon" classes), as laid down in C.A.F.O. 1365/42. The distance meter, Pattern 498, (or the authorised alternatives, i.e. angle sextant, Pattern 493) *vide* A.F.O. 1562/40, or Huson distance meter, Pattern 703, *vide* A.F.O. 4758/42), included in the Oropesa minesweeping outfit in accordance with B.R.366, is to be the only such instrument allowed to these vessels, and the allowance of one distance meter shown in the respective Establishments of Naval Stores, B.R.347 and B.R.368, is withdrawn. Corvettes fitted with Oropesa sweeps should, therefore, return to the nearest dockyard one distance meter, Pattern 498 (or other pattern), if two such instruments are at present held. Supply to ships concerned under construction should be adjusted accordingly.

2. In order to clarify the position concerning these instruments in trawlers, a statement of the allowances is shown in the Appendix to this Order. Trawlers concerned in commission should adjust the instruments on board to conform to these allowances and return to the nearest dockyard or naval store depot any held in excess.

3. The Sea Store Establishments concerned will be amended.

#### APPENDIX

Allowances to trawlers of—

Angle sextant, Pattern 493.  
Stuart's marine distance meter, Pattern 498.  
Huson distance meter, Pattern 703.  
Baker-Ross Station keeper, Pattern 499.  
Bell's station keeper, Pattern 495, or equivalent.

	493, 498 or 703	Pattern No. 495 or like 495	499
<i>Trawlers—</i>			
M/S, fitted with Oropesa sweep ...	1A	—	—
A/S, M/S, fitted with Oropesa sweep ...	—	—	1
Fitted with LL sweep ...	—	1	—
A/S ...	—	in lieu of 498 or 703	—

A = Allowed by B.R.366 as part of the minesweeping outfit.

Pattern 703 is to be supplied to ships of new construction and in lieu of Pattern 498 to existing ships requiring replacements.

(Flag Officer-in-Charge, Northern Ireland, 18.7.42, No. 1309.)

(A.F.Os. 1562/40—not in annual volume—and 4758/42.)

(C.A.F.Os. 661/42 and 1365/42.)

#### 171.—Water Tube Boilers—Tube Distortion after Partial or Complete Retubing

(D.17276/42.—14.1.1943.)

To avoid as far as possible the development of the distortion of boiler tubes under the conditions referred to in the Engineering Manual (1932), Article 201, attention is drawn to the need for special care in the operation of boilers immediately after partial or complete retubing. As far as the requirements of the ship will permit, the boilers are to be steamed easily in the early stages after retubing, rapid changes of output being avoided.

2. The retubing of boilers does not constitute a reason for full power trials in H.M. Ships, *vide* E.M.445, as amended by A.F.O. P.177/40, and whenever it is proposed to carry out a full power trial in compliance with Clause 1 (a), (c) or (d), of this article after refits which have included partial or complete retubing of boilers, an early report is to be forwarded stating the reasons for the proposed trial, in order that a decision may be given with regard to Clause 2 (c).

(Engineering Manual, Arts, 201 and 445.)

#### 172.—Sprayer Caps and Plugs for Oil Fuel Sprayers—Additional Allowance

*"Hunts," Dockyards, Depots and A.E.Os. concerned*

(N.S. 26625/42.—14.1.1943.)

The following additional sprayer caps and plugs for oil fuel sprayers are to be allowed to each "Hunt" class destroyer:—

Pattern Number	Description	Denomination	Quantity
16	B.12D Sprayer caps and plugs, output 900-lbs. per hour, No. 3 size, for Pattern 13 sprayer bodies.	No.	3

2. "Hunts," in commission, should forward demands to their storing yards or depots. Supply to ships under construction is the liability of the shipbuilders, and Admiralty Engineer Overseers concerned should arrange accordingly.

3. B.R. 373—Establishment of Naval Stores for "Hunt" Class Destroyers—will be amended.

(C.-in-C., Plymouth, 2.8.42, No. 2188/M.831.)

(A.F.O. 2516/40—not in annual volume.)

#### 173.—W/T Transmitting Sets, Types 57C/CR and 57D/DR.—Modification to Aerial Circuits

(S.D. 1331/42.—14.1.1943.)

Experience has shown that an improved performance is obtained by converting the aerial circuits of Type 57C/CR and 57D/DR transmitters from dipole to unipole, working and replacing the aerial series-parallel switch in the upper output panel by a switch of improved design.

2. The work to be carried out by the ship's staff is as follows:—

- Replace the existing Switch, series-parallel, barrel type, in Panel 3PEX, Output, Upper, Pattern W154, by a Switch, series-parallel, barrel type, Pattern W5575, and modify certain connections in this panel, using the nine new shaped connections supplied as "Connections, set of, for Pattern W5575 Switch" Pattern W5985. The modifications to the connections are described in paragraph 3 below and illustrated on A.F.O. Diagram 17/43 (Admiralty Signal Establishment Drawing No. 34386).
- Modify the external aerial connections and the existing 8-in. dipole aerial trunk, as described in paragraph 4 below.
- Increase the length of the aerial (which is not now critical) as much as possible.

3. The modifications to Panel 3PEX, Output, Upper, are as follows:—

- Remove:—
  - The dipole series-parallel aerial switch and all the leads attached to its terminals (leads numbered W68 to W74 inclusive).
  - The lead running from the end of the aerial tuning coil further from the front panel to the rear aerial tuning condenser (lead W67).

(c) The two leads running from the centre terminals of the aerial tuning coil to the ends of the coupling coil (leads W64 and W65).

(ii) Fit the new series-parallel switch, Pattern W5575, in position.

(iii) Nine new leads (numbered W190 to W198 inclusive) are provided. With these leads connect the following points together :—

- (a) The two centre terminals of the aerial tuning coil (lead W197).
- (b) The fixed vanes of the rear aerial tuning condenser to the moving vanes of the forward aerial tuning condenser (lead W194).
- (c) The fixed vanes of the forward aerial tuning condenser (terminal at front panel end) to the first terminal (from the front panel) of the new switch (lead W190).
- (d) The moving vanes of the rear aerial tuning condenser (terminal at front panel end) to the third terminal (from the front panel) of the new switch (lead W191).
- (e) The terminal at the end of the aerial tuning coil further from the front panel to the terminal at the end of the coupling coil further from the front panel (lead W198).
- (f) The end of the coupling coil nearer to the front panel to the left hand terminal of the right hand aerial ammeter (viewed from the rear) (lead W195).
- (g) The same ammeter terminal to the fourth terminal (from the front) of the new switch (lead W193).
- (h) The second terminal (from the front) of the new switch to the left hand terminal of the left hand aerial ammeter (viewed from the rear) (lead W192).
- (i) The right hand terminal of the right hand aerial ammeter (viewed from the rear) to the terminal on the earthing strip on the top panel above the new switch (lead W196).

4. The modifications to the external aerial connections and the existing 8-in. dipole aerial trunk are as follows :—

- (a) Remove the lead from the aerial isolating and earthing switch to the lead-through insulator on top of the transmitter nearer to the front panel (i.e. the insulator connected to the earthed aerial ammeter).
- (b) Remove the lead from the same side of the aerial isolating and earthing switch to the aerial trunk.
- (c) Join the two feeder terminals at the bottom of the dipole aerial trunk with a link made from 10 S.W.G. bare copper wire.
- (d) Disconnect and remove the aerial balancing unit at the top of the aerial trunk and securely connect the feeder-wire which was connected to the balancing unit to the other feeder-wire.

5. Ships concerned will be supplied by S.N.S.O., Haslemere, with the following stores without demand.

Patt. No.	Description.	Quantity for each type	
		57C/CR	57D/DR set fitted.
W5575	Switch, series parallel, barrel type ...	...	1
W5985	Connections, set of for Pattern W5575 switch...	...	1

6. All aerial balancing units, Pattern 159A rendered redundant by the above changes are to be returned to the nearest storing yard to be absorbed into stock.

All switches removed from Panel 3PEX, Pattern W154, are to be returned to the nearest storing yard to be disposed of in the most economical manner.

7. A circuit diagram of the unipole aerial tuning circuit is given in Figure 20 in the Type 57D Handbook.

8. The transmitter adjustments for the output and aerial circuits will be affected by these alterations.

#### 174.—Type TW12C/CM/CH and TW12D/DM/DH W/T Sets—Introduction of New Filters for Pattern M343 Motor Generator

(S.D.990/42.—14.1.1943.)

