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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
9th 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,

H. V. Markham

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

NOTE:—The scale of distribution is shown in the revised Admiralty Fleet Order Volume Instructions—A.F.O. 4544/41, paragraph 10.

Head of *cab* *12 JUN 1942*

P 1 *[Signature]*

P 2 *[Signature]*

P 3 *[Signature]*

ADMIRALTY FLEET ORDERS

No. Subject.

9th April, 1942

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1721. O.U. 6090 (B)—Range Table No. 351B, for Q.F., 4.7-in. Gun, Mark VIII—Revised Page 2, dated March, 1942.
1722. O.U. 6090 (E)—Range Table Nos. 430 and 431, for Q.F., 2-pdr. Gun, Mark VIII—Revised Pages 1 and New Pages 1A, dated February, 1942.
1723. Forms S.285—Magazine Logs—Names of Places Visited not to be Inserted.

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(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.

1626.—Warships Weeks—Ships Adopted

(M. 1136/42.—9.4.1942.)

With reference to A.F.O. 4826/41, the following ships have been adopted by the areas specified, as a result of successful Warship Week campaigns for the periods indicated :—

Week ended 21st February, 1942

<i>Name of Ship</i>	<i>Adopting Town or Area</i>
H.M.S. "Locust"	Bradfield R.D. (Berks.).
H.M.S. "Truant"	Gosport, Hants.

Week ended 28th February, 1942

H.M.S. "Auricula"	Dartford M.B., Kent.
H.M.S. "Coltsfoot"	Amesbury and District, Wilts.
H.M.S. "Derwent"	Easthampstead R.D., Berks.
H.M.S. "Fareham"	Fareham, Hants.
H.M.S. "Garth"	Wokingham M.B. and R.D., Berks.
H.M.S. "Gloxinia"	Dartford R.D., Kent.
H.M.M.T.B. "63"	Upper Nidderdale, Yorks.
H.M.M.T.B. "212"	Brixworth, Northants.
H.M.M.T.B. "345"	Tetbury, Glos.
H.M.S. "Whaddon"	Wolverton and Stony Stratford, Bucks.

Week ended 7th March, 1942

H.M.S. "Achates"	Halesowen, Worcester.
H.M.S. "Algerine"	Sittingbourne and Milton, Kent.
H.M.S. "Arrow"	Blackwell R.D., Derbyshire.
H.M.S. "Berberis"	Sedgeley U.D., Staffs.
H.M.S. "Berkeley"	Hemel Hempstead M.B. & R.D., Herts.
H.M.S. "Blackpool"	Ashington, Northumberland.
H.M.S. "Blackswan"	Widnes, Lancs.
H.M.S. "Brighton"	Chigwell, Buckhurst Hill and Loughton, Essex.
H.M.S. "Brilliant"	Tunbridge Wells, Kent.
H.M.S. "Brixham"	Brixham, Devon.
H.M.S. "Broke"	Bromley, Kent.
H.M.S. "Brontes"	Bowland R.D., Yorks.
H.M.S. "Bryony"	Osset, Yorks.
H.M.S. "Burdock"	Ripon and District, Yorks.
H.M.S. "Cedar"	Nantyglo and Blaina, Mon.
H.M.S. "Clacton"	Clacton, Essex.
H.M.S. "Cowdray"	Chichester M.B. and R.D., Sussex.
H.M.S. "Echo"	Llanely M.B. and R.D., Carmarthen.
H.M.S. "Euryalus"	Windsor R.D., Berks.
H.M.S. "Exmoor"	Minehead and District, Somerset.
H.M.S. "Goathland"	Axbridge R.D., Somerset.
H.M.S. "Grove"	East Retford and District, Notts.
H.M.S. "Herald"	Horncastle, Woodhall Spa and District, Lincs.
H.M.S. "Hesperus"	Yeovil M.B. and R.D., Somerset.
H.M.S. "Holderness"	Amman Valley and District, Carmarthen.
H.M.S. "Hollyhock"	Abergele and District, Denbigh.
H.M.S. "Hyacinth"	Wymondham, Forhoe and Henstead, Norfolk.
H.M.S. "Hyderabad"	Denbigh, M.B. and District.
H.M.S. "Jasper"	Middlewich, Cheshire.
H.M.S. "Kennet"	Knottingley, Yorks.

Week ended 7th March, 1942

Name of Ship	Adopting Town or Area.
H.M.S. "Kenya"	Derby.
H.M.S. "Keppel"	Rugby R.D. and U.D., Warwick.
H.M.S. "Kingston Andalusite"	Kingsclere and District, Hants.
H.M.S. "Kingston Onyx"	Isle of Portland, Dorset.
H.M.S. "Lancaster"	Lancaster.
H.M.S. "Leeds"	Wisbech M.B. and R.D., Cambridge.
H.M.S. "Lewes"	Lewes, Sussex.
H.M.S. "Linnet"	Callington and District, Cornwall.
H.M.S. "Lupin"	Whitefield, Lancs.
H.M.M.L. "136"	Sennybridge, Brecon.
H.M.S. "Monkshood"	Alcester R.D., Warwickshire.
H.M.M.T.B. "35"	Waltham Holy Cross, Essex.
H.M.M.T.B. "53"	Petworth, Sussex.
H.M.M.T.B. "56"	Denby Dale, Derby.
H.M.M.T.B. "64"	Stanley, Yorks.
H.M.M.T.B. "65"	Harpenden and District, Herts.
H.M.M.T.B. "85"	Honiton and District, Devon.
H.M.M.T.B. "201"	Tettenhall and District, Staffs.
H.M.M.T.B. "220"	Barton-on-Humber, Lincs.
H.M.M.T.B. "233"	Bettws-y-Coed, Carnarvon.
H.M.M.T.B. "234"	Hunstanton, Norfolk.
H.M.M.T.B. "235"	Rothwell, Yorks.
H.M.M.T.B. "236"	Rugeley, Staffs.
H.M.M.T.B. "343"	Welwyn R.D., Herts.
H.M.S. "Narcissus"	Denton.
H.M.S. "Newark"	Newark M.B. and R.D., Notts.
H.M.S. "Newcastle"	Newcastle-on-Tyne and Gosforth.
H.M.S. "Offa"	Crosby, Lancs.
H.M.S. "Onslaught"	Isle of Wight.
H.M.S. "Orwell"	Ipswich, Suffolk.
H.M.S. "Othello"	Llanrwst and District, Denbighshire.
H.M.S. "P.36"	Glossop, Derby.
H.M.S. "Paladin"	Rickmansworth and Chorley Wood, Herts.
H.M.S. "Penyland"	Carmarthen M.B. and R.D., Carmarthen-shire.
H.M.S. "Peony"	Holsworthy U.D. and R.D., Devon.
H.M.S. "Phoebe"	Bournemouth, Hants.
H.M.S. "Pict"	Portishead U.D., Somerset.
H.M.S. "Pimpernel"	Richmond, Yorks., and the Rural Districts of Croft, Richmond, Reeth and Startforth.
H.M.S. "Pink"	Ruthin and Dist., Denbighshire.
H.M.S. "Planet"	Droitwich M.B. and R.D., Worcestershire.
H.M.S. "Primula"	Petersfield and District, Hants.
H.M.S. "Quadrille"	Newcastle Emlyn and District Carmarthen-shire.
H.M.S. "Rattler"	Ripley, Derby.
H.M.S. "Rennet"	Dearne, Yorks.
H.M.S. "Renown"	Leicester.
H.M.S. "Rumba"	Newent, Glos.
H.M.S. "Saladin"	Pudsey, Yorks.
H.M.S. "Shikari"	Camborne—Redruth, Cornwall.
H.M.S. "Signet"	Stamford, Lincs.
H.M.S. "Skate"	Redcar, Yorks.
H.M.S. "Sweetbriar"	Wigton R.D., including Aspatria and Holme Cultran, Cumberland.
H.M.S. "Tenedos"	Swinton and Pendlebury, Lancs.
H.M.S. "Turcoman"	Nidderdale, Yorks.
H.M.S. "Utmost"	Prestwich, Lancs.
H.M.S. "Valse"	Wayland R.D., Norfolk.
H.M.S. "Vervain"	Queensbury and Shelf, Yorks.
H.M.S. "Wivern"	West Hartlepool, Co. Durham.
H.M.S. "Zetland"	Barnard Castle, Co. Durham.

The following amendments are to be made to A.F.O. 1328/42 :—

Delete H.M.M.T.B. "36" ...	Earby (Yorks.).
After H.M.M.T.B. "69" ...	Rhymney (Mon.).
Insert H.M.M.T.B. "80" ...	Earby (Yorks.).
Delete H.M.M.T.B. "344" ...	Mossley (Lancs.).
After H.M.S. "Limbourne" ...	Dagenham.
Insert H.M.S. "Mackerel" ...	Mossley (Lancs.).
Delete H.M.M.T.B. "57" ...	Aldridge (Staffs.).
H.M.S. "Camelia" should read "H.M.S. "Camellia" ...	

The following amendment is to be made to A.F.O. 1092/42 :—

Delete H.M.M.L. "134" ...	Shoreham-by-Sea.
After H.M.S. "Primrose" ...	Risca (Mon.).
Insert H.M.S. "Shoreham" ...	Shoreham-by-Sea.

In A.F.O. 972/42 :—

Delete H.M.M.L. "212" ...	Winsford and District (Cheshire).
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(A.F.Os. 4826/41, 1/42, 972/42, 1092/42 and 1328/42.)

1627.—Cancelled.

Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.*1628.—Honours and Awards—"London Gazette" Supplement of 31st March, 1942
(H. & A.—9.4.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, S.W.1.
31st 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 daring and resolution in a brilliant action against strong enemy forces, which resulted in the safe passage to Malta of an important Convoy :—

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

Rear-Admiral Philip Louis Vian, D.S.O.

The KING has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath, for daring and fine judgment in leading a striking force of H.M. destroyers to a resolute attack in daylight, at close range and against odds, upon the German Battle Cruisers "Scharnhorst" and "Gneisenau" and the Cruiser "Prinz Eugen" :—

To be an Additional Member of the Military Division of the Third Class, or Companion, of the said Most Honourable Order :

Captain Charles Thomas Mark Pizey, D.S.O., R.N.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) for courage and fortitude when S.S. "Britannia" was sunk by an enemy raider in Mid-Atlantic, to :—

Supply Assistant David Purdie.

ADMIRALTY

Whitehall,
31st 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 daring and resolution while serving in H.M. destroyers, motor torpedo boats, and motor gun boats in daylight attacks at close range and against odds, upon the German Battle Cruisers "Scharnhorst" and "Gneisenau" and the Cruiser "Prinz Eugen" :

Bar to the Distinguished Service Order :

Captain John Piachaud Wright, D.S.O., R.N.

To be Companions of the Distinguished Service Order :

Lieutenant-Commander Robert Alexander, R.N.
 Lieutenant-Commander Ernest Colin Coats, D.S.C., R.N.
 Lieutenant-Commander William Anthony Juniper, R.N.
 Lieutenant-Commander Edward Nigel Pumphrey, D.S.C., R.N.

Bar to the Distinguished Service Cross

Lieutenant Philip Francis Stewart Gould, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant Anthony Edward Fanning, R.N.
 Acting Lieutenant Francis Dudley Edwards, R.N.
 Lieutenant Anthony Richard Taudevin, R.N.V.R.
 Temporary Surgeon Lieutenant David Clements Jackson, M.B., B.S., R.N.V.R.
 Sub-Lieutenant Richard Frederick Saunders, R.A.N.V.R.
 Mr. Hugh Griffiths, Commissioned Engineer, R.N.
 Mr. Kenneth Augustus Henrywood, Gunner (T), R.N.

The Distinguished Service Medal

Chief Petty Officer Clarence Haisley Broomfield, P/J.103228.
 Chief Engine Room Artificer George Milbourne Angus, P/MX.47968.
 Chief Engine Room Artificer Maurice Joseph Grant, D/MX.48282.
 Chief Engine Room Artificer Ralph Dixon Hall, P/M.11533.
 Acting Chief Engine Room Artificer Charles Harry Timms, C/MX.49743.
 Chief Stoker Alfred Lawrence, P/K.61871.
 Engine Room Artificer Third Class James William Arthur Taylor, P/MX.51445.
 Petty Officer Arthur Charles Cluett, P/J.112047.
 Petty Officer George Edwards, D/J.97639.
 Petty Officer Henry John Hallett, P/J.104290.
 Petty Officer Frank Hopwood, C/JX.131605.
 Petty Officer John Arthur Mouser, C/JX.131378.
 Stoker Petty Officer Newrick Shipley Dawson, P/K.61355.
 Petty Officer Steward Sydney Frank Carter, P/LX.20781.
 Able Seaman Douglas Ward, P/JX.139755.
 Stoker First Class Bertie Walls, P/KX.116406.

Mention in Despatches (Posthumous)

Able Seaman George Graham Grant, P/SSX.29468.
 Able Seaman Walter Charles Hill, P/JX.175343.

Mention in Despatches

Lieutenant Charles Raymond Barrett, R.N.
 Lieutenant Louis John Hilary Gamble, R.N.
 Lieutenant Roger King, R.N.
 Lieutenant Dennis John Long, R.N.
 Lieutenant Brian Cochrane Longbottom, R.N.
 Lieutenant Geoffrey William Vavasour, R.N.
 Lieutenant Basil Chrystie Ward, D.S.C., R.N.
 Lieutenant Francis William Leslie Winterbottom, R.N.
 Temporary Surgeon Lieutenant Allan Gordon Cumming, M.B., Ch.B., M.R.C.O.G., R.N.V.R.
 Temporary Paymaster Lieutenant David Bain Dickson, R.N.V.R.
 Sub-Lieutenant Guy Davenport Agard Butler, R.N.
 Sub-Lieutenant Charles Anthony Law, R.C.N.V.R.
 Temporary Sub-Lieutenant Mark Arnold-Forster, R.N.V.R.
 Mr. John George Revolva, Commissioned Engineer, R.N.
 Mr. Cyril Gerrard Holdsworth, Gunner (T), R.N.
 Mr. Albert John Newby, Gunner (T), R.N.
 Mr. Leonard George Cornish Wellman, Gunner (T), R.N.
 Mr. Harold Macarty, Acting Gunner (T), R.N.
 Mr. Edward William Fuller, Warrant Engineer, R.N.
 Chief Petty Officer Alexander Braid Aitkin, D/J.92372.
 Chief Petty Officer Albert George Hutchings, P/J.14452.
 Engine Room Artificer Fourth Class Bernard Harry Fallon, C/MX.67510.
 Engine Room Artificer Fourth Class Robert James Hayhoe, P/MX.60115.
 Petty Officer John Bruce, P/JX.147520.
 Petty Officer Frederick Gordon Harvey, D/JX.129682.

Petty Officer Arthur Charles Godden, D.S.M., P/JX.129206.
 Acting Petty Officer Bernard Charles Joseph Siggins, P/JX.140455.
 Acting Petty Officer Stanley Gordon Summers, P/JX.153094.
 Acting Petty Officer Ernest Williams, D/JX.140363.
 Acting Petty Officer Telegraphist Ernest John Murray Beeley, C/JX.141015.
 Stoker Petty Officer Charles William Norris, P/KX.81034.
 Stoker Petty Officer Thomas Wilson, P/K.55990.
 Leading Seaman George Willis Knights, P/SSX.23738.
 Acting Leading Seaman Daniel Dougan Moreland, P/JX.187101.
 Acting Leading Telegraphist Harold Edwin Dell, P/SSX.22036.
 Able Seaman Stanley Faiers, C/SSX.28153.
 Able Seaman William Mervyn Howe, C/SSX.32093.
 Telegraphist Gerald McKendry, C/SSX.31459.
 Stoker First Class Harry David Christopher, P/KX.99953.
 Stoker First Class Kenneth Frank Genders, C/KX.99146.
 Stoker First Class William Russell, C/KX.91538.
 Stoker Second Class Herbert Godfrey Ford, P/KX.128616.
 Sick Berth Attendant Arthur John Shelley, C/MX.64632.

For courage and determination while serving in one of H.M. Air/Sea Rescue Craft in the same action :

Mention in Despatches

Temporary Acting Lieutenant Patrick Noel Greer Edge, R.N.V.R.

For courage, skill and endurance while minesweeping in dangerous waters in H.M. ships "Bangor," "Blyth," "Eastbourne," "Felixstowe," "Ilfracombe," "Peterhead," "Polruan," "Poole," "Rhyl," "Romney," "Rothesay" and "Sidmouth" :

Bar to the Distinguished Service Order

Commander Grenville Mathias Temple, D.S.O., R.N., Retd.

