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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
2nd April, 1942.

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,

J. 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 revised Admiralty Fleet Order Volume Instructions—A.F.O. 4544/41, paragraph 10.

HEAD *sub 46*
2.2.42
 P1 *[Signature]* HPB
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ADMIRALTY FLEET ORDERS

No.	Subject.	
1482.	Furniture, etc., taken over in Requisitioned Properties.	} <i>Separate Issue on 26th March, 1942 to Shore Bases and Establishments only.</i>
1483.	Wartime Furnishing.	
1484.	W.R.N.S.—Purchase of Articles from Service sources by Officers and Ratings.	} <i>Separate Issue on 2nd April 1942. Shore Bases and Establishments only.</i>
1485.	W.R.N.S.—Underwear for issue on Repayment to Officers and Ratings.	

2nd April, 1942

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 1487. Defence Regulations, 1939—Order issued by the Admiralty.
 1488. Warship Weeks—Ships adopted.
 1489. Medical Organisation for "Action".
 1490. Accidental or Irregular Release of Bombs or Pyrotechnics—REPORT.

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 1494. Superintending Victualling Store Officer, Scotland—Appointment.
 1495. Gifts to H.M. Ships in Connection with Warship Weeks, etc.
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 1497. Electrical Officers, R.N.V.R.—Re-allocation of A.T.Os.
 1498. Air Signal Officers—Course.
 1499. Warrant Officers Provisionally Selected for Promotion to Lieutenant, Lieutenant (E) and Lieutenant (A), and Warrant Officers Selected for Promotion to Commissioned Officer from Warrant Rank—REPORTS.
 1500. Promotion of Warrant Telegraphists, R.N.V.(W).R., to Temporary Lieutenant, R.N.V.(W).R.
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 1502. R.N.R. Skippers, Boom Skippers and Boom Engineers—Promotion to Higher Acting Rank.
 1503. Accelerated Promotion.
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 1507. Naval and Civilian Personnel using their Private Cars on Official Business—Protection Certificates.
 1508. National Service (Armed Forces) Acts—Position of Men Discharged from the R.N. and R.M.
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 1515. Officiating Minister of Religion.
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 1518. Royal New Zealand Navy—Marriage and Dependant's Allowances.
 1519. South African Government Officials serving with R.N.—Claim for Rations Allowance.
 1520. Colonial Allowance—Officers on R.N.V.R. (S.A.) Rates of Pay.
 1521. Wireless Mechanics and Air Fitters (D/F) and (W/T)—Promotion to Temporary Commissions, R.N.V.R. (Special Branch).
 1522. Newfoundland Ratings Discharged Unfit—Passages of Families to Newfoundland.
 1523. Payment of Pensions to Widows and Compassionate Allowances to Children who are Resident in Countries outside the Sterling Area.
 1524. Naval Salvage Money—Distribution.
 1525. W.R.N.S.—Duty Flights in Aircraft.
 1526. W.R.N.S.—Medical Examination Record and Medical History Sheet.
 1527. Sound Reproduction Equipment—Use for Recreational Purposes.
 1528. Forms S.198—Compilation.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

1529. Gun Mountings—15-in.—Marks I, I* and I/N—Swash Plate Training Engines.
 1530. Gun Mountings—5.25-in., Mark II, Training Gear Bevel Boxes—Fitting of Strengthened Crown Wheels.
 1531. Gun Mountings—4-in. U.S., Mark XII—Modification to Firing Gear.
 1532. Gun Mountings—2-pdr., Mark VIII*—Water Excluding Cover for the Elevating Worm Gear Box.
 1533. Gun Mountings—2-pdr.—Loading Indicator Lamp Boxes—Modification.
 1534. Gun Mountings—0.303-in. Hotchkiss and 0.3-in. Marlin Twin and Single—Increase of Angle of Vision.
 1535. Gun Mountings—Oil, Anti-Freeze, Air Ministry Specification D.T.D. 44D, for use in Small Powered Turret Circuits.
 1536. Guns—Q.F., 2-pdr., Mark VIII—Incorrect Assembly of Extractor.
 1537. Guns, Machine, Browning, 0.5-in. (American Colt), Models M.2, Water-cooled, with 36- and 45-in. Barrels, Models 53-A and 53-2, Aircooled—Maintenance, Modifications and Adjustments.
 1538. Guns, Machine, Oerlikon, 20-mm., Marks I and II—Magazine Failures.
 1539. Guns, Machine, Oerlikon, 20 mm., Marks I and II—Wear of Barrel, etc.—Instructions for Inspection.
 1540. Guns, Machine, Oerlikon 20 mm., Marks I and II—Lubrication in Low Temperatures.
 1541. 0.5-in., Mark V, Turrets—Gun Loading Boxes and Ready-Use Lockers—Allowance.
 1542. Carbines, Self-Loading, 9 m.m., Smith and Wesson.
 1543. Cartridges, B.L. or Q.F. (Separate Loading) filled N.F.Q.—not to be used with Practice Projectiles.
 1544. Cartridges, Signal, 1½ in. Yellow, Mark IIII—Use in Hot Climates.
 1545. Fuzes, Gaines and Detonators with Lead Azide Fillings in the Detonators.
 1546. Cordite—Landing—Destruction.
 1547. Floats, Smoke, B.L. 4-in. Mortar Lot 28—Restriction.
 1548. Flexible Voicepiping and gear.
Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
 1549. A.W. Torpedo Tubes—Stand-down Gauge for Top Stop.
 1550. Torpedo Stores—Tools, Combination St. No. T.98—Introduction and Allowances.
 1551. Torpedo Stores—Allowance of Spanners St. No. 29A.
 1552. Torpedo Stores—Boxes for Relays—Felt Linings—Modification.
 1553. Torpedo Stores—Bolts St. No. T.36A—Introduction.
 1554. Torpedo and Paravane Stores—Empty Cylinders and Tins for I.R. Gear—Salvage.
 1555. Director Angle Diagrams—Allowance.
 1556. Detonators No. 25, Mark I—Failures.
 1557. Wires, Sweep—Reels for use when Landing—REPORTS
 1558. Cable Cleat for Main Batteries.
 1559. Searchlight Lamps—Breakage of S/L Carbons.
 1560. Alterations and Additions—Low Power Room—Provision of
Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
 1561. Adjustment of Independent Link Gear.
Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)
 1562. R.D.F., Types 282/4/5—Conversion of Board, Voltage Control (Valve), Design "B"—Patterns X.1335/A/B and W.3081/A.
Naval Aircraft.—(Technical.)
 1563. Naval Aircraft Stores and Equipment—Repair Procedure.
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
 1564. Reduction of Trim by the Bow—A. and A.
 1565. Straining Arrangements to Bilge Suctions—A. and A.
 1566. Main Inlets—Erosion—REPORTS.
 1567. Fire Fighting in H.M. Ships—Pyrene Foam Units—Alternative Firemain Supplies—A. and A.
 1568. Fire-Fighting Arrangements and Allowances of Equipment—As. and As.
 1569. Additional Isolating Valve in Firemain—As. and As.
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 1571. Replace Parts of Machinery for H.M. Ships and Auxiliary Vessels—Supply.
 1572. Fresh Water Tanks—Interior Coatings.
 1573. Naval Aircraft—Lockheed Hydraulic Assemblies.
 1574. Telephones, Sound-Powered, etc.—Spares.
 1575. Teleprinters Fitted with Sprocket Feed.

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

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

- 1576. Incandescent Lamp Ends—Disposal.
- 1577. Accumulator Lead-Acid, 12-volt, Type "D"—Introduction.
- 1578. Suction Pipe—A. and A.
- 1579. *Cancelled.*
- 1580. Special Stores and Spare Gear for Submarines.
- 1581. Naval Stores—Accounting Instructions for Naval Control Service Officers and D.E.M.S. Staff Officers.
- 1582. Furniture, Tubular, Steel, for Officers' Accommodation.

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

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

- 1583. Yorkshire Area—Supply of Victualling Stores.
- 1584. Lighter under Construction at Simonstown.
- 1585. Badges—Controlled and Observation Mining ratings.
- 1586. Cap Ribbons—Scale of Issue to New Entries.
- 1587. Loan Protective Clothing for Personnel employed in 4·7-in., Mark XX Mountings.
- 1588. Waterproof Protective Suits—"Submarine" type.
- 1589. Waistcoats, Life-Saving, Yellow.
- 1590. Leather Gloves, Pattern 107.
- 1591. Scale of Medicines, etc., for the Service Afloat.
- 1592. Wand's Local Anaesthetic—Dental.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 1593. Amendments to Books.
- 1594. K.R. and A.I. Amendments.
- 1595. 1st of June Appeal for Naval Officers' Charities.
- 1596. Telegraphic Addresses for Naval and Civil Authorities (Home)—Amendment No. 2 to A.F.O. 3676/41.
- 1597. Address of Base Accountant Offices, Swansea.
- 1598. A.P. 1182, Volume I, Part 3—Safety Equipment Manual, Emergency Dinghy Gear—Preliminary Issue No. 2.
- 1599. British Aeroplanes—Distribution of Sheet A. 3, etc.
- 1600. Handbooks in English for Certain French Guns and Mountings.
- 1601. Handbooks and Drill Books for Certain American Guns and Mountings.
- 1602. W.R.N.S.—Medical Examination Record and Medical History Sheet.
- 1603. V.A.Ds.—Record of Sickness in Medical Officers' Journals.
- 1604. Book R.65—Abolition.
- 1605. B.R. 265/41—Notes on the Marlin Machine Gun, 0·3-in.—Issue.
- 1606. B.R. 274(41)—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Marks I, II, II U.S.N. and IV U.S.N., on Marks I, IIA and IIIA Mountings—Issue.
- 1607. B.R. 284—Preliminary Pamphlet for 2-pdr. Q.F., Mark XIV Gun—Issue.
- 1608. B.R. 286/42—Notes on the 0·5-in. Colt Browning Gun on the Twin Handworked Mounting, 1942—Issue.
- 1609. Form D.695a (outside) and (inside)—Abolition.
- 1610. Form S.318—Battery Logs—Revised Allowances for Coastal Craft.
- 1611. Form S.1174—Cinema Projectors—Log Books—Establishment.
- 1612. { O.U. 6090(J)—Range Table No. 528 for B.L. 6-in. gun, Mark VII—dated January, 1942—Issue.
- { O.U. 6090(J)—Range Table No. 529 for B.L. 6-in. Gun, Marks XII and XIIB—dated January, 1942—Issue.

SECTION 6.—SHORE ESTABLISHMENTS

- 1613. Superintending Victualling Store Officer, Scotland—Appointment.
- 1614. Clerical Assistants (Treasury and Departmental)—Promotion to Clerical Grade.
- 1615. Temporary Clerks—Promotion.
- 1616. Subsistence Allowance—Civilian Non-Industrial Staff on Civil Defence Duty and Fire Prevention Duty.
- 1617. Naval and Civilian Personnel Using their Private Cars on Official Business—Protection Certificates.
- 1618. Charge Pay of Skilled Labourers—Transfer to Scale A.
- 1619. Return D.29—Numbers of Workpeople Borne in Admiralty Establishments.
- 1620. Civilians Replacing Torpedo Ratings in D.G. Wiping—Deperming Units, Fixed and Mobile—Rates of Pay.
- 1621. Fire-fighting Equipment—Receipt for.
- 1622. Electrodes—Approved Types.
- 1623. Contractors' Deliveries and Returnable Packages Damaged or Destroyed by Enemy Action.
- 1624. Stores Supplied on Repayment to the Commonwealth of Australia—Method of Reporting Claims.
- 1625. Diesel-driven Locomotives in Naval Armament Establishments—Starting Instructions.

*(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.

†1486.—Message to H.M. King George of the Hellenes

(M. 03565/42.—2.4.1942.)

The following is a copy of a telegram sent by the First Lord to H.M. King George of the Hellenes on the occasion of the National Day of Greece, 25th March :—

"On the anniversary of the National Day of Greece, I desire, on behalf of the Board of Admiralty and of the Officers and men of the Royal Navy to express to your Majesty our appreciation of the gallant services being rendered by the Royal Hellenic Navy, which will materially contribute to the final overthrow of the common foe and to the recreation of the Greek people once more as an independent Sovereign and prosperous State.—A. V. Alexander."

The following reply was received from His Majesty :—

"I would like to express my appreciation of the message of good wishes which I received from you and from the Officers and men of the British Royal Navy on the anniversary of the National Day of Greece. My Navy also wish you to know that they consider it to be a great honour to be fighting side by side with their gallant comrades of the British Royal Navy and are firmly convinced of the justice of their common cause and the certainty of ultimate victory.—George II R."

1487.—Defence Regulations, 1939—Order issued by The Admiralty

(N.L./T.D. 529/42.—2.4.1942.)

The following Order has been issued by the Admiralty under Regulation 43 of the Defence (General) Regulations, 1939 :—

Navigation and Anchor Lights (No. 3) Order, 1942

By Command of The
Lords Commissioners of the Admiralty.

In pursuance of Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :

1. This Order shall apply to all vessels not being either ships of war or hospital ships, except that it shall not apply to Dominion or Foreign vessels outside the territorial waters of the United Kingdom :—

2. This Order shall have effect :—

- (a) In areas for which Route Instructions are issued and on routes where a Convoy System is in force, and
- (b) In areas and on routes, other than those above-mentioned, whenever information is received from the Admiralty, and Admiralty representative, or local naval authority, that Submarines, Aircraft or Raiders are operating.

NAVIGATION LIGHTS

3. Navigation Lights must normally be dimmed to a visibility not exceeding two miles on a dark night with a clear atmosphere. In the case of stern lights, however, the visibility is not to exceed one mile. Navigation lights must be so arranged that they can be shown instantly when required to be exhibited.

4. Except as mentioned below, navigation lights are only to be exhibited—

- (a) for avoiding collision in which case they are to be extinguished as soon as the danger of collision has passed, or
- (b) when exceptional circumstances make their use absolutely necessary.

MASTHEAD STEAMING LIGHTS

5. One steaming light only is to be used.

SIDE LIGHTS

6. Oil side lamps are only to be exhibited if electric lights are not available.

STERN LIGHTS

7. Stern lights if electric, are to be controlled from the bridge. They are to be fitted with a blue lamp in accordance with instructions issued by the Admiralty from time to time.

ANCHOR LIGHTS

8. The visibility of anchor lights is not to exceed one mile on a dark night with a clear atmosphere.

9. Anchor lanterns are to be fitted with overhead screens, so arranged as to cut off the light at an angle of between 5 and 10 degrees above the horizontal.

IN CONVOY

10. When in convoy orders with regard to the use of navigation lights will be issued by the Commodore of the Convoy.

The stern light is always to be exhibited when navigation lights are ordered to be shown, except that rear ships of columns should not show their stern lights unless other ships are joining up astern of the convoy.

GENERAL

11. Notwithstanding the foregoing provisions of this Order, the Senior Naval Officer at, or the Naval Officer in Charge of any port in the United Kingdom may give instructions either general or special for the showing of such navigation, anchor, or other lights in waters within the control of the harbour authority, as he may consider necessary for the safety of shipping in such waters.

12. In waters other than those last mentioned, the Senior Naval Officer present on board of H.M. ships or any Naval Officer appointed for the purpose, may give directions either general or special for the exhibition of any lights he may require to be shown.

13. Navigation and Anchor Lights Order (No. 2) dated 16th June, 1941, is cancelled.

14. This Order shall come into force forthwith and may be cited as the Navigation and Anchor Lights Order (No. 3) 1942.

By Command of Their Lordships,
(Signed) H. P. MARKHAM.

Admiralty, S.W.1.
19th March, 1942.

An Order in precisely similar terms has been issued under the Defence (Isle of Man) Regulations applicable to the territorial waters of the Isle of Man.

(A.F.O. 4364/40.)

(A.F.O. 2687/41 is cancelled.)

1488.—Warships Weeks—Ships Adopted

(M. 1039/42.—2.4.1942.)

With reference to A.F.O. 4826/41, the following ships have been adopted by the towns or areas specified after successful warship week campaigns for the periods indicated:—

Name of ship.	Adopting town or area.
<i>Week ended 14th February—</i>	
H.M. M.T.B. "59" ...	Malmesbury and District (Wilts.).
H.M. M.T.B. "61" ...	Cricklade and Wooton Bassett (Wilts.).
H.M.S. "Seagull" ...	Christchurch (Hants.).
H.M.S. "Tribune" ...	Tarvin (Cheshire).
<i>Week ended 21st February, 1942—</i>	
H.M.S. "Alarm" ...	Heanor (Derbyshire).
H.M.S. "Albrighton" ...	Wednesbury (Shropshire).
H.M.S. "Anchusa" ...	Staaley, Co. Durham.
H.M.S. "Avon Vale" ...	Trowbridge (Wilts.).

Name of ship.

Adopting town or area.

Week ending 21st February—contd.

H.M.S. "Bellwort" ...	Alderley Edge (Cheshire).
H.M.S. "Belvoir" ...	Sutton-in-Ashfield (Notts.).
H.M.S. "Bergamot" ...	Banstead (Surrey).
H.M.S. "Bluebell" ...	Tiverton M.B. (Devon.).
H.M.S. "Borage" ...	Stowmarket and Gipping (Suffolk).
H.M.S. "Britomart" ...	Clowne R.D. (Derbyshire).
H.M.S. "Buttercup" ...	Bedwelty (Mon.).
H.M.S. "Cape Comorin" ...	Whaley Bridge (Cheshire).
H.M.S. "Carlisle" ...	Carlisle.
H.M.S. "Carnation" ...	Caterham and Warlingham.
H.M.S. "Chiddingfold" ...	Farnham (Surrey).
H.M.S. "Clare" ...	Canterbury.
H.M.S. "Clover" ...	Bishop's Stortford (Herts.).
H.M.S. "Coventry" ...	Coventry.
H.M.S. "Cyclamen" ...	Chelmsford M.B. and R.D. (Essex).
H.M.S. "Dauntless" ...	Taunton.
H.M.S. "Delhi" ...	Sunderland.
H.M.S. "Dianthus" ...	Chertsey and Addlestone (Surrey).
H.M.S. "Drangey" ...	Crickhowell (Brecknockshire).
H.M.S. "Eggesford" ...	South Molton (Devon.).
H.M.S. "Fernie" ...	Market Harborough (Leics.).
H.M.S. "Fritillary" ...	Ashton-in-Makerfield (Lancs.).
H.M.S. "Gleaner" ...	Bishop Auckland (Co. Durham).
H.M.S. "Gnat" ...	Gelligaer and Pontlottyn (Glam.).
H.M.S. "Haydon" ...	Wallsend (Northumb.).
H.M.S. "Heather" ...	Horwich (Lancs.).
H.M.S. "Hornbeam" ...	Guisborough (Yorks.).
H.M.S. "Hornpipe" ...	Haltwhistle (Northumb.).
H.M.S. "Jonquil" ...	Wadebridge (Cornwall).
H.M.S. "Kimberley" ...	Eastwood, Kimberley and Selston.
H.M.S. "Kingcup" ...	King's Lynn (Norfolk).
H.M.S. "Lively" ...	Guildford (Surrey).
H.M.S. "Magnet" ...	Magor and St. Mellons (Mon.).
H.M.S. "Marshal Soult" ...	Southport and District.
H.M.S. "Mignonette" ...	Hazel Grove and Bramhall (Cheshire).
H.M. M.L. "120" ...	Dodworth (Yorks.).
H.M. M.S. "140" ...	Looe (Cornwall).
H.M. M.T.B. "38" ...	South Easington (Co. Durham).
H.M. M.T.B. "81" ...	Lancaster R.D. (Lancs.).
H.M. M.T.B. "84" ...	Porthcawl (Glam.).
H.M. M.T.B. "94" ...	Samford (Suffolk).
H.M. M.T.B. "207" ...	Rayleigh (Essex).
H.M. M.T.B. "208" ...	Melksham U.D. (Wilts.).
H.M. M.T.B. "222" ...	Darton (Yorks.).
H.M. M.T.B. "230" ...	Bedlington (Northumb.).
H.M. M.T.B. "335" ...	Tonbridge R.D.
H.M.S. "Otus" ...	Diss and Depwade (Norfolk).
H.M.S. "Pelican" ...	Welton R.D. (Lines.).
H.M.S. "Quantock" ...	Ashton-under-Lyne (Lancs.).
H.M.S. "Quorn" ...	Rushden and District (Northants.).
H.M.S. "Raider" ...	Romford.
H.M.S. "Rock Rose" ...	Maldon (Essex).
H.M.S. "Saxifrage" ...	Stone Eccleshall and District (Staffs.).
H.M.S. "Scarab" ...	Sudbury and Melford (Suffolk).
H.M.S. "Seawolf" ...	Barrow-on-Soar (Leics.).
H.M.S. "Severn" ...	Thornbury (Glos.).
H.M.S. "Sidmouth" ...	Sidmouth.
H.M.S. "Sunflower" ...	Totnes (Devon.).
H.M.S. "Thunderbolt" ...	Frome (Som.).
H.M.S. "Thyme" ...	Whiston R.D. (Yorks.).
H.M.S. "Tuna" ...	Aldershot.
H.M.S. "Unique" ...	Pontefract (Yorks.).
H.M.S. "Vanoc" ...	Gainsborough and District (Lines.).

Name of ship.	Adopting town or area.
<i>Week ended 21st February—contd.</i>	
H.M.S. "Versatile" ...	Tipton (Staffs.).
H.M.S. "Vesper" ...	Skipton (Yorks.).
<i>Week ended 28th February—</i>	
H.M.S. "Aberdare" ...	Aberdare (Glam.).
H.M.S. "Abingdon" ...	Kirkby-in-Ashfield (Notts.).
H.M.S. "Albacore" ...	Ashford (Kent).
H.M.S. "Amaranthus" ...	Bacup.
H.M.S. "Amazon" ...	Hinckley (Leics.).
H.M.S. "Anthony" ...	Matlock.
H.M.S. "Ashanti" ...	Southend-on-Sea.
H.M.S. "Barnet" ...	Bolsover.
H.M.S. "Beaumaris" ...	Menai Bridge, Beaumaris and Aethwy R.D.
H.M.S. "Bideford" ...	Bideford and District.
H.M.S. "Blackthorn" ...	Blaby R.D. (Leics.).
H.M.S. "Blean" ...	Reigate and Horley.
H.M.S. "Calpe" ...	Abingdon.
H.M.S. "Charlestown" ...	Darlaston (Staffs.).
H.M.S. "Chelsea" ...	Devizes.
H.M.S. "Clematis" ...	Beaconsfield.
H.M.S. "Cockchafer" ...	Normanton (Yorks.).
H.M.S. "Columbine" ...	Orpington.
H.M.S. "Coverley" ...	Bodmin.
H.M.S. "Cowslip" ...	Whitley Bay and Monkseaton.
H.M.S. "Eclipse" ...	Elland (Yorks.).
H.M.S. "Egret" ...	Grantham and West Kesteven.
H.M.S. "Genista" ...	Heckmondwike (Yorks.).
H.M.S. "Halcyon" ...	Grantham and West Kesteven.
H.M.S. "Harrow" ...	Halstead U.D. and R.D. (Essex).
H.M.S. "Hasty" ...	Scarborough and District.
H.M.S. "Hawkins" ...	Stockport.
H.M.S. "Hebe" ...	Hemsworth (Yorks.).
H.M.S. "Holly" ...	Royston (Herts.).
H.M.S. "Hydrangea" ...	Consett (Co. Durham).
H.M.S. "Istria" ...	Howden R.D. (Yorks.).
H.M.S. "L.23" ...	Sturminster R.D. (Dorset).
H.M.S. "Mallow" ...	Maesteg (Glam.).
H.M.S. "Marguerite" ...	Leyland.
H.M.S. "Marigold" ...	Carshalton.
H.M.S. "Mauritius" ...	Hull.
H.M.S. "Meadowsweet" ...	Littleborough and Wardle (Notts.).
H.M.S. "Meynell" ...	Ashbourne and District (Derby.).
H.M. M.T.B. "52" ...	Darlington.
H.M. M.T.B. "62" ...	Bedwas and Machen.
H.M. M.T.B. "70" ...	Thorney R.D. (Cambs.).
H.M. M.T.B. "89" ...	Southborough (Kent).
H.M. M.T.B. "90" ...	Elstree R.D.
H.M. M.T.B. "97" ...	Grange-over-Sands (Lancs.).
H.M. M.T.B. "206" ...	Lichfield.
H.M. M.T.B. "218" ...	Hetton-le-Hole (Co. Durham).
H.M. M.T.B. "225" ...	Southwick (Sussex).
H.M. M.T.B. "232" ...	Docking R.D. (Norfolk).
H.M.S. "Nelson" ...	Manchester.
H.M.S. "Pearl" ...	Padiham and Burnley R.D.
H.M.S. "Polka" ...	Saxmundham and District.
H.M.S. "Porpoise" ...	Workington.
H.M.S. "Redwood" ...	Rawmarsh.
H.M.S. "Salamander" ...	Bilston.
H.M.S. "Saon" ...	Sildon.
H.M.S. "Seamew" ...	Hoddesdon.
H.M.S. "Sikh" ...	Beckenham.
H.M.S. "Southdown" ...	Woking.
H.M.S. "Spirea" ...	Newton-le-Willows (Lancs.).
H.M.S. "Tarantula" ...	Mexborough.
H.M.S. "Thorn" ...	Bedford and District.

Name of ship.	Adopting town or area.
<i>Week ended 28th February—contd.</i>	
H.M.S. "Torbay" ...	Paignton.
H.M.S. "Tynedale" ...	Hexham U.D. and R.D.
H.M.S. "Una" ...	Horsham and District.
H.M.S. "Vetch" ...	Warrington R.D.
H.M.S. "Warwick" ...	Warwick.
H.M.S. "Whaddon" ...	Newport Pagnell U.D. and R.D.
H.M.S. "Wolverine" ...	East Elloe R.D. (Lincs.).
(A.F.O. 4826/41.)	

1489.—Medical Organisation for "Action"

(M.D.G. 55760/41.—2.4.1942.)

Prior to 1941 the medical organisation for action was centralised in the Medical Distributing Stations in the ship. War experience proves the necessity for a much greater degree of de-centralisation with more positions where emergency treatment can be carried out.

Ships vary so much in size and construction that considerable latitude must be allowed in applying these instructions. While the arrangements are primarily for larger ships, the principles should be followed in smaller ships as far as possible.

MATERIAL ARRANGEMENTS

2. The positions for medical use are to include, wherever possible:—

(a) *A Main Distributing Station (Main D/S)* sited either forward or aft, as convenient, in a compartment under protection, allocated as such in the ship's plans, and, if possible, appropriated and fitted out solely for medical purposes.

(b) *An Auxiliary Distributing Station (Auxiliary D/S)* sited towards the end of the ship remote from the main distributing station in a compartment under protection and of suitable size, such as a mess deck, laundry, store or (if unavoidable) chapel, which although primarily allocated for other purposes can quickly be converted for use as a distributing station. The medical fittings provided to be such as to interfere as little as possible with the primary use of the compartment.

It is of prime importance that the distributing stations should afford adequate room for treatment and be so sited that there is easy access for stretcher cases. Experience has shown that great harm is done to wounded men by carrying them through a series of narrow passages and man-holes to the treatment centre. Many of the original distributing stations failed to meet requirements in these respects.