New filters are to be provided for Pattern M343 motor generator as follows :—

- (a) Pattern M378 Filter (motor input)
- (b) Pattern M379 Filter, L.T.
- (c) Pattern M380 Filter, H.T.

2. The work of fitting these filters to machines already in service will be carried out by the Depot Ship or base staff who are to demand the appropriate number of sets of filters from the Superintending Naval Store Officer, Haslemere.

3. The method of fitting is to be in accordance with A.F.O. Diagram 7/43 (A.S.E. drawing 30644). When the filters have been fitted to the machine the name-plate is to be amended to read "Pattern No. M343A".

4. The new filters supersede Patterns M324A and M358 smoothing units which should be disconnected and returned to Naval Store Officer, Glossop, as convenient.

5. Motor Generators, Pattern M343A, will be supplied in future for the TW12 sets quoted.

6. Necessary amendments to fitting-out specifications and establishment lists will be made in due course.

#### 175.—Improved Alarm Signal Equipment for Wa/T Types 405 and 406—Fitting-out Information

(S.D. 3/43.—14.1.1943.)

A.S.E. preliminary specifications Nos. B.168/42 and B.212/42 have been prepared to show the method of fitting and wiring the improved alarm signal equipment for types 405 and 406, warning telephone installations, respectively.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta, Simonstown and Rosyth; Flag Officers, West Africa and Ceylon; Flag Officer-in-Charge, East Africa; Commodore Superintendent, Gibraltar; Commodores-in-Charge, Sheerness and Durban; Commodore Commanding, R.I.N., Bombay; Captains-in-Charge, Bermuda and Halifax; Captain Superintendent, Alexandria; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa; B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North Western, North Eastern, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with types 405 and 406 warning telephone equipment are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. specification No. B.168/42 or G212/42, in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that any advance fitting-out drawings, etc., which may have been distributed are superseded by this specification and should be destroyed.

(A.F.O. 790/40.)

#### 176—R.D.F. Installation, Types 291 and 291U—R.D.F. Aerial Outfit, A.S.E.—A.C. Supply Outfit, D.R.D.—Screen Signalling Installation, Type 304—Fitting-out Information

(S.D. 4/43.—14.1.1943.)

A.S.E. Preliminary Specifications numbers B.195/42, B.182/42, B.189/42 and B.205/42 have been prepared to show the methods of fitting and wiring R.D.F. installation, Types 291 and 291U; R.D.F. Aerial Outfit, A.S.E.; A.C. Supply Outfit, D.R.D. and Screen Signalling Installation, Type 304, respectively.

2. Copies of the specifications have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta, Simonstown and Rosyth; Flag Officers, West Africa and Ceylon; Flag Officer-in-Charge, East Africa; Commodore Superintendent, Gibraltar; Commodores-in-Charge, Sheerness and Durban; Commodore Commanding Royal Indian Navy, Bombay; Captains-in-Charge, Bermuda and Halifax; Captain Superintendent, Alexandria; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa and British Admiralty Maintenance Representative, Washington.

3. Copies of Preliminary Specification No. B.195/42 have also been forwarded to Rear Admiral, Coastal Forces, and copies of B.195/42 and B.182/42 to Flag Officer-in-Charge, Milford Haven (for R.D.F. Officer).

4. Copies of the specifications have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Western, North Eastern, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.D.F. Installation, Types 291 and 291U; R.D.F. Aerial Outfit, A.S.E.; A.C. Supply Outfit, D.R.D.; and Screen Signalling Installation, Type 304, are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification Nos. B.195/42, B.182/42, B.189/42, B.205/42 as required in accordance with the procedure laid down in A.F.O. 790/40.

5. It is to be noted that any advance fitting-out drawings, etc., which may have been distributed are superseded by these specifications and should be destroyed.

(A.F.O. 790/40.)

#### 177.—Asdic Sets, Types 118A, 120A/B, 129/A and 138/A—Introduction of Condenser Banks, Pattern A.321

(N.S. 34268/42.—14.1.1943.)

Condenser banks, Pattern A.321, have been introduced as spares for amplifier Pattern 3161A. These Condensers will be supplied without demand, by the Naval Store Officer, R.N. Store Depot, Bath, to Submarine Depot Ships, on the basis of three for every six or fewer submarines attached fitted with Types 118A, 120A/B, 129/A or 138/A Asdic sets.

2. The pertinent Establishment Lists will be amended.

#### 178.—Naval Aircraft—Electric Gun Firing Switch—Dunlop Type

(A.M.R. 2814/42.—14.1.1943.)

Reports have been received that inadvertent firing may occur with the above switches.

2. At the first opportunity the following modifications should be carried out, and recorded in the log book.

3. Rivet the moving "pip" contact operated by the push button to the bakelised fabric disc. This has been frequently omitted by the manufacturers, thereby allowing movement of the "pip" contact to complete the relay circuit through the two fixed contacts with the switch in the "Safe" position. (Spare contacts will also require riveting when used).

4. Insert a piece of insulating material  $\frac{1}{2}$ -in.  $\times$   $\frac{3}{16}$ -in.  $\times$   $\frac{1}{4}$ -in. between the fixed spring contacts and push it home. The  $\frac{3}{16}$ -in. dimension is to be a push fit in the slot of the Tufnol contact holder, and the  $\frac{1}{4}$ -in. dimension between the contacts to form a separator to prevent the contacts touching. To facilitate assembly the parts should be held in position by adhesive material.

5. Push the Tufnol carrier for the two fixed spring contacts fully home on the switch body, taking care that the spring contacts are not damaged.

6. Cases have also been reported of the insulation in the cable to the push button being cut back excessively, causing "short" circuiting and premature firing of the gun. Cables concerned are to be examined by withdrawing the Tufnol body from the switch, and if necessary, resoldered, taking care that it is insulated to the junction on the spring contacts.

7. It should be noted that this instruction applies only to the Mark I switch which has a body made of Tufnol or other synthetic material and not to the Mark II switch which has a brass body.

8. "Pip" contacts found not riveted (paragraph 3) should be reported on Forms A.21.

(Issued by M.A.P. as Special Instruction S.M. 147.)

#### 179.—Naval Aircraft—Obsolescence of Mark II and II\* Artificial Horizons

(A.M.R. 2424/42.—14.1.1943.)

Artificial horizons, Mark II and II\* (Stores Ref. 6A/711), are now obsolete, and instruments of this pattern, fitted in Naval aircraft, are to be removed. Mark II and II\* instruments held in store are to be forwarded to R.N. store depots, quoting this Order as authority, marked "Obsolete instruments. To be reduced to produce".

2. Artificial horizons, Mark I (Stores Ref. 6A/599), are to be demanded as replacements for the Mark II and II\* patterns.

3. Relevant Air Publications will be amended.

#### 180.—Martlet Aircraft, All Marks—Modification to Control Column Guard Assembly, Part No. 11933-4

(A.M.R./A.M. 7509/42.—14.1.1943.)

Cases have occurred of the control column fouling the guard assembly before full down movement of the elevator has been reached.

2. All aircraft are to be inspected for this defect and not later than next minor inspection the length of the cut-out is to be extended in a forward direction to  $8\frac{1}{2}$ -in. The end moulding is to be repositioned and the side moulding extended to conform, the most suitable material available being used. These operations, when completed, should be noted in the log book, quoting this A.F.O. as authority.

3. This instruction has also been promulgated as Admiralty "R" message 542R.

#### 181.—Grounded Aircraft at Naval Air Stations—Assistance of Aircraft Repair Yards for Urgent Repairs

(A.M.R. 641/42.—14.1.1943.)

The following arrangements should be made for obtaining the assistance of Aircraft Repair Yards, where appropriate, for urgent work which is beyond Station resources.

2. Equipment and components which are repairable and are required for immediate use at R.N. Air Stations may be despatched to the nearest R.N. Aircraft Repair Yard for repair at high priority and return, subject to the following procedure by the Air Stations:—

(a) Signal to the Aircraft Repair Yard concerned, repeated The Commodore, Donibristle for R.N.A.R.Y., Donibristle, R.A.N.A.S. for Fleetlands, and the appropriate Administrative Authority in the case of Repair Yards abroad, requesting that the work be undertaken. Approval of the Administrative Authority concerned should be assumed unless otherwise stated and the item forwarded on receipt of a reply from the Aircraft Repair Yard that the work can be undertaken.

(b) Each item to be clearly labelled with a red label Form A27, initial supplies of which will be made without demand.

(c) Full use must first be made of replacements held in the Naval or R.A.F. stocks.