To be a Companion of the Distinguished Service Order

Commander Henry Thew Rust, R.N.

Bar to the Distinguished Service Cross

Lieutenant-Commander Colin Henry Corbet-Singleton, D.S.C., R.N.
 Lieutenant Francis Warrington-Strong, D.S.C., R.N.

The Distinguished Service Cross

Commander Robert Henry Vivian Sivewright, R.N., Retd.
 Mr. Albert John Nelan Hawkins, Warrant Engineer, R.N.

The Distinguished Service Medal

Chief Engine Room Artificer Charles George Massey, P/M.36627.
 Chief Engine Room Artificer George Richard Prince, C/M.7950.
 Chief Engine Room Artificer William Henry Pryer, C/M.37026.
 Chief Engine Room Artificer Robert Edward Snell, C/M.36099.
 Chief Stoker Edwin John Harris, D/K.56972.
 Chief Stoker Bernard White, D/K.62146.
 Engine Room Artificer Third Class Mark Wonnacott, D/MX.50664.
 Petty Officer Albert William Weekes, C/J.110588.
 Acting Temporary Petty Officer Arthur Charles Darbyshire, P/JX.126070.
 Leading Seaman William Henry James Cockman, D/J.107647.
 Able Seaman Thomas Joseph Hodge, C/JX.216710.
 Able Seaman Roderick McKinnon, P/X.9339B.

Mention in Despatches

Commander Alistair Angus Martin, D.S.C., R.D., R.N.R.
 Temporary Acting Lieutenant-Commander Charles Casamaijor Loftus Gausson, R.N.V.R.
 Temporary Acting Lieutenant-Commander Norman Eyre Morley, D.S.C., R.N.V.R.
 Lieutenant Denis Handcock Mackay, R.N.
 Lieutenant Joseph Harry Mitton, R.N.
 Lieutenant William Leslie O'Mara, R.N.
 Lieutenant William Eric Halbert, R.N.R.
 Lieutenant Patrick Charles Annesley Brownrigg, R.N.V.R.
 Temporary Lieutenant Thomas Claude Harris Lea, R.N.V.R.

Mr. Douglas Godfrey Buchanan Cock, Commissioned Engineer, R.N.
 Chief Engine Room Artificer Leslie Harry Blacker, D/M.26908.
 Chief Engine Room Artificer Herbert Sydney John Forrest, D/M.36162.
 Chief Engine Room Artificer Charles Ernest Madden, D.S.M., C/M.11517.
 Chief Engine Room Artificer Leslie John Swayne, P/MX.47340.
 Petty Officer Henry William Diaper, P/J.100403.
 Petty Officer William George Mathews, D.X.10661B., R.N.R.
 Acting Petty Officer Frank Leonard Baker, C/J.114731.
 Yeoman of Signals Alfred Clarke, C/JX.142022.
 Acting Petty Officer Telegraphist Richard William Parkes, C/JX.139507.
 Stoker Petty Officer George Straw, P/KX.78775.
 Leading Seaman John Darby, C/JX.135718.
 Leading Seaman Alfred Charles Denley, D/JX.151223.
 Leading Seaman Donald Hill, D/JX.145471.
 Leading Seaman Neil Laird Holme, D/JX.134159.
 Able Seaman Albert Edward Crawford, C/JX.170882.
 Able Seaman Forbes Wilson, C/SSX.30725.

For gallantry and devotion to duty in operations in Greek waters :

The Distinguished Service Medal

Motor Mechanic Victor Oswald Sales, C/MX.69277.

Amendments (where underlined) to previous Orders of Honours and Awards under headings :

The Distinguished Service Medal

A.F.O. 4828/41
 Seaman Robert Brunton, LT/JX.193857, R.N.P.S., H.M.T. "Norland".
 A.F.O. 214/42
 Officer's Steward Alfred James Thomas, P/SR.58974.

***1629.—Palestine Naval General Service Medal**

(H. & A. 109/42.—9.4.1942.)

The following are entitled to the Naval General Service Medal, with Clasp "Palestine" :—

Officers and men actually present in H.M.S. "Brigand" while she was at Haifa between 19th July and 2nd August, 1938.

***1630.—Message of Congratulation to Rear-Admiral Vian**

(M. 04112/42.—9.4.1942.)

The following signal has been sent to the C.-in-C. Mediterranean, by the Prime Minister on the occasion of the recent action in the Mediterranean :—

"I shall be glad if you will convey to Admiral Vian and all who sailed with him the admiration which I feel at this resolute and brilliant action by which the Malta Convoy was saved. That one of the most powerful modern battleships afloat attended by two heavy and four light cruisers and a flotilla should have been routed and put to flight with severe torpedo and gunfire injury in broad daylight by a force of five British light cruisers and destroyers constitutes a naval episode of the highest distinction and entitles all ranks and ratings concerned, and above all their Commander, to the compliments of the British Nation."

1631.—Naval Assistant (Foreign) to Second Sea Lord—Change of Title

(C.E. 57342/42.—9.4.1942.)

The title of Admiral Sir Gerald C. Dickens, K.C.V.O., C.B., C.M.G., has been changed from Naval Assistant (Foreign) to Second Sea Lord, to Principal British Naval Liaison Officer to Allied Navies (short title P.N.L.O.). It is to be understood that the term "Allied Navies" in this connection refers to the Allied Navies based in this country, permanently or temporarily.

The following is an outline of the main duties and functions of P.N.L.O. :—

- (a) Liaison with the Allied Admirals and their staffs on matters of policy, strength and disposition of forces, personnel, e.g. discipline, recruitment, training, depôts, etc., administration generally, welfare.
- (b) Formation and supervision of the Section Belge Royal Navy.
- (c) Liaison on Allied welfare matters with other Government Departments, Welfare Authorities, Societies and Individuals, etc.
- (d) Liaison as necessary on matters relating to the Allied Mercantile Marine and Fisheries with other Government Departments.
- (e) Co-ordination and supervision of work of British Naval Liaison Officers with the Allied Navies, both ashore and afloat. Liaison with the Naval Assistant to the Second Sea Lord as regards the appointments of these officers and their training.

1632.—Flag and Naval Officers-in-Charge—Responsibility for Personnel in their Command

(C.W. 10962/42.—9.4.1942.)

C.A.F.O. 831/41 indicated some of the special services which might be established at a port for reasons other than the actual work of the port itself, and which consequently are not under the control of the Flag or Naval Officer-in-Charge to the same extent as the Naval services of the port itself. This limitation does not, however, remove from Flag and Naval Officers-in-Charge the responsibility for ensuring economy in the employment of all Naval personnel, both officers and ratings, within their command. In particular, attention is drawn to their responsibility for general co-ordination of port facilities referred to in paragraph 4 of C.A.F.O. 831/41. Their responsibilities in this matter are not limited to the facilities there enumerated and they should consider whether facilities at present attached to individual special services could not advantageously be pooled and made general port facilities with consequent economies in personnel. If at any time they consider that the number of officers or men employed in any of the services of the port is excessive they should submit proposals to the Admiralty for reducing these numbers.

2. Flag and Naval Officers-in-Charge are responsible for the disciplinary control of all Naval personnel within their command. All disciplinary questions including proposals for the relief of officers on the grounds of misconduct or inefficiency should be dealt with through the usual service channels and not direct with a particular Admiralty department.

3. These instructions do not alter the position of Sea Transport Officers in relation to Flag or Naval Officers-in-Charge which is as laid down in O.U. 6309, nor do they apply to units of the Fleet temporarily based on the port.

(C.A.F.O. 831/41.)

1633.—R.N.R. and R.N.V.R. Officers—Specialisation as Observers in the Fleet Air Arm

AFO 4045/43

(C.W. 2851/42.—9.4.1942.)

R.N.R. and R.N.V.R. Officers, including those with temporary commissions, may volunteer to specialise in the Fleet Air Arm, but only as Observers, not as Pilots.

2. Executive Officers only will be eligible. They must be under the age of 28 years at the time of volunteering and be recommended by their Commanding Officers as suitable to specialise as Observer in the Fleet Air Arm. Normally volunteers must be of the rank of confirmed Sub-Lieutenant or above, but Midshipmen and Acting Sub-Lieutenants will be considered provided they have completed not less than 6 months' sea service in the Fleet and are specially recommended by their Commanding Officers. Candidates should be capable of receiving and transmitting buzzer at 10 words per minute.

3. The names of recommended volunteers are to be reported to the Admiralty together with full particulars of their educational qualifications, including descriptions of certificates obtained (i.e., matriculation, school certificate, etc.) and standard attained in elementary trigonometry and

mechanics, and, in the case of R.N.R. Officers, particulars of Board of Trade Certificate of Competency held. A certificate of provisional medical fitness for flying duties should also be forwarded.

4. Officers selected for training as Observers under these conditions retain their existing status as R.N.R. or R.N.V.R. Executive Officers. They will receive the same allowances as Air Officers of the Royal Navy.

(A.F.O. 3705/40 is cancelled.)

***1634.—R.C.N.V.R. Officers Serving in R.N. Ships or Establishments—
Leave to Return to Canada**

(C.W. 41241/41.—9.4.1942.)

The Canadian Naval Authorities are prepared to consider, in consultation with the Admiralty, requests from R.C.N.V.R. Officers who have served for at least two years in R.N. Ships or establishments, to return to Canada for leave.

2. Although all officers who have completed two years' service may apply for leave in Canada, the time when the leave is granted will depend upon the needs of the service and upon availability of passages.

3. Applications should be forwarded through the usual service channels to the Admiralty. An Officer may also state whether he would prefer after the completion of his leave to revert to service in Canadian ships or establishments or to return to the United Kingdom, but service requirements may prevent the granting of every preference.

4. Leave if granted will be on the scale of one month's leave for each complete year away from Canada. Officers will be appointed to "Stadacona" for leave and will proceed to their homes direct from the port of arrival in Canada after reporting to the Senior Naval Officer at the port.

**1635.—Radio Officers and Cadets Serving on Agreement T.124X—National
Health, Pensions and Unemployment Insurance**

(P.M. 843/42.—9.4.1942.)

National Health and Pensions Insurance

Radio Officers.—As some misunderstanding exists as to the position of radio officers serving on agreement T.124X, it is notified that such officers are to be treated both for National Health and Pensions Insurance in the same way as other officers on T.124X agreement.

2. This applies whether the radio officers are in receipt of nominal rates of pay only, or are paid in full direct from Naval funds.

3. For convenience of reference the relevant Fleet Orders are A.F.O. 205/40 as amended by A.F.O. 1392/41 and A.F.O. 30/42. It should be noted that the rates of 7d. and 1s. 2d. mentioned in A.F.O. 205/40 were increased to 8d. and 1s. 4d. respectively from 1st July, 1940, under A.F.O. 2109/40, and to 8½d. and 1s. 5d. (chargeable quarterly in advance) as from 5th January, 1942, under A.F.O. 30/42.

4. *Radio cadets* are insurable under the same conditions as radio officers provided they were insurable for National Health and/or Pensions purposes in civil life immediately prior to engagement on T.124X agreement. They should be regarded as coming within category I of clause 3 of A.F.O. 205/40 (i.e., the cadets being charged half the full contribution).

5. Charges should be made (where the personnel are liable to them by reason of former insurability) as from the date on which service on agreement T.124X commenced. If forms of particulars in accordance with A.F.O. 1392/41 have not already been rendered, these should be forwarded to the Director of Navy Accounts (Branch 3), Bath, without delay.

6. An officer who is only borne at a nominal rate of pay, and who is liable for National Health and Pensions Insurance under this order, should inform his supplying company in order that charges for National Health and Pensions Insurance are not made against his pay account by the company. Where contributions have been paid twice, an application for refund may be made to the Ministry of Health by the officer and supplying company concerned.

7. *Note.*—It may happen that cases will occasionally arise when a radio officer is only borne at the nominal rate of pay and he will not be entitled to War Risk Money and Differential Pay owing to the restrictions promulgated in A.F.O. 535/41. Normally charges for National Health and Pensions Insurance in respect of such periods should be maintained against any balance of pay standing to the credit of the officer. If prolonged sickness occurs, the facts should be reported specially to the Director of Navy Accounts, together with a copy of the officer's account.

Unemployment Insurance

8. The Unemployment Insurance of radio officers borne for nominal rates of pay only is a matter for their respective supplying companies, and no deductions for Unemployment Insurance contributions should be made on ledger in such cases.

9. Radio officers and cadets who receive their pay in full direct from Naval funds should be dealt with for Unemployment Insurance on the same lines as other T.124X officers.

(A.F.Os. 205/40, 2109/40, 533/41, 535/41, 1392/41, 2589/41, 30/42 and 758/42.)

See AFO 5517/46. **1636.—Naval Aircraft Technical Officers**

(C.W. 1895/42.—9.4.1942.)

With reference to A.F.O. 1856/38, it has been decided for the period of hostilities:—

- (1) That no (A) Officer will be allowed to specialise in aeronautical engineering, in view of the long period of training required.
- (2) That Lieutenants (E) who are accepted for flying training are, on completion of the full course of flying instruction, to be employed as pilots for approximately 12 months; the period to be divided about equally between appointments in operational squadrons and in second line units and the sequence of the two forms of flying duty to be arranged as requirements demand. On completion of this duty as pilots, they will undergo a short intensive course in aeronautical engineering as follows, in lieu of the R.A.F. course at Henlow:—(a) Three weeks at R.N. College, Keyham, devoted chiefly to the theoretical side and (b) Four weeks' practical training at R.N. Aircraft Repair Yard, Fleetlands, which will include visits to firms' works. On satisfactorily completing this course, they will be eligible for appointments for aircraft technical duties.

(A.F.O. 1856/38.)

(A.F.O. 2693/41 is cancelled.)

1637.—Clothing issued to Naval Survivors—Recovery of Cost—Officers only

(N.L. 11945/41.—9.4.1942.)

In all cases where emergency supplies of clothing, toilet gear, etc., are issued to naval survivors in lieu of service uniform, the cost will be recovered unless evidence is produced that the articles have subsequently been handed over to the Naval Service.

(A.F.O. 3665/40.)

***1638.—Promotion from the Lower Deck to Permanent Commissions—
Executive and Air Commissions—REPORTS**

(C.W. 6485/42.—9.4.1942.)

The special courses for candidates for permanent executive commissions under A.F.O. 3289/40 are at present held every eight months commencing in January, May and September (i.e. there are three courses every two years), and the similar courses for candidates for permanent air commissions (A.F.O. 848/40) are held once a year in September. In order to secure the advantages of a full overlap of these courses, they will in future be held in H.M.S. "Collingwood" every four months commencing in January, May and September each year. Candidates for permanent air commissions will be accepted for each course.

2. The accommodation and instructional staff for these courses is limited, and it will therefore be necessary to restrict the size of each course to approximately half the present numbers. Fleet Selection Boards should, until further notice, be held for both executive and air commissions twice a year, i.e. early in June to provide candidates for the September and January courses, and early in December to provide candidates for the May and September courses. The dates of the Fleet Selection Boards, which are at present held three times in two years, will depend upon the number of candidates passing each Board, and may require amendment.

3. Candidates who are successful at the Fleet Selection Boards will be allocated to courses as convenient, but preference will be given, so far as possible, to the older candidates to join the first available course.

4. The names of all candidates who are successful at the Fleet Selection Boards should be reported to the Admiralty (C.W. Branch) in order of merit immediately the results are known and not later than 30th June and 31st December, since early information as to the number of candidates selected is essential for the arrangements for the courses to be made. The names of successful candidates serving abroad should be reported by signal, and they should be discharged to their depôts at the first convenient opportunity, passage arrangements being reported. Those serving at home should remain in their ships until instructions are received for them to be discharged to the course.

5. The foregoing arrangements will apply to the September, 1942, and subsequent courses. The next course in May, 1942, will be confined to candidates serving at home and the necessary arrangements have already been made with the administrative authorities concerned.

(A.F.Os. 848/40, 3289/40, 2797/41.)

(A.F.O. 2797/41 is cancelled.)

***1639.—Small Arms—Losses of Pistols—Disciplinary Action—Repayment of Cost**
(N.L. 14993/41.—9.4.1942.)

Numerous losses of pistols continue to occur in spite of the issue of A.F.Os. 3217/40 and 4385/40. Theft rendered possible by negligence is the cause of a large proportion of them.

2. This results not only in the loss to the Service of valuable weapons difficult now to replace but in their possibly falling into the hands of criminals or persons ill-disposed to the country's war effort.