Owing to peculiarities in their structure, similar conditions may apply in certain new construction ships. In these cases it may, therefore, be necessary to earmark some actual working or living spaces that can be improvised as distributing stations.

As will be seen later (paragraph 7) it is also necessary to earmark positions suitable for operating centres after action.

(c) *A number of First-Aid Posts (F.A.Ps.)* sited principally on upper decks near to action stations. Crew space, bathrooms, recreation space, captain's quarters, gun room, sick bay, wide lobbies and positions in the island on the flight deck in the aircraft carriers should be considered. The following are the main requirements:—

Working space.

Blast and splinter-proof cover and protection from weather.

Accessibility from fighting and working parts of ship without obstructing other traffic.

Easy passage for stretchers.

Minimum interference with the work and fighting of the ship.

Proximity to hot and cold water supply.

Good light and ventilation.

Telephonic communication in the immediate vicinity.

Presence of benches and tables adaptable for first-aid uses.

Convenience for fitting bulkhead first-aid cupboard for dressings, splints, medical comforts, etc.

Ready use stowage for stretchers and reserve blankets.

The number of first-aid posts must depend on the arrangements in each ship. Four would be sufficient for cruisers and correspondingly more for larger vessels. In deciding upon the exact sites the ship could usefully be divided into areas each to have its own casualty post as centre, so that the whole vessel is adequately provided for. There is a limit to the number of casualties that can be dealt with at one time and an endeavour should be made to allow for busy parts of the ship and space the posts so that overcrowding may be avoided.

The equipment of the compartments is dealt with in paragraph 16.

Pending hulls in action to permit of their larger function, distributing stations will act in the same way as ordinary first-aid posts.

PERSONNEL

3. The question of how many medical centres are to be established in a ship will be affected by the number of staff available to man the various points.

The distribution of the medical personnel should be so arranged that each distributing station is manned by a Medical Officer together with a minimum of two assistants. Each first-aid post should have at least a sick berth rating or a specially qualified first-aid worker together with a less skilled assistant.

It is important that the P.M.O. should not be immobilised at any one point but be free to move about as necessary supervising and adjusting the organisation to meet changes in the situation as they arise.

The Master-at-Arms should be allocated to the main distributing station if practicable.

FIRST-AID

4. As far as possible all officers and men should receive instruction in first-aid, certain selected persons being given more advanced instruction including the technique of hypodermic injections.

King's Regulations and Admiralty Instructions, Article 1395 lays down that at least 10 per cent. of the personnel are to be trained in first-aid and it is important that this shall be regarded as the minimum number. Certain principles can be taught during P. & R.T., such as stretcher drill, fitting the Neil-Robertson, artificial respiration, use of first field dressings, precautions with broken limbs, and manhandling and its limitations.

5. *Equipment for First-Aid at Action Stations.*—In addition to the equipment in first-aid posts, first-aid haversacks are distributed, *vide* King's Regulations and Admiralty Instructions, Article 1395, Clause 2 (d) and A.F.O. 2171/37, or metal containers, *vide* A.F.O. 3417/41, are available and can be fitted to bulkheads.

ORGANISATION

6. *During Action.*—(a) Casualties occurring in the immediate vicinity of the first-aid posts are readily dealt with.

(b) Those that occur in situations beyond easy reach of first-aid posts are shifted to the nearest cover and receive simple first-aid rendered by personnel instructed in the use of the first-aid haversacks.

(c) If opportunity offers, sorties are made from the first-aid posts to render more skilled assistance and supervise moving of serious cases.

(d) As soon as possible the wounded are taken in stretchers to first-aid posts where they are diagnosed and given further treatment.

(e) No attempt should be made to take personnel to distant distributing stations during action except under the instructions of a Medical Officer.

7. *After Action.*—The Senior Medical Officer should review the situation and decide where the final casualty and operating station shall be set up.

The sick bay or distributing stations may be available, but allowance must be made for the possibility of these being damaged.

Alternative positions will have been considered previously in accordance with King's Regulations and Admiralty Instructions, Article 1395, Clauses 2 (e) and (f) and a list of such positions should appear in the ship's orders.

8. *Drills.*—It is very important that adequate drills shall be carried out to ensure that everyone in the ship's company knows the positions of the distributing stations and first-aid posts and his duties in the event of casualties. Experience

has shown that a large number of men may be wounded at the same time and drills must be designed to test the organisation for competing with numerous casualties in one area simultaneously.

9. *Stretchers.*—There have been numerous instances of failure to use stretchers and thereby much unnecessary injury and suffering to wounded personnel has been caused. It is a natural reaction in times of stress for a man to be taken for medical attention by the quickest as opposed to the correct method. Drills alone can impress on the ship's company that unconscious patients and those whose injuries are not evident should be manhandled only as a last resort. There are three types of stretcher:—

(i) Pattern 475 Neil-Robertson type.

(ii) War Office type.

(iii) P.B. Mark IX with telescopic handles.

The P.B. Mark IX are provided for easy decontamination and consist of a tubular steel frame with a paper mattress. They must be inspected frequently and the parts greased to ensure easy running of the sliding handles. Spare paper mattresses should be demanded for each stretcher. Allowances are given in the Establishment of Sea Stores (A.F.O. 2718/40 and 4200/41).

10. *Identity Discs* (A.F.Os. 2656/40 and 5633/41).—Sorting and appropriate labelling of cases is part of the organisation for dealing with casualties; identity discs are of great importance in this connection. Laxity with regard to wearing these articles has been the cause of much difficulty; there are reports of many burials of unidentified remains after an action.

Discs should be worn at all times and mustered and proved regularly at divisions. They are best carried around the neck next the skin on a lanyard short enough to prevent loss in the water.

When a man's blood group is taken it should be stamped on his identity disc.

11. *Anti-Flash Gear.*—*Anti-flash helmets and gloves* are provided for the whole complement in accordance with the Manual of Victualling, 1939, Vol. I, page 141. Many cases of burns have occurred on the face and arms, which could have been avoided if anti-flash gear had been worn. The protection afforded by ensuring that no portion of the body is left exposed, the sleeves are down and the ends of the trousers tucked into the socks (*vide* A.F.O. 2550/40) should be more widely made known.

Anti-flash masks for the protection of the face have now been added to the issue (A.F.O. 1742/41). Worn in conjunction with *anti-gas goggles*, they offer still more effective defence.

12. *Emergency Lighting.*—A liberal issue of torches is required for medical parties when dealing with casualties (A.F.O. 2714/40). Headlamps Pattern 16034 and floodlight Pattern 17022 provide the best and most convenient light for close work. Oil lamps give too poor a light and have been known to cause fires due to breakage from the shock of explosion.

Magazine lamps must be secured with cod line to prevent the hook parting from the ring.

13. *Water.*—An ample supply of water is of supreme importance for the wounded. Hence the insistence of siting dressing stations where it is rapidly obtainable. It is needed both for drinking, preparation of hot stimulants, oatmeal water (King's Regulations and Admiralty Instructions, Article 1825), and for surgical uses. Service water bottles could be worn by members of medical parties or placed as convenient near first-aid kits. It is a desirable routine to distribute them also to a proportion of the fighting personnel. The bottles should be washed out and replenished with pure water daily.

The ship's fresh water main may be damaged and it is recommended that baths, wash basins, etc., near the distributing stations and first-aid posts shall be filled for use in emergency.

ORDERS

14. A scheme of medical organisation for action, based on the principles in this order, is to be prepared for all ships including the allocation of spaces as distributing stations and first-aid posts, together with a statement of additional fittings required.

(a) *Ships under construction or reconstruction.*—The scheme is to be prepared by ships' officers, in consultation with a representative of M.D.G. as

soon as possible after the appointment of the ship's executive officer, detailed proposals being submitted.

- (b) *Ships in commission.*—The scheme is to be prepared by ships' officers, existing facilities being developed and additional stores demanded as necessary. Work should, as far as possible, be carried out by ships' staffs. Where dockyard work is involved, an item, classified "B", should be inserted in the ship's list of Alterations and Additions, but such work is to be kept to a minimum.

EQUIPMENT OF D/SS. AND F.A.Ps.

Lists of permanent fittings to be provided in distributing stations and first-aid posts are given in paragraph 19.

15. *Main distributing stations.*—A.F.O. Diagram 61/41 shows a typical lay-out for a main distributing station. The compartment to be allocated as main distributing station should, where possible, be of a size to provide 120 sq. ft. of floor space for the operating table and surround, and 120 sq. ft. for working and stowage space, plus sitting accommodation for 2 per cent. and slinging accommodation for 2 per cent. of the ship's complement.

16. *First-aid Posts.*—The approaches to these centres should be conspicuously marked in a uniform manner, e.g., with the words "First-aid Post" and a Red Cross; also with an arrow pointing the way.

In order to ensure the minimum of obstruction in the compartment the locker in a first-aid post should be of long narrow shape, placed vertically against an inboard bulkhead. It should be constructed of metal, provided with several shelves, and raised on a sanitary base. A breakable seal, marking with a red cross, and the words "First-aid Stores—for use in action only", should prevent its being opened and used for any other purpose by unauthorised persons.

The following list is suggested as a guide only to medical officers, who should exercise their own discretion in equipping the lockers from the Service Afloat stores. A typed list should be pasted up on the inside of the cupboard door. The contents should be inspected, say once a week, and gradually "turned over" in order to avoid deterioration and waste.

Adhesive plaster.
Bandages, 1-in., 2-in., 3-in.
Bandages, triangular.
Absorbent cotton wool.
Gauze.
Lint, plain.
Safety pins.
Antiseptics.
Spirits, methylated.
Morph. hypo. solution in 1 oz. rubber cap bottles.
Morph. lamellae.
Hypodermic syringe.
Splints. Lengths of wood or malleable metal for splints.
Pair scissors. Pair dressing forceps. Pair Spencer Wells.
Scalpel.
Anti-burn jelly.
Tourniquets. Lengths of rubber tubing for spare tourniquets.
First field dressings. Shell dressings.
Sterile swabs, to be replenished frequently.
Ligatures. Sutures. Needles.
Labels (Identification). Paper and pencil (for nominal lists).
Torch.
Medical comforts. Blankets.
Hot water bottles, goosenecks, bowls, cups, buckets.

17. Should it be necessary to use an emergency position selected in accordance with instructions in paragraph 7 above, after action, equipment will be required. Apart from stores that may be salvaged from the distributing stations and sick bay, a certain amount of surgical gear in the nature of a mobile unit should be earmarked for equipping an emergency centre of this type.

Dressings.—One or more of the emergency dressing cases should be labelled and reserved for this purpose or additional dressings may be obtained by supplementary demand.

Instruments.—A valise (if carried), khaki roll, or instruments set aside from normal stores should be earmarked. No additional allowances can, however, be authorised for this purpose at present owing to supply difficulties.

Flotilla medical officers should make certain that in destroyers there is an adequate distribution of medical stores.

18. *Breakable Stores.*—A percentage of the breakable stores for medical purposes, e.g. utensil and mess traps will be in bakelite or similar material.

19. *List of Permanent Fittings.*—(At "First Degree of Readiness" items marked †† are transferred from sick bay or dental surgery to distributing stations.)

(a) Main distributing station—(Mn. D/S).

- (1) Deck fittings and stowage for operating table.††
- (2) Bench seating, fixed, or hinged (if insufficient room), for wounded.
- (3) Position for X-ray plant.††
- (4) Hot and cold water supply.
- (5) Hammock or stretcher billets in, and adjacent to main distributing station. (In some ships it may be possible to arrange tiered bunking if desired.)
- (6) Hinged table for instruments, etc.
- (7) Cupboards or lockers for surgical dressings and comforts. (In a compartment of irregular shape it may be more convenient to build in cupboards to fit rather than to use a general standard size locker.)
- (8) Rod and curtains to screen cases undergoing treatment.
- (9) Folding lavatory or wash basin fixture.
- (10) Portable latrine. (Elsan closets as allowed to submarines by A.F.O. 2189/41 are suitable for this purpose and supply to cruisers and larger vessels is being arranged.)
- (11) Sanitary bins or buckets (Pattern C.1032 prescribed by A.F.O. 4615/40).
- (12) Lighting, primary and secondary.
- (13) Overhead light fitting for operating table.
- (14) Brackets with non-slip edges for steriliser†† and kettle.††
- (15) Sockets for X-ray plant, steriliser and kettle.
- (16) Telephone.
- (17) Ventilation.

(b) Auxiliary Distributing Station (Aux. D/S).

- (1) Deck fitting for operating table (if spare is carried).
- (2) Bench seating, if not already provided, e.g. station in a mess.
- (3) Hammock or stretcher billets in and adjacent to the station, if not already provided, e.g. station in a mess.
- (4) Table, fixed or hinged, if not already provided, e.g. station in a mess.
- (5) Cupboards or lockers for surgical dressings and comforts, *vide* main distributing station.
- (6) Hot and cold water supply.
- (7) Folding lavatory.
- (8) Portable latrine, *vide* main distributing station.
- (9) Sanitary bins or buckets, *vide* main distributing station.
- (10) Lighting, primary and secondary.
- (11) Sockets for additional operating lighting.
- (12) Sockets and hinged brackets for steriliser †† and kettle.††
- (13) Telephone.
- (14) Ventilation.

(c) First-Aid Posts (F.A.Ps.) *vide* paragraph 2 (c) above.

- (1) Table and seating (hinged.)
- (2) Hot and cold water supply.
- (3) Ready use stowage for Neil-Robertson and other stretchers, and reserve blankets.
- (4) Cupboard or lockers for dressings, etc., *vide* paragraph 16 above.

(A.F.Os. 2171/37, 2550/40, 2656/40, 2714/40, 2718/40, 4615/40, 1742/41, 2189/41, 3417/41, 4200/41, 5633/41.)

(A.F.O. 619/41 is cancelled.)

1490.—Accidental or Irregular Release of Bombs or Pyrotechnics—REPORT

(M./A.M. 3141/42.—2.4.1942.)

The following should be inserted as paragraph 4 (iii) to A.F.O. 415/42 :—

- 4 (iii) Except where there are arrangements for direct liaison between the Naval authority and the Regional Authorities, a report should be sent as soon as possible to the local Chief Constable for transmission :
 (a) to the Chief Constable of the district in which the incident occurred and (b) to the Regional Commissioner of the Civil Defence Regional Command.

The report should state—

- (a) Date and time of occurrence.
 (b) Locality.
 (c) The action of the fuze (i.e. whether delayed action and if so period of delay).
 (d) Arrangements made or being made to dispose of the bomb, etc.

(A.F.O. 415/42.)

Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.***1491.—Honours and Awards—“London Gazette” Supplement of 24th March, 1942**

(H. & A.—2.4.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

*St. James's Palace, S.W.1.**24th March, 1942.*

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, for skill and endurance while minesweeping :—

To be an Additional Member of the Military Division of the said Most Excellent Order :

Mr. Alfred John Stevens Bennett, Warrant Engineer, R.N.

ADMIRALTY

*Whitehall.**24th March, 1942.*

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 skill and enterprise in action against enemy submarines while serving in H.M. Ships “Exmoor,” “Blankney,” “Stanley,” “Mallow” and “Marigold” :—

To be Companions of the Distinguished Service Order .

Lieutenant-Commander Philip Frederick Powlett, D.S.C., R.N.

Lieutenant William Robert Boyce Noall, R.N.R.

The Distinguished Service Cross

Lieutenant Peter Eric Noel Griffiths, R.N.

Lieutenant John Blakeley Russell, R.N.

Temporary Lieutenant Patrick Corfe Cother, R.N.V.R.

Temporary Lieutenant Michael Gibbon Reade, R.N.V.R.

Temporary Sub-Lieutenant John Dunse, R.N.V.R.

The Distinguished Service Medal

Chief Engine Room Artificer William Butchart, P.217 E.D., R.N.R.

Engine Room Artificer Third Class Albert Dodd, D.X.978 E.B., R.N.R.

Petty Officer George Ronald Drummond Creswick, D/SSX.17553.

Petty Officer Norman Richardson, D/J.112622.

Yeoman of Signals Alexander Henry McEwen, D/JX.130654.

Stoker Petty Officer Albert George Rosewarne, D/KX.80800.

Acting Leading Seaman George Edward Bugg Harvey Masters, D/JX.226468.

Able Seaman Thomas Farrell, D/JX.199905.

Able Seaman William Hodgkins, D/SSX.22041.

Able Seaman Benjamin George Searle, D/JX.191504.

Mention in Despatches (Posthumous)

Lieutenant-Commander David Byam Shaw, O.B.E., R.N.

Temporary Lieutenant William Marwood Waton, R.N.V.R.

Mr. William Walter Turner, Gunner (T), R.N.

Mr. Stanley Francis Finch, Temporary Warrant Engineer, R.N.

Chief Stoker David John Evans, D/K.55095.

Engine Room Artificer Second Class Frank Herbert Lethbridge, D/MX.49754.

Petty Officer Cecil James Chance, D/J.109858.

Acting Leading Seaman Ernest John Squires, D/JX.151245.

Mention in Despatches

Lieutenant-Commander Lawrence St. George Rich, R.N.

Temporary Sub-Lieutenant Percival Frank Pallot, R.N.V.R.

Mr. Pearson Rodney Tiffin, Commissioned Engineer, R.N.

Chief Petty Officer Harold Edgar Brown, D/J.30606.

Acting Chief Petty Officer Gordon William Munn, D/JX.144643.

Petty Officer Frank Harvey Leslie Croucher, P/JX.139401.

Yeoman of Signals Kenneth Howard Baker, P/J.114576.

Stoker Petty Officer Robert Keeling, P/K.66794.

Leading Signalman Walter Cook, D/JX.129929.

Able Seaman Denis Stanislaus Horton, C/JX.133892.

Able Seaman Frederick Howell, D/JX.127220.

Stoker First Class Leonard Glanville, D/KX.115713.

Officer's Cook First Class Albert William John Harvey, D/L.14325.

Cook (S) James Livingstone, P/MX.79949.

For bravery and devotion to duty :

To be a Companion of the Distinguished Service Order :

Lieutenant-Commander Edward Albert George Davis, R.N.R.

For courage and enterprise in air attacks against enemy submarines while serving in H.M.S. “Argus” :

To be a Companion of the Distinguished Service Order :

Lieutenant-Commander Gerald Alexander Llewellyn Woods, R.N.

The Distinguished Service Cross

Lieutenant Basil Edward Boulding, R.N.

Lieutenant (A) Philip Henley Phillips, R.N.V.R.

Lieutenant (A) Leslie Charles Plummer, R.N.V.R.

Sub-Lieutenant (A) Paul McQuhae Wilkinson, R.N.

The Distinguished Service Medal

Petty Officer Arthur Granger Brown, FAA/F.55063.

Petty Officer Airman Philip Douglas Lee Reason, B.E.M., FAA/FX.77517.

Temporary Leading Airman Henry John Oppenheim, FAA/SFX.827.

Mention in Despatches

Chief Petty Officer Air Fitter (E) Francis Joseph Taylor, FAA/F.55140.

Air Artificer Fourth Class Jack Henry James Flanagan, FAA/FX.75868.

Leading Air Fitter Clifford Roy Bounds, FAA/FX.77772.

Leading Air Fitter Claude Raymond Jarvis, FAA/FX.81381.

Air Fitter Frederick Marshall, FAA/SFX.997.

Air Mechanic First Class Robert William Ellison Swales, FAA/FX.79619.

Air Mechanic Stanley George Cassey, FAA/FX.75751.

Air Mechanic Henry Grundy, FAA/FX.75787.

Air Mechanic Patrick Keohane, FAA/FX.79743.

For courage, endurance and devotion to duty while minesweeping in H.M. Ships “Hussar,” “Leda,” “Bramble,” “Speedy,” “Gossamer” and “Seagull” :

The Distinguished Service Cross

Commander Alan David Hastings Jay, R.N.

Lieutenant John Geoffrey Brookes, R.N.

The Distinguished Service Medal

Chief Petty Officer Cornelius Stephen Collins, D/J.30396.
Leading Seaman Henry Mitchell, P/JX.139776.

Mention in Despatches

Lieutenant-Commander Thomas Crosbie Crease, R.N.
Lieutenant-Commander Charles Harington Pollock, R.N.
Chief Engine Room Artificer Major Richard Arthur Sowter, D/MX.48275.
Engine Room Artificer Third Class Thomas Leslie West, D/MX.54393.

For coolness and skill in action against enemy aircraft and supply ships while serving in H.M.S. "Atherstone" and H.M.T. "Cornelian":

The Distinguished Service Medal

Ordnance Artificer Third Class Joseph Sidaway McKinlay, P/MX.55968.
Able Seaman David Chalmers, P/SSX.30995.

Mention in Despatches

Lieutenant-Commander Robert Fergus Jenks, R.N.
Lieutenant John Merryn Atkinson Fairbank, R.N.
Temporary Lieutenant Douglas Bond Symons, R.C.N.V.R.
Mr. John Darroll Vickerstaff, Gunner, R.N.
Mr. Lester Drew Grearson, Warrant Engineer, R.N.
Leading Signalman Robert William Christopher, P/SSX.23317.
Able Seaman Reginald William Turner, P/JX.138616.
Seaman Frank Charles Butler, LT/JX.240843.
Seaman Frederick Ernest Nicholson, LT/JX.176755.

For courage and enterprise when H.M.T. "Milford Earl" was sunk:

The Distinguished Service Cross

Temporary Lieutenant Francis Roger Derek Corbett, R.N.V.R.

The Distinguished Service Medal

Telegraphist Leonard Edward Welch, D/WRX.401, R.N.V.(W) R.

For bravery and devotion to duty in rescue work when H.M.S. "Vimiera" was sunk:—

The Distinguished Service Medal

Petty Officer George William Chapman, C/JX.127820.

Mention in Despatches

Temporary Surgeon Lieutenant John Dennys Kidd, M.B., B.Ch., R.N.V.R.
Leading Seaman Roland Edward Averley, C/JX.171380.

For good services and devotion to duty:—

Commendation

Mr. Bernard Charles Henry St. John Kavanagh, Gunner (T), R.N.
Able Seaman Samuel George Welch, D/SSX.20005.

For good services in H.M. Transport "Thurland Castle" in operations in Greek waters:—

Mention in Despatches

Corporal Bailey, R.M.

1492.—Honours and Decorations—Royal Navy and Royal Marines

(C.W./H. & A.2558.—2.4.1942.)

THE VICTORIA CROSS

The Victoria Cross may be awarded to Officers and Men of the Royal Navy or of the Royal Marines, for "most conspicuous bravery or some daring or pre-eminent act of valour or self-sacrifice or extreme devotion to duty in the presence of the enemy on land or at sea". Petty Officers and Men of the Royal Navy, and Non-Commissioned Officers and Men of the Royal Marines, who have won the Victoria Cross are entitled to a pension of £10 a year, with an additional £5 annually for each bar.

The Victoria Cross may be awarded posthumously. It carries with it the right to use the initials V.C. after the surname.

THE GEORGE CROSS

2. The George Cross may be awarded to Officers and Men of the Royal Navy or of the Royal Marines, for outstanding gallantry and devotion to duty, whether on land or at sea, not in the presence of the enemy.

The George Cross, which may be awarded posthumously, has now taken the place of the Medal of the Order of the British Empire, for Gallantry.

In due course Officers and Men who have won the Empire Gallantry Medal will receive the George Cross instead. The next of kin of deceased Officers and Men who have been awarded the Empire Gallantry Medal in the present war will also receive the George Cross.

The George Cross carries with it the right to use the initials G.C. after the surname.

APPOINTMENT AS COMPANIONS OF THE MILITARY DIVISION OF THE MOST HONOURABLE ORDER OF THE BATH

3. Officers of the Royal Navy of or above the rank of Commander, and of equivalent ranks in the Royal Marines, who have been mentioned for services in war may be appointed Companions of the Military Division of the Most Honourable Order of the Bath.

APPOINTMENTS TO THE ORDER OF THE BRITISH EMPIRE

4. Officers of the Royal Navy or Royal Marines may be appointed to the appropriate class of the Military Division of the Most Excellent Order of the British Empire, for gallantry or distinguished conduct not in the face of the enemy at sea or on shore, or for long and meritorious service over a period, either ashore or afloat.

APPOINTMENTS TO THE DISTINGUISHED SERVICE ORDER

5. Officers of the Royal Navy or of the Royal Marines may, in time of war, be appointed Companions of the Distinguished Service Order for gallantry or devotion to duty in the presence of the enemy on land or at sea, which, though it may not be deemed to merit the Victoria Cross, is yet of a very high order.

APPOINTMENTS TO THE ROYAL RED CROSS

6. Fully trained Nurses who are members of the officially recognised Nursing Services or have voluntarily undertaken nursing duties may be appointed to the First Class (Members) of the Royal Red Cross for exceptional devotion and competency over a long period in carrying out actual nursing duties in Naval or Auxiliary War Hospitals, or for very exceptional acts of bravery and devotion while on duty. Such appointments carry with them the right to use the initials R.R.C. after the surname.

Fully trained Nurses, or Assistant Nurses, Probationers or Nursing Members of a Voluntary Aid Detachment who belong to one of the officially recognised Nursing Services, or have voluntarily undertaken nursing duties, may be appointed to the Second Class (Associates) of the Royal Red Cross for exceptional devotion and competency over a long period, or for exceptional bravery and devotion while on duty. Such appointments carry with them the right to use the initials A.R.R.C. after the surname.

THE DISTINGUISHED SERVICE CROSS

7. The Distinguished Service Cross may in time of war be awarded to Officers of the Royal Navy of the rank of Commander and below and of equivalent ranks in the Royal Marines for meritorious or distinguished services before the enemy which may not be deemed to warrant the appointment of such officers to the Distinguished Service Order. Officers of the Royal Air Force serving with the Fleet Air Arm may be awarded the Distinguished Service Cross.

It carries with it the right to use the letters D.S.C. after the surname.

THE ALBERT MEDALS

8. (1) The Albert Medal in Gold for gallantry in saving life at sea.
- (2) The Albert Medal for gallantry in saving life at sea.
- (3) The Albert Medal in Gold for gallantry in saving life on land.
- (4) The Albert Medal for gallantry in saving life on land.

The Albert Medals in Gold may be awarded to Officers and Men of the Royal Navy and of the Royal Marines for "extreme or heroic daring" in saving life at sea or on land.

The Albert Medals may be awarded for gallantry in saving life at sea or on land, which, though of a high order, is not deemed to merit the award of the Albert Medal in Gold.

The Albert Medals may be awarded posthumously. They carry with them the right to use the initials A.M. after the surname.

THE CONSPICUOUS GALLANTRY MEDAL

9. The Conspicuous Gallantry Medal may be awarded to Petty Officers and Men of the Royal Navy and to Non-Commissioned Officers and Men of the Royal Marines for acts of conspicuous gallantry in action against the enemy. Non-Commissioned Officers and Men of the Royal Air Force serving with the Fleet Air Arm may be awarded the Conspicuous Gallantry Medal.

Petty Officers of the Royal Navy and Sergeants of the Royal Marines may be awarded an annuity of not more than £20 with this Medal. Lower ranks may be awarded a gratuity of £20 on discharge from the Service or when promoted to a commission. The Conspicuous Gallantry Medal carries with it the right to use the initials C.G.M. after the surname.