(d) Provided the Aircraft Repair Yard can complete the work within the time required, no action is to be taken by the Air Station to demand a replacement in addition.

3. Equipment and components, etc., that are repairable but are not required for immediate use at R.N. Air Stations are to be returned in accordance with A.F.O. 1563/42.

(A.F.O. 1563/42)



## 182.—Sparking Plugs for Aero Engines—Approved Types

(A.M.R. 680/42.—14.1.1943.)

The following amendments are to be made to A.F.O. 4770/42.

*Engines with Max. permissible boost + 12½ to + 18 lbs./sq. in.*

Against Merlin 32. *Delete K.L.G., 5021, R.C.5/2, Lodge, 5031, R.S.5/4, and insert Lodge, 5035, R.S.5/5.*

(A.F.O. 4770/42.)

## 183.—Alterations and Additions

*M/S and A/S Trawlers of Admiralty Design*

(D. 023617/42.—14.1.1943.)

A.F.O. 3173/41 is to be amended as follows:—

Item (a). *Delete "Approved Classification 'B'", and substitute "Approved, Classification 'B', except for trawlers fitted A/S only, in which speed flag sockets are not required."*

(C.O.F.S. "Paris", 29.10.42, No. 296.)

(A.F.O. 3173/41.)

## 184.—Protection of Hull and Underwater Fittings

*Landing Craft*

(P. 011767/42.—14.1.1943.)

Reports of corrosion of hull and underwater fittings have been received in respect of L.C.T., L.C.M.(3), L.C.V., L.C.(P), etc.

2. All landing craft under construction should on completion be coated with two coats of tar compound of the following composition, applied hot:—

Mineral tar ... ..	10 galls.
Pitch ... ..	100 lbs.
Resin ... ..	25 lbs.
Naphtha ... ..	12 galls.

3. Existing L.Cs. and those built abroad are to be scraped and cleaned as much as practicable in the time available and so coated on the first occasion of slipping in this country after promulgation of this Order.

4. Where circumstances do not permit the preparation of the above compound, three coats of coal tar should be applied hot.

## 185.—Ventilation Openings—As. and As.

*Sloops—"Bridgwater," "Hastings," "Shoreham," Repeat "Shoreham," "Grimsby," "Stork," "Enchantress" and "Egret" Classes*

(D. 026113/42.—14.1.1943.)

All ventilation openings in the weather decks are to be fitted with sluice valves, watertight flaps or water excluding mushroom tops.

2. From the stem to the bulkhead at about 28 station sluice valves are to be fitted to all ventilation openings in the upper and lower decks, but the trunking need not be watertight. Aft of this position sluice valves are to be fitted to all ventilation openings in the lower deck only, with the trunking made watertight between the forecabin and the lower or the forecabin and the upper decks. Elsewhere the ventilation trunking need not be watertight.

3. An item to cover this alteration is to be included in the lists of As. and As. Classification "B", for vessels concerned.

(This Order is to be retained until complied with.)

## 186.—Freeing Ports

*Converted Trawlers, Whalers, Drifters and Yachts*

(D. 17014/42.—14.1.1943.)

For reasons of seaworthiness, the Commanding Officers of vessels concerned are to ensure that freeing ports are kept in a good working condition to enable them to function efficiently by easily freeing loose water on the weather decks whilst preventing ingress of the sea.

## 187.—Engine Direction and Revolution Instruments—Control of Dial Illumination in Instruments fitted in Exposed Positions

(N.S. 13903/42.—14.1.1943.)

Consequent upon the decision to provide instruments fitted in exposed positions with a means for controlling the dial illumination, arrangements are being made for the supply, on demand, of a dimming device for Engine Direction and Revolution instruments fitted on the bridge.

2. An initial purchase of 65 No. dimming devices has been made under Vote 8/2, Subhead F2B, to provide for those instruments already in use and an order has been placed with Messrs. Record Electrical Co., C.P. 31906/42, dated 4th April, 1942, for delivery as follows:—

Rosyth ... ..	6 No.	Devonport ... ..	6 No.
Chatham ... ..	6 No.	Stroud ... ..	20 No.
Portsmouth ... ..	7 No.	Preston ... ..	20 No.

3. The device consists of a replacement terminal box cover (incorporating a dimming switch of the rheostat type) and a replacement terminal board, details of which are as shown on A.F.O. Diagram 11/43 (A6053/A).

4. The work of fitting, which should be undertaken by ships' staffs, is carried out as follows:—

(a) Remove existing terminal box cover, disconnect internal and external wiring from the terminals and remove the terminal board. It will be noted that the terminals on the new terminal board are arranged in the same order as before, but that one of the lamp supply terminals has been split into two separate terminals from which connections to the rheostat are made by plunger contacts. No additional wiring is necessary.

(b) Fit the new terminal board, reconnect internal and external wiring to the same corresponding terminals and finally fit the new cover.

5. Redundant terminal boards and covers are to be returned to store.

6. It should be noted that this Order is applicable only to dimmers for Direction and Revolution instruments and not to Tell Tale instruments for which a slightly different type of dimmer is required. The provision of dimmers for the latter instruments is now in hand and a further A.F.O. will be promulgated when supplies become available.

7. In future, supplies of engine direction and revolution instruments will incorporate dimming devices.

## 188.—Handle Links to Upper Scuttle in Conning Tower.—As. and As.

*H.M. Submarines.*

(P. 21865/42.—14.1.1943.)

As a result of the handle links to the upper conning tower scuttle in a submarine being slightly displaced the rating closing the hatch received a severe hand injury.

2. To prevent this recurring the handle links to the upper scuttle in the conning tower of submarines concerned are to be modified as shown in A.F.O. Diagram 16/43.

3. For vessels under construction, the work is to be carried out before completion.

4. For vessels in service, the item should be dealt with as an A and A, Classification "A," the work being carried out by Depot Ships' Staff.

**189.—Portable Diesel-Driven Fire Pumps***Cruisers*

(D. 17259/42.—14.1.1943.)

With reference to A.F.O. 5303/41, it has been decided to increase the allowance of portable diesel-driven fire pumps for cruisers to two per ship.

2. The additional pumps will be supplied to ships as production permits.

(A.F.O. 5303/41.)

(V.A.C., 18th C.S., 10.8.42, No. 74/18th C.S. 400.)

**190.—Steam Jacketed Boiling Coppers—As. and As.**

(D/N.L. 20212/42.—14.1.1943.)

An accident resulting in the death, by scalding, of a Naval Rating, has recently occurred in one of H.M. Ships, through the boiling over of a steam jacketed boiling copper.

2. In new construction, vent pipes, to prevent an accumulation of steam pressure, are fitted to the top plate of the boiling coppers, but in some ships these safety precautions may not be fitted or working efficiently.

3. Commanding Officers of H.M. Ships are to include an item in their next lists of As. and As. for vent pipes to be fitted to boiling coppers not at present fitted, if the work is beyond the capacity of the ship's staff. Boiling coppers in shore establishments are to be similarly fitted.

4. The modification required is shown on A.F.O. Diagram 19/43.

5. These coppers are not to be filled higher than six inches below the edge of the cover, and this instruction is to be stated on a label plate secured to the outside of the boiler in sight of the rating.

6. The notice embodying detailed instructions regarding precautions to be taken prior to opening of steam chests (in accordance with the second paragraph under the heading "Steam Chests" on page 15 of B.R.5) is to be extended to include the instructions in paragraph 5 above, and directing attention to the danger of releasing the clips of the lid of a copper while the water inside the copper is boiling. An addition to B.R.5—Manual of Naval Cookery—will be promulgated in due course.

(B.R.5.)

(F.O. i/c., Liverpool, 8.11.42, No. 2755/2565P.)

**191.—Wire Grapnels for Rescue Purposes**

(N.S. 36655/42.—14.1.1943.)

It has been represented that, especially in Arctic waters, men overboard become unconscious very quickly, and that, with a view to the rescue of men floating a few yards away from ships, a very light grapnel would prove of invaluable assistance in getting men close alongside.

2. Ships' staffs are accordingly to provide grapnels for this purpose from materials carried on board.

A suitable type is shown in A.F.O. Diagram 22/43.

**192.—Fabric Sleeves and Rescue Lines***"K" Type, and "C," "L" and "M" Type Dinghies*

(N.S. Air 934/42; N.S. Air 251/42.—14.1.1943.)