3. Further, the consequent loss of time and energy expended on investigations and Boards of Enquiry can ill be afforded at present.

4. For these reasons the importance of this matter is again emphasised and Commanding Officers, and other authorities concerned, are therefore to ensure that officers and ratings who now hold pistols, or to whom they are issued, are impressed with their personal responsibility for safeguarding such weapons and equipment against loss—particularly by theft—and that in war loss of such weapons through negligence is a serious offence.

5. Attention is called to the provisions of Article 1130, K.R. & A.I., which are to be carefully followed, and the disciplinary action taken or, in doubtful cases recommended, should be reported. It is observed in a number of cases scrutinised at the Admiralty that, although it is apparent that weapons have been lost through negligence, no disciplinary action has been taken or proposed, and that the responsibility for the loss has not been brought home. It is therefore stressed that in every case of loss there is an individual who should be responsible for the safe custody of the weapon, and every endeavour is to be made to establish that responsibility.

6. In other cases it has come to notice that where Flag or Commanding Officers have ordered the person responsible for the loss to refund the cost, the full value of the article has not been recovered. In such cases the full value is the cost to the Service of replacing the article, and includes :—

(a) The current Priced Vocabulary rate of the article, plus

(b) The percentage charge of 22 per cent., as set out in A.F.O. 1347/41—the extra charges for freight and handling being waived.

For example—the current Vocabulary rate for a pistol, revolver, No. 1 is £5. When full recovery has to be made the amount chargeable is therefore £6 2s. 0d.

(A.F.Os. 3217/40, 4385/40, and 1347/41.)

1640.—Officiating Minister of Religion
Holyhead

(C.E. 52410/42.—9.4.1942.)

The Rev. L. G. Lewis, 40, Walthew Avenue, Holyhead, Anglesey, has been appointed Officiating Minister to Baptist and Congregational personnel of the Royal Navy at Holyhead. The usual facilities are to be afforded.

***1641.—Ordinary Seamen—Confirmation in Non-Substantive Ratings**

(N. 3243/42.—9.4.1942.)

Under the provisions of A.F.O. 1778/40 Ordinary Seamen trained ashore or afloat may be granted paid acting non-substantive rates whilst filling vacancies in complement.

2. Ordinary Seamen who have been rated Acting A.B. should be confirmed in their non-substantive rating. If they are subsequently reverted to Ordinary Seaman, their non-substantive rating must revert to an acting basis.

(A.F.Os. 1778/40 and 3015/40.)

1642.—Transfers to Special Service Engagements

(N. 6663/42.—9.4.1942.)

The following amendment is to be made to paragraph 8 of A.F.O. 993/42 :—

Cancel " Photographers 25 25 25 — "
and *substitute* : " Photographers — — — 75 "

(R.A.N.A.S. No. 1794/101/10, 20.3.42.)

(A.F.O. 993/42.)

***1643.—Recommendations of Ratings for Special Advancement for War Services**

(N.24417/41.—9.4.1942.)

During the war, men recommended under K.R. & A.I., Article 417b, for special advancement for acts of gallantry or for meritorious service will first be considered for the award of a decoration or mention in despatches.

2. Special advancements will only be approved very exceptionally, and then as additional awards in cases where further recognition of the services rendered is considered to be merited.

(K.R. & A.I., Article 417b.)

1644.—Vision Standards for "Hostilities Only" Ratings (M.R.B.I)

(N. 18704/41.—9.4.1942.)

The following table shows the revised standards of vision for entry into the Royal Navy (except the R.N. Patrol Service) or Royal Marines.

2. The vision standards for the R.N. Patrol Service are shown in A.F.O. 5132/41.

Standard 1.	Standard 2.	Standard 3.	Standard 4.	Standard 5. Corrected vision 6/24 : 6/24.	Standard 7.
<p>6/6 : 6/9 (unaided vision).</p> <p>Seamen Signalmen Royal Marines Naval Airmen Stokers (General Service)</p> <p>Spec- tacles not allowed on duty.</p> <p>All other branches.</p>	<p>6/12 : 6/12 or 6/6 R. Eye ; 6/36 L. Eye. (Unaided vision.)</p> <p>Seamen Royal Marines Stokers (General Service).</p> <p>Spec- tacles not allow- ed on duty.</p> <p>All other branches ex- cept Signalmen and Naval Airmen.</p> <p><i>Note.</i> Seamen and all rat- ings other than Royal Marines may be ac- cepted with unaided vision of 6/6 in either eye, and 6/36 in the other eye.</p>	<p>Unaided vision less than standard 2, but vision can be corrected to standard 2.</p> <p>Engine-room Artificers (for full sea service), Motor Mechanics (for full sea service) Stokers XX and all other ratings except Seamen, Signalmen, Royal Marines, Naval Airmen, Stokers (General Ser- vice) (<i>see</i> Note be- low).</p> <p><i>Notes.</i> 1. Fishermen and other candidates for L.D.D. as Seamen and Signalmen may be ac- cepted. Glasses per- mitted. 2. Seamen for shore</p>	<p>Unaided vision less than standard 2, but vision can be corrected to 6/12 : 6/36.</p> <p>Seamen (RD/F), Artificers (except En- gine-room Artifi- cers), Shipwrights, Artisans, Air Fitters, Air Fitters D/F, Air Mechanics, Wireless Mechanics, S.B.As. Writers, Coders, Supply Assistants, Stewards, Cooks, Photographers, R.M. Bandsmen, R.M. Tradesmen, R.M. Auxiliary Batt., R.M. Engineers,</p>	<p>Standard 6. Corrected or un- corrected vision in one eye is 6/12, other eye is less than 6/36 or is blind.</p> <p>Unfit for Naval Ser- vice, except that otherwise eligible candidates may be accepted for L.D.D. in any rating ex- cept Signalman, or for minewatching duties, or for re- pair staff duties only in the follow- ing branches :— Artificers, Shipwrights, Air Fitters, Air Fitters D/F, Motor Mechanics, Wiremen, Wireless Mechanics, Wiremen (C.M. and C.M.S.),</p>	<p>Unfit for any form of Naval Service.</p> <p><i>Colour Vision Standards for H.O. Ratings.</i></p> <p>The colour vision standard for " Hos- tilities only " rat- ings of all branches, except the Seaman and V/S branches Grade III. Seamen and V/S rat- ings must be Grade I.</p>

(59001)

		<p>general service at home or abroad, for duty in R.N. Air Stations, and Boom Defence Duties. Glasses permitted.</p> <p>3. Stokers with previ- ous stoking experi- ence or with special qualifications, e.g. En- gineering trade experi- ence. Glasses permit- ted.</p> <p>4. Stokers with no special qualifications who do not require to wear spectacles on duty.</p>	<p>Ordnance, Electrical and Engine-room Mechanics, Wiremen (L) and (M/S).</p>	<p>(Admiralty approval should be obtained before entry of men with monocular vision.)</p>
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Spectacles may be supplied at the public expense on entry and may be worn on duty by all ratings whose Vision Standard is 3 or below, with the exception of Stokers on entry, who have no special qualifications. (*Vide* Note 4 under Standard 3.)

Spectacles may be supplied at the public expense to Seamen ratings who are found to be unfit for general service because of Defective Vision and who, under the terms of A.F.O. 2104/40, are found to be fit for shore or harbour service if spectacles are worn.

(A.F.O. 5132/41.)

1645.—New Mechanic Branches

(N. 28048/41.—9.4.1942.)

The following amendment is to be made to paragraph 10 of A.F.O. 4838/41 :—
Cancel lines 15, 16 and 17 up to "only" and substitute :—

"The physical standard will be that for Artificer, the visual standard will be Standard IV M.R.B.I., and the colour vision standard will be Grade III."

(A.F.O. 4838/41.)

1646.—Royal New Zealand Navy—Pay, etc., Arrangements

(N. 5712/42.—9.4.1942.)

The following additions are notified to (a) A.F.O. 498/40, Schedule "A", and (b) A.F.O. 2702/37, Section D, Part II (b), with effect from 1st April, 1941 :—

(a) Substantive Rates of Pay		1939 Scale	1940 Scale
Rating.		per Diem.	per Diem.
<i>Air Artificers</i>			
Air Artificer, 4th Class	...	s. d. 12 10	s. d. 13 10
Air Artificer, 3rd Class	...	13 4	14 4
Air Artificer, 2nd Class	...	13 10	14 10
Air Artificer, 1st Class	...	14 4	15 4
Chief Air Artificer	...	14 10	15 10
After 3 years' service as such	...	15 4	16 4
After 6 years' service as such	...	15 10*	16 10*
<i>Air Fitters</i>			
Air Fitter	...	8 6	9 2
Leading Air Fitter	...	9 8	10 6
After 3 years' service as such	...	10 4	11 3
After 6 years' service as such	...	10 10	11 9
Petty Officer Air Fitter	...	11 4	12 3
After 3 years' service as such	...	11 10	12 10
After 6 years' service as such	...	12 4	13 4
Chief Petty Officer Air Fitter	...	13 4	14 4
After 3 years' service as such	...	13 10*	14 10*
<i>Air Mechanics</i>			
Air Mechanic, 2nd Class	...	5 6	6 0
Air Mechanic, 1st Class	...	8 3	8 11
After 3 years' man's service	...	8 5	9 1
After 6 years' man's service	...	8 7	9 3
Leading Air Mechanic	...	9 4	10 2
After 3 years' service as such	...	9 6	10 4
After 6 years' service as such	...	9 8	10 6
Petty Officer Air Mechanic	...	11 4	12 3
After 3 years' service as such	...	11 10	12 10
After 6 years' service as such	...	12 4	13 4
Chief Petty Officer Air Mechanic	...	13 4	14 4
After 3 years' service as such	...	13 10*	14 10*

* With subsequent triennial increments of 6d. per diem.

(b) Non-substantive Ratings and Allowances

No.	Allowance.	Conditions of Payment.	Rate per Diem.
69B	Charge Pay, Senior Telegraphist Ratings.	As laid down in K.R. & A.I.	s. d. 1 0
	This allowance is in Category B.	(K.R. & A.I., App. XVII, Part III.)	

(K.R. & A.I., App. XVII, Part III.)

(A.F.Os. 2702/37 and 498/40.)

*1647.—Dependant's Allowance—Lower Deck Ratings—Pre-Entry Contributory Period

(N. 21579/41.—9.4.1942.)

One of the conditions for the award of ordinary dependant's allowance is that the rating must have made a net effective contribution to the dependant's support for a period of not less than six months immediately preceding 3rd September, 1939, or date of entry if later.

2. Cases will now be considered in which the need for a contribution arose less than six months, but more than three months before the dates mentioned, for example, on the death of the rating's wage-earning father. The War Service Grants Department will continue to deal with cases in which the contributory period begins within three months of entry.

3. Applications should be made by the rating in the usual way on Admiralty Form No. 496. Fresh applications are required in cases where the application has been rejected previously.

4. An allowance issued under this Order will—subject to any necessary cancellation or adjustment of a War Service Grant—be payable from a date not earlier than the date of this Order.

(A.F.O. 2791/39.)

*1648.—Special Dependant's Allowance—Lower Deck Ratings—Qualifying Period

(N. 21579/41.—9.4.1942.)

Paragraph 5 of A.F.O. 2791/39 defined an unmarried dependant living as a wife as one who had lived with the rating on a *bona fide* domestic basis as his wife and had been wholly or substantially maintained by him for normally at least six months immediately before 3rd September, 1939, or date of entry, if later.

2. Cases will now be considered in which, owing to circumstances over which the man had no control (sickness, unemployment, etc.) the unmarried dependant was not substantially maintained by the man during the particular period described but was substantially maintained by him for some period of six months during the twelve months immediately preceding 3rd September, 1939, or date of entry, if later.

3. Applications should be made by the rating in the usual way on Admiralty Form No. 496. Fresh applications are required in cases where the application has been rejected previously.

4. Substantiated claims under this Order will—subject to any necessary cancellation or adjustment of a War Service Grant—be payable from a date not earlier than the date of this Order.

(A.F.O. 2791/39.)

*1649.—Dependant's Allowances—Lower Deck Ratings—Deductions Allowed from Income

(N. 1789/42.—9.4.1942.)

Certain additions and amendments have been made to the list of additional deductions from income set out in paragraph 1 (c) of A.F.O. 1277/40, and paragraph 4 of A.F.O. 2021/41.

2. The list of additional deductions now is :—

- (i) Rent (or equivalent expenditure in the case of an "owner-occupied" house) and rates.
- (ii) The first 5s. a week of any sick pay from a Friendly Society.
- (iii) The first 10s. 6d. a week of any benefit under the National Health Insurance Acts.
- (iv) The first 7s. 6d. a week of sickness benefit under Part I of the Old Age and Widows' Pensions Act, 1940.
- (v) The first £1 a week of any wounds or disability pension.
- (vi) The first £1 a week of any injury allowance or disablement pension granted under the Personal Injuries (Civilians) Scheme to the dependant for injury sustained by him or her.

(vii) One half of any weekly payment by way of compensation under the Workmen's Compensation Acts.

(viii) The income from the first £375 of War Savings.

3. Where dependants allowance is already in issue the case will be re-assessed in the light of paragraph 2 at the next periodical review, and any increase in allowance found to be due will be payable as from that date.

(A.F.Os. 1277/40 and 2021/41.)

1650.—Reporting of Casualties

Naval Air Stations

(C.W. (C) 9/42.—9.4.1942.)

Officers commanding R.N. Air Stations are, in future, to report direct to next of kin all casualties of a non-operational nature, i.e. those arising from accidents.

2. In all cases (officers and ratings) the Admiralty (C.W. Casualties) is to be informed immediately by telegram stating whether the next of kin has been informed and in the case of ratings the telegram is to be repeated to the appropriate depôt in order that the subsequent casualty action may be taken without delay.

(A.F.O. 2709/41.)

1651.—Deserters and Absentees—Warrants for Arrest

(N.L. 2295/42.—9.4.1942.)

Instances of failure to issue a warrant (Form S.243) for the apprehension of an absentee or deserter, or of a belated issue, often come to notice. Attention is drawn to the instructions in K.R. & A.I., Article 591, clause 1.

2. At home, a copy of Form S.243, containing a description of the deserter, is invariably to be sent to the Editor of the "Police Gazette", New Scotland Yard, London, S.W.1, for circulation. The form should indicate the police authorities to whom a warrant has been issued, and care should be taken to ensure that the details and description are complete, accurate and distinct.

1652.—Imprisonment or Detention—Men Sentenced to and Discharged From—Procedure

(N.L. 5569/42.—9.4.1942.)

A.F.O. 3920/41 is to be amended as follows:—

Paragraph 2.

For "Wandsworth" substitute "Wormwood Scrubs".

(A.F.O. 3920/41.)

1653.—Naval Personnel on Passage from Abroad—Nominal Lists

(N. 6948/42.—9.4.1942.)

The following amendments are to be made to A.F.O. 232/42:—

(a) Add to the list in paragraph 2:—

Captain, H.M.S. "Osprey" (when drafts include S.D. or H.D.O. ratings)
—1 copy.

(b) Delete paragraph 3 and substitute:—

(3) Similar lists should be prepared for drafts in H.M. ships.

(A.F.O. 232/42.)

1654.—Naval Ratings under Instruction by W.R.N.S. Officers, etc.—Disciplinary Position

(N.L. 5047/42.—9.4.1942.)

In a number of cases Naval ratings are now required to work under the direction of W.R.N.S. Officers, Petty Officers or Leading Wrens. For instance, ratings undergoing training as parachute packers are given instruction by Leading Wrens

and Accountant Branch ratings are frequently serving in Pay Offices in which W.R.N.S. Officers hold appointments as Junior Accountant Officers. It is therefore necessary that the disciplinary position in such cases should be clearly understood.

2. As W.R.N.S. personnel cannot give lawful commands as superior officers within the meaning of the Naval Discipline Act, Commanding Officers, in all cases of this description, should issue standing orders that the Naval ratings concerned are to comply with any instructions given to them by the W.R.N.S. Officers, Petty Officers or Leading Wrens concerned in the course of their duty. Any breach of such standing orders should be dealt with as an act to the prejudice of good order and Naval discipline.

(A.F.O. 5239/41.)

1655.—Disposal of Ratings and Royal Marines, other Ranks, Suffering from Mental Disabilities

(N. 20947/41.—9.4.1942.)

So far as accommodation is available, mental cases—(including ordinary Psychotics, Certifiable Border-line cases, and cases of Psychosis requiring close supervision and restraint)—can be admitted to the R.N. Auxiliary Hospital, Knowle, Fareham, Hants.