THE DISTINGUISHED SERVICE MEDAL

10. The Distinguished Service Medal may be awarded to Petty Officers and Men of the Royal Navy or to Non-Commissioned Officers and Men of the Royal Marines for bravery and resource in action against the enemy, which is not of so high an order as to merit the award of the Conspicuous Gallantry Medal. Non-Commissioned Officers and Men of the Royal Air Force serving with the Fleet Air Arm may be awarded the Distinguished Service Medal.

It carries with it the right to use the initials D.S.M. after the surname.

THE GEORGE MEDAL

11. The George Medal may be awarded to Officers and Men of the Royal Navy and Royal Marines for brave conduct on land or at sea not in the presence of the enemy, where the services are not so outstanding as to merit the award of the George Cross.

It carries with it the right to the use of the initials G.M. after the surname.

THE BRITISH EMPIRE MEDAL

12. The Medal of the Military Division of the Most Excellent Order of the British Empire may be awarded to Petty Officers and Men of the Royal Navy or to Non-Commissioned Officers and Men of the Royal Marines, for gallantry and distinguished conduct not in the face of the enemy, whether on shore or at sea, or for meritorious service over a period either ashore or afloat.

MEDALS OF THE ROYAL NATIONAL LIFEBOAT INSTITUTION FOR THE PRESERVATION OF LIFE FROM SHIPWRECK

13. The gold, silver and bronze medals of the Royal National Lifeboat Institution are awarded for courage in saving life from shipwreck on our coasts. They are worn on the right breast.

STANHOPE GOLD MEDAL

14. The Stanhope Gold Medal is awarded by the Royal Humane Society for the bravest deed of life-saving in the year, either ashore or afloat, but not for bravery in saving life in fires. It is worn on the right breast.

ROYAL HUMANE SOCIETY'S SILVER AND BRONZE MEDALS

15. The Royal Humane Society's Silver and Bronze Medals are awarded for gallantry in saving, or trying to save, life at sea or on land, the silver medal being awarded for greater gallantry than the bronze medal. Recommendations for this award must be made within two months of the gallant action.

These medals are worn on the right breast.

The Lifesaving Medals of the Order of Saint John and of the Board of Trade are worn on the left breast.

The present Admiralty practice in recommending awards for various services may be summarised as follows:—

ROYAL NAVY AND ROYAL MARINES

<i>Services.</i>	<i>Decorations.</i>
A.—Gallantry and distinguished conduct—	
(a) in face of the enemy	} V.C., C.B., D.S.O., D.S.C., C.G.M., D.S.M.
(b) in mine and bomb disposal at sea	
(c) when minesweeping	
(d) in bomb disposal ashore	
	G.C. C.B.E. (Military). O.B.E. (Military). M.B.E. (Military). G.M. B.E.M. (Military).
B.—Gallantry and distinguished conduct not in presence of the enemy, e.g. after a ship has been in collision or mined, bombed or torpedoed.	G.C., C.B.E. (Military). O.B.E. (Military). M.B.E. (Military). G.M. B.E.M. (Military).
C.—Meritorious service over a period either ashore or afloat	C.B.E. (Military). O.B.E. (Military). M.B.E. (Military). B.E.M. (Military).
D.—(a) Gallantry and distinguished conduct ashore during enemy action.	V.C., D.S.O., D.S.C., C.G.M., D.S.M.
(b) Gallantry and distinguished conduct ashore	G.C., G.M. B.E.M. (Military).
E.—Gallantry in saving or trying to save life on land or at sea.	A.M. (Gold), R.H.S. (Silver), A.M., R.H.S. (Bronze).
F.—Gallantry in saving life from shipwreck	(R.N.L.I. Medals.)

MERCHANT NAVY

A.—Gallantry and distinguished conduct in face of the enemy when operating with or under the orders of the Royal Navy.	V.C., D.S.C., C.G.M., D.S.M.
B.—Gallantry and distinguished conduct in defence of ships or after damage caused by enemy action, or in rescue work.	G.C.* C.B.E. (Civil). O.B.E. (Civil). M.B.E. (Civil). G.M.* B.E.M. (Civil).
	(* G.C. and G.M. where the conduct is open to either Officer or Man; O.B.E. and M.B.E. where it is only open to an Officer.)
C.—Meritorious Service	C.B.E. (Civil). O.B.E. (Civil). M.B.E. (Civil). B.E.M. (Civil).
D.—Gallantry in saving or trying to save life on land or at sea.	A.M. (Gold), R.H.S. (Silver), A.M., R.H.S. (Bronze).
E.—Gallantry in saving life from shipwreck	R.N.L.I. Medals.

WOMEN'S ROYAL NAVAL SERVICE

Officers and Ratings of the W.R.N.S. are eligible for Royal Naval decorations.

NURSING SERVICES

For skill and devotion to duty over a long period, or for outstanding courage while carrying out nursing duties.

R.R.C. (fully trained nurses only).
A.R.R.C.

CIVILIANS

*Services.**Decorations.*

- A.—Gallantry and distinguished conduct ashore during enemy action. G.C., G.M.
B.E.M. (Civil).
- B.—Gallantry and distinguished conduct after enemy action and in bomb disposal. G.C., G.M.
B.E.M. (Civil).

It is customary in time of war for the ribbons of these Orders and Medals to be worn immediately on the appointment or Award being published in the "London Gazette" or promulgated to the Fleet.

The King has signified his pleasure to decorate with his own hand all Officers and Men of his Armed Forces who have been honoured for War Services and himself to present their decorations to the next of kin of those posthumously honoured for like services.

(A.F.O. 1371/41 is cancelled.)

***1493.—Awards to Officers and Men of the Free French and Royal Netherlands Navies**

(H. & A. 534/41.—2.4.1942.)

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

Distinguished Service Cross

- Capitaine-de-Frégate René Kolb-Bernard, F.N.F.L.
Lieutenant-Commander Fredericus Hendricus Maria van Straelen, R. Neth. N., H.N.M.S. "Flores".
Lieutenant-Commander (E) Hendrik Jan van der Heijden, R. Neth. N., H.N.M.S. "Flores".

Distinguished Service Medal

- Chief Boatswain's Mate Jacob Broersen, 10575, H.N.M.S. "Gruno".
Chief Engine-Room Artificer 2nd Class Johannes Cornelis Jansen, 8429, H.N.M.S. "Flores".
Petty Officer Telegraphist Juriaan Anthonius Lemaire, 10175, H.N.M.S. "Flores".
Chief Engine-Room Artificer 1st Class Cornelis Jasper Remijn, 5162, H.N.M.S. "Gruno".

Mention in Despatches

- Lieutenant (G) Adolf Jacobus Marcus, R. Neth. N., H.N.M.S. "Flores".
Acting Leading Signaller Isaac Leijns, H.N.M.S. "Flores".

2. These awards will not be gazetted.

1494.—Superintending Victualling Store Officer, Scotland—Appointment

(V. 20540/42.—2.4.1942.)

A Superintending Victualling Store Officer is being appointed to co-ordinate the activities of the Victualling Department in Scotland, and Mr. J. G. Marsden has been selected for this post.

2. Mr. Marsden's headquarters are being established at Glasgow. Communications for the present should be addressed—

c/o Flag Officer-in-Charge,
Glasgow.

Detailed instructions are being communicated by letter to the Administrative Authorities concerned.

†1495.—Gifts to H.M. Ships in Connection with Warship Weeks, etc.

(N.L./M. 72/42.—2.4.1942.)

Attention is drawn to the provisions of King's Regulations and Admiralty Instructions, Article 23, which forbid, except with prior Admiralty authority, the acceptance by Naval personnel of gifts from private sources for acts performed by them in their official capacity.

2. Whenever information is received of a proposal to make a monetary presentation to a ship as a result of a warship week or the adoption of a ship by a town, or a proposal is made by a firm or organisation to make a gift

in recognition of rescue work, etc., or in any other similar circumstances, the correct course is to suggest that the money should be forwarded to the R.N. War Amenities Fund, Rex House, Lower Regent Street, London, S.W.1, in order that arrangements may be made for it to be spent on the provision of amenities for the crew of the ship. At the same time the secretary of the fund should be informed of the proposal in order that arrangements may be made, in consultation with the Commanding Officer, for the money to be spent in the most appropriate way.

***1496.—Appointment of Staff Officer (Personnel) to Replace R.C.N.V.R. Liaison Officer**

(C.W. 8096/42.—2.4.1942.)

Commander F. A. Price, R.C.N.V.R., who has relieved Commander E. A. Brock, R.C.N.V.R., Liaison Officer on the Staff of the Second Sea Lord, has now been appointed Staff Officer (Personnel) on the Staff of C.C.C.S. and is accommodated in Canada House.

2. The duties previously carried out by the R.C.N.V.R. Liaison Officer will be assumed by Staff Officer (Personnel) and, in addition, he will be available to advise on all matters concerning Canadian naval personnel on loan to the Royal Navy or appointed to R.N. ships or establishments for training.

1497.—Electrical Officers, R.N.V.R.—Re-allocation of A.T.Os.

(C.W. 7175/42.—2.4.1942.)

In view of the reduced number of gentlemen who are suitably qualified for entry into the electrical branch, R.N.V.R., for duty as assistants to Torpedo Officers, it has been decided to restrict appointments in the Fleet to the following classes of ships:—

- (i) Battleships of the "King George V" and "Nelson" classes.
- (ii) Large aircraft carriers—"Eagle," "Furious" and later classes.
- (iii) "Renown."
- (iv) Cruisers of the "Dido" and "Fiji" classes for two years from first commissioning.

2. In addition electrical officers with sea going experience are required—

- (i) for selected submarine and destroyer depot ships.
- (ii) for shore maintenance parties in connection with the electrical apparatus of escort vessels and light forces based on ports both at home and abroad.

3. Electrical officers (A.T.O.) will be re-allocated in accordance with the above principles.

4. Paragraph 3, section (a) of A.F.O. 3054/39 is cancelled.

(A.F.Os. 3054/39 and 3881/40.)

†1498.—Air Signal Officers—Course

(C.W. 8558/42.—2.4.1942.)

With reference to A.F.O. 2659/40, it has now been decided that the course of training for officers selected to specialise in air signal duties will be given at the R.N. Air Station, Arbroath, where an Air Signal School has been established.

2. The following officers have been selected to undergo the first course which commenced on 16th February, 1942:—

- Lieutenant R. D. Wall, R.N.
Lieutenant C. C. Ennever, D.S.C., R.N.
Lieutenant (A) S. M. Paine, R.N.
Lieutenant (A) W. A. Bull, R.N.
Lieutenant (A) A. Aitken, R.N.
Lieutenant (A) J. C. Newing, R.N.
Sub-Lieutenant (A) F. Stovin-Bradford, D.S.C., R.N.
Sub-Lieutenant (A) P. Winter, D.S.C., R.N.

(A.F.O. 2659/40.)

1499.—Warrant Officers Provisionally Selected for Promotion to Lieutenant, Lieutenant (E) and Lieutenant (A), and Warrant Officers Selected for Promotion to Commissioned Officer from Warrant Rank—REPORTS.

(C.W. 6521/42.—2.4.1942.)

The following promotions have been approved in accordance with the procedure laid down in A.F.O. 4746/40 :—

2. Provisional selection for Lieutenant and Lieutenant (E) under A.F.O. 2327/40 and for Lieutenant (A) under A.F.O. 4361/41. Officers will be promoted on satisfactory completion of courses :—

(a) *To Lieutenant :—*

T. W. Winter	...	...	Gunner.
E. J. R. Godwin	...	...	Gunner (T).
W. F. Cooper	...	...	Gunner.
H. J. A. Wilson	...	...	Boatswain.
S. N. W. Dennis	...	...	Gunner.
H. C. Lucken	...	...	Gunner.
J. D. Jones	...	...	Boatswain.
R. W. Eaton	...	...	Gunner.
J. B. Dunne	...	...	Gunner.
G. Criddle	...	...	Boatswain.
P. J. Williams	...	...	Gunner (T).
G. W. Smith	...	...	Gunner (T).
A. W. Lamb	...	...	Gunner.
G. Kilmartin	...	...	Gunner (T).
W. E. Messenger	...	...	Signal Boatswain.
A. Hughes	...	...	Gunner.
V. Rance	...	...	Warrant Observer.
G. C. J. Kilburn	...	...	Warrant Telegraphist.
C. G. Holdsworth	...	...	Gunner (T).
R. G. Paish	...	...	Boatswain A/S.

(b) *To Lieutenant (E)*

L. J. M. Reed	...	...	Warrant Mechanician.
C. E. P. Simpson	...	...	Warrant Engineer.
H. C. Blamey	...	...	Warrant Engineer.
J. H. J. King	Warrant Engineer.

(d) *To Lieutenant (A)*

S. J. Barton	Warrant Aircraft Officer.
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3. Special courses will be arranged for these Officers and will be announced shortly. It may not be possible for the courses all to take place concurrently or to terminate on the same date, but the ultimate seniority of these Officers as Lieutenant or equivalent rank will not be affected by possible delays as their seniority will be assessed from the same basic date, viz. :—1st April, 1942.

4. Promotions to Commissioned Officer from Warrant rank to date 1st April, 1942, under the scheme promulgated in A.F.O. 1763/40 :—

To Commissioned Gunner and Commissioned Gunner (T) :—

C. F. H. Andrews	...	...	Gunner.
J. Melvin	...	...	Gunner (T).
A. E. Cook	...	...	Gunner.
R. Eccles	...	...	Gunner.
W. G. Hobbs	...	...	Gunner (T).
F. W. Furzeman	...	...	Gunner (T).
A. A. Shuttleworth	...	...	Gunner.
W. A. Hann, M.B.E.	...	...	Gunner (T).
W. G. A. Robinson	...	...	Gunner (T).
W. S. Patmore	...	...	Gunner.
J. C. Jones	...	...	Gunner (T).
A. J. Fry	...	...	Gunner (T).
W. B. J. Harding	...	...	Gunner.
F. Cull	...	...	Gunner.
A. R. Martin	...	...	Gunner.
H. J. Saunders	...	...	Gunner (T).
J. N. Bulman	...	...	Gunner.
G. A. Bond	...	...	Gunner.

To Commissioned Boatswain :—

J. Robinson	...	...	Boatswain.
H. B. Banford	...	...	Boatswain.
L. J. G. Baker	...	...	Boatswain.
E. R. Bagnall	...	...	Boatswain.

The following additional selection has been approved for special war service :—

F. Farmer	Boatswain.
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To Commissioned Signal Boatswain :—

W. F. Johns	Signal Boatswain.
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To Commissioned Telegraphist :—

H. E. Wheatcroft	Warrant Telegraphist.
W. A. F. Maybourn	Warrant Telegraphist.

To Commissioned Shipwright :—

J. B. Machin	Warrant Shipwright.
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To Commissioned Ordnance Officer :—

W. H. Twine	Warrant Ordnance Officer.
R. A. E. Marwood	Warrant Ordnance Officer.

To Commissioned Electrician :—

T. J. Loosemore	...	...	Warrant Electrician.
A. H. Miller	...	...	Warrant Electrician.

To Commissioned Engineer :—

N. H. Card	...	...	Warrant Engineer.
W. H. Preston	...	...	Warrant Engineer.
L. A. Whitefield	...	...	Warrant Engineer.
W. A. Plummer, D.S.C.	...	...	Warrant Engineer.
T. C. Lee	...	...	Warrant Engineer.
R. Wylam	...	...	Warrant Engineer.
A. J. N. Hawkins	...	...	Warrant Engineer.
F. L. Haines	...	...	Warrant Engineer.
W. J. Jordon	...	...	Warrant Engineer.
T. F. Browell	...	...	Warrant Engineer.
V. G. Dennis, M.B.E.	...	...	Warrant Engineer.

5. Although the receipt of the majority of the reports on Form S.206 by the prescribed date (or very soon after) has enabled these selections to be announced by the 1st April as contemplated in A.F.O. 4746/40, there are some officers in respect of whom reports were not received even late in March. Every endeavour should be made, in spite of the difficulty of communicating in war, for reports to reach the Admiralty by the prescribed dates, 1st February and 1st August, and thus avoid any possible delay in promotions.

6. Reports on officers for the October promotions must reach the Admiralty by 1st August.

(A.F.Os. 1763/40, 2327/40, 4746/40 and 4361/41.)

1500.—Promotion of Warrant Telegraphists, R.N.V.(W)R., to Temporary Lieutenant, R.N.V.(W)R

(C.W. 22548/41.—2.4.1942.)

With reference to R.N.V.(W)R. Regulations, Article 123, Commissions as Temporary Lieutenant, R.N.V.(W)R., have recently been granted to three Warrant Telegraphists R.N.V.(W)R.

2. Other Warrant Telegraphists, R.N.V.(W)R. will be considered for temporary commissions half-yearly.

3. Officers granted these commissions will retain their seniority as Warrant Telegraphists, R.N.V.(W)R., in the permanent Reserve.

4. Reports on Form S.206 on all Warrant Telegraphists R.N.V.(W)R., are to be forwarded to reach the Admiral Commanding Reserves by the 1st of February and the 1st of August each year.

1501.—Warrant Shipwrights—Transfer to Warrant Aircraft Officer

(C.W. 35941/41.—2.4.1942.)

Volunteers are required from Officers of the rank of Warrant Shipwright to transfer to the rank of Warrant Aircraft Officer.

2. The rates of pay and conditions of service will be the same as for Warrant Aircraft Officers.

3. Any Officer accepted will be required to undergo a three months' conversion course as soon as convenient.

4. Officers wishing to volunteer for this transfer should forward their applications through the usual service channels to the Secretary of the Admiralty.

1502.—R.N.R. Skippers, Boom Skippers and Boom Engineers—Promotion to Higher Acting Rank

(C.W. 33739/41.—2.4.1942.)

A selective system of promotion to higher acting rank will be introduced for Skippers, Temporary Skippers, Temporary Boom Skippers and Temporary Boom Engineers, R.N.R., similar to that in force for permanent Skipper Class Officers (A.F.O. 2108/40) as follows:—

2. *Qualifications.*—(i) *For promotion to Acting Chief Skipper, R.N.R. (permanent and temporary) and to Temporary Acting Boom Chief Skipper, R.N.R.*

(a) Five years' mobilised service as Skipper in this and/or the last war, but peace-time service in command of boom vessels in a civilian capacity will be allowed to count towards this period of qualifying service.

(b) Must possess a Board of Trade (or Ministry of Shipping) Certificate of Competency as Skipper if certificate was awarded prior to 1st July, 1937, or as Skipper (Full) if certificate was awarded on or after 1st July, 1937.

(c) Must be recommended for promotion by his Commanding Officer.

(d) Permanent Skippers who are granted the rank of Acting Chief Skipper will be subject to the provisions of A.F.O. 2108/40 for promotion to the confirmed rank.

(ii) *For promotion to Temporary Acting Boom Chief Engineer.*

(a) Five years' mobilised service as Warrant Engineer and above or Boom Engineer in this and/or the last war, but peace-time service as Engineer Officers of Boom Vessels in a civilian capacity will be allowed to count towards this period of qualifying service.

(b) Must be recommended by his Commanding Officer for promotion.

3. *Pay and Allowances.*—The rate of pay of Temporary Acting Boom Chief Engineers will be 16s. a day, with marriage allowance and compensatory allowances under the usual conditions.

4. *General.*—The first promotions will be made on 30th June, 1942, and thereafter half-yearly by selection. Recommendations for qualified Officers should be forwarded on Form S.206 to reach the Admiralty by 15th May and 15th November, as follows:—

For skippers employed in the Patrol Service—Admiral Commanding Reserves.

For Skippers employed in the Boom Service and Temporary Boom Skippers—Director of Boom Defence Department.

For Boom Engineers—Secretary of the Admiralty.

(A.F.O. 2108/40.)

1503.—Accelerated Promotion

(C.W. 10956/42.—2.4.1942.)

Grants of accelerated promotion under A.F.O. 425/42 will be promulgated monthly in Admiralty Fleet Orders, commencing 2nd April, 1942.

2. Officers who have been recommended, but whose names do not appear in the above lists are not debarred from being recommended again.

(A.F.O. 425/42.)

***1504.—Accelerated Promotion**

(C.W. 10956/42.—2.4.1942.)

With reference to A.F.O. 425/42, the following Temporary Sub-Lieutenants have been promoted from the dates shown:—

<i>Executive</i>	1942
Raleigh, M. G. ("Norfolk" additional)	1st February
Marshall, R. M. ("Midge" for "M.G.B. 321")	1st February
Tattersall, M. D. ("Dolphin" for "P.41")	1st February
Hindson, D. R. ("Saltarello")	2nd February
Allison, J. W. S. ("St. Tudno" for "Libyan")	1st March
Mitchell, N. ("Renown" additional)	1st March
Stern, K. J. ("Ferret" for "St. Zeno")	1st March
Boyle, W. J. A. ("Boadicea")	1st March
Tulloch, W. V. ("Dolphin" for "F.S.C. No. 13")	1st April
Gray, P. V. ("Colonsay" for "Sandringham")	1st April
Hunt, J. J. B. ("Kingston Beryl")	1st April

<i>Engineer</i>	
MaeNee, H. B. ("King George V")	1st February
Gray, F. C. ("Formidable")	1st February
Moss, G. ("Hornet")	1st February

<i>Electrical</i>	
Harrison, D. G. ("Pembroke" additional)	1st February
Fitzgerald, G. ("King George V")	1st February
Burdett, G. S. ("Britannia II")	1st March
Worthy, E. J. ("Ferret")	1st March
Dickinson, S. ("Pembroke IV" for "Calais")	1st March
King, E. S. F. ("Vernon")	1st March
Nixon, C. W. (Act. T/Lt.) ("Marshal Soult")	1st April
Scott, G. G. ("Orlando" additional)	1st April

<i>Accountant</i>	
Handley, W. E. ("Formidable")	1st February
Cragg, H. ("Helicon")	1st February
Francis, D. H. ("Quebec II")	1st April
Henegan, J. J. L. ("Rothesay")	1st April

<i>Special</i>	
Jamieson, R. J. ("Orlando" additional)	1st March
Ormerod, J. O. ("Beaver" additional)	1st April

2. The above promotions appear in C.W. Daily List of Appointments.

(A.F.O. 425/42.)

1505.—Amendment to Complement*"Flower" Class Corvettes*

(N. 30056/41.—2.4.1942.)

The following *amendment* is to be made to the scheme of complement of H.M. corvettes of "Flower" class, issued with Admiralty letter N/P.M. 8686/40 of 2nd May, 1941:—

Complement as ocean convoy escort

Insert:—" (k) Lieut., R.N.V.R. or Sub-Lieut., R.N.V.R."

" (k) " against " Total Complement," and a new note as follows:—

" (k) If R.D.F., Type 271 is fitted, add 1 Lieut., R.N.V.R. or Sub-Lieut., R.N.V.R."

1506.—Complement of Writer Ratings in Cruisers

(N. 6582/42.—2.4.1942.)

In cruisers, whose authorised complement allows one P.O. Writer and two Writers, one additional Writer will be allowed in future when the total numbers borne for pay exceed \$50.

See AFO 3984/40.

1507.—Naval and Civilian Personnel using their Private Cars on Official Business—Protection Certificates

(C.E. 3009/42.—2.4.1942.)

As the requisitioning of all types of motor vehicles is now controlled by Regional Transport Commissioners, car protection certificates as provided for under A.F.O. 2514A/39 are no longer necessary. The issue of such certificates will therefore be discontinued. Certificates now held will cease to be of value and should be destroyed.

2. A.F.O. 3001/40, paragraph 4 (a), is modified accordingly; the clause contained in italics following reference to A.F.O. 2205/37, Section V, is to be deleted.

(A.F.Os. 2205/37, 3001/40 and 26/42.)

(A.F.O. 2514a/39 is cancelled.)

1508.—National Service (Armed Forces) Acts—Position of Men Discharged from the R.N. and R.M.

(N.6717/42.—2.4.1942.)

The discharges of all ratings and Royal Marines, other ranks, who, on discharge, are between the ages of 18 and 51 (i.e. who have attained the age of 18 but have not attained the age of 51) are to be notified to the Ministry of Labour and National Service, M.R. Department (1), 15 Portman Square, London, W.1, in the following form:—

NATIONAL SERVICE (ARMED FORCES) ACTS

Particulars of Men Discharged from the Navy On and After 4th September, 1939

<i>Service Particulars</i>	<i>Other Particulars</i>
1. Surname (Caps.)	14. National Registration Identity No.
2. Christian Names	15.*Registration No. under National Service (Armed Forces) Acts
(in full)	
3. Single, Married or Widower	
4. Service Identity No.	16.†Place and date of medical examination
5. Rating .....	.....
6. Service Trade (if any).....	.....
7. Date of entry into Navy.....	.....
8. Date of discharge.....	.....
9. Reasons for discharge .....	..... Signature
.....	..... Rank
10. Medical category on discharge .....	..... Date
.....	
11. A copy of the Medical Survey Report §is/is not attached (only required where man is discharged on medical grounds)	*To be furnished if registered under Military Training Act or National Service (Armed Forces) Acts.
12. Address to which proceeding on discharge	†The place to be given is that at which the man was originally examined as shown on the Medical History Sheet—Army Form B.178A, N.S. (M.C.) 14.
.....	
13. Date of Birth.....	
N.S. 163/Navy §Delete whichever is inapplicable	

2. In order that men may be made aware of their legal position on discharge, a notice in the form stated below is to be handed to them with their Service documents. The notice is not to be combined with any other document but is to be produced on a separate slip.

“Your discharge does not relieve you of any liability you may have to be called up for service under the National Service (Armed Forces) Acts, 1939 to 1941”.

3. This order applies also to men of the following categories:—

(a) Men entered under the National Service (Armed Forces) Acts, or as volunteers, but discharged on medical grounds, etc., shortly after their

arrival at the Naval Establishments to which they have been posted; and

(b) Men who have been posted to the Naval Service, but who, for one reason or another, have not appeared for service and are ultimately formally entered on the effective date of their enlistment notice and discharged on the same day—*vide* A.F.O. 4044/41.

4. Supplies of the form (N.S. 163/Navy) on which the reports are to be rendered are to be demanded from the Naval Store Officer, R.N. Store Depot, Park Royal; but the slips to be handed to the men are to be produced locally.

(A.F.Os. 4717/40, 4044/41 and 18/42.)

1509.—L.D.D. Ratings—Transfer to General Service, etc.—Rating on Transfer

(N. 23084/41.—2.4.1942.)

With reference to A.F.O. 2475/41, L.D.D. ratings, where suitable, may be transferred to the R.N.P.S. and Boom Defence Service.

2. Ratings transferred from L.D.D. to General Service, Royal Naval Patrol Service or Boom Defence Service who are qualified for Able Seaman, or an equivalent rating, under normal regulations, may be transferred in that rating and not reverted to Ordinary Seaman, or equivalent, as required by paragraph 8 of A.F.O. 2475/41. For this purpose, sea service in the L.D.D. may count towards any sea service qualification required for the Able Seaman, or equivalent rating. The Commodores of the General Depôts at Portsmouth, Devonport and Chatham, the Commodore, Patrol Service Central Depot, Lowestoft, and the Superintendent, Boom Defence Depot, Rosyth, will, however, have discretion to enter the man, on transfer, as Ordinary Seaman, or equivalent, only if he is clearly unsuitable for the A.B. rating, notwithstanding that he has qualified for the latter by service in the L.D.D.