The following items have been introduced :—

Reference 27c/2022—sleeve, rubber }  
or } for "K" type dinghies.  
Reference 27c/2044—sleeve, fabric }

Reference 27c/2040—lines, rescue, complete, consisting of :—

27c/2042—stowage, rescue line, quoit } for use with "C," "L" and "M"  
27c/2043—stowage, buoyant, cordage } type dinghies.

2. These items will be allowed, as spares, to ships and services in accordance with the following scales :—

Ships—see B.R.378.

Shore establishments—

Reference 27c/2022	} R.N. air stations holding "K" type dinghies, class "A".	6		
or				
Reference 27c/2044	} R.N. Air Stations, Class "A", and R.N. Air Station, Gibraltar ...	6 sets		
Reference 27c/2040				
			R.N. Air Stations, Class "B", and R.N. Air Stations, Eastleigh, Evanton and Ford.	2 sets
			R.N. Aircraft Repair Yards ...	6 sets

3. The following services will be supplied from R.N. Store Depot (Midland Area), Stafford, without demand :—

Reference 27c/2022 or 27c/2044.

Reference 27c/2040.

R.N. Air Station, Piarco, Trinidad.

R.N. Air Station, Palisadoes, Jamaica.

R.N. Air Station, Hastings, Freetown.

R.N. Air Station, Hastings, Freetown.

R.N. Air Station, Dartmouth, Halifax.

4. Other services concerned will forward demands to their respective R.N. store depots or storing yards, quoting this Order as authority to supply. Supply to new services will be made with their initial outfit of stores.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements for ships and services attached to foreign stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

6. Aircraft Stores Establishments will be amended in due course; meanwhile, all existing establishments held by H.M. dockyards and R.N. air stations and store depots, etc., should be amended in manuscript.

**193.—Supply of Additional Life-Saving Appliances***Fairmile D type craft*

(N.S. 35766/42.—14.1.1943.)

Supply to Fairmile D type craft of two additional life-saving rafts, Denton, Balsa, or Spanner type, has been approved.

2. For craft in commission, bases should forward demands to their storing yards.

Supply to boats under construction should be arranged by storing yards in the usual manner.

3. The Establishment of Naval Stores will be amended.

**194.—Quick Release Hooks for "K" Type Dinghies**

(N.S. Air 1250/42.—14.1.1943.)

Hooks, Quick Release, for "K" Type Dinghies, Ref. 27C/2038, have been introduced and will be allowed as spares to ships and services as follows :—

Ships ... See B.R.378

Shore Establishments—

R.N. Air Stations, Class "A" ... Three

R.N. Air Stations, Class "B" and "C" Two

2. The following services will be supplied from R.N. Store Depot, Stafford, without demand :—

R.N. Air Station, Piarco, Trinidad.

R.N. Air Station, Hastings, Freetown.

3. Other services concerned should forward demands to their respective R.N. store depots or storing yards, quoting this order as authority to supply. Supply to new services will be made with their initial outfit of stores.

4. Arrangements have been made for the necessary quantities to be despatched to yards and depots abroad to cover requirements. Details of the quantities being supplied are being forwarded direct to the (S.) Naval Store Officers concerned.

5. Aircraft Stores Establishments will be amended in due course; meanwhile, all existing establishments held by H.M. dockyards, R.N. air stations and store depots, etc., should be amended in manuscript.

(A.F.O. P.441/42.)

**195.—D.G. Installation Supplied Direct from Ship's Mains—Spare D.G. Cable and Connectors for Emergency Jointing Cables**

*H.M. Trawlers, Motor Minesweepers, Whalers, Drifters and Miscellaneous Small Craft*

(S.D.G. 349/42.—14.1.1943.)

H.M. Trawlers, Whalers, Drifters, Motor Minesweepers and other miscellaneous small craft which are maintained by a base staff and which are *not* proceeding on foreign service or extended operations, will not be issued in future with spare cable, connectors, or grub screws, in terms of A.F.O. 1692/42.

2. In the case of such vessels spares will be held at the base, the base staff will carry out such emergency repairs as may be necessary, etc. Paragraphs 3 to 7 of A.F.O. 1692/42 will not apply.

3. Should any of these vessels be ordered abroad or on extended operations the base staffs are to see that spare cable and emergency jointing connections are placed on board before they sail.

4. The Establishments of Naval Stores concerned will be amended.

(*C.-in-C., Portsmouth, 25.11.42, No. 6651/046/126/16.*)

(A.F.O. 1692/42.)

**196.—Naval Aircraft—Armament Items—Demarcation between Vote 8/II and Vote 9**

(N.S. Air 2185/42.—14.1.1943.)

The undermentioned items, which appear in Section 1E of the R.A.F. Vocabulary, being tools for pneumatic firing mechanism, will be dealt with under Vote 8/II and should be added to the list of tools detailed in A.F.O. 4314/41:—

- 1E/5211 Keys, cylinder, gun firing button.
- 5212 Keys, valve, gun firing button.
- 5213 Spanner, C, for rear sear release unit clamping rings.
- 5214 Spanner, ring, for dismantling oil trap and oil filter.

(*Stafford P.M. 5977, 27.10.42.*)

(A.F.O. 4314/41.)

**197.—Rings, Protecting**

(A.M.R./N.S.Air 3142/42.—14.1.1943.)

In view of the need to conserve supplies of Rubber, Rings, protecting (Ref. No. 4K/1610 and 1611), used for protecting oil and petrol hoses from wear, have been deleted from the Station Establishment (B.R. 377) and will not, in future, be issued.

2. Rope grommets and/or Canvas sleeves made from local resources, should be used in lieu.

**198.—Blocks, Steel and Wood**

(N.S. 1870/42.—14.1.1943.)

The position of production and supply of blocks is serious and requirements on the present basis of allowances cannot be met until existing difficulties have been surmounted.

2. It is therefore necessary that every demand for steel and wood blocks shall be closely scrutinised to ensure that requirements are essential to fighting efficiency, and that the *latest* acceptable date of delivery is quoted.

3. All outstanding demands are to be reviewed at once and those which do not comply with the essential requirement mentioned are to be cancelled forthwith and the storing yard informed.

4. All surplus blocks are to be returned to the nearest Naval Store Depot at the earliest opportunity. Any blocks *allowed by establishment* but not considered essential in present conditions should also be returned at once under the terms of A.F.O. 4181/42.

(A.F.O. 4181/42.)

**199.—Salt Water Supplies to all Bathrooms and Washplaces to be Omitted**

*New Construction*

(P. 21535/42.—14.1.1943.)

In all future construction it has been approved to omit salt water supplies to all bathrooms and washplaces except for wash deck and decontamination purposes.

2. In ships under construction this alteration, if applicable, should be made where progress of the work permits.

**200.—Circulators, Pattern 2781a—Allowance**

*"Hunts"*

(N.S. 33320/42.—14.1.1943.)

The allowance to "Hunts" of a circulator, Pattern 2781a (220-volts), which was withdrawn by A.F.O. 1738/40, is to be reinstated.

2. The circulators are required for—

- (a) Ventilating boilers during cleaning operations;
- (b) ventilating double bottoms, tanks, etc.

3. The following hoses, etc., will be allowed with each circulator:—

Subhead and Item.	Pattern No.	Description.	Quantity.	Remarks.
B.8	2346	Hoses, canvas, ventilating, 4½ in. by 8 ft.	2	—
B.9	—	Adaptors for connecting No. 4 size hoses to hoses, Pattern 2346.	1	To be obtained by local purchase or yard manufacture.
F.2.B	4462	Plugs ... ..	1	
F.1.C	6061	Cable, electric ... ..	20 yds.	

4. Supply to "Derwent" and "Rockwood" has already been arranged. Remaining "Hunts" concerned, in commission, not already so supplied should forward demands to their storing yards or depots as necessary. Supply to "Hunts" of new construction should be made by storing yards in the usual manner.

5. Priority of supply will be given to "Hunts" serving on, or allocated to, foreign stations.

6. B.R.373—Establishment of Naval Stores for "Hunt" class destroyers—will be amended.

(A.F.O. 1738/40)—not in annual volume.)

**201.—Naval Store Accounts**

*Minor War Vessels*

(N.S. 36486/42.—14.1.1943.)

The examination of naval store accounts reveals that in many instances the instructions contained in Form F.A.16c (A.F.O. 1297/42) are not being complied with, particularly in the following respects:—

*Certificate of Accounting Officer on inside of Cover S.1099D.*

This is often not furnished. In view of the many changes of officers which take place it is essential that the stores should be checked and the

certificate signed by the incoming officer, any differences disclosed being reported on Form S.148. Failing this the incoming officer becomes responsible for differences which may have occurred prior to his taking over.