2. Arrangements for admission to Knowle Hospital of men considered suitable are to be made by the Medical Officers-in-Charge of R.N. Hospitals, and other Medical Establishments, direct with the Medical Officer-in-Charge, Knowle Hospital.

1656.—W.R.N.S.—Medical History Sheets of Cadet Wrens

(M.D.G. 16467/42.—9.4.1942.)

Medical History Sheets of members of the W.R.N.S. selected for promotion to officer rank should be forwarded to the Senior Medical Officer, R.N. College, Greenwich, as soon as notice has been received that the Cadet Wren has proceeded to Greenwich for the Officers' Training Course.

2. In addition to the certificate of fitness for promotion passed to the W.R.N.S. executive record of such medical examination should be entered on the Medical History Sheet.

1657.—V.A.D. Members—Medical History Sheets

(M.D.G. 8003/42.—9.4.1942.)

Medical History Sheets are to be instituted and maintained for V.A.D. Members.

1658.—Baggage and Effects—Necessity for Labelling

(N. 6900/42.—9.4.1942.)

The attention of Commanding Officers of ships and establishments is drawn to A.F.O. 4145/41.

2. Baggage and effects continue to arrive in depôts without a label containing the particulars of the officer or rating concerned, and reason for despatch, thus causing considerable inconvenience in identification.

(A.F.O. 4145/41.)

1659.—Kits of Boys—Soap

(V. 20366/42.—9.4.1942.)

On discharge to sea from H.M.S. "St. George", boys will in future be required to have in their kit one pound of soap only instead of three pounds as hitherto.

(Uniform Regulations—Ratings—Section VIII (7)—Appendix to Navy List, December, 1941, page 144.)

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

1660.—Gun Mountings—2-pdr., S.C., Mark IX—Fitting of Bead Rearsights *Ships concerned and Repair Establishments.*

(G. 8540/41.—9.4.1942.)

Reports have been received which indicate that the existing peep rearsights on 2-pdr. sub-calibre, Mark IX mountings are unsatisfactory during firing, owing to excessive vibration of the sight bracket.

2. The peep rearsights are therefore to be replaced by bead rearsights (see A.F.O. Diagram 83/42) and the use of the bracket and sorbo pad, which forms the forehead rest, dispensed with.

3. The work is to be treated as a defect item, to be carried out at the first convenient opportunity.

4. The redundant parts, together with the 2 in No. spare forehead rests supplied per mounting, are to be returned to the nearest dockyard.

(This Order to be retained until complied with.)

1661.—Gun Mountings—20 mm. Marks IIA and IIIA—Gun Securing Bolts *Ships and Depôts concerned*

(G. 02697/42.—9.4.1942.)

Owing to a few cases having been reported of the gun securing bolts in 20 mm. Marks IIA and IIIA mountings fracturing after prolonged service, a new bolt as shown in A.F.O. Diagram 80/42 has been introduced in later mountings.

2. It has been reported that a few mountings have been issued with bolts in which the $\frac{3}{16}$ -in. air relief hole has not been drilled.

3. All mountings on board and at depôts should be examined and any bolts of the type illustrated in the diagram which are found to be without the $\frac{3}{16}$ -in. hole should be drilled at the earliest opportunity as without the hole there is a danger of an air lock being formed above the bolt which would prevent it going right home in the gun.

(This Order to be retained until complied with.)

1662.—Gun Mountings—2-pdr., Mark XIV—Semi-permanent Stop and Bearing Racer *Ships, Dockyards and Fitting-out Depôts concerned*

(G. 8382/41.—9.4.1942.)

It has been found that in certain classes of ships carrying 2-pdr. Mark XIV mountings (formerly referred to as 40 mm. R.R. mountings), a semi-permanent stop is a requirement.

2. As the requirement is not general, such stops, where necessary, are to be provided by local resources.

3. A.F.O. Diagram 87/42 gives particulars of a semi-permanent stop which has been found to meet requirements and can be fitted in place without difficulty. It is of fabricated construction.

4. The diagram also shows a bearing indicator consisting of a pointer which registers with a scale painted round the pedestal.

5. In ships where these fittings are considered to be a requirement, arrangements should be made for the work to be carried out by Dockyards or Repair Depôts. Ship's staffs should give all assistance in their power and should undertake the painting of the bearing racer.

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

1663.—Projectile and Cartridge Bags for 5.25-in. Q.F. Guns—Particulars (N.S. 011008/42.—9.4.1942.)

Particulars of the Projectile and Cartridge Bags, Patterns 1142 and 1143, are promulgated in A.F.O. Diagram 82/42.

(C.A.F.O. 1034/40.)

1664.—Ammunition, Small Arms of all Natures and Types—Deterioration

(G. 03987/40.—9.4.1942.)

Attention is drawn to the fact that small arms ammunition of all natures and types will in time deteriorate if exposed to moisture or moist atmosphere.

2. Packages once opened are not to be stored in the open. Trials have shown that even if such packages are covered with tarpaulin, moisture will find its way into the cartridges.

1665.—Eyeshooting Sights—Errors in Aim—Range Settings for "Near" and "Far" (G.D./G. 448/42.—9.4.1942.)

With reference to B.R. 254, paragraph 52, attention is drawn to the large errors in aim that can occur in eyeshooting if the eye is not correctly centred in the aperture backsight of the eyeshooting sight.

For example, with the pom-pom sight, an error of 15 yards at 1,000 yards range will occur if the eye is $\frac{1}{4}$ -in. out of centre. Errors with other guns are of a similar order.

2. It has been found that the worst effect of this error is in the direction of aim off. The error in the amount of aim off is not so important, as the tendency is to increase the aim off. At a directly approaching target, such as a dive bomber, the error in the vertical direction can easily be sufficient to cause a miss, when aim is otherwise taken correctly.

3. The production of a better rubber eyepiece is under investigation.

4. Some multiple pom poms have not the "near" and "far" settings marked on the range dial. B.R. 254, paragraph 77, should be amended by adding "set 700 yards" and "set 1,300 yards" at the end of the last two lines.

1666.—Special Tools and Appliances for Ordnance Artificers (O)

(N.S. 23966/41.—9.4.1942.)

The appendix to A.F.O. 461/42 is to be amended as follows:—
Line 8.

Amend Pattern No. 12,016 to read 12,106

(A.F.Os. 1910/41 and 461/42.)

1667.—Cancelled.

1668.—Torpedo Stores—Adapters, Stamp No. 8881—Introduction and Allowances (A.S. 3319/42.—9.4.1942.)

No suitable holders are in supply to accommodate dies, Stamp No. 9140 (circular adjustable type 1-in. outside diameter).

2. An adapter, for use with holders, Stamp No. 5772 is therefore being introduced to accommodate these dies.

3. The new pattern adapters will be accounted for as follows, viz:—
Section III—

Adapters for holders (Stamp No. 5772), to accommodate dies (Stamp No. 9140, Stamp No. 8881), and when fitted to holders (Stamp No. 5772) the existing "grub" screws fitted in these holders will require to be replaced by

longer screws to hold dies, Stamp No. 9140. The longer screws referred to will be accounted for as follows, viz :—

Section III—

Screws, adjusting, 0.95-in. overall length, for holders (Stamp No. 5772) (Stamp No. 8882).

4. Consequent on the above the following additions will be made to the contents of the undermentioned boxes, viz :—

*Boxes screw taps and dies 21-in. X—X**.*

Add :—

Holders (Stamp No. 5772)	...	...	...	1
Adapters (Stamp No. 8881)	...	...	...	1
Screws (Stamp No. 8882)	...	...	...	3

Boxes screw taps and dies gyroscopes ABZ and ABZA.

Add :—

Adapters (Stamp No. 8881)	...	...	...	1
Screws (Stamp No. 8882)	...	...	...	3

5. Ships and vessels concerned are to demand to complete to the new allowances from the nearest torpedo depôt and supply will be made on receipt from manufacture.

6. Labels of Boxes and Torpedo Store Accounts are to be amended as necessary.

1669.—Trials of Torpedo Tubes and Torpedo Equipment

Coastal Force Torpedo Craft (C.F.T.C.)

(T. 827/42.—9.4.1942.)

GENERAL OUTLINE OF TRIALS

A shop test of the firing gear is to be carried out, to the satisfaction of the Engineer Manager or Admiralty Gun Mounting Overseer, concerned, on all torpedo tubes before they are despatched to the shipbuilders' yards.

2. A torpedo equipment trial is to be carried out in all C.F.T.C. :—

- (a) Before passing into service; this trial will be carried out at the builders' yards except in the case of "Fairmile" "D" type M.T.Bs. where the trial will be carried out at the equipping ports; also
- (b) on completion of extensive alterations or repairs affecting their tubes or torpedo equipment.

3. "Vernon" N.T.S., Carlisle, and "Vernon" S.T.S., Stokes Bay, will carry out torpedo equipment trials taking place north and south respectively of the line Great Yarmouth—Milford Haven (*see* C.A.F.O. 782/41).

SHOP TESTS AT TUBE BUILDERS

4. The shop test is to include :—

- (a) Calibration and setting of cordite valves by air test.
- (b) Gauging of striker and testing strength of blow by pellet testing set.

TORPEDO EQUIPMENT TRIALS—STEAM GUN BOATS

5. Torpedo equipment trials of S.G.Bs. are to be carried out in accordance with the instructions contained in O.U.6146/34 for ships.

TORPEDO EQUIPMENT TRIALS, COASTAL FORCE TORPEDO CRAFT OTHER THAN S.G.Bs. AND "FAIRMILE" TYPE "D" M.T.Bs.

6. *Initiation of trial programmes.*—Procedure for the initiation of equipment trial programmes and for reporting the results of the trial are to be in general accordance with that given in O.U.6146/34, except that the functions of the Naval Superintendent as laid down therein are to be performed by the R.A.C.F.

7. The Warship Production Superintendent of the area concerned should arrange direct with H.M.S. "Vernon," N.T.S. or S.T.S., as to the date of the trial and inform R.A.C.F. accordingly.

CONDUCT OF TRIAL

8. The trial, which will last one day, is to be carried out by the Equipment Officers, H.M.S. "Vernon," N.T.S. or S.T.S., on the general lines laid down in O.U.6146/34.

PROVISION OF PERSONNEL, STORES AND GEAR FOR USE IN CONNECTION WITH TRIALS

9. *Vessels building.*—The Director of Armament Supply will arrange for the supply of a torpedo to each of the builders' yards, where it will be retained in charge of the Admiralty Engineer Overseer for successive trials.

10. The Captain, H.M.S. "Vernon," N.T.S. or S.T.S., will arrange for the necessary stores and for the party to service the torpedoes before and after the trial.

11. The Admiralty Engineer Overseer of the shipbuilding firms concerned, in consultation with the Captain, H.M.S. "Vernon," N.T.S. or S.T.S., will arrange for the provision of the necessary air supply.

12. The Warship Production Superintendent is to arrange for all ship's gear and equipment to be in place for the trial and for the provision by the shipbuilders of the men and gear necessary to handle the torpedoes and to recover them after firing.

13. *Vessels in commission.*—The provision of personnel, stores and gear for the trial will be arranged by the Commanding Officers, Coastal Force Bases, or by the Captains M.L. concerned, as directed by the R.A.C.F.

MAINTENANCE OF TORPEDOES SUPPLIED FOR TRIALS

14. *Vessels building.*—The shipbuilder is to supply the torpedo, when required for trials, to the servicing party mentioned in paragraph 10.

15. On completion of the trials, the torpedo is to be placed in a state of preservation by the servicing party and then returned to the shipbuilder.

16. The responsibility for the care and preservation of the torpedo while in the custody of the shipbuilder rests with the Admiralty Engineer Overseer, who will call upon the shipbuilder to carry out any work required.

17. Should a torpedo and/or blowing head become unserviceable the Admiralty Engineer Overseer is to arrange with the issuing torpedo depôt to effect an exchange.

MAINTENANCE AND INSTALLATION OF TORPEDO TUBES

18. The torpedo tube builder is responsible that tubes and fittings are put in a state of preservation before despatch to the shipbuilder, and that they are adequately protected against damage during transit to the shipyard.

19. The shipbuilder is responsible, under the direction of the Admiralty Engineer Overseer, that torpedo tubes and fittings are thereafter maintained in efficient working condition until taken over by the ships' officers.

20. The Admiralty Engineer Overseer is responsible for the correct installation of the torpedo tubes, and is to arrange for representatives of the torpedo tube builders to :—

- (i) Carry out an examination of torpedo tubes and fittings within a period of six days prior to the date of the equipment trial, and
- (ii) Attend at the torpedo equipment trial.

TORPEDO EQUIPMENT TRIALS—"FAIRMILE" TYPE "D" M.T.Bs.

21. *Initiation of trial programmes.*—Procedure for the initiation of equipment trial programmes and for reporting the results of the trial are to be in general accordance with that given in O.U.6146/34, except that the functions of the Naval Superintendent as laid down therein are to be performed by the Captain M.L. of the equipping port (hereinafter referred to as the Captain M.L.).

22. The Captain M.L. should arrange direct with H.M.S. "Vernon," N.T.S. or S.T.S., as to the date of the trial.

23. *Conduct of trial.*—The trial, which will last one day, is to be carried out by the Torpedo Equipment Officers, H.M.S. "Vernon," N.T.S. or S.T.S., on the general lines laid down in O.U.6146/34.

PROVISION OF PERSONNEL, STORES AND GEAR FOR USE IN CONNECTION WITH TRIALS

24. *New vessels.*—The Director of Armament Supply will arrange for the supply of a torpedo and blowing head, also torpedo and armament stores, to the Captain M.L. at each equipping port, where they will be retained in his charge for successive trials.

25. Naval stores for torpedo purposes will be supplied to each equipping port, Captains M.L. to forward demands to N.S.O. for replenishment of consumable stores as and when required.

26. Air supply for the trials will be taken from the air vessel of the torpedo supplied for the equipment trials. The Director of Torpedoes and Mining will make arrangements for provision from the nearest H.P. air supply and will inform Captains M.L. of the procedure.

27. The Captain, H.M.S. "Vernon," N.T.S. or S.T.S., will arrange for the party to service the torpedoes before and after the trial.

28. The Captains M.L. will arrange for the torpedo and all gear and equipment to be in place for the trial, and for the provision of personnel and gear necessary to handle the torpedoes and to recover them after firing.

29. *Vessels in commission, after alterations or large repair.*—The provision of personnel, stores and gear for the trial will be arranged by the Commanding Officer, Coastal Force Bases, or by the Captains M.L. concerned as directed by the R.A.C.F.

MAINTENANCE OF TORPEDOES SUPPLIED FOR TRIAL

30. *Vessels building.*—The Captain M.L. is to arrange for the torpedo, when required for trials, to be supplied to the servicing party mentioned in paragraph 27.

31. On completion of the trial the torpedo is to be placed in a state of preservation by the servicing party and returned to the custody of Captain M.L.

32. The Captain M.L. is responsible that adequate arrangements are made to ensure the safe handling and preservation of the torpedo while in his custody.

33. Should a torpedo and/or blowing head become unserviceable, the Captain M.L. is to arrange with the issuing torpedo depôt to effect an exchange.

MAINTENANCE AND INSTALLATION OF TORPEDO TUBES

34. The torpedo tube builder is responsible that tubes and fittings are put in a state of preservation before despatch to the shipbuilder, and that they are adequately protected against damage during transit to the shipyard.

35. The Warship Production Superintendent of the area is responsible for the correct installation of the torpedo tube girders and for placing datum marks.

36. The Fairmile Marine Company is responsible for the correct installation of the torpedo tubes, and is to arrange with H.M.S. "Vernon" (N.T.S. or S.T.S.) for an alignment test of the torpedo tubes and sights to be carried out after tube installation at the boat builder's yard.

37. The boat builder is responsible, under the direction of the Fairmile Marine Company's Overseer, that torpedo tubes and fittings are thereafter maintained in efficient working condition until taken over by ship's officers on commissioning.

38. The Captain M.L. is to arrange for representatives of the tube builders to :—

- (1) Carry out an examination of torpedo tubes and fittings at the equipping port within a period of six days prior to the date of the equipment trial,
- (2) Attend at the torpedo equipment trials.

(C.A.F.O. 782/41.)

(A.F.Os. 768/41 and 5395/41 are cancelled.)

1670.—Engine-Room Exhaust—Effect on Searchlight Training Unit—A. and A. "L" and "M" Class Destroyers

(T. 3451/41.—9.4.1942.)