3. The training required by paragraph 5 of A.F.O. 2475/41 is to be carried out in all cases, including those of men transferred in the rating of A.B., or equivalent.

(Devonport Submission, 6.10.41, No. 1306/5/P.122.)

(A.F.Os. 2475/41 and 3467/41.)

***1510.—Recommendations of Personnel—Full and Correct Particulars to be Given**

(H. & A.—2.4.1942.)

Commanding Officers and others concerned are reminded that recommendations of officers and men should without fail give the full Christian names, decorations already awarded, and, for ratings, official numbers and initials. The precise nature and quality of the action, enterprise, conduct, or achievement commended should in each case be clearly defined. Great care should be taken to ensure that all particulars are correct and all names properly spelt.

(K.R. & A.I., Article 166.)

1511.—Harbour Defence Operators—Relief of Men Fit for Sea Service

(N./A./S.W. 414/42.—2.4.1942.)

The names of all able seamen under the age of 41 who hold the non-substantive rate of H.D.O. III and who are medically fit for sea service, are to be reported forthwith to the Captain, H.M.S. “Osprey.” Where applicable, a certificate to the effect that the man has had no previous sea service is at the same time to be placed in his service documents.

2. The Service Certificates of all other ratings at present holding the non-substantive rate of harbour defence operator are to be endorsed (or re-endorsed) in the engagement column “For Harbour Defence Duties Only”, with a reference to this Order.

3. When they can be relieved by men unfit for sea service who have qualified for H.D.O. III, the able seamen referred to in paragraph 1 will be drafted to H.M.S. “Osprey,” where they are to relinquish their non-substantive rate and “revert”

to Acting Able Seaman. "Reversions" to Acting Able Seaman under this Order are to have the number of the Order noted on page 2 (or 3) of the Service Certificate against the "reversion," and the notation "For Harbour Defence Duties Only" deleted in cases where this appears on page 1 of the Service Certificate, also with a reference to this Order.

4. If they volunteer and are considered suitable, they will then be given a course to qualify them for the non-substantive rate of S.D., in which capacity their previous knowledge of Asdic installations and electricity will be of value. Otherwise they will be sent to the appropriate R.N. Barracks as Acting Able Seamen, for disposal.

5. The Acting Able Seamen referred to above may retain the acting rate until fully qualified under general service regulations, viz., 9 to 12 months' total service, including four months' sea service, and passed professionally for A.B. (i.e. "Tr."). They may be confirmed as A.B. when fully qualified and, at the discretion of the Commanding Officer, confirmation may be antedated, if delayed through lack of sea service or professional qualification, to any date between 9 and 12 months' total service, on which in the opinion of the Commanding Officer, the men would have been rated had they been fully qualified at the time.

6. Acting Able Seamen are not to be drafted to H.M. ships in lieu of Able Seamen.

1512.—Continuation of Treatment Required on Invaliding from the Service— Personnel on T.124, etc., Agreements

(N. 3455/42.—2.4.1942.)

For the purposes of A.F.O. 5243/41, T.124, T.124.X and T.124.T personnel are to be regarded as members of the Armed Forces.

(A.F.O. 5243/41.)

AFO 4171/43

1513.—Leave

(M/D.P.S. 180/42/P.—2.4.1942.)

It has been found that there has been some difference in the interpretation of the instructions regarding drafting leave promulgated in A.F.O. 4374/41 and the following paragraph should therefore be substituted for paragraph 4 of that Order:—

Drafting Leave.—The grant of normal drafting leave is not practicable in war. A few days' leave (in no case more than seven days) should be given, if circumstances permit, prior to draft to seagoing ships, or to foreign service. This leave will not be given if within one month of completion of a man's "periodical" leave.

(A.F.O. 4374/41.)

1514.—Officiating Ministers of Religion

(C.E. 52274/42.—2.4.1942.)

The following appointments of Officiating Ministers to Methodist personnel of the Royal Navy have been approved:—

H.M.S. "President V" Rev. James Mackay,
71, Talbot Road, Highgate, N.6.
H.M.S. "Volcano" Rev. H. A. Meek, B.A.,
c/o Mrs. Lall,
Brownbank,
Seascale, Cumberland.

The usual facilities should be afforded.

1515.—Officiating Minister of Religion

Grimsby

(C.E. 50608/42.—2.4.1942.)

The Rev. A. Harrison Clulow, B.A., B.D., 58, Weelsby Road, Grimsby, has been appointed officiating minister to Methodist personnel of the Royal Navy at Grimsby, *vice* the Rev. G. W. Reece, with effect from 1st September, 1941. The usual facilities are to be afforded.

1516.—Admiralty Surgeon and Agent

Witley

(C.E. 3568/42.—2.4.1942.)

Mr. R. H. Blazeby, M.R.C.S., L.R.C.P., of Lashams Lea, Witley, Surrey (Telephone No.: Wormley 212), has been appointed Admiralty Surgeon and Agent for Witley.

1517.—U.S. Naval Personnel in United Kingdom—Movement by Rail

(N. 3751/42.—2.4.1942.)

When any move of United States naval personnel by rail is necessary, the United States naval officer concerned will make application to the nearest Naval authority (or naval railway transport officer when the journey is being made from a place where such officer is stationed) for the necessary arrangements to be carried out in accordance with A.F.O. 4265/41.

2. Supplies of necessary warrants and meal orders are being made to the United States naval authorities, but all drafts may not be in possession of these documents, and where necessary warrants and meal orders should be issued to cover journeys, each document being endorsed "Payable by U.S. Navy".

(A.F.O. 4265/41.)

1518.—Royal New Zealand Navy—Marriage and Dependant's Allowances

(N./D.N.A. 2056/41.—2.4.1942.)

Section D.II(d) of A.F.O. 2702/37 is to be amended as follows:—

After (b), add new paragraph (c). The allowance is to be credited at the rate applicable for broken periods up to and including the Thursday following the date on which a rating first became eligible for it; thereafter, the allowance is to be credited at the weekly rate in accordance with allotments charged.

RATES OF MARRIAGE ALLOWANCE, amend to read:—

RATES OF MARRIAGE ALLOWANCE

(With effect from 1st June, 1939)

Scale "A"

	Per Week	Per Diem (Broken Periods)
	£ s. d.	s. d.
Wife	1 0 0	3 0
Wife and 1 child	1 5 0	3 9
Wife and 2 children	1 10 0	4 6
Wife and 3 children	1 15 0	5 3
Wife and 4 children	2 0 0	6 0
Wife and 5 or more children	2 5 0	6 9

Scale "B"

	£ s. d.	s. d.
1 child	15 0	2 3
2 children	1 0 0	3 0
3 children	1 5 0	3 9
4 children	1 10 0	4 6
5 or more children	1 15 0	5 3

(c) Dependant's Allowance, amend to read:—

(d) Dependant's Allowance. £1 a week or 3s. a day for broken periods.

2. It is to be noted that A.F.O. 732/41 sets out the conditions under which ratings on the 1939 scale of pay may elect to receive the higher army rates of Marriage Allowance.

(A.F.Os. 2702/37 and 732/41.)

1519.—South African Government Officials Serving with R.N.—Claim for Ration Allowance

(N. 6383/42.—2.4.1942.)

With reference to paragraph 35 of A.F.O. 4910/41, although South African Government Departments add 2s. per day (South African valuation of rations) to the Naval pay and allowances of Government Officials in computing the difference between their naval and civil pay, the Union Government have decided that with effect from 1st June, 1941, this rations valuation shall cease to be included in the "Reckonable Military Emoluments" of Government Officials while they are "on Military service outside the Union."

2. The additional pay which will accrue to an official as a result of the foregoing decision will not, however, be paid to him or his dependents, but will be retained as deferred pay and invested on his behalf, by the department in which he is normally employed, in Union Loan Certificates, which will be handed over to him upon discharge from "Military" service.

3. The amount to be invested on an official's behalf in Union Loan Certificates is that amount not exceeding 2s. per day, by which his civil emoluments exceed his reckonable "Military" pay (excluding ration allowance). In cases where the balance of civil emoluments is less than 2s. per day, only the lesser amount is available for investment in Union Loan Certificates, and in those cases where there is no balance of civil emoluments, no amount is available for investment.

4. Officials on "Military" service outside the Union are responsible for notifying the heads of their respective departments of the date of their return to the Union.

5. This benefit will not be applied to an official unless he is absent from the Union for a minimum period of 7 days. Conversely if an official returns to the Union for a period not exceeding 7 days the accrual of the ration allowance may be continued during such period.

6. The Union Government have decided that this scheme (which also includes members of the South African Railways and Harbours Administration) shall apply to officials serving with the Royal Navy.

7. As in the case of payment of balance between civil and Naval pay, the Naval Authorities accept no responsibility for the administration of this scheme which is a matter for adjustment by correspondence between the official and his Government Department or the South African Railways and Harbours Administration. As in the case of balance of civil pay, Accountant Officers of H.M. ships and Establishments are, however, at the request of the officers or ratings concerned, to furnish such certificates as may be required to enable officers and ratings to claim this benefit.

8. The following is the standardised form of certificates required to establish the date on which an official first left the Union:—

RATION ALLOWANCE

(Claimable by Public Servants, including members of the South African Railways and Harbours Administration, at the rate of 2s. per diem whilst outside the Union on active service.)

Official No.
Rank or rating.....
Name
Unit
(i.e., R.N., R.N.R., R.N.V.R./S.A., etc.)

I, the above named, being a public servant in the employ of the Department of.....(insert Department), do hereby claim the above allowance with effect from.....(insert date of embarkation or departure if after 1st June, 1941, or, if embarkation was earlier, insert "1st June, 1941").

Date.....
Signature of Claimant.

I certify that the above officer or rating left the Union on.....(insert date of embarkation).

Date.....
Accountant Officer, H.M.S.....
(insert name of ship).

9. In the case of officials serving with the Royal Navy the date of "embarkation or departure" is the date an officer or rating is appointed or drafted away from a Shore establishment in the Union of South Africa (e.g. from H.M.S. "Afrikander," "Afrikander III," "Afrikander IV" or Royal Naval Hospital, Simonstown) conversely the date of disembarkation or arrival back in the Union of South Africa is the date of entry into a Shore establishment in the Union of South Africa.

10. Paragraphs 1-6 are merely an outline of the scheme and officers or ratings who may require further details should write to their Government Department or the South African Railways and Harbours Administration.

(Simonstown, T.M.68/42.)

(A.F.O. 4910/41.)

1520.—Colonial Allowance—Officers on R.N.V.R. (S.A.) Rates of Pay

(C.W. 9173/42.—2.4.1942.)

Paragraph 17 of A.F.O. 4910/41 is to be amended to read as follows:—

"17. Colonial Allowance is payable to officers on R.N.V.R. (S.A.) rates of pay serving outside South Africa, under the same conditions as those applicable to R.N. Officers, but the rate for the particular station will be subject to an abatement equivalent to the appropriate "in quarters" Colonial Allowance for Simonstown. Should the Colonial Allowance for the foreign station be less than the "in quarters" Simonstown rate, the Colonial Allowance should not be paid and no abatement made.

The current Simonstown rates may be ascertained on application to the Admiralty."

(A.F.O. 4910/41.)

1521.—Wireless Mechanics and Air Fitters (D/F) and (W/T)—Promotion to Temporary Commissions, R.N.V.R. (Special Branch)

(C.W. 9435/42.—2.4.1942.)

The following arrangements apply to H.O. and reserve ratings qualified as or under training for wireless mechanic or air fitter (D/F) and (W/T):—

Wireless mechanics and air fitters (D/F) and (W/T) and ratings undergoing training for these branches will not, in view of their technical training, be eligible to be recommended for Executive or Air Branch commissions, but any wireless mechanics and air fitters (D/F) and (W/T) who are considered to be suitable for Special Branch commissions and subsequent employment as officers on R.D.F. duties may be recommended by their Commanding Officers for commissioned rank. The provisions of A.F.O. 4371/40 as regards medical unfitness for Executive Branch commissions do not apply to these ratings.

2. Forms C.W. (1) T should be started for recommended ratings, the form being clearly marked Special Branch (R.D.F.). The original form should be kept with the rating's service certificate and duplicates sent to the Admiralty (C.W. Branch) and R.N. Barracks, Portsmouth, in the case of wireless mechanics and R.N. Barracks, Lee-on-Solent in the case of air fitters (D/F) and (W/T). Forms should not be started for any ratings until completion of technical training.

3. After at least three months' service subsequent to completion of technical training recommended ratings will, if still recommended for commissions, be called as required before an Admiralty Selection Board. Those who are successful before this Board will be commissioned in the Special Branch as midshipman, acting sub-lieutenant or sub-lieutenant according to age, and then undergo a divisional course and a technical course.

4. Ratings who fail before the Admiralty Selection Board may be again recommended but will not be eligible to be called before the Selection Board until they have carried out at least six months further service since their last Board.

(A.F.O. 4371/40.)

1522.—Newfoundland Ratings Discharged Unfit—Passages of Families to Newfoundland

(N. 3471/42.—2.4.1942.)

Free passages are to be granted to the wives and children of Newfoundland ratings, discharged unfit, who are themselves eligible for repatriation at Admiralty expense. It should be made clear that a passage at any particular time cannot be guaranteed.

2. Applicants should be advised to apply to:—

The Officer-in-Charge,
Combined Services Liaison Office,
Dominion of Newfoundland,
58, Victoria Street,
London, S.W.1,

in order that passport and exit permit formalities may be completed before passage is arranged.

***1523.—Payment of Pensions to Widows and Compassionate Allowances to Children who are Resident in Countries Outside the Sterling Area**

(P.M./N. 24691/41.—2.4.1942.)

Any pension payable to the widows or dependants of Officers and men dying on Active Service from causes attributable to the Service may be remitted to them in spite of the currency restrictions, provided that the families are resident outside the sterling area at the time of death.

2. It is to be understood that this concession will apply only to any pension or gratuity payable in respect of the death of the individual, and will not extend to other sterling income or capital which the widow might possess.

***1524.—Naval Salvage Money—Distribution**

(D.N.A. 3A/N.L. 4296/41.—2.4.1942.)

The following award is now ready for distribution by the Director of Navy Accounts.

Award for the salvage of S.S. "Kingston Hill" by H.M.R.T. "St. Olaves" during the period 23.2.41 to 27.2.41.

2. The amounts due to individuals in the various classes are as follows:—

	£	s.	d.
5th Class	51	4	0
6th Class	38	8	0
7th Class	30	14	3
8th Class	25	11	11
9th Class	20	9	6
11th Class	12	15	11
12th Class	7	13	7

3. Applications on behalf of those eligible to share should be forwarded to the Director of Navy Accounts (D.N.A. 3A) on form S-540 (in manuscript if no forms are available), by the Commanding Officers of the ships and establishments in which they are now serving.

***†1525.—W.R.N.S.—Duty Flights in Aircraft**

(N. 1689/42.—2.4.1942.)

The provisions of King's Regulations and Admiralty Instructions, Article 35b, are to apply to members of the Women's Royal Naval Service. They may accordingly make such casual flights in aircraft as are necessary in the course of their duties.

(K.R. & A.I., Article 35b.)

1526.—W.R.N.S.—Medical Examination Record and Medical History Sheet

(M.D.G. 41868/41.—2.4.1942.)

When the medical examination of members of the W.R.N.S. is undertaken by Civilian Medical Boards, the Medical Examination Record is to be continued as a Medical History Sheet.

(A.F.Os. 3162/40 and 1004/42.)

1527.—Sound Reproduction Equipment—Use for Recreational Purposes

(W.G.F./D.N.A. 3661/42.—2.4.1942.)

The charge of 1d. per head, laid down in paragraph 2 (d) of A.F.O. 1795/40, for the use of instructional equipment in shore establishments for recreational purposes is to be paid to the Accountant Officer of the establishment, who will take the amount on charge in his public account as a credit to Vote 8 II J.

(A.F.O. 1795/40.)

1528.—Forms S.198—Compilation

(C.W. 6796/42.—2.4.1942.)

Attention is drawn to the necessity for a more complete compilation of column 9 of Form S.198 (Recommendation for promotion to Warrant Rank).

2. At present in many instances only the bare essentials are filled in, and remarks such as "(a) to (e) Very good in all respects. Recommended" do not permit of a true assessment of the rating's suitability for promotion to Warrant rank in comparison with other candidates. Importance is therefore attached to a fuller completion of column 9 of the Form in order to give a clearer picture of the candidate's fitness for promotion, personal qualities and special qualifications for Warrant rank.

3. When two or more recommendations for the same rank are forwarded by a ship or establishment, the candidates should be placed in order of priority.

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

1529.—Gun Mountings, 15-in., Marks I, I* and I/N—Swash Plate Training Engines

Ships concerned, Overseers and Dockyards

(G. 1243/42.—2.4.1942.)

To assist in the efficient running of the swash plate training engines in 15-in. mountings it is essential that the conical thrust rollers of the swash plate are correctly fitted.

2. Should examination of the engine reveal that any of the rollers are worn or scored, the whole of the rollers in the cage should be replaced by a "matched" set, that is, a set of 18 rollers all of which have the same essential dimensions.

3. The most important dimension is that shown "X" in A.F.O. Diagram 69/42. It may be found that this dimension varies considerably amongst the spare rollers supplied, and to enable this to be determined, the cup gauge shown in the diagram should be used. The cone angle of the rollers is approximately 14°—35°. The gauge should be made to this and adjusted, if necessary, to the average angle of the rollers supplied. The cup gauge is used on a surface plate, the dimension "X" being measured by a clock gauge. This dimension should not vary in a set of 18 rollers by more than $\pm .001$ -in., and provided that they are within these limits, the rollers should function satisfactorily, subject to the conditions described in paragraph 4.

4. It is equally important that the roller cage is in good condition, since the radial thrust of the rollers is transferred to the roller cage. If any of the outer thrust faces are scored, the radial and lateral thrusts are unequally distributed amongst the rollers. If scoring is present it is advisable to fit a new roller cage with the set of matched rollers.

1530.—Gun Mountings—5·25-in., Mark II—Training Gear Bevel Boxes—Fitting of Strengthened Crown Wheels

"Dido" Class Cruisers, and Admiral Superintendent, Portsmouth

(G. 016374/41.—2.4.1942.)

Sea experience has shown that under certain conditions the training gear of 5·25-in., Mark II mountings, may be subjected to very high stresses which have, in some cases, caused the crown wheel in the training bevel gear boxes to become distorted, and the worm gear boxes to become loose on their securing bolts.

2. To overcome the defects to the crown-wheels, they are to be replaced by new wheels of a more robust design, the assembly being as shown on A.F.O. Diagram No. 72/42 (1) (G.R.5952).

3. The fitting of the new design of wheel necessitates the fitting of thinner distance washers between the main journal ball races, and also a phosphor bronze bush in place of the existing ball race to take the end of the "power" driving shaft.

4. Arrangements have been made for the new parts to be manufactured for all 5·25-in., Mark II, not already fitted with the new gear during manufacture, and the new parts will be supplied as they become available to ships in service.

5. The work of fitting should be undertaken by ships' staffs.

6. At the same time, examinations should be carried out to ensure that the worm boxes are properly secured, and if necessary the securing holes should be reamed and new securing bolts (through fitting bolts where possible) should be fitted. In certain cases, where the worm boxes are found to be very slack, it may be found advantageous to fit thrust strips along the straight sides of the worm boxes to take the torque reaction. This particularly applies where the boxes are found to be slack in their spigots.

7. In addition, the setting of the friction gear should be checked, and in mountings where only one training pinion is shipped, the setting of the Belleville washers should be at the original (low) figure. In mountings where two pinions are shipped, the setting must be at the increased figure, i.e. with one washer of 0·55-in. thick or the original washer 0·4-in. thick increased to 0·55-in. by the addition of a washer 0·15-in. thick inserted between the nut and the Belleville washers. See A.F.O. Diagram 72/42 (2) (G.R. 5965).

In this connection it is most important that the nut securing the Belleville washers should be screwed firmly down on to the shoulder of the shaft to ensure the correct loading of the washers in all cases.

8. In mountings where ovality of the lower roller path is known, or suspected, to exist, only one pinion should be used, to lessen the possibility of training jams. Under these conditions it must be expected that, with a very heavy list on the ship, the mounting may not train "uphill," due to excessive roller flange friction causing slipping of the friction gear.

9. That this condition is unsatisfactory is fully appreciated, and it is hoped to introduce lateral rollers to overcome this defect in the mountings in due course.

10. With a single pinion, and the reduced loading on the friction gear, a throw off of up to one degree in training may be expected when firing a single gun.

11. The Admiral Superintendent, Portsmouth, is requested to arrange for the amendment of Drawing No. 22524 GB.—sheet 2—held by ships' officers in ships with Mark II mountings, as opportunity occurs.

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

1531.—Gun Mountings—4-in., U.S., Mark XII—Modification to Firing Gear—REPORTS

Ships concerned.

(G. 252/42.—2.4.1942.)

Due to variations in the firing gear of the 4-in., U.S. mountings, Mark XII, it is possible when the gun is depressed to lower the arc lever below the point where the arc lever roller bears on the surface of the elevating handwheel firing quadrant. When this takes place and the gun is fired, the hand lever and arc lever drop due to their weight and revolve the firing shaft sleeve, and, as soon as the rear firing shaft parts company with the sleeve, it assumes a position whereby the guide slots

in the sleeve are out of line with the lugs on the rear firing shaft. When the gun runs out the lugs engage on the end of the sleeve, forcing it open and breaking the rear firing shaft bracket.

2. Cases of failure due to the above taking place have been reported by the Canadian authorities and A.F.O. Diagram No. 78/42 (G.R. 5949) shows modifications which will obviate this possibility.

3. It appears that the grooves in the firing shaft are not in every case cut to plan, but it is considered that the contour shown in red will allow an easy entry of the guide lugs.

The modifications shown in red in A.F.O. Diagram No. 78/42 should be carried out by ships' staffs.

4. Ships should report to the Director of Naval Ordnance, Admiralty, Bath, when the modifications have been carried out, the registered numbers of mountings concerned being quoted.

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

1532.—Gun Mountings—2-pdr., Mark VIII*—Water Excluding Cover for the Elevating Worm Gear Box

Ships and Establishments concerned

(G. 6878/41.—2.4.1942.)

To prevent water entering the elevating gear box of 2-pdr., Mark VIII*, mountings, a water excluding cover should be fitted to the lower end of the elevating shaft in accordance with A.F.O. Diagram 76/42.

2. The work is to be carried out by ships' staffs, assisted as necessary by dockyard and repair establishments.

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

1533.—Gun Mountings—2-pdr. Loading Indicator Lamp Boxes—Modification

Ships and Establishments concerned

(G. 804/42.—2.4.1942.)

To facilitate the removal of lamps in loading indicator boxes on 2-pdr., Marks V, VI and VII mountings, the boxes should be modified in accordance with A.F.O. Diagram 77/42 (G.R. 5908).

2. The work is to be carried out by ship's staff.

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

1534.—Gun Mountings—0·303-in. Hotchkiss and 0·3-in. Marlin Twin and Single—Increase of Angle of Vision

Ships and Depôts concerned

(G. 2247/42.—2.4.1942.)

When using the 0·3-in. Marlin Twin Mounting it has been found that the hole in the front shield plate unduly restricts the angle of vision and does not allow sufficient aim off for engaging fast moving targets.

2. This will also apply, although in a lesser degree, to 0·303-in. Hotchkiss Twin and Single and 0·3-in. Marlin Single Mountings.

3. If desired, holes or slots in the shields of these mountings may be opened out by flame cutting to give sufficient aim off for engaging aircraft flying at 350 knots. It is to be noted, however, that the opening out in the case of the Twin Mountings must be restricted to the tops and sides of the holes and that in no case should the bottom of the holes be extended, which would expose adjacent parts immediately behind the shield plates.

4. New foresights will not be provided. Work should be carried out by ships' staffs where possible. In other cases, e.g. D.E.M.S., arrangements should be made for it to be done by depôts.

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

1535.—Gun Mountings—Oil, Anti-Freeze, Air Ministry Specification D.T.D. 44D for Use in Small Powered Turret Circuits

Ships concerned, except Coastal Force Craft

(G. 01516/42.—2.4.1942.)

Oil, anti-freeze, to Air Ministry Specification D.T.D. 44D (which supersedes D.T.D. 44C) is to be used in the hydraulic systems of 0.5-in., Mark V, and 2-pdr. Mark XVI mountings, owing to the fact that Admiralty description of mineral non-freezing oil is unsuitable for this service.

2. Ships concerned are to carry 5 gallons of oil D.T.D. 44D per mounting fitted, both as a first supply and an emergency stock.

3. Five gallons of oil, D.T.D. 44D, per turret, which will be required for first charging the system during the erection of the turrets on board, should be demanded from the nearest dockyard by A.G.M.Os. and F.O.G.M.Os. concerned. Subsequent requirements should be demanded by the ships from their storing yards.

4. Arrangements are being made for the following quantities of oil D.T.D. 44D to be supplied from Air Ministry stocks to augment, or provide, stocks at the following dockyards and store depôts:—

	Rosyth.	Chatham.	Devonport.	Mersey Area.	Severn Area.
Gals. ...	800	800	800	2,400 (a)	1,600 (b)

(a) Includes the following quantities to be shipped abroad:—

Gibraltar:—800 gallons. Malta:—400 gallons. Alexandria:—800 gallons.

(b) Includes the following quantities to be shipped abroad:—

Colombo:—400 gallons. Simonstown:—400 gallons. Durban:—400 gallons.

5. This Order does not apply to Coastal Force craft, which are covered by A.F.O. 4162/41.

6. The Sea Store establishments concerned will be amended.

(A.F.O. 4162/41.)

1536.—Guns—Q.F. 2-pdr., Mark VIII—Incorrect Assembly of Extractor

(G. 8493/41.—2.4.1942.)

An instance has recently occurred in which damage was caused to a Q.F., 2-pdr., Mark VIII Gun, due to the lock being incorrectly assembled.

2. Particular care must be taken when re-assembling the lock, that the extractor actuating levers are below and NOT above and behind the horns of the extractor.

3. Should the lock be assembled with the extractor actuating levers above and behind the extractor horns the following will occur:—

(a) The lock cannot be withdrawn fully to the rear if incorrectly assembled in its forward position.

(b) The lock cannot be run fully forward if incorrectly assembled in its rear position.

In both cases it will not be possible to load the gun.

4. Care must also be taken not to load the gun with the front cover off, as the extractor may jump above its correct position and allow the extractor actuating levers to jump on top of the extractor horns, it is then possible to run the lock back sufficiently to allow the front cover to be replaced. On running the lock forward the extractor will be pushed down by the front cover to its correct position for the striker to go forward through the firing hole in the extractor; therefore the gun may be fired and the lock will travel a short distance to the rear and then jam.

In order to clear this jam it is necessary to remove the axis pin connecting the crank to the connecting rod, to allow the lock to be withdrawn fully to the rear.

(A.F.O. 456/42 is cancelled.)

1537.—Guns, Machine, Browning, 0.5-in. (American Colt), Models M.2, Water-cooled, with 36- and 45-in. Barrels, Models 53-A and 53-2, Air-cooled—Maintenance, Modifications and Adjustments

(G. 1685/42.—2.4.1942.)