*Deficiencies of Permanent Stores.*

Reports of Stocktakings (Form S.148) are frequently forwarded with no explanations of the cause of the deficiencies, and in others, the only explanation given is "Not possible to determine cause or responsibility owing to the many changes of Accounting Officers". This is not an adequate explanation as it should be possible to obtain the necessary information if the instructions in paragraph 6 of F.A.16c are carried out.

Another explanation given is "Landed but no receipts obtained". It is the duty of the Accounting Officer to ensure that Forms S.331 or S.549, as applicable, are created and a receipt obtained whenever stores are permanently removed from the vessel.

*Transfer of Accounts when a vessel is transferred to another Base.*

Accounts should be transferred whenever a vessel is moved to a new operational base. This is frequently not done and leads to considerable correspondence and inconvenience.

2. There are many other particulars in which the instructions are being disregarded, and the attention of all concerned is therefore called to the need for careful study of, and strict compliance with, the instructions given in Form F.A.16c, especially in regard to losses of stores.

3. Attention is also called to A.F.O. 880/42.

(A.F.O. 880/42.)

**202.—Redhill Container, Scoop and Hoe—Withdrawal of Allowances**

*Fairmile craft, Types A, B and C, R.M.Ls. and 72-ft. M.Ls.*

(N.S. 35217/42.—14.1.1943.)

Redhill containers, scoops and hoes (Subhead B10) are not required for fire-fighting purposes in the above-mentioned craft.

2. Coastal force bases should arrange for Redhill containers, etc., from attached craft concerned to be returned to the nearest Dockyard or Naval Store Depot.

Supply to new construction should be adjusted by Superintending Naval Store Officers.

3. The Establishments of Naval Stores concerned will be amended.

**203.—Tallow—First Outfit**

*Coastal Force Craft*

(N.S. 32825/42.—14.1.1943.)

4 lbs. of tallow are to be included in the first outfit of naval stores supplied to each coastal force craft before leaving the builders' yards. Supply should be arranged by storing yards in the usual manner.

2. Tallow is already included in the consumable stores allowed to bases for use of attached flotillas and should be demanded by boats in commission as necessary.

3. The sea store establishments concerned will be amended.

**204.—Rubber Boots**

(N.S. 16549/42.—14.1.1943.)

As an emergency measure, rubber sea boots will be purchased to a modified specification which provides for "frictioned" canvas legs, *i.e.*, the boots have only a thin coating of rubber on the outside of the canvas. These boots should be used for all requirements except for anti-gas and decontamination purposes and for working with acids, for which all-rubber boots, Pattern T.432, will, for the present, still be supplied.

**Section 4**

**OTHER STORES—NAVAL STORES, VICTUALLING STORES,  
MEDICAL STORES, CONTRACTS**

**205.—Naval Smoke Floats, Mark VI—Full Description to be shown on Packing Notes, etc.**

(N.S./A.S. 10740/42.—14.1.1943.)

To avoid confusion with other types of Smoke Floats, the full description of Naval type Smoke Floats, Mark VI, viz :—

Containers, Smoke Float, Mark VI, type "F" filling or type "R" filling (as the case may be)

should be shown on packing note D.71 and all documents for both rail and sea transport.

**206.—Contract Work—Prompt Certification by Overseers, Inspecting Officers, etc.**

(D.N.A. 21027/42.—14.1.1943.)

The attention of overseers, inspecting officers, etc., is drawn to the importance in present circumstances of certifying contract work as promptly as possible. It is particularly important that there should be no delay in giving certificates for new construction, repairs and for supplies invoiced on Form D.55.

2. Delay in certification results not only in delay in payment and consequent difficulty by contractors in financing production, but it also entails (a) considerable waste of time and labour in dealing with contractor's letters of complaint, in making special advances and in hastening the certificates and (b) difficulties at depots in identifying deliveries and giving receipts when Form D.55 is not available either at the time of or soon after delivery of the supplies.

**207.—Flying Clothing—Goggles, Mark VII**

(V. 6252/42.—14.1.1943.)

Paragraph 3 of A.F.O. 6202/42, is to be *amended to read* as follows :—

"3. Supply of the new type goggles is to be restricted to Pilots until existing stocks of the goggles, Mark IVB, reference 22C/167, are exhausted. In the case of *Fighter Pilots, only*, goggles, Mark IVB, may be replaced by goggles, Mark VII, immediately and the goggles replaced are to be withdrawn and returned into store for further issue. All other pilots are to continue to use their goggles, Mark IVB, until they become unserviceable.

Goggles, Mark IVB, will continue to be issued to Observers and Air Gunners for the present."

(A.F.Os. 1798/42 and 6202/42.)

**208.—Economy—Kitchen Waste (Maximum Prices) (No. 3) Order, 1942**

(W.P.O. 1081/42.—14.1.1943.)

With reference to A.F.O. 5334/42, the arrangements whereby the weight of all swill arising in Naval Establishments shall be deemed equivalent to 10 cwts. for every 100 men per month for the purpose of ascertaining the maximum price payable have been embodied in the Kitchen Waste (Maximum Prices) (No. 3) Order, 1942.

2. This Order provides, *inter alia*, for the alteration if considered necessary by the Ministry of Supply of the rate or method at or by which the weight of swill arising at each or any establishment is calculated.

3. The Order also provides that a certificate signed by the Commanding Officer of any establishment of the average number of persons attached to that establishment daily during any month shall be sufficient evidence for the purposes of the Order of the number of persons attached to that establishment during the month in question.

(A.F.O. 5334/42.)

## 209.—Compressed Yeast for Breadmaking

(C.P. 97785/42.—14.1.1943.)

Contract dated 28th July, 1942, CP.58177/42, with the Distillers Co., Ltd., 12, Torphichen Street, Edinburgh, has been extended by CP.97784/42 dated January 7th, 1943, to cover the period 1st February—31st July, 1943, for supply of compressed bakers' yeast to H.M. Naval Establishments and H.M. Ships at any port in England, Scotland, Wales and Northern Ireland, at the same price, i.e. 6d. per lb. including delivery and packages. (Minimum consignments 2 lbs.)

2. The contractor's distributing agents, to whom all orders should be addressed, are as follows:—

England, Scotland and Wales ... The United Yeast Co., Ltd.,  
238/240, City Road,  
London, E.C.1.

Northern Ireland... (1) The Star Yeast Co., Ltd.,  
41, Waring Street,  
Belfast.

(Telephone: Belfast 25943.)

(Telegrams: "Yeast, Belfast.")

and \*(2) 15, Great James Street,  
Londonderry.

(Telephone: Londonderry 254.)

(Telegrams: "Yeast, Belfast.")

\* If delivery is required in the northern part of the territory.

3. To economise paper the usual copies of the contract are not being sent to all the demanding authorities.

## 210.—Towels—Limitation of Issues

(V. 6195/42.—14.1.1943.)

In view of the shortage of cotton materials, repayment issues of towels are to be limited as follows:—

- |   |     |     |     |     |           |
|---|-----|-----|-----|-----|-----------|
| (a) Newly entered or promoted officers                              | ... | ... | ... | ... | 2         |
| (b) Replacements due to normal wear and tear (officers and ratings) | ... | ... | ... | ... | 2 a year. |
| (c) Replacement of exceptional losses (loss of kit, etc.)           | ... | ... | ... | ... | 2         |

2. When replacements are made under (c) issues may also be made under (b) at any time during the ensuing 12 months, irrespective of previous issues.

3. All the issues should be specially noted in the pay books (S.43A).

(A.F.Os. 5096/41 and 80/43 are cancelled.)

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 211.—Amendments to Books

(E.F.O.—14.1.1943.)