Reports have been received from certain ships, where the engine-room exhaust vents have been led up to the searchlight platform, that the warm moist air is causing excessive care and maintenance of the searchlight control motors.

2. To prevent this, a light baffle plate is to be fitted on the inboard side of the vent to deflect the engine-room exhaust air away from the searchlight control motors.

3. Ships concerned are to insert an item to cover this work, in ship's list of As. and As.—classification "B".

1671.—Hangar Spraying Pump Breakers—A. and A.

Cruisers concerned

(T. 3744/41.—9.4.1942.)

To make the best use of the automatic change-over feature incorporated in the hangar spraying pump motor starter it is desirable to close both branch breakers when the pump is required.

2. A tally plate is to be provided adjacent to each breaker control unit instructing the operator that after closing the breaker control unit and operating the adjacent spray valves and other controls the breaker control unit on the opposite hangar must be closed to safeguard against failure of the electric supply to the pump.

3. Commanding Officers of ships concerned are to insert an item in the next list of As. and As. submitted, to cover the work involved, which is to be carried out by ship's staff.

1672.—War Gases—Supply to Naval Anti-Gas Schools for Training Purposes

(T/T.S.D. 120/42.—9.4.1942.)

It has been decided to supply naval anti-gas schools with small quantities of typical vesicant and persistent lachrymatory gases for training purposes.

Supply

2. Issue will be made in 1½ lb. steel containers upon the following quarterly allowance :—

Vesicants—

Mustard	...	...	...	...	...	2 containers
Lewisite	...	...	...	...	...	1 container.

Lachrymatories—

B.B.C.	...	...	...	...	...	3 containers
K.S.K.	...	...	...	...	...	3 containers.

3. Initial supply will be made without demand. Subsequently demands to replenish stocks are to be made on local R.N. Armament Depôts, who will arrange delivery from Ministry of Supply sources. No bulk stocks will be held in N.A. Depôts. Amounts above those specified in paragraph 2 are not to be accumulated in schools.

Precautions

4. The gases are to be stowed in a locked store, clear of living quarters, preferably in an isolated position. They are to be employed for training purposes only; vesicant gases are not to be directly applied to personnel either for demonstration purposes or for experiment.

5. On all occasions where these gases are employed they are to be used only under the direct supervision of a trained anti-gas officer instructor of commissioned rank. This officer is responsible that all reasonable precautions are taken to avoid casualties both on those concerned in the training and others who may be within the danger area. On conclusion of each period of training, contamination is to be neutralised or where this is not immediately practicable, the danger area is to be roped off and danger notices exhibited. Care is to be taken that no vapour danger can arise outside Admiralty property; in selecting sites for demonstrations a possible change of wind must be allowed for.

6. In order to ensure that accidental release of gas due to enemy action, etc., does not result in a false report of enemy gas attack being made, the responsible Officers in Charge of Passive Defence parties likely to be working in the vicinity

are to be kept informed of the position of the gas storage and of the particular gases stored.

7. The extension of these training facilities to the larger naval shore establishments is under consideration.

1673.—Compass Correction

** Internally Coiled Steel Trawlers, Whalers and Drifters, fitted with R.P.W. D.G. coil*

(C.D. 509/41.—9.4.1942.)

When internally coiled steel trawlers, whalers and drifters, already fitted with M coil only, are, in addition, fitted with an R.P.W. D.G. system, the existing compass corrector equipment should be modified as shown in A.F.O. Diagram No. 79/42.

2. Arrangements are to be made by fitting out officers for the following modifications to be made to existing compass corrector gear:—

- The internal connexions of the "Y" portion of Pattern 949 Resistance box are to be altered as shown in Fig. 1 and the Pattern No. should be changed to Pattern 949R. The wiring diagram inside the lid should be altered accordingly. (Note.—Vessels recently fitted out will have Pattern 852 resistance box instead of Pattern 949. See Fig. 1 for list of connexions.)
- A resistance unit Pattern 858, to be demanded from D.N.S.O., Slough, should be fixed inside Pattern 941, Resistance box and connected in parallel with the "Y" Potentiometer, as shown in Fig. 2. The Pattern No. of the resistance box should be changed to Pattern 941R and the wiring diagram inside the lid should be altered to suit.
- The "Y" potentiometers of the standard and steering compass corrector coil regulating resistances should be connected in series with the R.P.W. and with each other as shown in Fig. III.

3. The compasses must be adjusted in the following manner before the current in the R.P.W. is set finally:—

- With all D.G. coils off, bring ship's head within 5° of E. or W. by both standard and steering compasses, using deflectors or magnets if necessary.
- Switch on R.P.W. at maximum setting and note deviation produced at each compass.
- Correct each compass in turn by means of the "Y" potentiometers in Patterns 949R and 941R resistance boxes respectively.

(Note.—The order in which the two compasses are corrected is immaterial.)

4. After the compasses have been adjusted in this manner compass correction will be automatic and the R.P.W. may be adjusted finally by the D.G. officer, and the ship may then be swung in the normal manner (with D.G. on, and D.G. off) if possible.

5. When R.P.W. is fitted to any of the above classes of vessel which have also an M coil and F1 Q1 coils, the compass corrector arrangements should be modified as shown on drawing D.E.E. 10560 and the associated specification. The additional gear required should be demanded from D.N.S.O., Slough.

Note.—It must be realized that the compass corrector coil Y winding potentiometers are in series with the R.P.W. Therefore, should it be necessary to adjust the compass corrector coil Y winding circuits at any time, a readjustment of the R.P.W. regulating resistance will also be necessary and a D.G. officer should be in attendance.

1674.—Gyro-Compass Repeater Circuits

(C.D. 130/42.—9.4.1942.)

Supplies of repeater connexion boxes, Pattern 324A, are at present insufficient to meet demands, and other types of box are to be fitted where practicable until supplies are available.

2. Box, Pattern 324A, comprises five-pole on and off switch and dimming resistance for one lamp.

Box, Pattern 1861A, has dimming resistance for one lamp but no switch.

Box, Pattern 5603, has five-pole on and off switch but no dimmer.

Boxes, Patterns 1867 and 1865, are similar to Patterns 324A and 1861A, respectively, but are fitted with dimming resistance, Pattern 1866, suitable for two lamps.

Boxes, Patterns 326A, 5601 and 1859, are similar to Patterns 324A, 5603 and 1867, but the five-pole switch has two positions and off.

3. Where a repeater with illumination is fitted in an exposed position a box fitted with dimming resistance is necessary, but unless a switch is essential, as, for example, in the case of the asdic bearing plotter for synchronising, box, Pattern 1861A, should be demanded as alternative to Pattern 324A.

4. Where a repeater is fitted in an enclosed position but full illumination is not desirable, the repeater lamp should be permanently dimmed by painting or screening to give the desired reduced illumination, and switch, Pattern 5603, should be demanded as alternative to Pattern 324A. An improvised fixing will be necessary for bracket, Pattern 1841, when a steering repeater, Pattern 1710, is used.

5. In some positions the reduced range of dimming control provided by dimmer, Pattern 1866, when used with only one lamp may be acceptable, and for such purposes box, Pattern 1867, should be demanded as alternative to Pattern 324A.

6. Boxes, Pattern 326A, fitted with two-way and off switch may be supplied in lieu of box, Pattern 324A, with on-and-off switch to meet demands which cannot otherwise be satisfied, and in such cases, the switch should be wired to operate on position A for the single compass circuit.

1675.—Boiler Tubes, etc.

"Potentilla"

N.S./P. 2943/42.—9.4.1942.)

Particulars of the boilers and tubes fitted are as follows:—

Type and No. of boilers ... Admiralty 3-drum small tube 2 No.
water tube type.

Total No. of tubes fitted ... Generator ... 3812 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
A	in. $1\frac{1}{2}$	in. 0.116	ft. in. 7 9 $\frac{1}{4}$	168	All tubes are bent.
B	$1\frac{1}{2}$	0.116	7 7 $\frac{13}{16}$	168	
C	$1\frac{1}{8}$	0.116	7 6 $\frac{11}{16}$	228	
D	$1\frac{1}{8}$	0.116	7 6 $\frac{7}{16}$	224	
E	$1\frac{1}{8}$	0.116	7 6 $\frac{3}{8}$	228	
F	1	0.104	7 9	256	
G	1	0.104	7 9 $\frac{5}{8}$	252	
H	1	0.104	7 10 $\frac{7}{16}$	256	
J	1	0.104	7 11 $\frac{3}{16}$	252	
K	1	0.104	8 0 $\frac{5}{8}$	256	
L	1	0.104	8 2 $\frac{5}{8}$	252	
M	1	0.104	8 4 $\frac{3}{16}$	256	
N	1	0.104	8 6 $\frac{11}{16}$	252	
O	1	0.104	8 9 $\frac{3}{8}$	256	
P	1	0.104	8 11 $\frac{9}{16}$	252	
Q	1	0.104	9 2 $\frac{13}{16}$	256	

Records affected, D.354 and D.682 (Standard copy).

(This Order will not be reprinted.)

1676.—Boiler Tubes, etc.

H.M.S. "Edinburgh"

(N.S./P. 56582/41.—9.4.1942.)

Particulars of the boilers and tubes fitted are as follows:—

Type and No. of boilers	...	Main—				
		Admiralty	3	Drum	Water	4 No.
		Tube Type.				
		Auxiliary—				
		Admiralty	3	Drum	Water	1 No.
		Tube Type.				
Total No. of Tubes fitted	...	Main—				
		Generator	15992 No.
		Superheater	824 No.
		Auxiliary—				
		Generator	1032 No.

Main Boiler

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{4}$	128	11 6	552	} All tubes are bent.
B	1 $\frac{3}{4}$	128	11 1 $\frac{7}{8}$	544	
C	1 $\frac{3}{8}$	116	10 11 $\frac{1}{2}$	848	
D	1 $\frac{3}{8}$	116	10 9 $\frac{3}{4}$	848	
E	1	104	10 6 $\frac{1}{16}$	936	
F	1	104	10 5 $\frac{7}{16}$	928	
G	1	104	10 4 $\frac{3}{8}$	920	
H	1	104	10 4 $\frac{5}{8}$	912	
J	1	104	10 4 $\frac{3}{4}$	904	
K	1	104	10 4 $\frac{5}{8}$	896	
L	1	104	10 5 $\frac{3}{16}$	888	
M	1	104	10 5 $\frac{11}{16}$	880	
N	1	104	10 6 $\frac{7}{16}$	872	
O	1	104	10 7 $\frac{3}{8}$	864	
P	1	104	10 8 $\frac{7}{16}$	856	
Q	1	104	10 9 $\frac{3}{4}$	848	
R	1	104	10 11 $\frac{1}{16}$	840	
S	1	104	11 0	832	
T	1	104	11 2 $\frac{7}{8}$	824	

Superheaters

Inner	Outer	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
		116	31	2 $\frac{11}{16}$	432	} All tubes are bent.
		116	31	8 $\frac{3}{4}$	392	

Auxiliary Boiler

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
A	1 $\frac{1}{2}$	128	4 7 $\frac{1}{16}$	58	} All tubes are bent.
B	1 $\frac{1}{2}$	128	4 5 $\frac{1}{16}$	60	
C	1 $\frac{1}{8}$	116	4 2 $\frac{1}{16}$	84	
D	1 $\frac{1}{8}$	116	4 1 $\frac{1}{8}$	82	
E	1 $\frac{1}{8}$	116	4 0 $\frac{1}{2}$	84	
F	1 $\frac{1}{8}$	116	3 11 $\frac{3}{4}$	82	
G	1 $\frac{1}{8}$	116	3 11 $\frac{9}{16}$	84	
H	1 $\frac{1}{8}$	116	3 11 $\frac{7}{8}$	82	
J	1 $\frac{1}{8}$	116	4 0 $\frac{9}{16}$	84	
K	1 $\frac{1}{8}$	116	4 1 $\frac{1}{4}$	82	
L	1 $\frac{1}{8}$	116	4 2 $\frac{9}{16}$	84	
M	1 $\frac{1}{8}$	116	4 4 $\frac{3}{8}$	82	
N	1 $\frac{1}{8}$	116	4 6 $\frac{9}{16}$	84	

Records affected, D.354 and D.682 (Standard copy).

(This Order will not be reprinted.)

1677.—Boiler Tubes, etc.

H.M. Ships "Aldenham," "Wilton," "Inchmarnock," "Tronda," "Westray"

(N.S./P. 2252/42.—9.4.1942.)

Particulars of the boilers and tubes fitted in H.M. ships shown under column "A" are identical with those published in the A.F.Os. quoted against the ships shown column "B":—

	"A"		"B"	
"Aldenham"	...	"Brocklesbury"	...	A.F.O. 2387/41
"Wilton"	...			
"Inchmarnock"	...	"Inchkeith"	...	A.F.O. 784/42
"Tronda"	...			
"Westray"	...			

Records affected, D.354 and D.682 (Standard copy).

(This Order will not be reprinted.)

(A.F.Os. 2387/41 and 784/42.)

1678.—Boiler Tubes, etc.

"Barking," "Lance" and "Leforey," "Saxifrage"

(N.S./P. 1945/42; N.S./P. 4464/42; N.S./P. 3095/42.—9.4.1942.)

Particulars of the boilers and tubes fitted are as follows:—

"Barking"

Type and No. of boilers	...	Single ended Multitubular Return	2 No.
		Tube Type.	
Total No. of tubes fitted	...	Generator	...
		Air Preheater	...
			598 No.
			464 No.

Row.	Ext. dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
Plain	...	2 $\frac{3}{8}$ in.	$\frac{1}{2}$ in.	7 ft. 4 $\frac{1}{4}$ in.	414
		Swelled one end to 2 $\frac{7}{8}$ in. for a length of 3 in.			
Stay	...	2 $\frac{3}{8}$ in.	$\frac{7}{16}$ in.	7 ft. 4 $\frac{1}{2}$ in.	4
		Swelled one end to 3 in. for a length of 2 in. and screwed both ends with a continuous thread, 9 T.P.I. Nuts fitted.			
Stay	...	2 $\frac{3}{8}$ in.	$\frac{3}{8}$ in.	7 ft. 4 $\frac{1}{2}$ in.	16
		Swelled one end to 3 in. for a length of 2 in. and screwed both ends with a continuous thread, 9 T.P.I. Nuts fitted.			
Stay	...	2 $\frac{3}{8}$ in.	$\frac{5}{16}$ in.	7 ft. 4 $\frac{1}{2}$ in.	100
		Swelled one end to 3 in. for a length of 2 in. and screwed both ends with a continuous thread, 9 T.P.I. No nuts fitted.			
Stay	...	2 $\frac{3}{8}$ in.	$\frac{1}{2}$ in.	7 ft. 4 $\frac{1}{2}$ in.	64
		Swelled one end to 3 in. for a length of 2 in. and screwed both ends with a continuous thread, 9 T.P.I. No nuts fitted.			