The mechanism and functioning of the above 0.5-in. Browning guns are almost identical and the following instructions are applicable to them all:—

(i) All guns are to be modified by naval armament depôt staffs at the first opportunity in accordance with N.O.D. 313/1B dated 12th August, 1941, to prevent stoppages occurring due to the toe of the accelerator engaging in the breech block locking recess and lightly struck caps due to cushioning of the firing pin and extension. After modification the rear end of the oil buffer body and breech block is to be stamped with the letter "M" and N.O.D. 3131/1B stencilled in white 1-in. block letters on the top plate at rear of gun for ready identification. Copies of I.P. N.O.D. 3131/1B which supersedes N.O.D. 3131/1A, dated 22nd February, 1941, have been distributed to all concerned.

(ii) *Oil Buffer Adjustment.*—When setting the oil buffer it should on no account be moved beyond the last three notches at either end as the oil buffer tube lock spring is liable to vibrate out of the serrations on to the plain portion of the oil buffer tube.

(iii) *Type of Oil to be used in the Oil Buffer.*—All guns fitted in aircraft should have the oil in the buffer replaced with D.T.D. 44C (Stores Reference No. 34A/46) anti-freeze oil. In ships, 227D oil as supplied with the guns should continue to be used until stocks are exhausted when D.T.D. 44C should be substituted.

(iv) *Breeching Up (head space adjustment).*—This can be done

(a) By screwing the barrel into the barrel extension with the breech block locked in its forward position until a 0.200-in. slip gauge enters between the front face of the breech block and barrel face;

(b) by screwing the barrel into the barrel extension until it comes up against the face of the breech block, then unscrew 1 to 1½ notches, making sure the locking piece will drop under its own weight.

Force should not be used in either of these methods and the barrel complete with breech block must be removed from the gun to make this adjustment. Should the breeching up (head space) clearance be too great, stretched or separated cartridge cases will result. Attention is drawn to A.P. 1641C, Volume II, Part 3, Section I, Chapter I, paragraphs 70-78.

(v) *Firing pin.*—Special attention must be paid to this component otherwise misfires are liable to occur due to light blows. The firing pin should be removed and thoroughly cleaned, together with the recess in the breech block in which it slides. Should the firing pin not be perfectly free and slides in the breech block under its own weight, with the firing pin extension removed, the following is to be carried out:—

(a) Ascertain that the firing pin is perfectly straight by rolling on a flat surface.

(b) If straight and still sticky, rub off any high spots with emery cloth until perfect freedom is obtained.

On reassembling, the striker should be oiled over very lightly by means of an oily rag. Oil D.T.D. 44C is to be used for aircraft guns and mineral non-freezing for ground guns.

Protrusion.—The firing pin should protrude between 0.082-in. high and 0.074-in. low.

(vi) *Ammunition Trays.*—The ammunition trays or boxes fitted to "Town" class destroyers are fitted with a drum in the top half which should not be used as it has been found to cause stoppages. The total number to be flaked down in the bottom half of the box should not exceed 250 rounds.

(vii) *Links, Ammunition.*—In aircraft it has been found that the links stretch when under heavy acceleration preventing the feed pawl from engaging the links correctly, thus causing misfeeds.

Investigations are in hand to improve the link design.

(viii) *Breech Block Firing Position.*—It is important that the firing solenoid in aircraft and the trigger attachment used for ground to air on the side of the gun

does not release the sear and fire the gun before the barrel is within 0.116-in. from right out, i.e. fully run out. This should be checked by depôt staff, as if the sear is released too early a light blow of striker will result, causing misfires.

2. Combination gauges for checking the timing of the firing pin release head space adjustment and protrusion of firing pin are in manufacture, and issue will be made without demand when supplies are available.

(A.F.Os. 2039/41, 3044/41, 4279/41 and 644/42 are cancelled.)

1538.—Guns, Machine, Oerlikon 20 mm., Marks I and II—Magazine Failures

(G. 017013/40.—2.4.1942.)

Cases have been reported of 20 mm. Oerlikon magazines failing to function owing to insufficient tensioning of the magazine spring due to wrong assembly after stripping:

2. Attention is drawn to O.U. 6336, 20 mm. Oerlikon, Mark I, Handbook, page 11, paragraph (iii) which is also applicable to the Mark II Gun Magazines.

3. When the magazine is empty the initial tension of the magazine spring should be 95.5-in. lb. to ensure that the last few rounds in the magazine are fed correctly into the gun.

The initial tension may be tested by shipping the magazine lever as for tensioning the magazine spring, with the magazine empty, and all tension taken off.

A spring balance should then be applied at right angles to the magazine lever at a position 9.1 in. from the centre of the magazine axis.

When the balance reads 10½ lb., the magazine lever should just commence to tension the magazine spring. To facilitate the above operation, all magazine levers are to be modified by ship's base staffs and by R.N. armament depôts by drilling a 0.25-in. diameter hole through the minor axis of the handle of the lever at a distance of 9.10 in. from the centre of the ratchet wheel. The spring balance is to be attached by means of this hole and the pull applied at right angles to the lever. The pull should be 10½ lb."

4. Should the spring become weak, causing part of the initial tension to be lost, it must be adjusted by turning the magazine spring casing in a clockwise direction, the new position of the spigot screw, which is secured to the front side plate, being marked "O" on the spring casing flange and the old mark "O" barred out.

5. It should be noted that the magazine round indicator is to read the exact number of rounds loaded into the magazine and, provided the initial tension is adjusted as stated in paragraph 2, correct functioning should be obtained.

Should the indicator block be removed, care must be taken when re-assembling that the end nearest the stud on the back of it is towards the bottom, i.e., magazine axis shaft, otherwise mal-functioning will occur. On new manufacture the top end will be marked "TOP".

6. A case has also occurred of the breech block failing to remain in the rear position, i.e., cocked position, on the last round being fired from the magazine. This is due to the bolt interlock magazine, which is spring-loaded and situated in the magazine cartridge feeder, becoming stuck up, and failing to engage the lever magazine interlock. Care is to be taken to ensure that the bolt is perfectly free.

This stickiness may be caused by the pin retaining the bolt interlock magazine working loose and protruding on one side. The pin should be replaced and centre popped each end to secure it in position.

(O.U. 6336.)

(A.F.O. 557/41 is cancelled.)

1539.—Guns, Machine, Oerlikon, 20-mm., Marks I and II—Wear of Barrel, etc.—Instructions for Inspection

(G. 06190/40.—2.4.1942.)

The following amendments are to be made to A.F.O. 3045/41:—

Paragraph 5, lines 7 and 8: Delete 0.826-in. and substitute 0.823-in.

Add new sentence: "All 0.826-in. gauges held by R.N.A. Depôts are to be modified accordingly".

(A.F.O. 3045/41.)

1540.—Guns, Machine, Oerlikon, 20 mm., Marks I and II—Lubrication in Low Temperatures

(G. 018347/41.—2.4.1942.)

At temperatures below -5° F., the Oerlikon gun cannot be relied upon to function if the normal lubricants are used for the magazine and gun mechanism and the ammunition.

2. When temperatures below -5° F. but not below -28° F. are likely to be experienced, the following action is to be taken:—

(a) Remove all traces of existing lubricant from the gun mechanism and magazines. This is best done by washing the parts in oil, gun, cleaning, Type "A", or petrol, and then thoroughly drying them.

(b) The gun mechanism is then to be lubricated sparingly with oil, anti-freeze, D.T.D. 44D.

(c) The interior of the magazine and the exterior of the ammunition is to be lightly lubricated with "Bell's low temperature grease".

3. At temperatures below -28° F. down to -60° F., it has been established that the ammunition, magazine and gun function satisfactorily provided lubricant and grease are not of viscosity, at the temperature experienced, different from that of oil, anti-freeze, D.T.D. 44D and Bell's L.T. grease in their respective uses as described above at -28° F. The determination of such lubricant and grease is in progress and will be notified by A.F.O. in due course.

4. The following quantities of Bell's L.T. grease have been requisitioned for purchase for delivery as shown:—

	Rosyth lb.	Chatham lb.	Preston lb.	Portsmouth lb.	Scapa lb.	Greenock lb.
Bell's L.T. grease, in 28 lb. containers.	1,820	616	336	616	1,064	84

Rosyth is to arrange distribution as follows:—

	Bell's L.T. grease lb.	Oil, anti-freeze D.T.D. 44D gallons
D.E.M.S. Officers at Tyne ...	140	20
Hull ...	84	10
Leith ...	84	10
Liverpool ...	84	10
Iceland (C) ...	140	20
Halifax (for Canadian ports) ...	336	50
Hvalfjord, Iceland (C) ...	336	50
for H.M. Ships		
Scapa ...	—	150
Greenock ...	—	9

5. The oil, D.T.D. 44D (previously known as D.T.D. 44C) is available in stock at the yards.

6. Ships concerned fitted for service in cold climates or under orders to proceed to Arctic waters, should demand on the appropriate yard or depôt on the basis of 7 lb. of Bell's L.T. grease and 1 gallon of oil, anti-freeze, D.T.D. 44D, for each Oerlikon gun fitted.

7. Supply as necessary to ships of new construction fitted for service in cold climates should be made by storing yards.

1541.—0.5-in., Mark V, Turrets—Gun Loading Boxes and Ready-Use Lockers—Allowance

Coastal Force Craft

(G. 293/42.—2.4.1942.)

The following allowances of gun loading boxes, and ready-use lockers, for 0.5-in., Mark V, turrets, in coastal force craft, are approved, and issue of extra boxes to the bases concerned will be made as they become available:—

(a) All coastal force craft, 70 feet and above, other than M.T.Bs. referred to at (b):—

Three gun loading boxes per gun. Two ready-use lockers per turret. Each locker contains two boxes.

(b) M.T.Bs. 60 ft and 70 ft:—

Three gun loading boxes per gun. One ready-use locker per turret containing two gun loading boxes.

Note. The remaining two gun loading boxes (per turret) stow in the magazine.

2. Boxes, H.24, are to be landed when the ammunition has been transferred to gun loading boxes.

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

1542.—Carbines, Self-loading, 9 mm. Smith and Wesson

Establishments concerned

(G./A.S. 1998/42.—2.4.1942.)

A limited number of Smith and Wesson 9 mm. self-loading carbines have become available.

2. (a) Arrangements are being made to distribute these as follows:—

R.N.A.D., Lyness—100 for A.C.O.S.

R.N.A.D., Crombie—100 for C. in C., Rosyth.

R.N.A.D., Upnor—100 for C. in C., Nore.

R.N.A.D., Priddy's Hard—100 for C. in C., Portsmouth

Flag Officers concerned should forward demands to N.A. Depôts for issue of these weapons.

(b) In addition to the above, 100 carbines are available for allocation by R.A.N.A.S. who should inform D.A.S., Enleigh Hutments, Bath as to where they are required.

(c) Four carbines have been issued to each Gunnery School for instructional purposes.

3. Each carbine will be issued with:—

1 sling

1 brush, cleaning

1 can oil

10 magazines

1,000 rounds ammunition, of which 250 rounds may be used for training purposes.

4. A limited number of the maker's handbooks are available and will be distributed among the authorities mentioned in paragraph 2 above, pending issue of a service publication.

5. In the maker's handbook the weapon is described as a light rifle. The nomenclature to be used is as quoted in the heading of this Order.

6. The carbines are intended for local defence purposes.

1543.—Cartridges, B.L. or Q.F. (Separate Loading) Filled N.F.Q.—Not to be used with Practice Projectiles

(A.S. 02843/41.—2.4.1942.)

Numerous instances have occurred of ships reporting the expenditure of N.F.Q. full charges at practice firings.

2. Attention is drawn to the instructions in A.F.O. 3261/41 that full charges filled N.F.Q. are intended for use with service shells and are not to be used with practice projectiles.

(A.F.O. 3261/41.)

1544.—Cartridges, Signal, 1½-in., Yellow, Mark III—Use in Hot Climates

(A.S./A.D.P. 62/42.—2.4.1942.)

Cases, M.L. ½, containing cartridges, signal, 1½-in., yellow, Mark III, manufactured by Messrs. I.C.I., delivered on Contract B.64133/40, may be marked "NOT FOR USE IN HOT CLIMATES". The Lots concerned are Lot Nos. 1 to 214.

2. The restriction against use in hot climates has been cancelled, and the marking found on any cases containing cartridges, signal, 1½-in., yellow, should be removed.

3. Cartridges sent out to hot climates should be taken from recent manufacture as far as possible.

1545.—Fuzes, Gaines and Detonators with Lead Azide Fillings in the Detonators

(Part G. 3712/41.—2.4.1942.)

A.F.O. 2836/41 is to be amended as follows:—

Paragraph 4. *After* "No. 45P fuze" *insert* "No. 117 fuze".

After "No. 360 fuze" *insert* "No. 360C fuze".

(A.F.O. 2836/41.)

1546.—Cordite—Landing—Destruction

(A.S. 297/41.—2.4.1942.)

All cartridges containing cordite of the following lots and sub-lots on board sea-going ships are to be landed before 31st May, 1942.

Lot No.	Size.	Lot No.	Size.
R.N. 2739	37 MC	R.N. 2761 YXA	11 MC
R.N. 2740	37 MC	R.N. 2797 XA	15/13 MCT
R.N. 2741	37 MC	R.N. 2797 YXA	15/13 MCT
R.N. 2755 XA	11 MC	R.N. 2818 XD	4½ MC
R.N. 2755 YXA	11 MC	R.N. 2818 YXD	4½ MC
R.N. 2761 XA	11 MC		

2. At depôts abroad, cordite in all cartridges so received, together with any in store, is to be destroyed forthwith.

3. At home depôts, any cartridges or bulk cordite of the above lots or sub-lots required for trials, experiments or gunnery school firings, may be retained for a further period of six months from date of withdrawal.

4. Care is to be taken that any cartridges of the lots and sub-lots shown in paragraph 1 marked "R.U." are also landed and similarly dealt with.

1547.—Floats, Smoke, B.L., 4-in., Mortar, Lot 28—Restriction

(A.S./G. 016360/41.—2.4.1942.)

A high percentage of failures has been experienced with smoke floats, B.L., 4-in., mortar, of Lot 28. Floats of this lot should, therefore, be restricted to training purposes only.

1548.—Flexible Voicepiping and Gear

"Town" Class Destroyers converted to Convoy Escort Vessels

(N.S. 19885/41.—2.4.1942.)

The requirements of flexible voicepiping and gear as spare for fitted voicepiping for gunnery purposes and for temporary and alternative communications for "Town" class destroyers converted to convoy escort vessels are as follows:—

Patt. No.	Description	No. per ship
3277	Officer's headpiece	1
1063	Sou'wester helmet	1
3263	16-in. length, 2-in. bronze flexible voicepiping	1
3281	Mouthpiece fitted with connections ...	1
—	Flexible bronze voicepiping, fitted with Mark IV connections:—	
	2 in. × 30 ft.	1
	2 in. × 20 ft.	2
	2 in. × 10 ft.	2

2. Ships concerned should forward demands to their storing yards or bases accordingly.

1549.—A.W. Torpedo Tubes—Stand-down Gauge for Top Stop

"Town" Class Destroyers, and "B" Type M.Ls. with Torpedo Tubes ex "Town" Class

(T. 737/42.—2.4.1942.)

To ensure that the top stop will have the correct stand-down, a "GO" and "NOT GO" plate gauge as shown in A.F.O. Diagram 74/42 is to be supplied.

2. The gauges are to be made by Depot ships' staffs in case of "Town" class destroyers, and one gauge supplied to each vessel.

3. In the case of M.Ls., the gauges are to be made by the M.L. Base staffs, and one gauge supplied for each flotilla, the gauge to be kept at the Flotilla Base.

1550.—Torpedo Stores—Tools, Combination, St. No. T.98—Introduction and Allowances

(A.S. 1947/42.—2.4.1942.)

A new pattern combination tool, suitable for the services for which tools, St. No. T.1A or T.1B, and tools, St. No. 769, are at present provided, has been introduced.

2. This tool will be accounted for as follows:—

Section II.

Tools, combination, pressing in hydro valves, etc., St. No. T.98, and will be allowed to ships and vessels in lieu of, and in the same proportion as, tools, St. No. T.1A or T.1B.

3. Tools, St. Nos. T.1A, T.1B and 769, will become "O.F.M.", but will continue to be issued in lieu of tools, St. No. T.98, in existing proportions until stocks are exhausted.

4. When tools, St. No. T.98, are issued to ships, etc., outfitted with 18-in., Marks XI or XII type torpedoes, tools, St. No. 769, will be withdrawn from the contents of the undermentioned chests, viz:—

Chests, tools.

18-in., Mark XI.

18-in., Marks XII-XII***.

Chests, running tools.

18-in., Marks XI-XII***.

5. Labels of chests and Torpedo Store Accounts are to be amended as necessary.

6. The Naval Proportion Book, Part IV, will be amended in due course.

1551.—Torpedo Stores—Allowance of Spanners, St. No. 29A

Destroyers of "L", "N" and later Classes except "Hunt" Class

(A.S. 14106/41.—2.4.1942.)

The torpedo tubes of "L", "N" and later classes of destroyers, except "Hunt" class, will be fitted with external depth setting gear in lieu of Q.A.D.A. gear. The torpedo tubes of "Hunt" Class destroyers will be fitted with Q.A.D.A. gear.

2. Consequent on the above, Spanners St. No. 29A, modified as detailed in A.F.O. 3938/41, will be allowed to "L", "N" and later classes of destroyers except "Hunt" class, in lieu of, and in the same proportion as, Spanners St. No. T.118.

3. Destroyers concerned are to adjust to the new allowance from the nearest torpedo depot at the earliest possible date.

4. Naval Proportion Book, Pt. IV, will be amended in due course.

(A.F.O. 3938/41.)

(A.F.O. 5396/41 cancelled.)

1552.—Torpedo Stores—Boxes for Relays—Felt Linings—Modification

(A.S. 132/42.—2.4.1942.)

A.F.O. 657/42, dated 12.2.42, is to be amended as follows, viz:—

Add new paragraph 5—

"5. New manufacture boxes St. No. T.339 will be fitted with untreated felt linings. Modifications detailed in paragraph 3 are not to be carried out to these boxes."

1553.—Torpedo Stores—Bolts, St. No. T.36A—Introduction

(A.S. 3205/42.—2.4.1942.)

To facilitate manufacture a "T" pattern lifting bolt is to be introduced in lieu of existing "loop" type lifting bolt, St. No. T.36.

2. The new pattern bolt will be accounted for as follows, viz:—

Section II.

Bolts, lifting, pistols, 18-in. and 21-in., Stamp No. T.36A, and will be suitable for all services for which existing bolts, St. No. T.36, are at present provided.

3. Bolts, St. No. T.36, will become "O.F.M.", but will continue to be issued in lieu of bolts, St. No. T.36A, until stocks are exhausted.

4. The Naval Proportion Book, Part IV, will be amended.

1554.—Torpedo and Paravane Stores—Empty Cylinders and Tins for I.R. Gear—Salvage

(A.S. 17708/41.—2.4.1942.)

As a measure of economy, cylinders and tins used for storage of torpedo hydro-valve discs and paravane diaphragms are to be returned to the nearest Torpedo Depot when emptied and are not to be destroyed as hitherto.

2. Care is to be taken when removing the sealing strip to ensure the minimum of damage to the cylinder or tin and to the strip.

1555.—Director Angle Diagrams—Allowance

Submarine Depot Ships

(N.S. 14017/42.—2.4.1942.)

One director angle diagram, of each of Patterns 1521 and 1522, is to be allowed to each sea-going submarine depot ship as depot ship spares for every ten or less British submarines attached.

2. Ships concerned in Home Waters should forward demands to their storing yards accordingly. Submarine depot ships abroad should forward demands to the nearest dockyard.

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

1556.—Detonators No. 25, Mark I—Failures

(A.S. 2067/41/C.—2.4.1942.)

Failures have recently been experienced with detonators No. 25, Mark I, affecting the following lots:—

Lot 114	...	...	...	...	W.9/36
125	...	...	...	...	W.9/36
129	...	...	...	...	W.9/36
172	...	...	...	...	W.11/36
175	...	...	...	...	W.11/36
222	...	...	...	...	W.1/37

2. Detonators No. 25, Mark I, of these lots are to be landed by H.M. ships at the nearest Naval armament depot, and detonators No. 25, Marks I or II, or detonators No. 6, Briska, for safety fuse fitted with ebonite adapters (A.F.O. 28/41) of proved lots drawn in lieu.

(A.F.O. 28/41.)

1557.—Wires, Sweep—Reels for Use when Landing—REPORTS

(N.S. 23250/41.—2.4.1942.)

Cases have recently occurred when minesweepers have landed their sweep wires, Patterns 8723, right and left, and Patterns 8708, right and left, of these wires having been unwound from the winch drums and coiled into a much larger coil than when stowed on winch drums. The wires in this condition are very difficult to handle and very liable to develop bights and kinks to such an extent as to render them unfit for further service. Great care should, therefore, be exercised when removing these wires from the winch drums, and arrangements made for rewinding all serviceable wires on to reels direct from the winch. Reels, Pattern 842, are capable of holding 750 fathoms of sweep wire. The reels, together with the necessary equipment of axles and jacks, will be supplied by the (Superintending) Naval Store Officer at the dockyard concerned, to whom application should be made. When serviceable wires are to be landed at other Naval bases or Repair bases application for the reels, etc., stating the approximate length of the sweep wire, should be sent to the Officer-in-Charge of the Repair base, who should arrange for the supply of the necessary equipment. As much notice as possible should be given in order to obviate delay.

2. Reports should be forwarded by home yards, depôts and bases by 18th April, 1942, stating the number of reels, axles and jacks required for stock. The report to be rendered by Chatham should include sufficient particulars of the axles and jacks to enable purchase to be arranged.

(Chatham Yard Letter, 29.11.1941. No. 5813.)

1558.—Cable Cleat for Main Batteries

M.Ls., M.T.Bs., M.G.Bs., M.A./S.Bs.

(D.E.E. 8390/D. 2832/42.—2.4.1942.)

To avoid the possibility of a loose connection developing between the cable or cables and the terminal on main batteries of coastal force craft, the cable cleat as shown in A.F.O. Diagram 70/42 (D.E.E. 10525R/1) has recently been introduced and will be fitted on new construction boats.

2. Battery cases in craft in commission should be similarly modified. The work should be carried out by ship's or base staff.

1559.—Searchlight Lamps—Breakage of S/L Carbons

(T. 216/42.—2.4.1942.)

As a result of reports from sea of the breakage of S/L carbons in 44-in. and 36-in. S/L lamps in action, due to blast from own gun fire, an investigation has been carried out and methods of preventing failures of this type have been devised.

Positive Carbons

2. The breakage of the positive carbon in 36-in. Mark VI B and VI S and in 44-in. lamps usually occurs at the point where the unsupported length of carbon enters the back of the positive head. To prevent this trouble, a form of support has been devised and will be supplied to ships for fitting to their S/L lamps as soon as stocks can be manufactured. The support is to be fitted and the recarboning tube gauge reduced in length as shown on A.F.O. Diagram 71/42 (1), (2) and (3).

3. The support itself is standard for all the above lamps but three different brackets are necessary, one for 36-in., Mark VI B A.F.O. Diagram 71/42 (1) and VI S lamps (Patterns 4300 and 4300B), one for the 44-in., Mark VII (Pattern 193) A.F.O. Diagram 71/42 (2), and one for the 44-in., Mark VII* (Pattern 214), A.F.O. Diagram 71/42 (3). Demands should be forwarded stating the number of lamps of each pattern for which the carbon supports are required.

4. As some time must elapse before these supports become available, ships concerned should, as a temporary measure cut 4 in. off the positive carbons and shorten the recarboning gauges for 44-in. lamps by the same amount. This reduction in length to 18 in. will give a reasonable safeguard against breakage but the total burning time will be reduced to about 45 minutes. It should be noted that the positive carbon will finish well before the negative. When recarboning, the practice of replacing carbons in pairs should be continued.

Negative Carbons

5. In 36-in. Mark VI B and VI S lamps the negative carbon is unlikely to break under action conditions.

6. Breakage of the negative carbon may occur in both types of 44-in. lamp if the negative head is not properly aligned and any strain has to be exerted on the carbon to insert its bottom end into the holder in the carrier nut. This point should be checked and the alignment adjusted if necessary.

7. Except as above the negative will not break in 44-in. lamps, Mark VII* (Pattern 214) but may do so in the Mark VII lamp (Pattern 193) due to the lateral movement of the carrier unit. This failure can be prevented by providing additional support for the carrier nut as shown on A.F.O. Diagram 71/42 (4). This modification is to be carried out by ship's staff to all lamps Pattern 193.

Action to be taken by Dockyards

8. Dockyard officers are to arrange for all lamps stored at yards or under repair to be modified to accommodate the brackets and carbon supports, and for the recarboning gauges to be shortened, all as shown in A.F.O. Diagram 71/42 (1), (2), (3) and (4).

The lamps, brackets with carbon supports and re-carboning gauges are then to be placed in their stowage boxes which are to be provided with a separate internal compartment for the bracket and carbon support and modified to suit the shortened re-carboning gauge.

Action to be taken by Storing Depots

9. On receipt of the brackets and carbon supports, one set is to be placed in each lamp stowage box, care being taken to ensure that provision has not already been made and that the bracket is of the right type for each individual lamp.

Ships—Stowage arrangements

10. Ships need not modify the stowage boxes but the bracket, carbon support and the tube gauge for each spare lamp should be suitably packed and placed in the box with the lamp.

1560.—Alterations and Additions—Low Power Room—Provision of

"Town" Class Destroyers

(D. 03758/42.—2.4.1942.)

The following Alterations and Additions have been approved for "Town" Class destroyers:—

I. *Convoy Escorts (Concerted "Town's"):*

- (a) To provide a low power room forward, and fit two 100 A.H. batteries and switchboard.
- (b) To remove low power motor generators from engine room and fit in low power room.
- (c) When Type 144 Asdic is installed: To fit two 1 kw. motor generators in the L.P. room forward, and remove the existing machines.

II. *"Town" Class:*

- (a) To fit two 100 A.H. batteries and L.P. switchboard in position shown in drawing Devonport E.E.M. 83147 (Sheet 1).
- (b) To re-site L.P. motor generators as shown on drawing Devonport E.E.M. 83147.
- (c) When Type 144 Asdic is fitted: To fit two 1 kw. motor generators, forward, and remove the existing machines.

2. Items to cover the work involved are to be inserted in the lists of Alterations and Additions for the ships concerned.

3. The 60 A.H. battery approved to be fitted in each of H.M. Ships "Newport", "Newark" and "Wells" should, if fitted, be removed when the above Alterations and Additions are carried out in these three ships.

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

1561.—Adjustment of Independent Link Gear*Corvettes—“Flower” Class*

(D. 3588/42.—2.4.1942.)

It has been reported that incorrect adjustment of the independent link gear on engines of “Flower” class corvettes has been the cause of excessive loading of individual cylinders and consequent overheating of bearings.

2. The setting of the independent gear most suitable for steaming at varying speeds is that marked “L-in-L”. Departures from this setting are only to be made with the approval of the Base Engineer Officer and, in general, any such adjustments are to be checked by taking indicator diagrams, in order that the effect on the distribution of powers between the various cylinders can be observed.