The undermentioned amendments to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

*Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from other shore establishments at home to R.N. Store Depot, Park Royal, London, N.W.10.*

*Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal, when the Officer or rating is serving at home.*

- A.F.O.\*P.16/43.—B.R. 378—General—A.S.E.—Amendment No. 2.  
\*P.17/43.—B.R. 378—General—A.S.E.—Amendment No. 3.  
\*P.18/43.—B.R. 378A—Swordfish—A.S.E.—Amendment No. 2.  
P.19/43.—B.R. 93A—Manual of Victualling—Amendment No. 5.  
P.20/43.—B.R. 260/41—Handbook of the Mark XX Sinker—Amendment No. 3.  
P.21/43.—B.R. 291—Tables showing Particulars in regard to Naval Ordnance—Amendment No. 8.  
P.22/43.—B.R. 294—Handbook and Drill for the 0.5-in. Guns on Twin Mark IV Mounting—Amendment No. 1.  
P.23/43.—B.R. 317—Mining Drill Book—Guard Book—Amendment No. 1.  
P.24/43.—O.U. 6260—Handbook of Mark XVI Mine Unit—Amendment No. 8.  
P.25/43.—O.U. 6302—Handbook for 0.5-in. Guns on 'M' Marks I\*\* II\* and III Mountings—Amendment No. 7.  
P.26/43.—O.U. 6302(1)—Addendum No. 1 to Handbook for 0.5-in. Gun on 'M' Marks I\*\* II\* and III Mountings—Amendment No. 2.  
P.27/43.—O.U. 6305(38)—Emergency Instructions for accelerating Completion of H.M. Ships Building by Contract, etc.—Amendment No. 9.  
P.28/43.—O.U. 6342—Drill for 18-in. and 21-in. L.C. Tubes Mounted in M.T.Bs.—Amendment No. 7.  
P.29/43.—O.U. 6366—Regulations for Maintenance of 18-in. Duplex Pistols Marks I and II—Amendment No. 14.  
P.30/43.—O.U. 6395—Handbook of Mark XIV, etc., Mines and Mark XV, etc., Sinkers—Amendment No. 6.

\* Exceptionally as regards A.F.Os. P.16/43, P.17/43 and P.18/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 83/43.)

## 212.—A.M.S.Is.

(E.F.O.—14.1.1943.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 85/43.)

## 213.—Admiral Commanding Reserves—Change of Address

(C.E. 50123/43.—14.1.1943.)

The Office of the Admiral Commanding Reserves has been moved from Rex House, 12 Regent Street, London, S.W.1, to:—

Queen Anne's Mansions, Victoria, London, S.W.1.

(Telephone Number: Whitehall 9444.)

2. All communications should be addressed accordingly.

**214.—Naval Armament Store Accounts***Coastal Force Vessels*

(A.S. 18569/42.—14.1.1943.)

*Established Proportion*

Particulars of the authorised allowances of Naval Armament Stores are inserted by the outfitting Naval Armament Depot in the "Established Proportion" space of the Form F.A.30 (Vessels Naval Armament Store Ledger).

2. If a copy of Form F.A.30 is not held on board application should be made to the nearest Naval Armament Depot, full particulars of the armament carried being furnished.

3. When a change is made in the armament (i.e. in type, mark or number of guns or other weapons carried) particulars should be furnished to the nearest Naval Armament Depot, with a request that the corresponding changes in authorised allowance be communicated. Form F.A.30 should then be amended accordingly.

*Records*

4. Records are to be maintained by the vessel on the Form F.A.30 showing initial outfit and subsequent receipts and issues.

5. In the case of vessels in commission not hitherto keeping records on Form F.A.30 the quantities held are to be ascertained by stocktaking and inserted in the first charge space, a note being made of the date of stocktaking. Subsequent receipts and issues are to be noted as they occur.

6. In all cases copies of the receipt and issue vouchers are to be preserved with the Form F.A.30.

*Vessels allocated to a Base where a Base Gunner is borne*

7. Demands, Issue Vouchers and Return Notes are to be made out as from (or to) the Base, for the vessel, e.g. H.M.S. "Beehive" for H.M.M.L. "100."

8. *Issue Vouchers.*—Naval Armament, etc. Depots and Ships supplying stores direct to a vessel are to forward Issue Vouchers in triplicate to the vessel for disposal as follows:—

*Original.*—To be receipted and forwarded to the Base for countersignature and return to the Naval Armament Depot, etc.

*Duplicate.*—To be forwarded to the Base for posting in the account and retention.

*Triplicate.*—For record and retention in the vessel.

9. *Return Notes.*—When stores are returned direct from a vessel to a Naval Armament Establishment or Ship, return notes are to be prepared (normally by the recipient) in triplicate, for disposal as follows:—

*Original.*—For signature by the Naval Armament Depot, etc., and transmission to the Base for posting in the account, and retention.

*Duplicate.*—For retention at the Naval Armament Depot, etc.

*Triplicate.*—For record and retention in the vessel.

*Vessels allocated to a Base where a Base Gunner is not borne*

10. In these cases the Form F.A.30 constitutes the Vessel's Naval Armament Store Ledger.

11. Demands, Issue Vouchers and Return Notes are to be made out as from (or to) the vessel.

12. *Issue Vouchers.*—Naval Armament Depots and Ships supplying stores to the vessel are to forward Issue Vouchers in duplicate to the vessel for disposal as follows:—

*Original.*—To be receipted and returned to the Naval Armament Depot, etc.

*Duplicate.*—For posting in the vessel's account, and retention.

13.—*Return Notes.*—Return notes are to be forwarded in duplicate by the vessel to the Naval Armament Depot, etc., for disposal as follows:—

*Original.*—For signature by the Naval Armament Depot, etc., and return to the vessel for posting in the account and retention.

*Duplicate.*—For retention at the Naval Armament Depot, etc.

14. On the vessel paying off for a period in excess of 2 months the Form F.A.30 with supporting vouchers is to be forwarded to—

Director of Armament Supply,  
Ensleigh Hutments (E.67, Block "A"),  
Lansdown, Bath.

A new Form F.A.30 is to be issued by the Outfitting Depot when the vessel recommissions.

*Vessels under repair, etc., or paid off for a period of less than 2 months*

15. When a vessel is handed over to a Naval Authority at a repairing port the quantities of Naval Armament Stores handed over with the vessel are to be recorded in pencil in the remains column of the F.A.30 and the latter passed to the Naval Authority for custody.

16. The F.A.30 is to be returned to the vessel when the stores are withdrawn from deposit.

17. *Addresses.*—Addresses of Naval Armament Establishments are contained in C.A.F.O. 836/42.

18. The above procedure is applicable to the following classes of vessels:—

Steam Gun Boats  
A type Fairmile M.L.  
B type Fairmile M.L.  
C type Fairmile M.G.B.  
D type Fairmile M.G.B./M.T.B.  
H.D. M.L. 72 ft.  
M.G.Bs. 71 ft. 6 in.  
M.G.Bs. (not 71 ft. 6 in. or Fairmiles)  
M.T.Bs. not Fairmile D type  
M.A/S.Bs.  
R.M.Ls. (Fairmile)  
A.R.Bs.

(C.A.F.O. 836/42.)

**215.—Durban—Addressing of Correspondence and Signals Dealing with Dockyard Matters**

(M. 4373/42.—14.1.1943.)

In view of the appointment of a Captain Superintendent, H.M. Dockyard, Durban, care should be taken to address correspondence and signals dealing with dockyard subjects at Durban to him, and not to the Commodore, Durban. Failure to do so has caused delay.

**216.—Mails Lost Through Enemy Action**

(M. 015894/42; M. 016079/42; M. 016601/42; M. 016602/42.—14.1.1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

*Letter Mail posted in the United Kingdom between 29th July and 3rd August, 1942*

Addressed to:—

Naval Officer in Charge, Georgetown, British Guiana.

*Letter Mail posted in the United Kingdom between 14th and 20th October, 1942*

Addressed to:—

Naval Officer in Charge, Takoradi  
H.M. Ships "Leonidas" and "Wara"

17th Motor Launch Flotilla

H.M. Motor Launches 242, 256, 263, 265, 266, 272, 274 and 278.

Letter Mail posted in the United Kingdom between 23rd and 29th October

Addressed to:—

F.O.C., West Africa  
R.N.O., Freetown  
Naval Officers-in-Charge, Lagos, Bathurst, Takoradi, Pointe Noire  
N.C.S.O., Duala  
H.M. Ships "Astraea," "Eland," "Leonidas," "Melampus," "Wara"  
H.M. Ships operating from West Africa.

Parcel Mail posted in the United Kingdom between 20th and 29th October

Addressed to:—

F.O.C., West Africa  
R.N.O., Freetown  
H.M. Ships "Eland," "Edinburgh Castle"  
H.M. Ships operating from West Africa.

Letter mail posted in the United Kingdom between 5th and 8th December—

Addressed to—Chief of Naval Staff, Ottawa.