Preheater Tubes.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
Plain ...	2 3/4 in. Swelled one end to 2 13/16 in. for a length of 2 in.	14 W.G.	3 ft. 1 1/8 in.	452	
Stay ...	2 3/4 in. Swelled one end to 3 in. for a length of 2 in. and screwed both ends with a continuous thread, 9 T.P.I. Nut fitted both ends.	1/4 in.	3 ft. 2 3/8 in.	12	

"Lance" and "Laforey"

Type and No. of boilers	...	Main— Admiralty 3 Drum Water Tube Type	2 No.
Total No. of tubes fitted	...	Auxiliary— Spiraflo Thimble Tube Type...	1 No.
	...	Generator ...	9028 No.
	...	Superheater ...	486 No.
	...	Thimble ...	192 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
A	1 13/16 in.	128 W.D.G.	11 10 3/8 ft. in.	8	All tubes are bent.
A	1 13/16 in.	128	11 10 15/16	268	
B	1 13/16 in.	128	11 7 1/2	272	
C	1 13/16 in.	116	11 4 5/16	428	
D	1 13/16 in.	116	11 2 1/2	424	
E	1 13/16 in.	116	11 1	428	
F	1	104	10 9 9/16	480	
G	1	104	10 9 3/4	476	
H	1	104	10 9 7/16	472	
J	1	104	10 9 3/8	468	
K	1	104	10 9 5/8	464	
L	1	104	10 10	460	
M	1	104	10 10 9/16	456	
N	1	104	10 11 1/4	452	
O	1	104	11 0 5/16	448	
P	1	104	11 1 1/2	444	
Q	1	104	11 2 7/8	440	
R	1	104	11 4 1/4	436	
S	1	104	11 6	432	
T	1	104	11 8 1/16	428	
U	1	104	11 0 3/8	424	
V	1	104	12 1 1/4	420	
<i>Superheater</i>					
Inner	1 1/8	116	20 10 1/8	2 } No. 2 boiler	All tubes are bent.
Inner	1 1/8	116	31 8 1/4	124 } No. 1 boiler	
Outer	1 1/8	116	32 1 5/8	122 } boiler	
Inner	1 1/8	116	31 8 1/4	120 } No. 2 boiler	
Outer	1 1/8	116	32 1 5/8	118 } boiler	
<i>Auxiliary</i>					
	2	L.S.G. 10	10 in.	72	Thimble tubes.
	2	10	9	120	

"Saxifrage"

Type and No. of Boilers	...	Return Tube Type	...	...	2 No.
Total No. of Tubes fitted	...	Generator	...	...	1064 No.
	...	Air Heater	...	...	748 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
Smoke ...	2 1/2 in. Swelled one end to 2 5/8 in. for a length of 3 in.	8 W.G.	8 ft. 6 5/8 in.	768	
Stay ...	2 1/2 in. Swelled one end to 2 3/4 in. for a length of 3 in. and screwed with a continuous thread 9 T.P.I. for 3 in. at swelled end and for 1 1/4 in. at other end. No nuts fitted.	5/8 in.	8 ft. 6 5/8 in.	20	
Stay ...	2 1/2 in. Swelled one end to 2 3/4 in. for a length of 3 in. and screwed with a continuous thread 9 T.P.I. for 3 in. at swelled end and for 1 1/4 in. at other end. No nuts fitted.	5/16 in.	8 ft. 6 5/8 in.	168	
Stay ...	2 1/2 in. Swelled one end to 2 3/4 in. for a length of 3 in. and screwed with a continuous thread 9 T.P.I. for 3 in. at swelled end and for 1 1/4 in. at other end. Nuts fitted at swelled end.	7/16 in.	8 ft. 7 in.	20	
Stay ...	2 1/2 in. Swelled one end to 2 3/4 in. for a length of 3 in. and screwed with a continuous thread 9 T.P.I. for 3 in. at swelled end and for 1 1/4 in. at other end. Nuts fitted at swelled end.	3/8 in.	8 ft. 7 in.	84	
Stay ...	2 1/2 in. Swelled one end to 2 3/4 in. for a length of 3 in. and screwed with a continuous thread 9 T.P.I. for 3 in. at swelled end and for 1 1/4 in. at other end. Nuts fitted at swelled end.	5/16 in.	8 ft. 7 in.	4	
<i>Air Heater Tubes.</i>					
	2 3/4 in. Swelled one end to 2 13/16 in. for a length of 1 1/2 in.	14 W.G.	4 ft. 1 1/2 in.	748	

Records affected, D.354 and D.682 (Standard copy).

(This Order will not be reprinted.)

1679.—Boiler Tubes—Reserves

“Flower” Class Corvettes fitted with Howden Johnson Boilers

(N.S. 16069/42.—9.4.1942.)

A stock of tubes for the Howden Johnson boilers fitted in certain “Flower” Class corvettes is to be maintained at Portsmouth.

2. Particulars of the tubes to be provided are as shown below:—
Prepared Tubes.

External diameter.	Thickness.	Ordered length.	Number.
in. 2½	9 W.G.	ft. in. 7 9	1535
Swelled at one end to 2⅝ in. for a length of 2¼ in.			
in. 2½	in. ⅝	ft. in. 7 9	492
†Swelled at one end to 2¾ in. for a length of 2½ in. Screwed with a continuous thread 9 T.P.I. at large end, only.			
in. 2½	in. ⅝	ft. in. 7 10	43
Swelled and screwed as †			
in. 2½	in. ⅝	ft. in. 7 9	144
Swelled and screwed as †			
in. 2½	in. ⅝	ft. in. 7 9	68
Swelled and screwed as †			

Tubes, solid drawn (covering straight lengths).

External diameter.	Thickness.	Ordered Length.	Number.
in. 2	in. .160	ft. in. 15 2	100
Water tubes	.160	14 8	60
	.160	14 0	40
	.160	13 6	50
	.160	12 6	50
	.160	9 10	12

3. The necessary provision has already been arranged.

4. Stocks of these tubes should not be allowed to fall below 50 per cent. of the numbers indicated and details of these stocks should be included in future Returns D.683 rendered by Portsmouth.

1680.—Lighting Up Boilers

“Flower” Class Corvettes

(D. 4401/42.—9.4.1942.)

Difficulty has been reported in lighting up boilers owing to insufficient draught when steam is not available for running fans.

2. Wherever possible, arrangements should be made when lighting up from cold for a supply of steam or compressed air from an external source to enable fans to be run but, when this is not practicable, retarders should be removed from the boiler tubes and the air supply to the burners augmented as much as possible by means of portable fans or by rigging wind-sails.

3. The boiler and air heater tubes should be thoroughly swept concurrently with internal cleaning to ensure that gas passages are clear prior to lighting up.

4. Whilst lighting up, the furnaces should be kept under careful observation to ensure that no accumulation of unburned oil occurs and ratings in charge of machinery are to be warned to exercise careful supervision of the operation of lighting up, especially during the period until sufficient steam is available to enable fans to be started.

5. In view of the possibility of a back flash occurring, care should be taken to stand clear of furnace openings when applying a torch to flash sprayers.

(C.-in-C., South Atlantic, 24.1.42, No. 139/803.)

1681.—Catapults and Accelerators—Periodic Working

(D. 4158/42.—9.4.1942.)

Cases have occurred where catapults and accelerators in ships refitting have been found to be in an indifferent state of maintenance. The monthly returns of air work and air operations show that in some ships, where no aircraft launch has been made, no light shot has been fired.

2. The attention of Ship's officers is drawn to B.R.16—Engineering Manual, Article 511.

(B.R.16—Engineering Manual, Article 511.)

1682.—R.D.F.—Aerial Outfits A.T.Q. Returned for Repair

(S.D. 277/42.—9.4.1942.)

A large number of aerial outfits A.T.Q. on return for repair show signs of damage in addition to the defects which have arisen in service.

2. Care is to be given to the crating and packing of these aerials to ensure their safe transit. Neglect of proper precautions against damage in transport must effect production of equipment that is already in such short supply as to reduce seriously the possible rate of fitting of R.D.F. equipment.

1683.—R.D.F. Types 282/4/5—Receiver P.16—Replacement of Rectifier

(S.D. 172/42.—9.4.1942.)

Owing to the frequent failures of Rectifier, metal Pattern W.3901 in Receiver P.16 these are to be replaced by Rectifier, selenium iron, Pattern W.3886.

2. A.F.O. Diagram 84/42 (A.S.E. Drawing No. 33507) gives the details necessary for this replacement, which is to be carried out by ship's staff.

3. When this modification has been completed the table of components under figure 3 of Handbook H.378, “Instructions for Receiver P.16,” is to be amended accordingly.

4. Ships fitted with one or more of the R.D.F. sets concerned, and which are supplied with Receivers P.16 in which Rectifiers, metal, Pattern W.3901 are fitted, are to demand one Rectifier, selenium iron, Pattern W.3886, for each Rectifier, Pattern W.3901 fitted, quoting this Order as authority.

5. Rectifiers, metal, Pattern W.3901, rendered redundant by the above modification, are to be returned to the nearest storing yard or base for absorption into stock for other services.

(Admiralty Message 297A is cancelled.)

1684.—Naval Aircraft—Camera Gear Boxes

(A.M. 3784/42.—9.4.1942.)

A.F.O. 1165/42 calls for an amendment to Appendices A, etc., substituting boxes, gear, Type “C” (Mod.) and Type “D” (Mod.) for Types “C” and “D” respectively.

2. This amendment is now cancelled and Naval aircraft will continue to be fitted with Types “C” and “D” (14A/2055 and 14A/2056) as hitherto.

3. Types “C” and “D” are superseding Types “A” and “B”, but the existing Types “A” and “B” are to be retained unmodified until superseded.

(A.F.O. 1165/42 is cancelled.)

1685.—Aircraft Stores—Modification of Spare Parts and Equipment

(A.M.R./N.S. Air 10665/42.—9.4.1942.)

At Home

Equipment and spare parts, whether in use, in store, or undergoing repair at Naval Air Stations or Repair Yards, should be modified in accordance with the instructions given in the technical leaflets, or, if beyond their capacity, sent suitably tallied to the appropriate R.N. Store Depôts, the vouchers being endorsed accordingly. Items so returned are to be reported by Store Depôts to the Admiralty (D. of S., Harrogate), who will arrange contract action for modification at the relevant contractors.

2. Equipment and spare parts should not be issued unmodified from R.N. Store Depôts unless the demanding service has stated that the item is acceptable in that condition, when a tally should be attached stating that the modification has not been carried out, and the vouchers should be endorsed similarly. Special care should be taken that all items shipped overseas are modified to the latest instructions.

3. Records should be kept by Store Depôts of the items requiring modification, and a close watch kept on stock and the work in hand to avoid dislocation of supplies. After modification, stores are to undergo an inspection by the appropriate Technical Officer before being taken into stock.

H.M. Ships and Overseas Establishments

4. Modifications authorised by technical leaflets should be carried out as far as possible, any difficulties being reported to the Admiralty by signal.

General

5. Modification leaflets are issued by N.S.O., Shepherds Bush, and care should be taken to ensure that these are received. Notice of the issue of leaflets is contained in Admiralty Fleet Orders, and the following publications are affected:—

1. Airframe, and Aero Engine Publications, Volume 2, Part 1.
2. A.P. 1186. R.A.F. Signal Manual.
3. A.P. 1095. Electrical Manual.
4. A.P. 1181. Starting Systems for Aero Engines.
5. A.P. 1182. Safety Equipment Manual.
6. A.P. 1275. Instrument Manual.
7. A.P. 1355. Photographic Equipment Manual.
8. A.P. 1374. Ignition Equipment.
9. A.P. 1464A Engineering Manual.
& A.P. 1464B.
10. A.P. 1538. Airscrews, British.
11. A.P. 1538A. Airscrews, American.
12. A.P. 1659. Aero Gun Turrets and Mountings.
13. A.P. 1519. Air Pump Units.
14. A.P. 1641. Aircraft Machine Guns.
15. A.P. 1502. Arrestor Gear.
16. A.P. 1469. Auto-controls.
17. A.P. 1668. Armament Instructional Equipment.
18. A.P. 1664. Bomb Carriers.
19. A.P. 1730. Bomb Sights—Gun Sights—Torpedo Sights.
20. A.P. 1697. Link Trainer.
21. A.P. 1492. Targets and Equipment.

1686.—Coastal Force Craft Undergoing Large Repairs

All Home Yards and all Repair Authorities in U.K.

(D. 3180/42.—9.4.1942.)

To bring the provision of engine room ratings for vessels undergoing large repairs into line with the routine followed for New Construction of Coastal Force Craft, and in order that the motor mechanics of boats may obtain all possible knowledge of the engine installations, authorities concerned with these large repairs are to inform the Rear-Admiral, Coastal Forces, London (Telephone No. Hampstead 7661-4) when engines are about to be placed in boats completing.

2. On receipt of this information the Rear-Admiral, Coastal Forces, will make arrangements to send a motor mechanic to stand by the boat.

(R.A.C.F., 6.3.42, No. P/141.)

1687.—Small Requisitioned Craft—Shortage and Maintenance

Trawlers, Drifters, Motor Fishing Vessels, Whalers, Naval Auxiliary Yachts, Naval Auxiliary Boats

(D. 4116/42.—9.4.1942.)

Considerable delays have occurred in small requisitioned craft requiring repairs or replace parts of machinery. This applies in particular to vessels employed on harbour service.

2. In future, when such a vessel arrives at a port, either for periodical refit or other work, or owing to breakdown on passage to another port, the Flag or Naval Officer-in-Charge at the arrival port is to arrange for technical officers on his staff to scrutinise, and if necessary amplify, the defect list, or assist in the completion of a supplementary defect list should this be found necessary.

3. In instances where (after contact with Contractors) a delay of over eight weeks is anticipated, an immediate report is to be forwarded to the Admiralty for consideration as to the future of the vessel.

4. In regard to machinery defects the report in every case is to include:—

- (a) Type of engine.
- (b) Maker's name.
- (c) Maker's number.
- (d) Year of manufacture.
- (e) Number of cylinders.
- (f) Revolutions per minute of engine and propellers.
- (g) Horse power.
- (h) Overall dimensions of engine.
- (j) Principal dimensions of engine room.

5. These particulars are required in order that the possibility of replacement in whole or part can at once be investigated.

6. The report is also to include remarks as to the condition of the hull, machinery and electrical installation and whether it is considered that the necessary repairs are justified and can be carried out at reasonable cost.

(C.A.F.O. 380/42 and A.F.O. 1221/42.)

1688.—Limitation of Top Weight

“Bridgwater,” “Hastings,” “Shoreham,” Repeat “Shoreham,” “Grimsby,” “Enchantress,” “Stork” and “Egret” Classes

(D. 04392/42.—9.4.1942.)

The results of recent inclining experiments on certain ships of the above classes have made it clear that the instructions regarding the limiting of top weights contained in C.A.F.O. 2373/41 and A.F.O. 1875/39 are not being observed.

2. The attention of Commanding Officers and refitting authorities is again drawn to the following instructions, which are to be observed when dealing with alterations and additions and other work undertaken whilst ships of the above classes are in hand for refit or repairs:—

- (a) Unauthorised alterations and additions are not to be carried out.
- (b) Approved alterations and additions are to be taken in hand only if compensation of weight with an equivalent moment above the keel is provided.
- (c) When vessels are in hand for refit every effort is to be made to land unnecessary top weights and any item landed in this manner is to be reported.
- (d) Ships proposing alterations and additions involving extra top weight are to include under each item, proposals for landing weights of equivalent moment.

3. A copy of this Order is to be inserted in the stability folio of the ship's books of all vessels concerned.

(A.F.O. 1875/39 and C.A.F.O. 2373/41.)

1689.—Seacocks to Magazines—A. and A.

“ F ” and earlier classes Destroyers and Leaders (ex “ Towns ”)

(D. 02991/41.—9.4.1942.)

Six-inch seacocks with the necessary valves, gearing, etc., are to be fitted in the above vessels for rapid flooding of magazines and shell rooms in emergency. The arrangements fitted should be in accordance with drawings, Curator's Nos. 643128/2 and 643006/3, copies of which are being forwarded to all repair authorities for guidance in carrying out this work.

2. The gearing rods, flooding cabinets and piping between valves are to be provided and fitted by the ship repairers. All other materials such as hand wheels, universal joints, mitre wheels, seacocks and flooding valves, deck plates and glands and sea connection tubes should be demanded by the repair authorities from H.M. Dockyard, Devonport. The Admiral Superintendent, Devonport Dockyard is to arrange to provide and collect all fittings for the ships concerned at the earliest possible date.

3. Commanding Officers are to include an appropriate item, Classification A, in their next list of As. and As. to cover this work.

(C.-in-C. H.F. 19.9.40, No. 1536/H.F.997.)

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

1690.—High Power Engines with Side Exhausts—Precautions when Main Engines are Running
Coastal Craft

(D. 3181/42.—9.4.1942.)

A number of craft fitted with high powered petrol engines with side exhaust are now in service.

2. When one of these craft is alongside a quay or other vessel with engines running it is essential that all scuttles are shut, both in the craft itself and in the adjacent vessel.

3. The responsibility for seeing that this instruction is carried out rests with the Commanding Officer of the craft in which the engines are running.

4. Attention is drawn to A.F.O. 475/42.

(A.F.O. 475/42.)

1691.—50 kW Turbo Generators—Fitting

“ V ” and “ W ” Class Destroyers and Leaders

(D. 04235/42.—9.4.1942.)

When ships of the above class come in hand (after the beginning of May, 1942) for periods long enough to allow of a new generator being fitted, application for the allocation of the 50 kW turbo generator and the drawing of holding-down bolting details is to be made to Admiralty, and supply will be arranged.

2. The new generator is to be fitted in place of the port side electric-light engine in all vessels except H.M. Ships “ Viceroy,” “ Viscount,” “ Wolsey,” “ Woolston,” “ Wishart ” and “ Witch ”, where it is to occupy the position on the starboard side.

3. The exhaust from the new set is to be led through a change-over valve to each condenser, and is to be kept separate from the exhaust leads from the remaining 26½ kW electric-light engine.

4. Disposal instructions for the displaced 26½ kW set which is to be refitted before being placed in store will be given when allocating the turbo-generator.