3. After extensive refit, or in any cases where loss of steam tightness of valves or other defective working of engines is suspected, it is very desirable that sets of indicator cards should be taken as a check on the correct functioning of the engines. Local arrangements are to be made in such cases by Repair Overseers, or by Base Engineer Officers, for supply of indicators and for the taking of diagrams.

4. The following figures can be taken as fairly representative for engines of “Flower” class corvettes and may be useful in checking the distribution of power in the various cylinders:—

At full power ... I.H.P. in H.P. Cyl. 800; M.P. Cyl. 850; L.P. Cyls. 550 each.
At 14½ knots ... I.H.P. in H.P. Cyl. 490; M.P. Cyl. 470; L.P. Cyls. 280 each.
At 10 knots ... I.H.P. in H.P. Cyl. 150; M.P. Cyl. 130; L.P. Cyls. 70 each.

5. It should be noted that the above instructions refer only to linking up by means of the independent link gear, and do not in any way restrict the normal practice of linking up by means of the reversing gear, in order to economise in steam, when running steadily at reduced powers.

1562.—R.D.F., Types 282/4/5—Conversion of Board, Voltage Control (Valve), Design “B”—Patterns X1335/A/B and W3081/A

(S.D. 130/42.—2.4.1942.)

A.F.O. 914/42 is to be amended as follows:—

Paragraph 3, line 2.

Delete “Ships are to demand”.

Substitute “Ships will be issued without demand”.

(A.F.O. 914/42.)

1563.—Naval Aircraft Stores and Equipment—Repair Procedure

(A.M.R./N.S.Air 3376/41.—2.4.1942.)

The principle of the Naval Aircraft Repair Organisation is to be self-supporting so far as possible both at home and abroad but until fully developed it will be necessary to make use of other capacity in the United Kingdom.

2. Every effort must be made by ships, Naval Air Stations and Sections, Repair Yards, Store Depôts and Workshops to carry out inspections, modifications, repairs, and tests locally. Where such work is beyond immediate local resources, the defective items are to be dealt with as follows:—

At Home.—Return to the appropriate Naval Store Depôt.

Abroad.—Return to the Storing Yard or Depôt for subsequent despatch to the R.N. Store Depôt, Coventry, at the first opportunity, unless arrangements can be made on the Station for repair by other Naval or R.A.F. resources or by contract.

3. (a) No serviceable part should be removed from a damaged component before despatch unless a similar unserviceable part is substituted.

(b) The fullest possible information is to be given as to the identity and state of each returned item. Tie-on labels should be used, giving reference numbers, part numbers, description, nature of defect, and any other relevant information, such as the name and address of the maker, if known. Large airframe components should bear the serial number of the aircraft from which they were removed.

(c) The greatest care is to be taken to ensure that each item is carefully handled and packed to prevent further damage in transit.

(d) In no circumstances are items to be allowed to accumulate in workshops or in station stores, and they should not be accepted for local repair where this would lead to delay and accumulations.

4. *Salvage.*—Defective items of all descriptions, even when damaged beyond economical repair, contain processed parts such as forgings, castings, stampings, special fittings, and materials which can be used again. All such items should be returned from abroad to the R.N. Store Depôt, Coventry, and by Home Stations to the appropriate Naval Store Depôt. Bulky assemblies should be reduced, if possible, to component parts, and items which are obviously of no value should be removed in order to conserve shipping space and transport. It has been found that recoverable parts are of great value in assisting production and repair, and if any doubt exists whether an item is of such value it should be forwarded as above and not reduced to scrap.

5. *Scrap.*—All scrap metal, rubber, and other materials of possible value are to be returned by Establishments at home to R.N. Store Depôts.

Similar arisings abroad should be shipped to R.N. Store Depôt, Coventry.

(A.F.Os. 1072/40 and 3181/41.)

1564.—Reduction of Trim by the Bow—A. and A.*“Vee” Class Destroyers*

(D. 04863/42.—2.4.1942.)

The majority of destroyers of the above class trim by the bow when fully loaded and reports have been received that this condition makes the vessels difficult to manoeuvre. The bow trim is caused by the majority of the additions carried out in this class being situated forward of amidships.

2. With a view to reducing the bow trim as much as possible the permanent ballast is to be repositioned further aft in the machinery spaces wherever practicable. Care is to be taken, however, to avoid local concentrations of load.

3. As a further method of reducing trim by the bow, the fresh water tank aft approved in A.F.O. 4181/41 should be fitted as early as possible. This item of Alterations and Additions has been reclassified, A. Commanding officers of ships of this class are to insert an item in their next lists of Alterations and Additions, Classification “A,” as follows:—

“To reposition the permanent ballast further aft in the machinery spaces.”

(A.F.O. 4181/41.)

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

1565.—Straining Arrangements to Bilge Suctions—A. and A.*Submarines except “H” and “L” Classes*

(D. 0364/42.—2.4.1942.)

War experience has indicated that the straining arrangements for bilge and other suction are inadequate and have resulted in undue wear and tear of pumps. Care is to be taken to ensure that the straining arrangements fitted in submarines are efficient.

2. Straining arrangements on the lines outlined below are to be fitted in all new construction submarines where no delay is involved. Commanding Officers of submarines in commission are to insert an item in their next lists of Alterations and Additions to cover the work involved in modifying the arrangements fitted to those specified below in paragraph 3.

3. *Emergency Suctions.*—These comprise generally the suction to compartments at the forward and after ends of the ship which are operable from adjacent compartments in an emergency, and are to be fitted

(a) with strum boxes around the tail end of each pipe having a total clear area of about 30 times that of the pipe;

- (b) a mud box of standard pattern embodying a perforated plate having holes of $\frac{1}{4}$ -in. diameter with a total area of about 3 times that of the pipe. This can be arranged by spacing the holes about $\frac{3}{8}$ -in. apart centre to centre ;
- (c) the mud boxes referred to at (b) above should preferably be adjacent to and in the same compartment as the valve box ;
- (d) where these suction are taken from bottle wells with portable wood covers adequate holes are to be provided in these covers for drainage of water from the flat above.

4. *Open Suctions.*—These comprise suction to A.I.V. tanks, bottle wells, auxiliary machinery spaces, kingston recesses and any other space where an accumulation of dirt is likely to cause choking and are to be fitted with

- (a) strum boxes around the tail end of each pipe having a total clear area of about 10 times the area of the pipe where the strum is accessible for cleaning and 15 times where it is not accessible for cleaning ;
- (b) a mud box as in paragraph 3 (b) above ;
- (c) perforated coamings are to be fitted where practicable to bottle wells, etc., to prevent dirt falling into the wells.

5. Compensating tanks, auxiliary tanks, etc., are to be fitted with a strum box around the tail end of the pipe having a clear area of about 5 times the area of the pipe.

6. Fresh water tanks suction are to be fitted with a strum box around the tail end of the pipe having a clear area of about 10 times the area of the pipe.

7. Oily bilge pump suction are to be fitted with

- (a) strum boxes at the tail end of each pipe having a total area of 10 times the area of the pipe.
- (b) Mud boxes of standard pattern as in paragraph 3 (b) above on each suction,
- (c) a mud box of standard pattern near the pump having a plate perforated with $\frac{1}{8}$ -in. diameter holes to give a total area of about $2\frac{1}{2}$ times the area of the pipe. This can be arranged by spacing the holes about $\frac{3}{8}$ -in. centre to centre.

8. The strum boxes referred to in paragraphs 3 (a), 4 (a), 5, 6 (a) and 7 (a) are to be manufactured from $\frac{1}{8}$ -in. galvanised woven wire mesh of $2\frac{1}{2}$ meshes to one inch and made to fit the pipe and surrounding structure in such a manner that they can be readily dismantled for cleaning.

9. If it is found impracticable on account of limitations of space to implement this order fully in any submarine, the maximum possible areas of strums up to those quoted are to be arranged.

10. The provisions of paragraph 4 (e) should not be carried out where work is already committed unless a convenient opportunity offers.

(Admiral (S), 3.1.42, No. 11/S.M./28.)

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

1566.—Main Inlets—Erosion—REPORTS

" Hunt " Class Destroyers

(D. 916/42.—2.4.1942.)

The main inlet tubes of " Hunt " class destroyers are to be examined for erosion, as opportunity offers, and a report thereon forwarded to the Admiralty.

(Portsmouth Yard Letters, 18.1.42 and 3.2.42, Nos. 583 and 1156.)

1567.—Fire Fighting in H.M. Ships—Pyrene Foam Units—Alternative Firemain Supplies—A. and A.

(P. 60677/41.—2.4.1942.)

As a means of ensuring a supply of water in the event of damage to the firemain piping serving a foam unit an emergency hose connection is to be fitted to each foam unit.

2. The emergency connection is to consist of a Tee piece fitted with a hose connection and cap. It should be inserted between the control valve supplied with the unit and the venturi pipe of the unit itself (see A.F.O. Diagram 73/42).

3. In the case of ships building, Principal Ship Overseers should arrange accordingly, subject to no delay in completion or undue interference with other work, For other ships an item of As. and As., classification A, should be forwarded and the work carried out by ship's staff where possible.

1568.—Fire-fighting Arrangements and Allowances of Equipment—As. and As.

A.M.Cs. and O.B.Vs.

(D. 06384/42.—2.4.1942.)

To increase the subdivision of these ships from the point of view of establishing fire boundaries and to reduce draught in case of fire, close-fitting screens of fire-resisting material are to be fitted in passage ways and around stairways where this can be done in a simple manner. The screens should be of fire-proofed canvas or fearnought and where necessary are to be arranged to be rolled up and lashed in order to maintain communications.

2. The numbers of fire hydrants, hoses and branchpipes are to be increased commensurate with the number of subdivisions on the basis of two hydrants per subdivision and a 20-ft. or 40-ft. length of hose with branchpipe to each hydrant.

3. Items, classification A*, are to be included in the next lists of As. and As. to ships concerned to cover the work involved in paragraphs 1 and 2.

4. Fire-fighting equipment on the following basis is to be fitted, additional items required to bring the existing equipment up to this basis being demanded from store. Any soda-acid extinguishers on board are to be replaced by Nuswift extinguishers :—

Pattern

No.

4726	Extinguishers, 2-gallon foam, complete with charges, Pattern 4729.	1 per firing space (for each two, or less, oil-fired boilers fired therefrom). 1 per engine in E.R. of diesel-driven ships. 1 per diesel or petrol-driven generator. 1 per each compartment where O.F. tanks are adjacent. 1 per diesel or petrol-driven motor boat. 2 per petrol stowage for portable petrol driven pump (vide C.A.F.O. 2237/41). 1 per each petrol stowage other than that for portable pump. 1 per portable petrol-driven pump (vide C.A.F.O. 2237/41).
4726A	Hoses	1 per extinguisher, Pattern 4726, fitted in machinery spaces.
4724	Extinguishers, 2-gallon C.T.C.	1 for each main switchboard.
4723	Extinguishers, 1-quart C.T.C.	1 for each switchboard other than main switchboard. 1 per generator. 1 per W/T Office. 1 per R.D.F. Office 1 per portable petrol driven pump (vide C.A.F.O. 2237/41.)
	Extinguishers, Nuswift ...	As necessary on basis of two per subdivision, vide paragraph 1, and to replace any soda acid extinguishers at present on board, vide paragraph 4.
4726	Extinguishers, 2-gallon foam, complete with charges, Pattern 4729	} per each action fire party.
	Extinguishers, Nuswift (with 4 spare charges per extinguisher)	
230	Breathing apparatus ...	

**Pattern
No.**

4728	Refills for Pattern 4723 and Pattern 4724 extinguisher.	2 per extinguisher	} To be distributed about ship, <i>vide</i> A.F.O. 1217/41.
4729	Spare charges for Pattern 4726 extinguishers.	2 per extinguisher	
		A.M.Cs.	O.B.Vs.
	Branch pipes with Oilfyre nozzles (<i>see</i> paragraph 5)	6	4 } For oil fired or diesel driven ships, <i>vide</i> A.F.O. 4776/41.
	Branch pipes with jet/spray nozzles (<i>see</i> paragraph 5).	6	4
54	Torches	20	10 } Additional to pre-
8115	Oldham Hewer Lanterns	12	6 } sent allowance.
16034	Headlamps	20	12
16035	Light Shields	30	18
	Rubber Gloves	12	8
	Adaptors	As necessary.	

5. It should be noted that a pressure of at least 35 lb. per sq. in. is required for satisfactory operation of jet/spray and Oilfyre nozzles and that the branch-pipes supplied with these nozzles are fitted with No. 3 A.S.B.J. connections.

In those ships where it is not possible to obtain a firemain pressure of at least 35 lb./sq. in., only 4 jet/spray and 4 Oilfyre nozzles are to be demanded.

6. In order that consideration may be given to any other items which may be required the following information should be forwarded to the Admiralty (D. of D.)

- The number and position of pumps supplying the fire main and the type capacity and discharge pressure of each.
- Whether the pumps supplying fire main are steam or electrically driven.
- The quantity and disposition of petrol carried, if any.
- The number, capacity, type and disposition of all portable extinguishers fitted on board, including those in machinery spaces.
- Description of any other fire extinguishing equipment fitted, including that in machinery spaces, e.g. steam drenching, CO₂ equipment, foam equipment.
- Whether the number of hoses, including those allowed *vide* paragraph 2, will enable all compartments to be reached.
- If burning O.F. whether stokeholds are closed or open as in the case of ships fitted with Howden forced draught system.

(C.O. "Canton", 4.10.41, No. 438/1.)

(C.A.F.O. 2237/41, A.F.Os. 1217/41, 2289/41 and 4776/41.)

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

1569.—Additional Isolating Valve in Firemain—A. and A.

"J" "K" "N" "O" "P" Class Destroyers and Leaders in commission

(D. 02065/42.—2.4.1942.)

An additional isolating valve is to be fitted in the fire main in No. 1 Boiler room about 42 station.

2. Commanding Officers of ships concerned are to insert an appropriate item, classification "A", in their next lists of Alterations and Additions to cover the work involved.

(R.A.D. Mediterranean, 27.10.41, No. 420/336.)

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

1570.—4.7-in. Shell Chutes—Modifications

"Tribals," Repeat "Tribals," "J", "K" and "N" Classes Destroyers and Leaders

(G. 1268/41.—2.4.1942.)

With reference to paragraph 1 (e) of A.F.O. 2526/41 the new design of retaining catch to the telescopic chutes is to be in accordance with A.F.O. Diagram 75/42.

(A.F.O. 2526/41.)

**1571.—Replace Parts of Machinery for H.M. Ships and Auxiliary Vessels—Supply
Emergency Repair Overseers concerned**

(D. 1712/42.—2.4.1942.)

When orders are placed with contractors for the supply of replace parts of machinery for H.M. ships and auxiliary vessels, and hastening action by Admiralty Engineer Overseers is necessary, arrangements are to be made by the Emergency Repair Overseers concerned for a copy of the order placed with the contractor to be sent to the appropriate Admiralty Engineer Overseer sufficiently early to enable effective hastening action to be taken. This copy of the order is to be endorsed "for hastening action only".

2. Where parts are urgently required to avoid delay in completion of a repair or refit, a copy of the order, stating the latest date by which the parts are required, is to be sent to the Admiralty Engineer Overseer at the time of ordering to enable action to be taken in sufficient time to meet requirements.

1572.—Fresh Water Tanks—Interior Coatings

Tugs.

(D/T.D. 1545/42.—2.4.1942.)

Cases have recently occurred in which the bituminous coatings applied to the interiors of fresh water storage tanks of certain rescue tugs have proved defective resulting in contamination of the supply of drinking water.

2. As an emergency measure it has been approved, that in all tugs in commission where any such defects may arise, the fresh water tanks are to be coated with cement wash.

3. The surfaces of tanks are to be carefully scraped, wire brushed and cleaned before application of the coating.

(A.F.O. 1206/41.)

1573.—Naval Aircraft—Lockheed Hydraulic Assemblies

(N.A. Air 4409/41 ; 424/42.—2.4.1942.)

The complete range of spares for Lockheed hydraulic equipment for aircraft has been transferred from Section 26 to Section 27M of the R.A.F. Vocabulary, A.P. 1086.

2. In view of the large range of spares involved, the items will be retained in the respective airframe schedules for convenience, and amendments to the schedules are in course of issue, giving details of the new Section 27M reference numbers.

3. All records and schedules are to be amended immediately upon receipt of the necessary amendment. The new Section 27M stores reference numbers should be quoted on all future demands for spares for this equipment.

4. Steps are to be taken by ships and services to transfer this equipment to Section 27M in the Naval Store Accounts.

1574.—Telephones, Sound-powered, etc.—Spares

"Town" Class Destroyers converted to Convoy Escort Vessels

(N.S. 19885/41.—2.4.1942.)

The spares required for sound-powered telephones, etc., fitted in "Town" class destroyers converted to convoy escort vessels are as shown in the appendix hereto.

2. Ships concerned should forward demands to their storing yards or bases accordingly.

APPENDIX

"Town" Class Destroyers Converted to Convoy Escort Vessels

Pattern No.	Description	Quantity	Remarks
<i>Permanent Stores</i>			
Spares for sound-powered telephones :—			
1191	Telephone, Mark X	1	A.—Pattern 1191 in lieu where a call-up system is not necessary and telephones D.3 are not available.
13220	Handset	2	
13221	Transmitter unit for all patterns except 1191 and 1192. Receiver unit for all patterns	12	
13222	Transmitter unit for Patterns 1191 and 1192.	12	
1191	Telephone, Mark X	2	
—	Telephone D.3, modified and fitted with handset, Pattern 13220 ...	2A	For portable tele- phones for emergency communication, repair parties, after action communica- tions, etc.
Spares for sound-powered telephone apparatus with H.F. generator call-up :—			
13318	H.F. generator... ..	1	
13319	Transformer	1	
Spares for multiphones :—			
9759	Unit receiver complete	1	
9779	Coils, line, 60 ohms (coil only) ...	1	
9291	Transmitter	1	
Spare plugs and sockets for telephones :—			
9875	Plugs, concentric	1	
9874	Plug box	1	
<i>Consumable Stores</i>			
Spares for multiphones :—			
9764	Mouthpiece, I.R.	1	
9765	Diaphragm (Stalloy)	1	
9766	Bushes, screwed rubber	1	
9773	Condenser, 30 m.f.d., electrolytic ...	1	
Spares for sound-powered telephones :—			
13223	Headband for telephone, Mark X, and telaupad, Mark III	1	
13237	Spring for handset clip	3	
9266	Earpads, I.R., for general use	1	
9196	Discs, mica	6	
Spares for sound-powered telephone apparatus with H.F. generator call-up :—			
16085	Neon indicator lamp, 200/220 volts A.C., ½ watt., S.B.C., 55 mm. long, 18 mm. diameter	2	
Spares for sound-powered handsets :—			
13745	Moulded earcap	2	
13746	Moulded mouthpiece	2	
13747	Moulded retaining ring for mouthpiece	2	

1575.—Teleprinters Fitted with Sprocket Feed

(N.S./C.P. 45641/41.—2.4.1942.)

At certain bases where clerical staff is limited, teleprinters have been fitted with sprocket feeds, for use with special paper interleaved with carbons, so that a number of copies can be produced from a master by the hektograph process.

2. Supply of this paper is very limited and the strictest economy should be exercised in its use.

Cancelled by
AFO 5463/46

1576.—Incandescent Lamp Ends—Disposal

Home Yards, Temporary Naval Store Depôts (including Area Naval Store Depôts) and Temporary Naval Bases with Naval Accountant Officers in Charge of Naval Stores

(N.S. 09853/40.—2.4.1942.)

With reference to paragraph 1 of A.F.O. 3188/41, brass caps of electric lamp bulbs will no longer be accepted by No. 2 Repairable Equipment Depôt, Hendon. They are, in future, to be sent to No. 1 Metal and Produce Recovery Depôt, Cowley.

(A.F.O. 3188/41.)

1577.—Accumulator, Lead-Acid, 12-Volt, Type "D"—Introduction

(N.S. Air 738/41.—2.4.1942.)

Ref. No. 5J/2294, accumulator, lead-acid, 12-volt, 25 ah., type "D", has been introduced as an alternative to, and will eventually supersede, the present type "B", Ref. 5J/1390. The items detailed below will be required to adapt aircraft for their installation, and will be allowed on the following basis.

Ref. 5J/1390 will be deleted from Part II of A.S.Es. O.U. 6327/8 and inserted in Part I, with Ref. 2294 as an alternative.

1	2	3	4	10	11	12	13	14	15	17	19	x	y	z	20	21
<i>O.U. 6327 General A.S.E.</i>																
<i>Section 5C</i>																
1322	*Adaptor, negative	No.	4	4	4	6	8								C	*For
1323	*Adaptor, positive	"	4	4	4	6	8								C	installing
1296	*Washers, insulating, for use with block, Ref. 619.	"	4	4	4	6	8								C	accumu- lators 5J/2294.
<i>O.U. 6328 General A.S.E.</i>																
<i>Section 5C</i>																
1322	†Adaptor, negative	No.	24	36	48	60					24	24			C	†For
1323	†Adaptor, positive	"	24	36	48	60					24	24			C	installing
1296	†Washer, insulating	"	24	36	48	60					24	24			C	accumu- lators, 5J/2294.

Shore Establishments (See C.A.F.O. 1599a/41.)

R.N. Air Station, Class "A" To the scale in col. X.

R.N. Air Stations, Class "B" and "C" To the scale in col. Y.

2. Arrangements have been made for the following quantities to be supplied to Yards abroad to meet initial requirements, stocks, and reserves :—

	Adaptors 5C/1322.	Adaptors 5C/1323.	Washers 5C/1296.
Alexandria	100	100	100
Bermuda	200	200	200
Gibraltar	100	100	100
Malta	150	150	150
Simonstown	150	150	150
Trincomalee	200	200	200

3. Ships and services concerned should forward demands to their respective store depôts at home or storing yards abroad to complete to the above scales, quoting this order as the authority for supply. Supplies to new services will be made with their initial outfits of stores.

4. Aircraft Stores Establishments, O.U. 6327 and O.U. 6328, Parts I and II will be amended; meanwhile all existing establishments held by H.M. ships, stations, R.N. store depôts, H.M. dockyards, etc., should be amended in manuscript.

(C.A.F.O. 1599a/41.)

1578.—Suction Pipe—A. and A.

A/S and M/S Trawlers

(D. 01370/42.—2.4.1942.)

It has been decided to fit one six inch pipe with foot valve and adaptor pieces as considered necessary by Admiralty officers on the middle line at the after end of the engine room in all A/S and M/S trawlers to facilitate pumping out by salvage craft in the event of the engine room being flooded.

2. An item classified B to cover the work involved is to be inserted in the lists of Alterations and Additions for the vessels concerned.

(C.-in-C., Plymouth, 15.1.42, No. 155/M.111.)

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

1579.—Cancelled.

1580.—Special Stores and Spare Gear for Submarines

(N.S. 14297/41.—2.4.1942.)

It is intended to facilitate the provision of special stores for submarines, and to reduce the clerical work associated therewith by the adoption of standard equipment lists for all the items of machinery and gear with which submarines are fitted.

2. These equipment lists will consist of one or more of the following for every applicable item installed in a submarine:—

- (a) Special Stores List on Form D.122.
- (b) List of spare gear carried in the submarine.
- (c) List of spare gear carried in the Depôt ship.

The lists of spare gear to be carried in a submarine and in a Depôt ship will not include any electrical spare gear, arrangements for which will continue as at present.

3. All makers of fittings for submarines will eventually be supplied with appropriate standard lists, and will be instructed that the special stores and spare gear to be carried in a submarine are to be neatly packed together for convenient stowage on board.

4. Compilers of special stores lists will merely have to group together the sheets of Form D.122 (already completed and approved in every column, except column 2) and fill in the maker's serial numbers of machines and the serial numbers of items. No subsequent corrections by admiral (S) or Admiralty will thus be required.

5. Contents of the spare gear portions of the equipment lists will be used in the compilation of the spare gear list, Form D.320.A.

6. Production of the standard equipment lists has been put in hand, but some considerable time must elapse before they are complete. When completed the existing instructions and orders on the subject will be amended and co-ordinated as necessary.

7. A standard set of sketches of special stores, etc., used in submarines is being issued separately with a restricted distribution (A.F.O. Diagram Nos. 67 and 68/42). Additions to these sketches will not be authorized without very good reason. The distribution of these standard sketches will be such that there will be no need to forward drawings of items demanded, provided that the sketch number is quoted.

8. In order to ease the transition, all special stores lists which are not too far advanced are to be compiled in accordance with the following instructions and arrangements.

9. Instructions for compiling special stores lists, *see* Appendix A.

10. Standard order of grouping, *see* Appendix B.

11. Standard order of items for each machine, *see* Appendix C.

APPENDIX A

1. Stores are to be grouped under headings as in Appendix B.

2. Each machine, system, etc., is to be itemised completely, keeping to the order of Appendix C.

3. The list is to include all equipment other than spare gear and general stores, such as nuts, bolts, etc.

4. Tools, excepting those of a proprietary nature, replacements for which are more suitably bought than made, are to be included in the Spare Gear lists. The special tools excepted should be placed in the special stores lists.

5. Column 9 is to be filled in as follows:—

- (a) Against an item which can be replaced conveniently by rate book article, the Pattern No. of that article is to be placed against it.
- (b) Against an item which is conveniently made from service material the letters F.S.M. (From Service Material) are to be noted, together with the rate book Pattern No. of the material suitable for the item concerned.
- (c) All other items are to be marked S.S. (Special Stores).

6. In the case of items made from service material the denomination (Column 5) should be entered as square-feet, lbs., etc., as the case may be.

7. Column 6 should show the quantity necessary from which to make one outfit of joints, packing, etc., for one machine. In general, sufficient material for at least one set should be carried in the submarine, and for at least one set in the depôt ship. In certain cases it is desirable to have ready cut joints F.S.M. in the submarine rather than sheets of material. In these cases column 5 should quote No. and column 6 the requisite figure.

8. Since the quantity of equipment for a given type of item is not necessarily proportional to the number of these items fitted, lists should be constructed to suit the number or numbers usually fitted and headed "Quantities are for.....in No. (items) fitted". Thus, standard lists would be appropriate to two main engines, one air compressor and two air compressors, etc.

Where an unusual number of the same item is fitted the officer compiling the lists will adapt the standard list to suit.

9. Items made from service materials or replaced by rate book articles need no sketches, except protection pieces, of which sketches are included for convenience of depôt ship.

10. The maker's name and address and description of the item are to be inserted at the head of the sheet. Space should be left for the maker's serial number to be inserted by the officer compiling the list.

11. Sketches are to be grouped together, and one sketch only is required for all items of the same shape, dimensions being designated a, b, c, etc.

12. In the case of pressure gauges and thermometers not rate book patterns, the name of the makers and dimensions, including the thread of the connection, are to be stated.

APPENDIX B

A. Main Machinery.

- (a) Cylinder cover, liner, piston, frame, etc.
- (b) Air start system.
- (c) Fuel system (from gravity tanks to engines, including pumps and injectors).
- (d) Lubricating oil system.
- (e) Circulating water system.

- (f) Exhaust system.
- (g) Induction system.
- (h) Clutch and operating gear.
- (i) Shafting and propeller, including brake, thrust and stern gland fittings.
- (j) Torsionmeters.