Commanding Officer, Atlantic Coast.  
Naval Officer i/c, St. John's, Newfoundland.  
Senior Naval Officer, Esquimalt.  
Senior Naval Officer, Montreal.  
Captain Superintendent, Dockyard, Halifax.  
Fleet Mail Officer, Halifax.  
H.M. ships "Arrowhead," "Assiniboine," "Avalon IV," "Buxton,"  
"Chicoutimi," "Canada," "Captor II," "Hamilton," "Kings,"  
"Matapedia," "Montgomery," "Mansfield," "Nanaimo," "Oakville,"  
"P.512," "P.533," "Sambro," "Stadacona," "St. Hyacinthe,"  
"York."

Parcel mail posted in the United Kingdom between 5th and 8th December—

Addressed to—Naval Officer i/c, St. John's, Newfoundland.

H.M. ships "Buxton," "Flint," "Gateshead," "Mansfield,"  
"Procter," "P.553," "Preserver," "Stadacona," "Wastwater."

### 217.—Receipts for Naval Armament Stores Supplied to Detached Operational Units

(A.S. 18196/42.—14.1.1943.)

When Naval armament stores are supplied to units semi-permanently detached for operational services, the issuing ship or establishment is to obtain receipts for the equipment supplied and the latter may then be written off in the Naval Armament Store Account, the transaction being supported by the receipts furnished.

2. Officers in charge of detached operational units receiving these stores are not required to maintain formal accounts for them, but are responsible for proper custody of the equipment until items not expended (or lost through incidents of the Service) are either transferred to another operational party or returned to a Naval Armament Accounting Unit and brought on voluntary charge, receipts, in either case, being obtained.

### 218.—Privilege Envelopes—Issue to Personnel Proceeding Overseas

(M. 016211/42.—14.1.1943.)

In order to overcome censorship difficulties arising out of the despatch of "last minute" letters from service personnel proceeding overseas, arrangements should be made in all Barracks and Depots for the issue of a privilege envelope to each officer and man of all overseas drafts, with instructions that they are for use in despatching "last minute" letters.

2. These letters will not be censored on board, but on shore, and the officer or rating in charge of the draft is to be instructed that they are to be collected on board before the ship sails. The privilege envelopes can be landed with the uncensored mails of the Merchant Crew, by arrangement with the Master, but they must *not* be included in censored mails.

### 219.—O.U. and B.R. Publications—Distribution during December, 1942

(N.S. 36/43.—14.1.1943.)

- B.R.70—September Supplement—Signal Letters of British Ships.  
B.R.120 (5)—Foreign War Vessels Silhouette Identification Book, U.S.A.  
B.R.125—Supplements Nos. 8 and 9—Lloyds Register of Shipping, 1942-43.  
B.R.150B—Amendment No. 2—Naval Recognition Manual.  
B.R.292—Instructions for the Maintenance of Naval Ordnance and Gun Mountings.  
B.R.317—Guard Book—Mining Drill Book.  
B.R.317 (1)—General Instructions—Buoyant Mines.  
B.R.332A—Errata No. 9—Establishment of Naval Stores for Flotilla Leaders and Destroyers fitted for Central Storekeeping.  
D.117B—Errata No. 9 to List of Particulars.  
B.R.363—Errata No. 4—Establishment of Naval Stores for "O" and later Class Submarines.  
D.126—Errata No. 1 to List of Particulars.  
B.R.375—Errata No. 3—Establishment of Naval Stores for Fast Minelayers.  
B.R.610—Handbook and Drill for the 3-pdr. Hotchkiss Gun on the L.A. and H.A./L.A. Mountings.  
B.R.629—Handbook and Drill for the 37-mm., Q.F., French Gun, 1925 Model, on Single 1925 Mountings.  
B.R.633 (1)—Instructions for Torpedo Equipment and Torpedo Discharge Trials.  
B.R.640 (1)—Combined Operations, General.  
B.R.640 (2)—Combined Operations, Beach Organisation.  
B.R.640 (3)—Combined Operations, Air Aspect.  
B.R.641—Handbook and Drill for 0.50-in. Browning (Colt) Gun on Single Colt, Mark VIII, and Twin Colt, Mark IX, Mountings.  
B.R.664—Amendments Nos. 24, 25 and 26—King's Regulations and Orders for the Army.  
B.R.695—Annexe No. 37, Part I and Part II—International List of Telegraph Offices.  
O.U.5513 (10) 42—October, Navy List.  
O.U.6092A—Errata No. 11—Proportion Book of Naval Armament Stores, Part 1.  
O.U.6353—October Supplement—British Merchant Vessels Lost and British Fishing Vessels Lost—Amendment No. 11.  
O.U.6353A—October Supplement—Foreign Merchant Vessels Lost and Damaged—Amendment No. 10.

#### Corrections to O.U. and B.R. Publications

- A.F.O. "P" 540 to "P" 551 inclusive—see A.F.O. 5836/42.  
A.F.O. "P" 552 to "P" 561 inclusive—see A.F.O. 5961/42.  
A.F.O. "P" 562 to "P" 577 inclusive—see A.F.O. 6079/42.  
A.F.O. "P" 578 to "P" 587 inclusive—see A.F.O. 6208/42.

#### Corrections to Signal Publications O.U. and B.R. Series

- C.A.F.O. "S.C." 50—Correction No. 20 to O.U.5339—see C.A.F.O. S.352/42.  
C.A.F.O. "S.C." 51—Correction No. 24 to O.U.5516—see C.A.F.O. S.352/42.

#### Miscellaneous

- Aircraft Recognition Journal—Vol. I, No. 4.  
Aircraft Recognition Sheets—Addendum Slip to D.1.  
Army Orders—No. 153 to 206.

(A.F.O. 6089/42.)

### 220.—O.U.6090 (B)—High Angle Trajectory Charts, Nos. 104 and 104A, for Q.F. 4.7-in Guns, Marks IX, IX\*, IX\*\* and XII—Issue

(G.013770/42.—14.1.1943.)

The above-mentioned trajectory charts are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

### 221.—S342(a)—Record of Defects Developed and Made Good in Small Craft

(Sta. 16689/42.—14.1.1943.)

The above book, which is being added to the list of S Forms, is more convenient for use in small craft than the larger defect book, S.342(a). Copies will be supplied on demand to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, London, N.W.10.

**222.—Form S.1161—Report of Defects in Torpedoes and their Accessories—  
Introduction**

(D.T.M.—14.1.1943.)

A new Form (S.1161) is being introduced to ensure that defects in design, manufacture, inspection, assembly or repair in torpedoes or their accessories, are at once brought to the notice of the proper authority, irrespective of whether the torpedo is run or not.

2. The new form will be used by ships, bases and Naval air stations and instructions for rendering are printed on the form. It is not the intention that defects of a trivial or unimportant nature should be reported.

3. When a defective torpedo or accessory is returned to a torpedo depot, accompanied by S. 1161, the depot should verify the defect and then normally set aside the torpedo and accessory, pending instructions from the D.A.S. If the item is in short supply, however, it may be re-issued as soon as repaired.

4. The establishment of Form S. 1161 is as follows :—

Battle cruisers ... ..	40
Cruisers and aircraft carriers (carrying torpedoes) ...	40
Destroyer depot ships ... ..	} 40
Submarine depot ships ... ..	
Flotilla leaders, destroyers and submarines) ...	} 40
R.N. air stations (with torpedo facilities) ... ..	
Coastal force bases (with torpedo facilities) ... ..	40
Coastal force depot ships ... ..	40

5. Distribution will be made, without demand, when available, from the R.N. Store Depot, Park Royal.

## Section 6.—SHORE ESTABLISHMENTS

**223.—R.M. Police—Classification of Wages, etc.**

(W.G.F. 619/42.—14.1.1943.)

With a view to simplifying accounting procedure in wartime the pay and allowances of Royal Marine Police and Royal Marine Police Reserve Forces are to be classified to Vote 8 I.C. (1) irrespective of where they are serving. The change will take effect from the commencement of Lady Quarter, 1943.

**224.—War Bonus—Non-Industrial Staffs Aged 19 and 20**

(C.E. 61173/42.—14.1.1943.)

As from the 1st December, 1942, the following revised amounts of bonus are payable to whole-time non-industrial Civil Servants, established and unestablished, who are 19 or 20 years of age :—

Age	Amount of Bonus
19 ... ..	7s. 6d. a week (£19 12s. a year).
20 ... ..	8s. a week (£20 18s. a year).

2. The revised rates will reckon for the purpose of balance of civil pay, and adjustments should, where appropriate, be made with effect from 1st December 1942.