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

1692.—D.G. Installation Supplied Direct from Ship's Mains—Connectors for Emergency Jointing of Cables

H.M. Ships so fitted

(N.S. 21414/41.—9.4.1942.)

In order that the cables fitted for temporary and permanent D.G. Installations supplied direct from ships' mains may be readily jointed in emergency, connectors as shown on A.F.O. Diagram 85/42 are being provided.

2. These connectors together with the grub screws for securing them to the conductors have been made Admiralty pattern articles as indicated on A.F.O. Diagram 85/42, and quantities of each size are being distributed as follows:—

Pattern.	Severn Area.	Pres-ton.	Chat-ham.	Rosyth.	Ports-mouth.	Devon-port.	New-castle.	Glas-gow.
<i>Connectors:—</i>								
13721 ...	5,000	5,000	1,000	1,000	1,000	1,000	2,000	4,000
13722 ...	1,500	1,500	500	500	500	500	1,000	1,000
13723 ...	2,500	2,500	500	500	500	500	1,000	2,000
13724 ...	1,500	1,500	500	500	500	500	1,000	1,000
13725 ...	250	250	50	50	50	50	100	200
<i>Grub screws:—</i>								
13726† ...	Pkts. 185	Pkts. 185	Pkts. 40	Pkts. 40	Pkts. 40	Pkts. 35	Pkts. 75	Pkts. 150
13727† ...	120	120	20	20	20	20	50	100
13728† ...	6	6	2	2	2	2	3	5

† Each packet contains 1 gross.

3. Officers in ships fitted with D.G. installations supplied direct from ships' mains, are to demand the connectors of the sizes to suit the conductors in these cables, from their storing yards, on the basis of not less than two connectors per core, quoting this A.F.O. as authority. In addition ship's officers should demand one packet of one gross of grub screws of the sizes to suit the connector's as spares to replace losses.

4. If a portion of a D.G. coil becomes damaged the damaged portion can, by use of these connectors, be temporarily bridged with a new length of multicore cable or a suitable number of lengths of equivalent size of single core cable. Care is to be taken when jointing to tighten the grub screws so that they do not project outside the insulating sleeve.

5. The completed joint should be finally taped with Blackley adhesive tape, care being taken to cover the individual connectors to obviate any danger of contact between the grub screws in adjacent connectors.

6. In order that spare cable of the correct size will be available for repairs to a damaged portion of the D.G. coils an adequate quantity of each pattern of the cable comprising the D.G. coils but not more than 5 per cent. of the total length of each pattern installed is to be placed aboard after the fitting of the D.G. installation, provided stowage is available.

7. Vessels in commission for which this provision has not already been made should demand the necessary cable from their respective Storing Yards.

8. Yards abroad should forward by air Supplementary Demands to cover the requirements of H.M. ships on the station and to provide a suitable reserve.

1693.—Fire-fighting Equipment—Allowances

Mooring Vessels

(N.S. 10850/42.—9.4.1942.)

The allowances of fire-fighting equipment to mooring vessels have been revised and are now to be as shown in the Appendix to this Order.

2. Mooring vessels should forward demands to their storing yards or bases as necessary to complete to these allowances. Demands for jet/spray nozzles should state the size and type of coupling required. Supply to mooring vessels of new construction should be made by storing yards in the usual manner.

3. B.R.370—Establishment of Naval Stores for Mooring Vessels will be amended.

APPENDIX

Allowances of Fire-fighting Equipment to Mooring Vessels

Subhead and Item.	Pattern No.	Description.	Denomination.	Quantity per Ship.	Remarks.
<i>Permanent Stores</i>					
B.8	—	Hoses, canvas, unlined, complete :— 40-ft. lengths	No.	1†	For each weather deck fire main hose connection.
		20-ft. lengths	No.	1†	For each fire main hose connection below weather deck. † Size of hose and type of coupling to be stated on demand.
	—	Extinguishers, fire :— “Nuswift” type, fully charged.	No.	3	
	4723	“Pyrene”, 1 quart, fully charged.	No.	1	For W/T office.
				1	For switchboard.
				1	For generator (to be fitted near the generator).
	4725	Brackets for	No.	1	For each extinguisher, Pattern 4723.
	4726	“Foam” type, 2 gallons, without charges and hose.	No.	1	
B.9	1520 or 1521	Branch pipes	No.	1	For each fire main hose connection not fitted with a jet/spray nozzle. Pattern as required.
	—	Branch pipes fitted with jet/spray nozzles	No.	2	
F.2	8115	Lanterns, Oldham's, “Hewer” type.	No.	4	
	8117	Accumulators for	No.	5	Includes one spare.
	16034	Headlamps, complete ...	No.	2	
<i>Consumable Stores</i>					
B.8	4728	Refills for “Pyrene” fire extinguishers, Pattern 4723.	No.	2	Spare for each extinguisher, Pattern 4723.
	—	Charges, spare, for “Nuswift” fire extinguishers.	No.	4	For each extinguisher of this type supplied.
	4729	Charges, 2-gallon, for “Foam” fire extinguishers, Pattern 4726.	No.	3	For each extinguisher, Pattern 4726 (includes two spare).

Subhead and Item.	Pattern No.	Description.	Denomination.	Quantity per Ship.	Remarks.
F.2	16035	<i>Consumable Stores—contd.</i> Shields, light	No.	1	For each Oldham's lantern, Pattern 8115.
	54	Torch cases	No.	6	
	55	Batteries for	No.	2	For each torch case, Pattern 54 (includes one spare).
	56a	Bulbs for	No.	2	
	8119	Bulbs for Oldham's lanterns, Pattern 8115.	No.	2	For each lantern, Pattern 8115 (includes one spare).

Note.—Spare charges for extinguishers are not to be stowed in the storerooms (see A.F.O. 1217/41).

(Portsmouth Yard Letter, 31.12.41, No. 11481.)

(A.F.Os. 4090/40, 4515/40, 4700/40, 267/41, 576/41, 1217/41 and 2289/41.)

1694.—Bomb Lifting Poles—Provision of Aircraft Carriers

(G. 014129/41.—9.4.1942.)

Certain aircraft carriers are provided with lifting poles for bombs (supplied by shipbuilders), which are required for transporting bombs at the transfer level in secondary supply, and for lifting bombs as necessary. These poles are designed for 500 lb. bombs.

2. It has been decided that in aircraft carriers, which have two primary methods of supply (e.g. forward and after lifts), no provision is to be made for the secondary supply of bombs of 500 lb. weight from either bomb room or group of bomb rooms. Provision for the secondary supply of bombs up to 500 lb. weight remains a requirement in aircraft carriers having only one lift.

3. For the secondary supply of 250 lb. bombs a lighter type of “Lifting pole for 250 lb. bombs” has been introduced as shown in A.F.O. Diagram 88/42. When using this pole the canvas belt is to be adjusted round the nose of the bomb to steady it and prevent a strain being brought on the bomb lug.

4. Existing aircraft carriers.—Ships requiring the lifting pole referred to in paragraph 3 should demand the requisite number up to a maximum of six. Existing 500 lb. poles should be retained up to the number required (minimum of two) and remainder brought to produce.

New construction.—(i) Aircraft carriers having two primary methods of supply :

(a) Up to six poles for lifting 250 lb. bombs should be demanded as requisite.

(b) Two poles for lifting 500 lb. bombs to design similar to A.F.O. Diagram 88/42, and material and dimensions agreed by ships' officers to be supplied by shipbuilders.

(ii) Aircraft carriers having one primary method of supply :—

(a) Up to four poles for lifting 250 lb. bombs should be demanded as requisite.

(b) Four poles for lifting 500 lb. bombs to design similar to A.F.O. Diagram 88/42, and material and dimensions agreed by ships' officers to be supplied by shipbuilders.

5. An initial purchase of twenty-four poles for lifting 250 lb. bombs has been arranged under Vote 8/II, Subhead B 3. Demands for the poles required should be forwarded to the Director of Stores, Pulteney Hotel, Admiralty, Bath, quoting this Order as the authority.

1695.—Sea Anchors—Supply—72-ft. M.Ls.

(N.S. 18282/41.—9.4.1942.)

A report has been received that certain 72-ft. M.Ls. have not been supplied by the builders with a sea anchor before being passed into service.

2. Demands for sea anchors for 72-ft. M.Ls. already in commission, and in which one is not already held, should be forwarded to storing yards by bases concerned. Manufacture of these sea anchors should be arranged by Dockyard Officers as necessary.

3. Details of the sea anchor required for these boats are shown on A.F.O. Diagram 86/42.

1696.—Walrus Aircraft—Fitting of Quick Releases to Safety Belts

(N.S. Air 383/42.—9.4.1942.)

In view of the recent modification to the safety belt used in Walrus aircraft when hooking on, which necessitated the removal of the Ref. 6F/96, quick release, from the spare Ref. 6F/166, observer's anchorage, and splicing it into the securing rope of the belt, between the upper hook and belt, in order that the pull away from body releases it, arrangements are being made for the replacement of these quick releases to ships and services concerned.

2. In addition, two Ref. 6F/96, quick releases, will be supplied to each catapult ship equipped with Walrus aircraft, to be carried as spares.

3. Supply will be made to ships concerned, and services detailed below, by their respective R.N. store depôts at home and storing yards abroad, without demand.

Supply will be made to the following services as shown :—

From R.N. Store Depôt, Stafford—

To	R.N. Air Station Piarco	...	...	Two
	R.N. Air Station, Lee-on-Solent	...	...	Five
	R.N. Air Section, Hastings, Freetown...	One

From H.M. Dockyard, Gibraltar—

To	R.N. Air Section, Gibraltar	One
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From R.N. Store Depôt, Perth—

To	R.N. Air Station, Arbroath	Five
	R.N. Air Station, Machrihanish	One
	R.N. Air Station, Donibristle	...	...	Four
	R.N. Air Station, Hatston	...	...	Two
	R.N. Air Station, Evanton	...	...	One

4. To meet requirements of ships and services abroad, arrangements have been made for the undermentioned quantities of stores to be despatched to the yards indicated below, from R.N. Store Depôt, Stafford :—

Alexandria	...	...	...	4
Bermuda	...	...	...	4
Gibraltar	...	...	...	4
Simonstown	...	...	...	20
Trincomalee	...	...	...	20

5. The Aircraft Stores Establishment—O.U.6327(A)—will be amended; meanwhile, all existing establishments held by H.M. ships, R.N. store depôts, etc., should be amended in manuscript.

(Admiralty R. Message 330 of 20.2.42, and R.A.N.A.S. Message 1526 of 16.2.42.)

1697.—T.1115/R.1116 Installation in Swordfish—Spares for

(N.S. Air 5535/41.—9.4.1942.)

In view of the installation of T.1115/R.1116 in Swordfish aircraft, spares will be allowed to ships and services in accordance with the scale indicated below :—

1	2	3	4	5	6	7	8	9	10	11	12	13	14	20	21	X	Y	Z	
	<i>O.U. 6328</i> <i>General A.S.E.</i> <i>Section 5K.</i>																		
NIV	Cable end, Ross-Courtenay, Type 2 BA.		No.							2	4	6	8	12	C		6	2	12
1810	Cable end, hook, Type 2 BA.	A.G.S. 1620/2	"							4	8	12	16	24	C		12	4	24
1811	Cable end, hook, Type 4 BA.	A.G.S. 1620/3	"							4	8	12	16	24	C		12	4	24
1809	Cable end, hook, Type 0 BA.	A.G.S. 1620/1	"							2	4	6	8	12	C		6	2	12
	<i>O.U. 6328(A)</i> <i>Swordfish.</i> <i>Section 26A.</i>																		
32744	Battery strap ...	D.14100	No.							1	2	4	6	8	C		4	1	8
	Spigot, for strap ...	A.B.1/15	"							1	2	4	6	8	C		4	1	8
	Catch ...	B.37842/5	"							1	2	3	3	3	C		3	1	3
	Handle ...	B.37842/3	"							1	2	4	6	8	C		4	1	8
21020	Spring ...	31504D	"							1	2	4	6	8	C		4	1	8
32398	Stop plate ...	D.28919	"							1	2	3	3	3	C		3	1	3
	<i>O.U. 6328</i> <i>General A.S.E.</i> <i>Section 28</i>																		
661	Nuts, brass, plain, 2 BA.	A.G.S. 1581/B	doz.							1	2	4	4	4	C		4	1	4
	<i>Section 28B.</i>																		
1790	Rivets, M.S. c/sk. ½ in. × ¼ in. long.	A.G.S. 500/H/342	"							1	2	4	6	8	C		4	1	8
	<i>Section 28C.</i>																		
2382	Screws, wood, brass, R.H., 10G, 3 in. lg.	249/16	"							1	2	3	3	3	C		3	1	3
5694	Screws, metal, steel, R.H., 4 BA. 1½ in. lg.	245/27	"							2	4	6	8	12	C		6	2	12
2768	Screws, metal, steel, ch. hd., 6 BA. × ½ in.	247/31	"							2	4	6	8	12	C		6	2	12
	<i>Section 28C.</i>																		
2792	Screws ...	A.G.S. 247/35	doz.							2	4	6	8	12	C		6	2	12
3523	Washer, brass, D.B.A.	1582/A	"							4	6	8	10	14	C		8	4	14
2122	Screw ...	248/30	gross							2	4	6	6	6	C		6	2	12

Amendments to A.S.Es.

Add to O.U. 6328, General A.S.E. :—

1	2	3	4	5	6	7	8	9	10	11	12	13	14	20	21	X	Y	Z	
361	<i>Section 5L.</i> Lamps, filament, 3·5V.		No.							24	36	60	84	68	C		60	24	168
	<i>Delete from O.U.6328(A), Swordfish.</i>																		
361	<i>Section 5L.</i> Lamps, filament, 3·5V.		doz.							1	1	1	1	2	C				

Amend O.U. 6328, General A.S.E., to read as follows:—

1	2	3	4	5	6	7	8	9	10	11	12	13	14	20	21	X	Y	Z
1878	Section 5J. Battery, dry, 3.5 V.		No.	3	6	9	12	18	12	24	36	48	72	C		36	12	72
3370	Screws	A.G.S. 247/20	gross						1	1	2	2	2	C		2	1	2
663	Section 28. Nut	1581/D	„						2	4	6	6	6	C		6	2	6

Amend O.U. 6328(A), Swordfish, to read as follows:—

3370	Screws	A.G.S. 247/20	gross						1	1	2	2	2	C		2	1	2
663	Section 28. Nut	1581/D	„						2	4	6	6	6	C		6	2	6

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

R.N. Air Stations, Class A To the scale detailed in Col. X.
R.N. Air Stations, Class B and Class C To the scale detailed in Col. Y.
R.N. Aircraft Repair Yards To the scale detailed in Col. Z.

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

Ref.	Description	Alex- andria	Bermuda	Gibraltar	Malta	Simons- town	Trin- comalee
5K/1810	Cable end, 2BA	48	27	16	11	11	11
5K/1811	Cable end, 4BA	48	27	16	11	11	11
5K/NIV	Cable end, type 2BA.	24	13	8	5	5	5
5K/1809	Cable end, 0BA	24	13	8	5	5	5
5L/361	Lamp filament...	256	128	112	48	48	48
5J/1878	Battery, dry ...						
28C/2792	Screws	36 doz.	4 doz.	12 doz.	8 doz.	12 doz.	12 doz.
28C/3523	Washer	36 „	8 „	20 „	12 „	20 „	16 „
28C/2122	Screws	24 gross	12 gross	12 gross	8 gross	12 gross	12 gross
28C/3370	Screws	8 „	4 „	4 „	2 „	14 „	4 „
28/663	Nuts	24 „	4 „	12 „	8 „	12 „	12 „
26A/32744	Strap	24	8	6	4	5	6
26A/—	Spigot	24	8	6	4	5	6
26A/—	Catch	12	5	6	4	5	5
26A/—	Handle	24	8	6	4	5	6
26A/21020	Spring	24	8	6	4	5	6
26A/32398	Stop plate ...	12	5	6	4	5	5
28/661	Nuts	16 doz.	2 doz.	6 doz.	4 doz.	6 doz.	8 doz.
28C/2382	Screws	12 „	6 „	6 „	4 „	6 „	6 „
28C/5694	Screws	36 „	4 „	12 „	8 „	12 „	12 „
28C/2768	Screws	36 „	4 „	12 „	8 „	12 „	12 „
28B/1790	Rivets	24 „	2 „	6 „	4 „	6 „	8 „

3. Supply will be made to the following services by R.N. Store Depot, Stafford, without demand:—

R.N. Air Station, Piarco, Trinidad O.U. 6328.
R.N. Air Station, Palisadoes, Jamaica O.U. 6328, O.U. 6328(A).
R.N. Air Section, Hastings, Freetown O.U. 6328, O.U. 6328(A).
R.N. Section, Dartmouth, Nova Scotia... .. O.U. 6328, O.U. 6328(A).