B. Auxiliary Machinery.

- (a) H.P. air compressors.
- (b) H.P. air booster.
- (c) L.P. blower.
- (d) Dehumidifier.
- (e) Circulating water pump (engine driven).
- (f) Circulating water pump (separately driven).
- (g) Ballast.
- (h) Telemotor pump (power operated).
- (i) Telemotor pump (hand operated).
- (j) Refrigerating machinery.
- (k) Oil and water pump.
- (l) F.L. pump (engine driven).
- (m) F.L. pump (separately driven).
- (n) Centrifugal separator.
- (o) Lubricating oil coolers.
- (p) ————
- (q) W/T mast hoist.
- (r) Periscope hoists.
- (s) Torpedo lifting press.
- (t) Vents T.O.
- (u) Kingstons T.O.
- (v) Main and auxiliary telemotor control panel.

C. Auxiliary Systems.

- (a) H.P. air line and fittings.
- (b) L.P. air line and fittings.
- (c) Fuel system (tanks).
- (d) Salt water system.
- (e) Distilled water system.
- (f) Telemotor system.
- (g) Cooling system.

D. V.S.G. Pump and Gears.

- (a) Steering gear.
- (b) Forward hydroplanes.
- (c) Aft hydroplanes.
- (d) Capstan and torpedo derrick.

E. Torpedo Tubes.

- (a) Bow caps, operating gear, rear doors, etc.

F. Hull.

- (a) Hatches.
- (b) W.T. doors.
- (c) Ventilation (including battery ventilation).
- (d) D.S.E.A. Chambers.
- (e) Hand operated Kingstons.
- (f) Periscope glands.
- (g) Electric cable glands.
- (h) Drop-keel gear.

G. Miscellaneous.

- (a) Bow and stern light fittings.
- (b) Ammunition lockers.
- (c) Lubricating fittings for miscellaneous purposes.
- (d) Log tank.
- (e) W/T deck tube.
- (f) Air-blown heads.
- (g) Submerged signal ejector.
- (h) A/S gear.
- (i) Telegraphs.
- (j) Whistle.

APPENDIX C

Rate Book Sub-head.	Item.
B.6	Metal tubes.
B.8	Pressure gauges. Tachometers.
B.9	Thermometers. Lubrication fittings, mechanical lubricators, grease caps, nipples, etc.
B.10	Metal washers, copper, steel, naval brass. Metal joints and packings, copper W.M., steel, naval brass. Metal discs. Gauze, copper, steel, brass.
E.2	Copper asbestos, washers, jointing. Asbestos joints and packing. Permanite (compressed asbestos fibre) bellite. Rubber, rings, sheet, strip. Rubber insertion. Rubber oil resisting. Dexine. Vulcanised fibre. Cork. Cork and steel, oakencork. Gaskoid, langite. Woodite. Moulded fabric, S E.A. rings, hallite, allenite, tuxoram, etc. Dermatine. Cotton and hemp packings. Liquid jointings. Ferodo. Oilite bushes. Glass tubes.
E.10	American cloth. Felt.
E.11	Leather, leatherite. Glass, discs, plate, etc.
E.13	Paper joints.
F.I.C.	Electric lamps for torsionmeters.

1581.—Naval Stores—Accounting Instructions for Naval Control Service Officers and D.E.M.S. Staff Officers

(N.S. 13805/42.—2.4.1942.)

It should not normally be necessary for Naval Control Service Officers or D.E.M.S. Staff Officers to maintain stocks of Naval stores for issue. They should, so far as possible, arrange for these issues to be made from the nearest store depôt or base, as required, direct to the ships or services requiring them.

2. Where special circumstances necessitate the maintenance of small stocks of Naval stores by Naval Control Service Officers or D.E.M.S. Staff Officers, arrangements should be made, where possible, for the accounting for such stores to be carried out by the Naval Store Officer or Base Accountant Officer from whom they were obtained, the stores being held in custody on behalf of that officer.

3. If, however, this is not convenient or practicable, the Naval Control Service Officer or D.E.M.S. Staff Officer is to open suitable accounts, in which issues and returns of permanent items, and issues of consumable items are to be recorded, e.g., Form S.145 could be adapted for the purpose.

4. (a) Forms S.134d are to be used when issues are made, and Forms S.331 for returns, the instructions on the covers of the books of forms being followed so far as they are applicable. Copies of the receipted issue and return vouchers are to be retained to support the entries in the accounts.

(b) In the case of issues to repayment services, i.e. allied Naval or merchant ships, neutral ships, etc., a receipted copy of each voucher is to be sent direct to the Director of Expense Accounts, Admiralty, Bath, to enable the necessary claim to be prepared.

5. It is important that, when articles classified as "valuable", e.g. binoculars, telescopes and signalling lanterns, and other permanent stores are issued for temporary use to commodores of convoys, their return or disposal is properly accounted for. If the stores are not returned within a reasonable time, enquiries should be instituted, the matter being referred to the Admiralty (D.T.D.) if found necessary. Losses of such stores, whether by accident, enemy action, theft, etc., are to be reported to the administrative authority (see Articles 1130, 1936 and 1938 of King's Regulations and Admiralty Instructions).

6. The registered numbers of binoculars and other valuable articles which may bear registered numbers are to be quoted on all relevant vouchers and correspondence.

(A.F.O. 684/42 is cancelled.)

1582.—Furniture, Tubular Steel, for Officers' Accommodation

New Construction Ships

(P. 54435/41.—2.4.1942.)

The following items of tubular steel furniture are to be fitted in officers' accommodation in all new construction ships, where the state of the work permits, instead of the Admiralty patterns mentioned :—

New type	To replace	Service
<i>Furniture, steel tubular frames, upholstered in hide :—</i> Chairs, table (Pel type R.P.6) fitted with deck pads.	Pattern 715 (mod.) chairs, table, beech. Pattern 692 (mod.) chairs, table, mahogany, stuffed.	Cabins, and as dining chairs.
Chairs, table, with arms (Pel type S.P.9).	Pattern 692 (mod.) chairs, table, with arms, mahogany, stuffed.	At head of dining tables.
Chairs, easy, small (Pel type A.1831).	Chairs, easy, small, tub, for officers.	Cabins.
Chairs, easy, large (Pel type S.P.7).	Pattern 690 (mod.) chairs, easy, hide upholstered.	Wardrooms and in cabins where space permits.
Settees (Pel type S.2) ...	Pattern 697 (mod.) settee, hide upholstered.	
Tables, occasional, 24-in. circular, polished wood top, height 24-in. (Pel type H.T.4).	Pattern 752A, tables, occasional, lightened.	
Tables, occasional, 25-in. circular, polished wood top, height 20-in. (Pel type H.T.5).	Small octagonal tables.	

2. The firm at present best able to supply this furniture is Messrs. Pel, Ltd., Oldbury, Birmingham, whose catalogue numbers are quoted above. Orders should not be placed with other firms until it has been ascertained that they are in a position to supply satisfactory articles similar in design to those of Messrs. Pel, and any proposals to place orders elsewhere should be submitted to the Admiralty for approval.

3. The colour of the enamelled steelwork will be restricted to a choice of two shades—blue and brown—the colour selected being left to the discretion of the Commanding Officer.

Sample pieces of tubing showing the two approved colour shades for the enamel are being supplied to each home dockyard, to A.S.C.B.S., and to each Warship Production Superintendent, for guidance of Commanding Officers when deciding the shade required.

4. The hide upholstery for this furniture is to be of the Admiralty approved blue colour and quality as normally fitted with modernised furniture.

5. Where approved to be fitted, suitable overcases of the latest approved material and colour are to be supplied and are to cover only the upholstered parts of the furniture. Suitable press stud fasteners, lacing arrangement or other satisfactory method should be provided to enable the overcases to be readily detachable for washing.

6. Stocks of the new type of steel tubular furniture for replacement will *not* be maintained in H.M. dockyards, and any requirements which may arise should be obtained by local purchase from the makers.

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES MEDICAL STORES, CONTRACT.

1583.—Yorkshire Area—Supply of Victualling Stores

(V. 20123/42.—2.4.1942.)

With reference to Note B of the Appendix to A.F.O. 517/42, supply of dry provisions to ships and bases in the Tyne Area, including Tees, from the Yorkshire Area, will commence as from the date of this Order.

2. A further Order will be promulgated when supplies of clothing and mess gear can be made from the Yorkshire Area.

3. The address of the Victualling Store Officer given in Column 7 of the Appendix to A.F.O. 517/42 under "Yorkshire Area" is to be amended to read :—

Victualling Store Officer,
H.M. Naval Victualling Depôts,
(Yorkshire Area),
Stainland,
Nr. Halifax,
Yorks.

(A.F.Os. 517/42 and 938/42.)

1584.—Lighter under Construction at Simonstown

"Y.C. Number 240"

(P. 0669/42.—2.4.1942.)

A lighter under construction at H.M. Dockyard, Simonstown, to replace "Y.C. 380", has been designated "Y.C. 240".

***1585.—Badges—Controlled and Observation Mining Ratings**

(V. 410/42.—2.4.1942.)

Stocks of badges for Leading Watchkeepers (C.M.) and Watchkeepers (C.M.) and of letters "C.M." and "C.M.S." are now available.

2. The issuing prices for these badges are as follows:—

Pattern	Issuing Price	Pattern	Issuing Price
126A	2d. each	131B	1d. each
126B	2d. each	132A	1d. each
131A	1d. each	132B	1d. each

(A.F.Os. 4555/40, 3123/41, 4732/41 and 940/42.)

1586.—Cap Ribbons—Scale of Issue to New Entries

(V. 1383/42.—2.4.1942.)

In future two cap ribbons are to be issued with their initial free kit to all new entries dressed as seamen.

(C.-in-C., *The Nore*, No. 614/435C, 8.2.42.)

(Commanding Officer, H.M.S. "Ganges," No. 710, 3.2.42.)

(A.F.Os. 4430/40 and 3916/41.)

1587.—Loan Protective Clothing for Personnel Employed in 4·7-in., Mark XX, Mountings

(V. 489/42.—2.4.1942.)

In ships fitted with 4·7-in., Mark XX, mountings, loan protective clothing for the use of personnel whose clothing is liable to be damaged by leakage of oil may, pending instructions to any other effect, be allowed on the following scale:—

Overall suits and shoes—

15 sets per mounting plus 7 sets per ship (10 in Flotilla Leaders).

Overall suits—

10 per mounting.

2. The allowance of 15 sets of overall suits and shoes per mounting is intended to provide for supply to the gunhouse crews. The additional sets per ship are for the Ordnance Artificers, Q.Os. and Torpedomen employed in the maintenance of the mountings, the Officer performing gunnery duties and, in Flotilla Leaders, for Officers of Quarters, if stationed.

3. The additional 10 overall suits per mounting are for the use of the magazine and shellroom crews. Shoes are not to be provided for these crews.

4. The money allowance authorised by King's Regulations and Admiralty Instructions, Article 1601b, is payable only to those ratings who are regularly employed in the mountings.

5. B.R. 93, Chapter X, Section 26, will be amplified accordingly.

(F.O.C. *Force H. 14.1.42*, No. 36/430.)

(B.R. 93, Chapter X, Section 26.)

(A.F.O. 1743/41.)

1588.—Waterproof Protective Suits—"Submarine" Type

(V. 1504/42.—2.4.1942.)

A two-piece waterproof protective suit complete with mitts has been introduced for loan issue to personnel in submarines on the scale of one for each executive officer, five for look-outs and one for the signalman. Demands for these suits for any submarines at Home, for which supplies have not already been arranged by the Admiralty, should be forwarded by the Accountant Officers concerned to the nearest of the following:—

Royal Victoria Yard,
Deptford.
H.M. Naval Victualling Depôts,
Southern Area,
Thatcham, Berks.
H.M. Naval Victualling Depôts,
South-Western Area,
Launceston, Cornwall.
H.M. Naval Victualling Depôts,
Lancashire Area,
Accrington, Lancs.
H.M. Naval Victualling Depôt,
Jamestown,
Dumbartonshire.

2. Small stocks are being provided at the following victualling yards and depôts abroad to meet replacements:—

H.M. Naval Victualling Depôt, Alexandria.
H.M. Victualling Yard, Malta.
H.M. Victualling Yard, Gibraltar.

Requirements of these suits for submarines abroad for which supplies have not yet been arranged should be reported to the Admiralty (Director of Victualling) by signal.

3. The suits are provided in the following sizes:—

Size	...	...	...	1	2	3	4
Measurements:—							
<i>Jackets—</i>							
Round chest	...	...	...	42 in.	44 in.	46 in.	48 in.
Length at back	...	...	...	27 in.	29 in.	29 in.	29 in.
<i>Trousers—</i>							
Waist	...	...	...	42 in.	44 in.	45 in.	46 in.
Inside leg seam	...	...	...	30 in.	31 in.	32 in.	33 in.

4. The jackets, trousers and mitts should be taken on charge separately in the Paymaster's Loan Clothing Account.

5. Any of these suits which have already been issued and in which the water proofing has deteriorated after use or which need repairs should be returned to the nearest of the victualling yards or depôts mentioned in paragraphs 1 and 2 above for reproofing or repair, accompanied by a report of survey and a demand for replacements.

1589.—Waistcoats, Life-Saving, Yellow

(V. 1435/42.—2.4.1942.)

A.F.O. 4882/41 is to be amended as follows:—

Paragraph 1—

*Nomenclature.**Detail.*

For "Waistcoats, life-saving, inflatable, Stole pattern, flat type, Yellow, Complete".

substitute "Waistcoats, life-saving, inflatable, yellow ... Complete".

Paragraph 4—

Delete all after "A.P. 1182" and substitute "Vol. I, Part I, Section III, Chapter 3, paragraphs 33-38."

(A.F.O. 4882/41.)

1590.—Leather Gloves, Pattern 107

(N.S./C.P. 58538/41.—2.4.1942.)

A new pattern of leather glove, staple-stitched, has been introduced for particularly heavy duties, such as:—

- Handling and stacking metal ingots.
- Reeving heavy electric cables.
- Boiler cleaning and repairs.
- Plate work with heavy pneumatic tools.

This glove has been allotted Pattern No. 107, and will be added to the Rate Book under Subhead E.11.

2. An initial purchase of 2,000 pairs has been made under contract C.P.6B/58358/41, dated 9th February, 1942, for delivery as follows:—

Chatham	...	...	...	400	pairs
Portsmouth	...	...	...	400	pairs
Devonport	...	...	...	400	pairs
Rosyth	...	...	...	300	pairs
Sheerness	...	...	...	100	pairs
Mersey Area	...	...	...	200	pairs
Severn Area	...	...	...	200	pairs

1591.—Scale of Medicines, etc., for the Service Afloat

(M.D.G. 15514/42.—2.4.1942.)

The scale of issue of the undermentioned medical stores for the units specified is to be increased during the war to the quantities shown:—

No. 3 Unit.

<i>Article.</i>	<i>Quantity.</i>
Acidum acetyl salicylicum tablets, gr. 5	4,000 No.
Acidum tannic co. solution pellets	200 No.
Acriflavine (or Euflavine)	1 oz.
Anti-burn jelly	4 lb.
M. and B. 693 tablets	1,000 No.
Morph. sulph. hypodermic sol., gr. 1/6 in 5 min., 1 oz. bottles	4 No.
*Quinine bihydrochloride, gr. 5 tablets	5,000 No.
Syrupus eastonii, m. 30 tablets	1,000 No.
Bandages, webbing, 1-in.	144 No.
Bandages, webbing, 2-in.	288 No.
Bandages, webbing, 3-in.	288 No.
Bandages, webbing, 4-in.	72 No.
Condoms	432 No.
Cotton absorption	60 lb.
First field dressings	100 No.
Gauze, white	180 yds.
Lint	30 lb.

* This quantity allows for the ten times increase in war.

Nos. 4, 5, 6, 7 and 8 Units.

2. The scale of issue of first field dressings is to be increased and shell dressings added in the following quantities:—

		<i>Unit.</i>				
		No. 4.	No. 5.	No. 6.	No. 7.	No. 8.
First field dressings	... No.	60	36	24	24	12
Shell dressings	... No.	24	24	12	12	12

The additional dressings will not be packed in the chests but supplied separately. They are to be kept at convenient points in ships for ready use in action.

3. The scale of issue of hot water bottles, with covers, has been increased to the following quantities:—

		<i>Unit.</i>				
		<i>Single</i>	<i>Single</i>	<i>Double</i>	<i>Double</i>	
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.
Quantity	... ..	12	12	12	24	18

Commanding Officers or Medical Officers are to demand from the nearest Service Afloat Medical Depot, the additional stores appropriate to the unit supplied to the ship.

1592.—Wand's Local Anaesthetic—Dental

(M.D.G. 2898/42.—2.4.1942.)

Owing to the use of a special vaccine type of cap having a central diaphragm of soft rubber, which has proved unsuitable for the purpose, the anaesthetic effect of certain batches of Wand's 3 per cent. local anaesthetic solution has deteriorated by hydrolysis and oxidation. The use of this type of cap has been discontinued and any stocks of the earlier supplies found to be discoloured or lacking in anaesthetic properties should be returned to the Technical Assistant, R.N. Medical Depot, Huthwaite, Mansfield, Notts, for replacement.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1593.—Amendments to Books

(E.F.O.—2.4.1942.)

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.

The total numbers required by Shore Establishments at home and abroad are, however, to be demanded by the establishments concerned direct from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

- A.F.Os. P.167/42.**—B.R. 242(41)—Notes on the Hotchkiss Machine Gun .303-in., Mark I and Mark I*—Amendment No. 2.
- P.168/42.**—B.R. 258(41)—Handbook and Drill Book for the 2-pdr., Mark VIII Gun on the Single Mark VIII*, Mounting—Amendment No. 1.
- P.169/42.**—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
- P.170/42.**—O.U. 5225—Home Dockyard Regulations—Amendment.
- P.171/42.**—O.U. 5302—Mining Drill Book—Amendment No. 30.
- P.172/42.**—O.U. 5450—Regulations for Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes, and 21-in., Mark II S.O. Torpedoes in Submarines—Amendment.
- P.173/42.**—O.U. 5461—Handbook for 21-in. Torpedo Marks II-V—Amendment.
- P.174/42.**—O.U. 5504—Regulations for Maintenance of 21-in., Mark IX-IX** and IX** N.A.B. Torpedoes—Amendment No. 38.
- P.175/42.**—O.U. 5531—Regulations for Maintenance of 21-in., Mark VIII-VIII** Torpedoes—Amendment No. 22.
- P.176/42.**—O.U. 6090(A) (35)—Introduction to Range Tables—Amendment.
- P.177/42.**—O.U. 6090(A) (1) (35)—Notes on Ballistics—Amendment.

- A.F.Os. P.178/42.**—O.U. 6320—Controlled Mining Drill Book, Part I—Amendment No. 8.
- P.179/42.**—O.U. 6320 (1) (40)—Instructions for Preparing "L" Mark II Mine Unit in Controlled Mining Base and Minelayer—Amendment No. 3.
- P.180/42.**—O.U. 6382—Instructions for Laying Observation Minefields with "L" Mark IV Mines—Amendment No. 6.
(A.F.Os. 1268/39, 4622/40 and 1452/42.)

1594.—K.R. and A.I. Amendments
(E.F.O.—2.4.1942.)

As an economy measure King's Regulations and Admiralty Instructions amendments, commencing with K.R. 1/42, will be printed on both sides of the paper.

2. Future amendments should be marginally noted in King's Regulations and Admiralty Instructions, Vols. 1 and 2 (B.R. 31 and 32).

3. Section III, comprising the numerical list of amendments to Articles Appendices and Index will be omitted from *reprinted* editions. These are cumulative and therefore contained in any subsequent edition(s) to that reprinted.

1595.—1st of June Appeal for Naval Officers' Charities
(E.F.O. 161/42.—2.4.1942.)

Distribution of the third "1st of June Appeal" will be made from Admiralty Fleet Order Branch in two instalments.

(a) Foreign Stations and Fleets abroad (excepting Mediterranean and North Atlantic) on 2nd April, 1942.

(b) Mediterranean, North Atlantic Stations and Home Commands on the 30th April, 1942.

Additional copies of the Appeal can be obtained on application to Admiralty (E.F.O.), c/o H.M.S.O. Press, Wealdstone, Middlesex.

1593.—Telegraphic Addresses for Naval and Civil Authorities (Home)—
Amendment No. 2 to A.F.O. 3676/41.
(M. 192/42.—2.4.1942.)

A.F.O. 3676/41 is to be *amended* as follows:—

- Aultbea—**
Insert
Officer-in-Charge, Armament Supply ... Ocas, Aultbea.
- Birmingham—**
Delete
Admiralty Regional Officer (Midlands) ... Adromid, Birmingham.
- Bournemouth—**
Insert
Officer-in-Charge, H.M. Naval Victualling Sub-depôt. ... Vicstore, Bournemouth.
- Insert*
Cholmondeley—
R.N. Auxiliary Hospital Navospital, Cholmondeley.
- Dartmouth—**
Insert
Coastal Force Base Coastal, Dartmouth
- Dover—**
Insert
Coastal Force Base Coastal, Dover.
- Insert*
Falkirk—
Officer-in-Charge, Castlelaurie Works, Bains- Engineer, Falkirk.
ford, Nr. Falkirk.

- Falmouth—**
Insert
Coastal Force Base Coastal, Falmouth.
- Felixstowe—**
Insert
Coastal Force Base Coastal, Felixstowe.
- Under*
Fort William—
For Commanding Officer, H.M.S. "St. Navycharge, Fort William.
Christopher."
Read Commanding Officer, H.M.S. "St. Coastal, Fort William.
Christopher."
- Under*
Gosport—
For Commanding Officer, H.M.S. "Hornet" Torpboats, Gosport.
Read Commanding Officer, H.M.S. "Hornet" Coastal, Gosport.
- Great Yarmouth—**
Insert
H.M.S. "Midge" Coastal, Gt. Yarmouth.
Officer-in-Charge, Armament Supply, Naval Ocas, Gt. Yarmouth.
Base.
- Greenock—**
Insert
Officer-in-Charge, Armament Supply, Naval Ocas, Greenock.
Offices, Campbell Street.
- Insert*
Guildford—
Officer-in-Charge, H.M. Naval Victualling Vicstore, Guildford.
Sub-Depôt.
- Holyhead—**
Insert
Coastal Force Base Coastal, Holyhead.
- Immingham—**
Insert
Coastal Force Base Coastal, Immingham Dock.
- Under*
Inveraray—
For V.A.C. Training Centre Naval, Inveraray.
Read Commandant, C.T.C. Naval, Inveraray.
- Insert*
Kilmacolm, Renfrewshire—
R.N. Auxiliary Hospital Navospital, Kilmacolm.
- Larne—**
Insert
Coastal Force Base Coastal, Larne.
- Insert*
Launceston, Cornwall—
Superintending Victualling Store Officer ... Vicstore, Launceston.
- Insert*
Lawrenny Ferry—
R.N. Air Station Conas, Lawrenny.
- Under*
Leeds—
For Superintending Civil Engineer, 28, Bond Aworks, Leeds.
Street.
Read Superintending Civil Engineer, 28, Bond Aworks, Leeds.
Street.

Lerwick—*Insert*

Coastal Force Base Coastal, Lerwick.

Llanelly—*Insert*

Officer-in-Charge, R.N. Armament Depôt ... Mentarma, Llanelly.

London—*Insert*

Accountant Ratings Training Establishment, Highgate School. Trainac, Crouchway, London.

Londonderry—*Insert*

Officer - in - Charge, Armament Supply, 7, Clarendon Street. Ocas, Londonderry.

Lowestoft—*Insert*

Coastal Force Base Coastal, Lowestoft.

Milford Haven—*Insert*

Coastal Force Base Coastal, Pembroke Dock.

Newhaven—*Insert*

Coastal Force Base Coastal, Newhaven.

*Insert*Peterhead—

Coastal Force Base Coastal, Peterhead.

Portland—*Insert*

Coastal Force Base Coastal, Portland.

*Insert*Redruth—

Inspecting Officer, N.O.I. Department ... Steeliness, Redruth.

*Insert*Seaforth—

R.N. Auxiliary Hospital Navospital, Seaforth, Liverpool.

*Insert*Stoke Canon, Nr. Exeter—

Engineer Officer-in-Charge, R.N. Armament Depôt. Engineer, Stoke Canon.

*Insert*Stoke-on-Trent—

Officer-in-Charge, R.N. Armament Depôt ... Mentarma, Stoke-on-Trent.

Stornoway—*Insert*

Coastal Force Base Coastal, Stornoway.

*Insert*Thatcham, Nr. Newbury, Berks.—

Engineer Officer-in-Charge, R. N. Armament Depôt. Engineer, Thatcham.

Superintending Victualling Store Officer, H.M. Naval Victualling Sub-Depôt. Vicstore, Thatcham.

Troon—*Insert*

Coastal Force Base Coastal, Troon.

(Amendment No. 1, A.F.O. 294/42.)

(A.F.O. 3676/41.)

1597.—Address of Base Accountant Offices, Swansea

(M. 1174/42.—2.4.1942.)

On 1st April, 1942, the address of the Base Accountant Officer and staff, Swansea, will be :—

“ St. Elmo ”,
Uplands Crescent,
Swansea.

1598.—A.P. 1182, Volume 1, Part 3—Safety Equipment Manual, Emergency Dinghy Gear—Preliminary Issue No. 2

(N.S. Air 14/42.—2.4.1942.)

Limited distribution of a provisional edition of A.P.1182, Volume 1, Part 2, has been arranged, in accordance with the following scale :—

Services covered by A.P.(N) 1, Column 3	...	...	1 copy
„ 5	...	...	1 copy
„ 10	...	...	1 copy
„ 11	...	...	1 copy
„ 14	...	...	2 copies
„ 22	...	...	2 copies
„ 24	...	...	1 copy

This provisional edition will shortly be added in final form to the existing A.P. 1182 by amendment list.

1599.—British Aeroplanes—Distribution of Sheet A.3 etc.

(Sta. 18080/41.—2.4.1942.)

A further recognition sheet, A.3, and an amendment slip to Sheet D.1, of British Aeroplanes, are now available, and will be distributed, without demand, to all concerned, from the R.N. Store Depôt, Park Royal, on the same basis as similar recognition charts have previously been distributed.

(A.F.O. 182/42.)

1600.—Handbooks in English for Certain French Guns and Mountings

(G. 6790/41.—2.4.1942.)

The position regarding handbooks for certain French equipments is as follows :—

- (a) 100 mm. gun Unless a requirement is shown to exist for a Handbook on this mounting, few of which are carried by Ships manned by British crews it is not proposed to prepare one.
- (b) 75 mm. gun A book entitled *Handbook and Drill for the French 75 mm. Gun, 1897 Model on the 1916 (Affût de Bord) Mounting—B.R. 280*, is now in the press and will be issued shortly.
- (c) 37 mm. gun A book entitled *Handbook for the 37 mm. Gun 1925 Model*, has been prepared and will shortly go to press as a Book of Reference.
- (d) 13·2 mm. Hotchkiss A translation of the French handbook has been made. A small stock of these is maintained by the Director of Naval Ordnance, Bath, for issue on demand.
- (e) 13·2 mm. Browning Very few of these guns are in service ;on, book is contemplated.
- (f) 8 mm. Hotchkiss A book entitled *Notes on the 8 mm. Hotchkiss Machine Gun, French Model—B.R. 285*, is now in the press and will be issued shortly.
- (g) 75 mm. Darne No book is proposed.