3. The increased bonus should be brought into overtime calculations as from the first overtime week (or, where applicable, the first consecutive four-weekly period) after the 27th December, 1942, or as soon as possible after that date, but in any case not later than the first overtime week (or the first consecutive four-weekly period) after the 10th January, 1943. Overtime claims already paid in respect of periods between these two dates should not be re-calculated to include the increased bonus.

(A.F.Os. 3317/42 and 4820/42.)

**225.—Compensation for Furniture and Effects Lost while in Transit at Public Expense to or from Foreign Establishments—Procedure for Rendering Claims**

(N.L. 14157/42.—14.1.1943.)

Claims submitted in accordance with Home Dockyard Regulations, Article 444, which involve a total loss of effects are in future to be rendered in six columns, giving the following particulars :—

- description of article ;
- date of purchase ;
- original cost ;
- replacement cost ;
- condition of original article, i.e. new, half-worn, etc., and
- estimated value at time of loss.

The attention of all concerned is drawn to the fact that failure to render claims in the manner prescribed above will inevitably lead to delay in settlement.

2. In addition to these particulars, the value for which the effects were insured against ordinary risks, e.g. fire and theft, is to be stated and, when possible, evidence of insurance produced. If, however, the effects had not been insured recently, the value for which they were last insured should be stated, and articles which have been purchased since insurance was last effected should be indicated.

3. Claimants will also be desired to produce some evidence in support of the amount claimed for articles which are valued above those of average good quality, and it is clearly to be understood that if satisfactory evidence is not forthcoming, the Admiralty will assess compensation at a figure which is regarded as reasonable.

4. Compensation will be assessed according to the age and condition of the articles at the time of loss and where appropriate the actual or probable cost of replacement will be taken into account. An award in excess of the amount for which the effects have been insured against ordinary risks will not normally be allowed.

5. Claims involving damage only are to continue to be dealt with in accordance with Home Dockyard Regulations, Article 444, paragraph 3 (a), but in the case of articles damaged beyond repair the particulars required under paragraph 1 of this Order are to be given. The assessment of articles damaged beyond repair will continue to be made by the surveying officer.

(H.D.R., Article 444.)

(A.F.O. 2107/42 is cancelled.)

**226.—Demurrage Charges—Revised Procedure—REPORTS**

(D.N.A./N.S. 479/42.—14.1.1943.)

Many reports are still awaited from yards, depots and fleet establishments of payments for demurrage as required by paragraphs 3 and 5 of A.F.O. 5992/42. The reports should be expedited as the delay is preventing settlement with the railway companies.

(A.F.O. 5992/42.)

**227.—Sale of Intoxicating Liquor in Canteens for Admiralty Industrial Employees and Employees of Admiralty Contractors**

(N.L./C.L.D. 4983/42.—14.1.1943.)

As stated in A.F.O. 5695/41, Regulation 60AA of the Defence (General) Regulations, 1939, permits the Admiralty to authorise the sale of intoxicating liquor in canteens for Admiralty industrial employees subject to the conditions and restrictions therein set out. This arrangement now also applies to the sale of intoxicating liquor in canteens established by Admiralty contractors for their personnel on Admiralty building and engineering construction sites. For other canteens, the Ministry of Labour and National Service will act as competent authority.



2. If the Head of an industrial establishment or an Admiralty contractor employed on building or engineering construction considers that such special authorisation is essential at his establishment or contract site, an application should be forwarded to the Secretary of the Admiralty (Naval Law Branch) in the form shown in the Appendix to this Order.

3. Admiralty contractors employed on work other than building or engineering construction should forward an application containing similar particulars to the Ministry of Labour and National Service, Factories and Welfare Department, 28, Broadway, Westminster, S.W.1, requesting that the Ministry will grant the necessary authorisation under Regulation 60AA of the Defence (General) Regulations, 1939.

4. With regard to canteens which have already been authorised to supply intoxicating liquor by Commanders-in-Chief or Flag Officers under the powers delegated to them under the Licensing Act, 1910, or the Licensing (Scotland) Act, 1903, it is intended that authorisations which might more properly have been made under the Regulation should be replaced on expiry with authorities under the Regulation and applications should be forwarded as appropriate. The authorisations which Their Lordships consider should be replaced by new authorisations under the Regulation are those granted under the Licensing Acts to civilian industrial establishments where canteens have been established since the outbreak of war and contractors' camps. It is not intended to interfere with authorisations granted under the Licensing Acts to old established canteens in dockyards and other Admiralty establishments.

#### APPENDIX

##### *Regulation 60AA of the Defence (General) Regulations Form of Application for an Authorisation*

1. Situation of establishment.  
.....
2. Name and address of applicant for an authorisation.  
.....
3. Status of applicant, i.e. whether applicant is the occupier of the premises or is a catering contractor.  
.....
4. If applicant is a catering contractor, state name and address of the occupier of the premises.  
.....
5. Give the number and the description of the staff employed in the sale or supply of liquor.  
.....
6. State kind of canteen (dock, hostel, construction camp, etc.).  
.....
7. Give full address of the canteen premises.  
.....
8. Specify by exact description the part of the premises in which liquor will be sold or supplied. (A rough sketch plan should be attached.)  
.....
9. Reasons for desiring the sale or supply of intoxicating liquor:—
  - (a) Have the majority of workers asked for it?  
.....
  - (b) Why are licensed premises unable to provide for the requirements of the workers?  
.....

10. What liquor is it desired to sell in the canteen? Authorisations will be granted in general only in respect of beer, ale, porter, stout, cider and perry.  
.....
11. What arrangements will be made for food to be sold or supplied with the sale or supply of liquor?  
.....
12. Class of civilian workers (e.g. munition workers, seamen, dockworkers, building operatives, civil engineering, constructional workers) in respect of whom application is made.  
.....
13. Approximate number of workers:—
  - (a) Men .....
  - (b) Women .....
  - (c) Young persons under 18 .....
14. Is provision for the supply to "bonâ fide guests" desired?  
.....  
If so, what control of their bonâ fides will be exercised?  
.....
15. State permitted hours fixed for public houses in your area.  
Weekdays .....
- Sundays .....
16. State hours during which it is desired that canteen shall be open for sale of excisable liquor.  
Weekdays .....
- Sundays .....
17. What arrangements are proposed for complying with the profits clause, if applicable? (See below.)  
.....

#### *Profits Clause*

(1) The holder of the authorisation shall devote any net balance of profits for the period of authorisation arising to him from the sale or supply of intoxicating liquor under the authorisation, after deduction of (i) such reasonable sum in respect of expenses and depreciation as the competent authority may approve, (ii) all Excess Profits Tax, National Defence Contribution, Income Tax, Sur-tax and other taxation appropriate thereto, and (iii) such reasonable return on capital or borrowed money employed as the competent authority may approve, to such welfare or benevolent purposes as the competent authority may from time to time specify.

Provided that if, after such net balance of profits for any period has been ascertained and devoted as aforesaid, the holder of the authorisation receives repayment of any tax attributable to the profits so arising for that period, the amount repaid, so far as so attributable shall be devoted by him to such welfare or benevolent purpose as the competent authority may from time to time specify.

(2) Where the competent authority and the holder of the authorisation are unable to agree as to the sums which, under the terms of the preceding paragraph, are to be devoted to welfare and benevolent purposes, the amount of these sums shall be determined by an arbitrator to be agreed between the competent authority and the holder of the authorisation, or failing agreement by the Home Secretary. The decision of the arbitrator shall be final.

*Note.*—Intoxicating liquor may not be supplied to persons under the age of 18 years.

**228.—Consignment Note D.80 for all Railway Traffic**

(N.S. 1958/42.—14.1.1943.)

As from the 1st January, 1943, no traffic will be accepted by a Railway Company for conveyance by merchandise train unless it is consigned "carriage paid".

2. D.80 consignment notes should therefore be used for all traffic formerly dealt with on Form D.81 (carriage forward), but for the present a detailed record should be kept of such cases.

3. The instructions contained in paragraph 8 of A.F.O. 1210/42 regarding the use of Form D.81 for conveyance of rejections, is cancelled.

*(A.F.O. 1210/42.)***229.—Sandbags—Limitation of Demands**

(N.S. 35600/42.—14.1.1943.)

In view of the acute shortage of jute materials, and the high cost of sandbagging, it is essential that the hollow concrete blocks referred to in A.F.O. 3605/40, or brickwork, should be used to the fullest possible extent.

2. Demands forwarded to the Naval Store Department for sandbags should bear a certificate that the above-mentioned alternatives are unsuitable for use in lieu.

*(A.F.Os. 3605/40—not in annual volume—and 3332/41.)*