2. The established allowance is one copy to each vessel fitted with the equipment.

3. The publications at (b) and (f) above should be demanded by vessels concerned from the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, in accordance with A.F.Os. 1071/42 and 1073/42.

4. The publication at (c) above should be demanded by vessels concerned from the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, when the Admiralty Fleet Order announcing the issue of the book is published.

5. Demands for the book at (d) above should be forwarded to the Director of Naval Ordnance (Gunnery Branch), Bath.

(A.F.Os. 1071/42 and 1073/42.)

1601—Handbooks and Drill Books for Certain American Guns and Mountings

(G. 1878/42.—2.4.1942.)

The position regarding handbooks and drill books for certain American equipments is as follows:—

5-in., U.S., 51-cal., Mark VIII gun, on 5-in., U.S., Mark XV mounting.	{	A handbook is in preparation.
		A drill book is in preparation.
4-in., U.S., 50-cal., Mark IX gun, on 4-in., U.S., Mark XII mounting.	{	A handbook has been written and will shortly go to press.
		A drill book, O.U.5543, has been issued.
3-in., U.S., 50-cal., Mark X gun, on 3-in., U.S., Mark XI mounting.	{	A handbook has been written and will shortly go to press.
		A drill book is in preparation.
3-in., U.S., 23-cal., Mark XIV gun, on 3-in., U.S., Mark XIV mounting.	{	A handbook has been written and will shortly go to press.
		A drill book, B.R.255, has been issued.
0.5-in. Colt gun, on the twin Colt, Mark IX (hand-worked) mounting.	{	Preliminary notes and drill for this gun and mounting, B.R.286/42, is in the press and will shortly be distributed.
		A permanent handbook is in prepa- ration.

1602.—W.R.N.S.—Medical Examination Record and Medical History Sheet

(M.D.G. 41868/41.—2.4.1942.)

See A.F.O. 1526/42 under Section 2 of this issue.

(A.F.O. 1526/42.)

1603.—V.A.Ds.—Record of Sickness in Medical Officers' Journals

(M.D.G. 15848/42.—2.4.1942.)

With reference to B.R. 50/41 (War Regulations for V.A.Ds. in Naval Hospitals, etc.) the reports of sickness required by Section XIII, paragraph 56, clause 1, are to be included separately in the following Forms of each medical officer's journal (M.179):—

M.179 (a).—A detailed account of particular cases, including all those sent to hospital, invalided or dead.

M.179 (g).—Alphabetical sick list.

M.179 (h).—Alphabetical list of minor injuries.

1604.—Book R.65—Abolition

(Sta. 10073/42.—2.4.1942.)

The following has been abolished:—

R.65. Subsidiary Book for expenditure and receipt of Stores.

1605.—B.R. 265/41—Notes on the Marlin Machine Gun, 0.3-in.—Issue

(G. 5230/41.—2.4.1942.)

The above-mentioned book is now in the press.

2. Copies will be issued, without demand, from the Royal Naval Store Depôt, Elveden Road, N.W.10, as soon as supplies become available, as follows:—

Ports	F.O. or N.O. i/c or R.N.O.	D.E.M.S. Officer	F.O.G.O.	F.O.G.M.O.
Invergordon	2	—	—	—
Peterhead	2	—	—	—
Aberdeen	2	40	2	1
Dundee	2	40	—	—
Methil	2	2	—	—
Granton	2	—	—	—
Rosyth	2	—	—	—
Leith	2	80	3	2
Newcastle	2	120	4	3
Sunderland	2	80	2	—
Hartlepool	2	—	2	—
Middlesbrough	2	80	4	4
Hull	2	120	4	4
Grimsby	2	—	—	—
Great Yarmouth	2	4	2	—
Lowestoft	2	—	2	2
Harwich	2	—	—	—
Brightlingsea	2	—	—	—
London	2	200	4	2
Chatham	2	—	—	—
Sheerness	2	—	—	—
Ramsgate	2	—	—	—
Dover	2	—	—	—
Newhaven	2	—	—	—
Littlehampton	2	—	—	—
Portsmouth	2	—	—	—
Devonport	—	60	—	—
Southampton	2	2	2	2
Poole	2	—	—	—
Weymouth	4	—	—	—
Portland	2	—	—	—
Dartmouth	2	2	—	—
Plymouth	2	2	—	—
Falmouth	2	40	2	2
Avonmouth	2	40	—	2
Cardiff	2	300	6	4
Swansea	2	2	—	—
Milford Haven	2	2	—	—
Liverpool	2	300	6	4
Glasgow	2	300	4	4
Greenock	2	2	2	—
Belfast	2	200	2	2
Barrow	2	—	2	2
Ardrossan	2	—	2	—
Oban	2	2	—	—
Aultbea	2	2	—	—
Appledore	2	—	—	—
Kirkwall	2	—	—	—
Barry	2	—	—	—
Blyth	2	—	—	—
Reykjavik (Iceland)	2	20	—	—
Faroes	2	20	—	—
Gibraltar	2	20	—	—
Alexandria	2	20	—	—
Port Said	2	80	—	—
Kingston (Jamaica)	2	40	—	—

Ports	F.O. or N.O. i/c or R.N.O.	D.E.M.S. Officer	F.O.G.O.	F.O.G.M.O.
Freetown	2	40	—	2
Simonstown	2	160	2	—
Colombo	2	40	—	—
Bermuda	2	40	—	—
Aden	—	40	2	2
Bombay	—	120	2	—
New York	—	100	2	2

	Copies
Flag Officer Commanding, Royal Indian Navy	6
Australian Authorities	100
Canadian Authorities	200
New Zealand	50
Dockyards (Home and Abroad)	2 each

Gunnery Schools :—

H.M.S. "Excellent"	50
Devonport	25
Chatham	25
Secretary, Ordnance Board	1

D.E.M.S. Training Centres :—

London (H.M.S. "Chrysanthemum")	} 4 each		
Bristol (H.M.S. "Flying Fox")			
Cardiff			
Liverpool			
Manchester			
Belfast			
Glasgow			
Greenock			
Leith			
Newcastle			
Middlesbrough	} 4 each	Admiralty	
Sunderland			
Hull			
Grimsby			
H.M.S. "Glendower"			
H.M.S. "Wellesley"			
D.T.S.D.			2
D.G.D.			2
D.T.D. (D.E.M.S.)			5
C.I.N.O.			25
D.A.S.	2		
D.N.O.	6		

3. The copies supplied to D.E.M.S. Staff Officers are intended for issue to D.E.M.S. fitted with the gun on the basis of one copy per vessel.

4. Further copies as necessary should be demanded from the Naval Store Officer, R.N. Store Depôt, Elveden Road, N.W.10.

1606.—B.R. 274 (41)—Handbook and Drill for 20 mm. Oerlikow Machine Gun, Marks I, II, II U.S.N. and IV U.S.N., on Marks I, IIA and IIIA Mountings—Issue.

(G. 013838/41.—2.4.1942.)

A.F.O. 1308/42 is to be amended as follows :—

Under "Fitting Out Gun Mounting Overseers" add "New York, Suez Canal Area, Aden, Freetown."

Under "Fitting Out Gunnery Officers" add "Bombay, Capetown, Durban, Aden, Suez Canal Area, New York, Simonstown." Delete Sunland and insert Sunderland.

(A.F.O. 1308/42.)

1607.—B.R. 284—Preliminary Pamphlet for 2-pdr. Q.F., Mark XIV Gun—Issue

(G. 013842/41.—2.4.1942.)

Copies of the above preliminary pamphlet are now available and will be distributed, without demand, from the R.N. Store Depôt, Elveden Road, N.W.10, as follows :—

Commanding Officers of Coastal Forces Base Ships—	Copies
"Britannia II"	10
"Forte IV"	18
"Skirmisher II"	18
"Torch II"	10
"Racer II"	10
"Mentor II"	10
"Hornet"	10
"Forward"	10
"St. Christopher"	20
"Wasp"	10
"Wildfire"	10
"Beehive"	6
"Minos II"	18
"Midge"	10
"Beaver III"	18
"Fox"	10
"Dunluce Castle"	18
"Watchful"	1
Commanding Officer, H.M.S. "L'Impassible"	1
Admiral Superintendent, Gibraltar	20
Admiral Superintendent, Alexandria	12
Flag Officer-in-Charge, Freetown	20
Captain-in-Charge, Bermuda	4
Naval Officer-in-Charge, Dar es Salaam	4
Naval Officer-in-Charge, Mombasa	4
B.A.T.M., Canada	6
Secretary, Navy Office, New Zealand	4
D.G., India Store Dept.	10
Gunnery Schools—	
H.M.S. "Excellent"	25
Chatham	10
Devonport	10
Rear Admiral, Coastal Forces, Wendover Court	2
D.A.S.O	2
C.I.N.	2
D.N.O.	4

1608.—B.R. 286/42—Notes on the 0.5-in. Colt Browning Gun on the Twin Hand-worked Mounting, 1942—Issue

(D.N.O. (W.O.) 544/41.—2.4.1942.)

The above-mentioned book is now in the press.

2. Copies will be distributed without demand, by the Naval Store Officer, R.N. Store Depôt, Elveden Road, N.W.10, when supplies become available, as follows :—

	Copies.
Flag Officers-in-Charge, and Naval Officers-in-Charge, at Ports at Home and Abroad	1 each.
H.M. ships	1 each (if fitted with the gun).
D.E.M.S. Staff Officers	As necessary.
D.E.M.S. Training Establishments	4 each.
Fitting Out Gunnery Officers	2 each.
Fitting Out Gun Mounting Overseers	2 each.
Armament Depôts	1 each.

Gunnery Schools :—		<i>Copies.</i>	
H.M.S. "Excellent"	20
Chatham	5
Devonport	5
Australian Authorities	50
Canadian Authorities	100
New Zealand Authorities	30
C.I.N.O.	25
D.A.S.	3
D.G.D.	2
D.T.D. (D.E.M.S.)	6
D.N.O.	6

1609.—Form D.695a (Outside) and (Inside)—Abolition
(Sta. 10096/41.—2.4.1942.)

The following have been *abolished* :—

D.695a—Progress of Expenditure on Dockyard Work. (Outside and Inside.)

1610.—Form S.318—Battery Logs—Revised Allowances for Coastal Craft
(T. 464/42.—2.4.1942.)

The establishment of Form S.318 (Battery Log) for coastal craft has been revised as follows :—

	<i>Title Sheet</i> S.318	<i>Loose Sheet</i> S.318	<i>Spring Back</i> S.567
M.T.Bs., M.G.Bs., M.G.Bs. (American types), 72-ft., H.D.; M.Ls., "Fairmile" "A", "B", "C" and "D" class; air, sea rescue boats and M.A.S.Bs.	2	50	2
Coastal force craft fitted with A/S equipment	1	25	1

2. Vessels concerned should demand from the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, the appropriate number of Forms S.318 and S.567 if they have not already been supplied.

1611.—Form S.1174—Cinema Projectors—Log Books—Establishment
(T.S.D. 18/42.—2.4.1942.)

A new Form S.1174 has been established as a log book to assist in the care and maintenance of cinema projectors in shore establishments. The Form is to be carefully kept up in order to ensure that an accurate record of the use made of both films and projectors is available when repairs to the machinery or replacement of films are required.

2. First issue (one copy, comprising 60 sheets) of the Form will be made without demand to shore establishments using instructional films. Demands for subsequent requirements should be forwarded to the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, from whom H.M. ships having projectors should demand both first and subsequent supply.

1612.—O.U. 6090 (J)—Range Table No. 528 for B.L. 6-in. Gun, Mark VII—
dated January, 1942
O.U. 6090 (J)—Range Table No. 529 for B.L. 6-in. Gun, Marks XII
and **XIIB**—dated January, 1942 } Issue
(G. 08276/41.—2.4.1942.)

The above-mentioned range tables are now in the press. Copies will be issued to all concerned, without demand, by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, when supplies become available.

Section 6.—SHORE ESTABLISHMENTS

1613.—Superintending Victualling Store Officer, Scotland—Appointment
(V. 20540/42.—2.4.1942.)

See A.F.O. 1494/42, in Section 2 of this issue.
(A.F.O. 1494/42.)

1614.—Clerical Assistants (Treasury and Departmental)—Promotion to Clerical Grade
(C.E. 57031/41.—2.4.1942.)

The requirements that Clerical Assistants and Departmental Clerical Assistants, Grade I, should have at least two years' service in the grade and be not less than 20 years of age before promotion to a clerical grade are withdrawn.

2. Recommendations of Clerical Assistants and Departmental Clerical Assistants, Grade I, between the ages of 18 and 20 who, by reason of the previous age limit, were excluded from the bi-annual reviews under A.F.O. 3099/41 may now be forwarded to the Admiralty (C.E. Branch II, Bath) for consideration for promotion on an acting basis.

3. Heads of Departments should keep under constant review Clerical Assistants and Departmental Clerical Assistants, Grade I, who are not less than 18 years of age and are considered to have reached the standards necessary for promotion to the clerical classes and should forward to the Admiralty (C.E. Branch II, Bath) any recommendations for promotion which they consider justified. Recommendations should only be made in respect of those who, in the opinion of Heads of Establishments, are capable of performing the full duties of the clerical class.

4. The provision for a period on trial on duties appropriate to the clerical class before promotion remains unchanged.
(A.F.O. 3099/41.)

1615.—Temporary Clerks—Promotion
(C.E. 57031/41.—2.4.1942.)

The rule laid down in A.F.Os. 2673/39 and 3102/41 that the proportions of Temporary Clerks, Grades I and II, to the total temporary clerical staffs should be 5 per cent. and 25 per cent. respectively, is withdrawn.

2. The grading of temporary clerks will continue to be fixed solely by reference to the duties performed, which for Grade I and II posts must be of the standards laid down in A.F.O. 3102/41.

3. Temporary clerks aged 18 or over may now be recommended for promotion to Grade II in all cases where Heads of Establishments are satisfied that they are fully capable of carrying out the duties of the higher grade.
(A.F.Os. 2673/39, 3102/41 and 4901/41.)

1616.—Subsistence Allowance—Civilian Non-Industrial Staff on Civil Defence Duty and Fire Prevention Duty
(C.E. 2283/42.—2.4.1942.)

With reference to A.F.O. 5015/41, paragraph 1, with effect from black-out time on 16th November, 1941, the following rates of subsistence allowance for turns of duty of eight hours and more, outside working hours, may be paid to all civilian staff performing types of civil defence duty at Government premises other than fire prevention duty, viz. :—

For each continuous turn of duty, outside working hours—

	<i>s.</i>	<i>d.</i>
(i) of 8 but not exceeding 12 hours ...	3	0
(ii) exceeding 12 but not exceeding 18 hours ...	4	6
(iii) exceeding 18 but not exceeding 24 hours ...	6	0

Turns of duty of less than 8 hours performed by civil defence volunteers outside working hours at Government premises should continue to be paid on the meal basis laid down in A.F.O. 2330/41.

Duty officers and others necessarily sleeping at the office for official reasons are not affected and will continue to come under the provisions of A.F.O. 2330/41.

2. Paragraph 2 of A.F.O. 5015/41 provided that staff performing short turns of fire prevention duty for which a subsistence allowance of 3s. was clearly not appropriate, should be paid under the terms of A.F.O. 2330/41. It has now been agreed that a subsistence allowance of 3s. may be paid for all short turns of *fire prevention duty* performed in Government premises outside working hours since 22nd September, 1941, inclusive, under previously agreed schemes and may continue to be paid for approved turns thereafter subject to the following provisos:—

- (i) Short turns of duty (i.e. of less than 8 hours) should be exceptional, and should only be countenanced where they are clearly necessary for the purpose of securing adequate fire prevention arrangements. Existing arrangements should be reviewed accordingly.
- (ii) If on review it is found that longer turns of duty than those at present in operation can be introduced, staff will have no right to the continuance of the existing arrangements.
- (iii) Subsistence allowance should not exceed the rates appropriate on the basis of the authorised turns of duty laid down in the office schedule of fire prevention duties; that is, if an officer scheduled for a turn of, say, 14 hours, found it convenient and obtained permission to split the duty with a colleague, one allowance not exceeding 4s. 6d. would be payable, not two allowances of 3s. each.

3. Staff who live at the premises at which they are performing fire prevention or other civil defence duties should not be paid any subsistence allowance.

4. Travelling expenses reasonably and necessarily incurred by staff through the performance of fire prevention or other civil defence duties on official premises may be paid if such expenses are claimed. Attention is drawn to the concession announced by the Ministry of War Transport under which employees who normally travel by rail between their home and place of work on workmen's tickets or other cheap tickets available for return on the day of issue only, and who, by reason of the performance of Home Guard, Fire Guard, or other A.R.P. duties at business premises are prevented from travelling, within the times covered by these tickets, may on such occasions obtain return railway tickets valid for two days at the cost approximately of single ordinary fare for the return journey.

These tickets are issued on presentation of certificates signed by the employer. Forms of certificates are obtainable from the main-line railway company concerned or the London Passenger Transport Board.

(A.F.Os. 705/41, 2330/41, 4463/41 and 201/42.)

(A.F.O. 5015/41 is cancelled.)

1617.—Naval and Civilian Personnel Using their Private Cars on Official Business—Protection Certificates

(C.E. 3009/42.—2.4.1942.)

Attention is drawn to A.F.O. 1507/42 shown in Section 2 of this issue.

(A.F.O. 1507/42.)

1618.—Charge Pay of Skilled Labourers—Transfer to Scale A

(L. 1897/42.—2.4.1942.)

Chargemen of Skilled Labourers who at present receive Charge Pay on the basis of Scale B are to be given the option to transfer to Scale A. Those Chargemen who elect to transfer should be assimilated into the new scale according to the actual number of years of approved service as Chargemen.

2. This Order should be communicated to the men concerned, who should be informed that the option is to remain open until 1st May, 1942, and that the decision taken by each man may not be revoked.

(A.F.O. 5111/41.)

1619.—Return D.29—Numbers of Workpeople Borne in Admiralty Establishments

(L. 4413/42.—2.4.1942.)

Attention is drawn to the requirement in Article 7, Cash Duties Instructions, concerning the preparation of Return D.29 in respect of workpeople borne on the books of Admiralty establishments. For the guidance of officers-in-charge of establishments who have not ready access to the Cash Duties Instructions, the Article is quoted below:—

“Returns are to be forwarded from all establishments at which civilian workpeople are employed, to the Secretary of the Admiralty (Labour Branch) in April and October of each year, showing in detail the numbers of workpeople of each class, including titular grades and skilled labourers rated according to occupation, borne on the books of each establishment on the first Monday in April and in October, respectively.

The numbers at each rate of pay borne on the established and hired lists respectively (including employees in Vote 10 departments) are to be furnished in addition to total numbers. Weekly rates, except where they are inclusive, are to show (a) base rate, (b) bonus, (c) allowances, etc. The numbers (in detail and total) for each department in the establishment are to be shown separately, and are also to be summarised under the different Votes to which the wages are chargeable.

A similar return showing the numbers borne under Vote 8 is to be transmitted at the same time to the Director of Dockyards.”

2. The return in respect of workpeople borne on 6th April, 1942, should accordingly be forwarded to the Admiralty as directed, as early as practicable after that date. (The October return is being dispensed with during the period of hostilities, *vide* A.F.O. 1182/40.)

(A.F.O. 1182/40.)

1620.—Civilians Replacing Torpedo Ratings in D.G. Wiping-Deperming Units, Fixed and Mobile—Rates of Pay

(L. 3802/42.—2.4.1942.)

Where civilians are employed to replace Torpedo Ratings for duties of battery-charging, etc., in D.G. Wiping-Deperming Units, the following arrangements in regard to rates of pay are appropriate.

2. In Fixed Wiping-Deperming Units, a “lead” of from 6s. to 9s. a week, at local discretion, over the ordinary labourer's (“working party”) rate should be paid to civilians so employed.

3. (a) In Mobile Wiping-Deperming Units, a “lead” of 7s. a week should be paid, in addition to the appropriate rate of pay for the grade, to a suitable member of the crew selected for this special duty. Masters and Chief Engineers should not be selected. When the duty has been allocated in each ship, an entry should be made in the log portion of ENG.6, stating the name of the man selected and the amount of extra pay allowed for the duty properly and regularly performed to the satisfaction of the D.G.W.O. and not paid if not satisfactory. The entry should be signed by the Skipper and the D.G.W.O.

(b) If there is no suitable member of the crew available, and it is therefore necessary to employ a shore-based employee, he should be paid as at 2 above, i.e. a “lead” of 6s. to 9s. over the shore “working party” rate.

4. Women should not, for the present, be employed on these duties.

1621.—Fire Fighting Equipment—Receipt for

(D. 1153/40.—2.4.1942.)

With reference to the supply of Home Office type fire fighting equipment, pumping units and spares, complaints have been received from the Controller of Supplies, Ministry of Works and Buildings, and their Contractors, that repeated requests for acknowledgement of receipt for these items from the respective consignees have remained unanswered.

2. Receipts for such equipment are to be returned immediately in order to facilitate settlement of Contractors' claims.

1622.—Electrodes—Approved Types

(N.S./C.P. 25065/42.—2.4.1942.)

The following type of electrode is approved for Admiralty works:—

<i>Firm</i>	<i>Type of Electrode</i>
Messrs. Philips Industrial Lamps, Ltd.	Philips Shipweld 2—for welding mild and "D" quality steels in all positions.

(A.F.O. 4228/41.)

1623.—Contractor's Deliveries and Returnable Packages Damaged or Destroyed by Enemy Action

Admiralty Establishments

(C.P. 10/30085/42.—2.4.1942.)

GOODS IN COURSE OF RECEIPT

The property in goods delivered by a contractor to a dockyard or other Naval establishment rests with the Admiralty except when the goods have been rejected. If the goods have been rejected they are *immediately* from the time of the rejection at the contractor's risk so far as King's Enemy Risks are concerned. (The expression "King's Enemy Risks" has the meaning assigned to it by Section 15 (i) (a) of the War Risks Insurance Act, 1939, or any Statutory modification thereof and by any Order made thereunder.)

2. Unless they have been rejected before the damage or destruction occurs, goods delivered by contractors and damaged or destroyed by enemy action while in course of receipt are to be dealt with as follows:—

At Vote 2 Establishments.—Entered on account of receipt for payment purposes. If totally destroyed they should be written off charge by certificate and if damaged or partially destroyed, they should be dealt with on report of survey.

At Vote 8 Establishments.—Entered on account of receipt for payment purposes. The value, at rate book or cost price as appropriate, of stores, Vote 8/2, or Vote 8/3, destroyed and the amount allowed for repair of stores damaged should be brought to account in the yard cost accounts under item 8 of Section B of Account No. 88.

The value of similar losses of Vote 8/2K stores should be brought to account under item 8D of Account No. 22.

At Vote 9 Establishments.—Brought on charge (with a suitable notation on the receipt voucher) in order that contractors' invoices may be cleared.

Goods brought on charge in accordance with the above procedure to be subsequently accounted for as follows:—

If destroyed.—Written off by certificate voucher.

If damaged.—Surveyed and ledgers adjusted accordingly.

At Vote 3 Establishments.—In accordance with the procedure described above for Vote 2 establishments, except for those Vote 3 establishments not using the A/R system, where the procedure for Vote 9 establishments should be followed.

3. If after delivery the contractor is required by the contract to carry out any further work at the yard or other establishment—e.g. erection—and such further work has not been completed at the time the damage or destruction occurs, the circumstances should be reported to the Admiralty so that the price at which the goods are to be entered on account of receipt may be determined.

4. Where damage by enemy action to dockyards or other receiving establishments results in dislocation of the procedure for the survey of stores, and for the supply to contractors of receipts for goods delivered, contractors who apply for receipts which cannot be given immediately should be instructed to render claims on Form D.118 or other appropriate form, to the Director of Navy Accounts for an advance of 90 per cent. of the value of the stores despatched, giving particulars of the contract in the spaces provided and details of the deliveries with dates. Such claims should be supported by a certificate from a responsible official of the firm to the effect that the stores enumerated on the claims were despatched on the dates shown, and should be accompanied by a letter stating the circumstances in which application for payment is made. Contractors should be informed that a further claim for the balance of 10 per cent. should be made when the receipt is ultimately

returned to them. Where Forms D.55, etc., are known to have been received and to have been destroyed copies of the Forms should be called for, such copies being clearly marked *duplicate*. For supplies for which payment is due to be made locally, the application for the 90 per cent. advance should be made to the local paying officer who is authorised to make such advances pending receipt of the normal certificates.

CONTRACTOR'S RETURNABLE PACKAGES.

5. The property in contractor's *returnable* packages in which goods have been delivered to Admiralty establishments (excepting such as are included in the price to be paid) remains with the contractor, the Admiralty being merely bailees of the returnable packages. The Admiralty are therefore not under any responsibility for damage or destruction of the returnable packages by enemy action at the establishment, and are not liable to pay for them.

6. The contractor should be advised if his returnable packages are so damaged or destroyed, so that he may consider preferring a claim under his policy of War Risks Insurance.

7. If, however, the contract price includes the value of the packages or the contract covers a separate charge for packages, the latter become the property of the Admiralty on delivery, notwithstanding any provision in the contract for refund of the charge for the packages in full or in part on return to the contractor, and the risk of loss or damage to such packages by enemy action while at Admiralty establishments rests with the Admiralty.

(A.F.Os. 386/41, 1019/41, 4102/41 are cancelled.)

1624.—Stores Supplied on Repayment to the Commonwealth of Australia—Method of Reporting Claims

(D.A./D.N.A. 21518/41.—2.4.1942.)

Charges for stores supplied on repayment to the Australian Commonwealth should in future be reported on separate claim Forms D.72d, V.108a, 087a, etc., for each of the following categories:—

(a) Stores shipped to Garden Island, Sydney, against Commonwealth indents.

(b) Stores issued to H.M.A. ships against Commonwealth indents.

(c) Stores issued to H.M.A. ships without requisitions from Commonwealth headquarter officers in London.

The category to which each claim form relates should be stated clearly against the "description of service".

1625.—Diesel Driven Locomotives in Naval Armament Establishments—Starting Instructions

(D. 2595/42.—2.4.1942.)

Cases have occurred in Naval armament depôts in which fractured cylinder blocks have resulted from attempts to start the engines of Diesel driven locomotives by towing the locomotive or allowing it to roll down a gradient in gear.

2. Investigations have shown that the damage has been caused by water being drawn into the cylinders from the exhaust gas conditioners as a result of errors on the part of drivers who have engaged the gear in "Reverse" instead of in the "Forward" position before movement of the locomotive.

3. Arrangements are to be made for a board or plate to be displayed in a prominent position in the cab of any Diesel driven locomotive fitted with exhaust gas conditioners containing water giving instructions that starting of the engine is to be by hand or electric motor only and that starting by allowing the locomotive to roll down a gradient or by towing is forbidden.

4. Attention is called to the necessity of routine cleaning of the flame traps and to the use of suitable oils, as indicated in maker's instruction books, to facilitate starting of the engine.

(A.S. Portsmouth, 21.2.42, No. 148.)