Ships and other Services concerned are to 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 ships and Services will be made, without demand, with their initial equipment.

4. The A.S.Es. will be amended.

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

1698.—Pilot Balloon Equipment—Lever Keys for Hydrogen Cylinders

(N.S. 17595/41.—9.4.1942.)

The existing lever key, Pattern 2613, is intended for use with hydrogen cylinders fitted with $\frac{3}{8}$ -in. stop valves only, and an additional key, to which Pattern 2613A has been assigned, has been introduced for use with cylinders fitted with $\frac{1}{8}$ -in. stop valves. A first supply of these keys has been obtained from the Meteorological Office, Air Ministry, for delivery as follows:—

Rosyth Chatham Portsmouth Devonport Severn Area Mersey Area
12 12 12 12 12 (a) 12 (b)

(a) For shipment to Colombo and Durban (6 to each).

(b) For shipment to Alexandria.

2. Ships or establishments requiring a key, Pattern 2613A, should forward a demand to their storing yard.

3. The Rate Book for Naval Stores and the Sea Store Establishments concerned will be amended.

1699.—Echo Sounding Arrangements

A/S, M/S, and A/S-M/S Trawlers

(A./S.W. 7731/41.—9.4.1942.)

In trawlers not yet fitted with Echo sounding equipment, and in which fitting of Type 758N sets (in M/S trawlers), or Type 761 sets (in A/S and A/S-M/S trawlers), is an approved A. and A. item under C.A.F.O. 2159/40 or later revision of that order, sets are to be fitted in accordance with the instructions for installing A/S 7309, using Drawing D.N.C. 30A/A1016 (A.F.O. Diagram 81/42) for general guidance in regard to the positions for the hull fittings.

2. In cases where other positions for the hull fittings have already been selected, and the work of installation at these positions is well advanced, no change should be made.

(C.A.F.O. 2159/40.)

1700.—Boxes, Steel, for Signal Books—Charge for Loss of Keys

(N.S. 9152/41.—9.4.1942.)

The standard charges for the loss of keys of steel chests not fitted with combination locks, as laid down in A.F.O. 1472/39, will in future also be applicable to steel boxes, Pattern 1474, for signal books.

2. B.R.4, Article 71, paragraph 1 (v), will be amended.

(A.F.O. 1472/39.)

1701.—Models of Foreign War Vessels

Coastal Force Bases

(N.S. 10488/42.—9.4.1942.)

A set of models of foreign war vessels has been introduced for gunnery and torpedo training of personnel in Coastal Force Bases and Training Establishments.

2. Each set will consist of the following ships:—

Ships

(Scale—100 ft. to 1 inch)

German:

Battleship "Admiral von Tirpitz."
Cruiser "Admiral Hipper".
Destroyer, "Narvick" Class.
Torpedo Boat, "T.1"—"T.8" Class.
Large A/S Trawler.
Typical tanker.
Coaster "Homborg."
Fruit Carrier, "Eider" Class.
Hansa Liner, "Ehrenfels" Class.

Ships—contd.
(Scale—100ft. to 1 inch)

French :

Passenger Liner, "El Djezair" Class.
Cross Channel Steamer, "Cote d'Azur" Class.

Italian :

Fruit Carrier, "Ramb" Class.

3. Fourteen sets have been requisitioned for purchase for the undermentioned services and supply will be made as indicated below.

Ship or Service	Sets				Yards from which supply will be made
H.M.S. "Hornet"	3*	Portsmouth
H.M.S. "Attack"	1	
H.M.S. "Forward II"	1	
H.M.S. "Wasp"	1	
H.M.S. "Beehive"	1	Chatham
H.M.S. "Midge"	1	
H.M.S. "Beaver III"	1	
H.M.S. "Minos II"	1	
H.M.S. "Britannia III"	1	Devonport
H.M.S. "Forte IV"	1	
H.M.S. "Skirmisher II"	1	
H.M.S. "St. Christopher"	1	
					Rosyth

* Includes two sets for re-allocation as required by Rear-Admiral, Coastal Forces.

4. The models have been added to the Rate Book for Naval Stores under Subhead E, Item 2, as Pattern 2220.

(Rear-Admiral, Coastal Forces, 31.12.41, No. 25 P/60 and 5.3.42, No. 388 P/67.)

1702.—Use of Hammock Mattresses with Bunks or Bedsteads—REPORTS

R.N. Shore Establishments

(N.S. 011484/41.—9.4.1942.)

For reasons of economy of material and cost, it has been decided as a war-time measure that Naval ratings, etc., in shore establishments should generally use their hammock beds, with the service type single and double tier bedsteads, in lieu of the coir mattresses normally supplied for this service.

2. Commanding Officers of all shore establishments at home are to furnish a report, within 14 days of the receipt of this order, stating the number of coir mattresses and mattress covers held in the establishments, except those in use by W.R.N.S.

3. If it is desired to retain any of these mattresses and covers in any establishment for purposes other than for use by W.R.N.S., particulars of the numbers required to be retained, the service for which to be utilised, and the reasons for retention should accompany the report referred to in paragraph 2.

4. Disposal instructions for the surplus mattresses and covers will be furnished in due course.

1703.—Spare Glasses and Rubber Rings for Type "B" Torpedo Sights, Clear Range Indicators and Gyro Angle Instruments

(N.S. 18883/41.—9.4.1942.)

The spare glasses and rubber rings referred to in A.F.O. 3859/41 are provided under Subhead F, Items 1B and 1C, and should be demanded from storing yards as follows:—

Subhead F, Item 1B.

For Gyro Angle Receivers and Torpedo Tube Training Receivers.

Subhead F, Item 1C.

For Torpedo Sights, Type "B", and Clear Range Indicators.

2. Storing yards should obtain supplies, as necessary, from R.N. Store Depôts, Stroud or Mossley.

3. A rubber cord packing ring for the bezel of torpedo sights, Type "B", Mark V, only has now been introduced, and these will also be available for supply. Earlier marks of torpedo sights, Type "B", have flat "Oakstrong" or similar packing which should be available in ships' general stores.

4. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes—will be amended.

(A.F.O. 3859/41.)

1704.—Lampholders, Pattern S.7993A.—Introduction

(N.S. 14208/42.—9.4.1942.)

Further to A.F.O. 4820/41, a commercial pattern lampholder has been approved for use in lieu of Pattern 7993A for all services, and will be known as lampholder Pattern S.7993A.

2. A running contract for these lampholders has been arranged with Messrs. Tuckers, C.P. 29849/41 for monthly deliveries to the following Depôts:—

Stroud 400
Mossley 600.

3. Yards and Store Depôts should forward demands monthly for these lampholders to the nearer of the above depôts to supplement stocks in order to meet demands for standard pattern articles.

(A.F.O. 4820/41.)

1705.—Photographic Equipment

R.N. Air Stations

(N.S. Air 485/42.—9.4.1942.)

The undermentioned items of photographic equipment will be allowed to R.N. air stations with photographic sections, in accordance with the following scale:—

Subhead and Pattern No.	Description.	Denom. of Quantity	Large Stations.	Small Stations.	Photog. Training School.	No. 1 Observer School.	No. 2 Observer School.	Class of Stores.
F3.2340	Buckets, white enamel, 2-gallon	No.	1	1	1	1	—	P
2580	Jugs, enamel, 1-litre, graduated	No.	2	2	2	2	—	P
2694	Cloths, conveyer, for F3/2588, as spare	No.	1	1	1	1	—	P

2. Arrangements have been made for the following quantities to be shipped to Alexandria to meet initial issues, stocks and reserves:—

F3/2340 Buckets 4
2580 Jugs 4
2694 Cloths 2

3. Supply will be made from R.N. Store Depôt (Severn Area), Stroud, to R.N. Air Station, Piaseo (Trinidad), without demand, to the scale laid down for No. 1 Observer School.

Other services concerned should forward demands to R.N. Store Depôt (Severn Area), Stroud, or to H.M. Dockyard, Alexandria, quoting this Order as authority for supply. Supply to new services will be made with their initial outfit of stores.

4. The photographic establishment for R.N. Air Stations will be amended; meanwhile all existing establishments held by R.N. Air Stations, R.N. Store Depôts, H.M. Dockyards, etc., should be amended in manuscript.

1706.—Water Soluble Mahogany Stain in Lieu of Bichromate of Potash
(N.S./C.P. 71255/41.—9.4.1942.)

Owing to the difficulty of obtaining bichromate of potash, Pattern 106B, it has been approved to supply a water soluble mahogany stain instead for staining purposes. Purchase is being made from Messrs. Skilbeck Brothers, Ltd., under the designation "Water Soluble Mahogany Stain, 2 RW."

Section 4

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

1707.—Stores for H.M. Naval Base, Stornoway, Isle of Lewis
(N.S. 307/42.—9.4.1942.)

Stores for H.M. Naval Base, Stornoway, Isle of Lewis, should be sent via Kyle of Lochalsh and NOT via Invergordon, and should be consigned to the Base Accountant Officer, H.M. Naval Base, Stornoway.

2. The following information regarding the port of Stornoway should be noted:—

There are no cranes or derricks on the piers. Wharfage discharge is by ships' derricks only, which in the case of the mail steamer from Kyle are tested to 2½ tons only. Coast Line Co.'s steamships also call at Stornoway at irregular intervals.

(A.F.O. 3766/40.)

1708.—New Dumb Mooring Lighters for Milford Haven and Devonport—Designation
(P. 02634/42.—9.4.1942.)

The two dumb mooring lighters being constructed by Messrs. Richard Dunstan Ltd., Thorne, Yorks., under Admiralty Order C.P. 8B/15346/42 dated 5th March, 1942, have been designated Y.C. 112 and Y.C. 345 respectively. On completion the craft will be appropriated as follows:—

Y.C. 112 to Milford Haven.
Y.C. 345 to Devonport.

1709.—Electric Lathes (Dental)—REPORTS
(M.D.G. 17370/42.—9.4.1942.)

Dental Officers in H.M. Ships and Establishments in which dental mechanics are not employed are to report particulars of any electric lathes (dental) and accessories in their charge.

2. Reports should be forwarded to the Medical Director-General immediately.

1710.—Khaki Tropical Shirts and Shorts—Issuing Prices
(V. 3270/41.—9.4.1942.)

The prices to be charged for khaki tropical shirts and shorts issued on repayment to Naval personnel are the same as those for white tropical shirts and shorts respectively.

(A.F.Os. 2227/41, 3196/41 and 514/42.)

1711.—Bread—Addition to List of Local Contracts
(C.P. 5/28488/42.—9.4.1942.)

The following addition should be made to the list of local Bread Contracts for 1942-43:—

MANCHESTER ...	Messrs. Price Bros. (Bakers), Ltd., Parrot Street, Clayton, Manchester.	Manchester East 0229
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1712.—Meat—List of Local Contracts, 1941-42
(C.P.5/16713/42.—9.4.1942.)

The contracts shown on the above list, with any additions subsequently notified by A.F.O., have been extended until 30th June next except the following, in respect of which the list should be amended accordingly:—

Tyne and Wear, including Blyth.—Contract terminated; no new contract made.

Fleetwood.—Delete present contractor and substitute:—

J. H. Dewhurst, Ltd.,
122, Lord Street,
Fleetwood.

Telephone:
Fleetwood 268.

(A.F.Os. 1640/41, 1971/41 and 580/42.)

1713.—Meat, Offals, Butter and Margarine—Repayment Prices to Other Services
(V. 1670/42.—9.4.1942.)

From 1st April, 1942, until further notice, the prices to be used by H.M. Ships, shore establishments, and victualling yards, at home, for valuing supplies to authorised services, on repayment, from Admiralty stocks, of the undermentioned items of fresh provisions are as follows. Percentage charges as set out in O.U. 5420 (Victualling Rate Book), page XV, paragraph 2, are to be added where applicable.

	per lb.
	s. d.
Butter	1 4½
Margarine, bulk	5¾
Margarine, packets	6
Margarine, bulk, in tin-lined cases	7¼
Margarine, packets, in tin-lined cases	7½
Frozen meats and offals:—	
Beef, quarter	7½
Beef, boneless	10
Mutton	6¾
Pork (imported)	10
Lamb (imported)	9½
Livers, Ox	9
Livers, sheep, lamb and calf	1 0
Livers, pig	9
Hearts, Ox	5¾
Hearts, Sheep, lamb, calf and pig	8
Kidneys, Ox	1 2
Kidneys, sheep and lamb	1 3
Kidneys, calf	9¾
Kidneys, pig	9
Ox-tails... ..	7¾

2. This Order does not affect *Fleet Issuing Prices*, which remain as promulgated in A.F.O. 4141/41.

(A.F.O. 4141/41.)

1714.—Barrels for Mess Gear—Return in a Complete State
(V. 1548/42.—9.4.1942.)

A considerable proportion of the barrels which have contained mess gear issued to H.M. Ships are returned to the Victualling Yards without the heading pieces. This involves the expenditure of timber and skilled labour in making the articles fit for further service—expenditure which in the interests of economy it is desired to avoid.

2. Particular care should be taken on opening up these barrels to ensure that the heading pieces are preserved, and, when empty, the barrels should be returned in a complete state so far as practicable.

3. If local facilities do not exist for heading up the barrels after removal of contents, the heads or heading pieces should be securely tied in bundles, and returned with the barrels, the number of such bundles being shown on both return and consignment notes.

(A.F.O. 1962/41 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1715.—Amendments to Books

(E.F.O.—9.4.1942.)

The undermentioned amendments to B.R. and O.U. books are available for issue from R.N. Store Depôt, Deptford, 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 Depôt, Deptford.

- A.F.O. P.181/42.**—B.R. 14 (1938)—Drafting Regulations, 1938—Amendment No. 8.
P.182/42.—B.R. 184 (36)—Royal Naval Handbook of Lewis and Machine Guns—Amendment No. 3.
P.183/42.—B.R. 251—Pamphlet for 2-pdr., Mark XI and XII Guns on Mark IX Mountings—Amendment No. 2.
P.184/42.—O.U. 5332 (37)—Procedure for Supervision of Ships and Vessels Building and Completing at Contractors' Yards—Amendment No. 16.
P.185/42.—O.U. 5459—The Officer of Quarters' Pocket Book, 1933—Amendment No. 6.
P.186/42.—O.U. 5491 (1)—Block Sketch Cards of German War Vessels—Amendment No. 6.
P.187/42.—O.U. 5524 (40)—Handbook and Drill Book for the 0.5-in. Guns on Twin Mark IV Mounting, 1940—Amendment No. 4.
P.188/42.—O.U. 6350—Manual of Minesweeping—Amendment No. 5.
(A.F.O. 1593/42.)

1716.—Admiralty Merchant Shipping Instructions—Reprint

(E.F.O. 21/42.—9.4.1942.)

A reprint of Admiralty Merchant Shipping Instructions (A.M.S.Is. and C.A.M.S.Is.) extant at 31st December, 1941, and revised where necessary will be distributed with Admiralty Fleet Order publications dated 9th April, 1942.

2. These instructions have been renumbered in the 1942 series A.M.S.Is. 35/42—187/42 inclusive and C.A.M.S.Is. 51/42—112/42 inclusive, respectively. Receipt need not be acknowledged.

3. Commencing with this edition, A.M.S.Is. and C.A.M.S.Is. are no longer copy-numbered. The numbers appearing on all guard books, including surplus stocks, should, therefore, be cancelled before issue.

4. On receipt of these reprints, H.M. ships and Authorities on the Home Station are to return all A.M.S.Is. and C.A.M.S.Is. issued prior to 1st January, 1942, to their Book Distributing Authorities. Directions for disposal will be promulgated later. Stocks held by H.M. ships and Authorities abroad are to be destroyed by fire. Loose-leaf illustrations should be retained in the guard books.

(A.F.O. 3422/41 is cancelled.)

1717.—R.N. Aircraft Repair Yard, Fayid, Egypt—Postal Address

(A. 31/42.—9.4.1942.)

All correspondence of a non-technical nature for the R.N. Aircraft Repair Yard, Fayid, Egypt is to be addressed to:—

The Commanding Officer,
R.N. Aircraft Repair Yard,
Fayid,
Egypt.

Correspondence of a purely technical nature is to be addressed to:—

The Manager,
Aircraft Repairs,
R.N. Aircraft Repair Yard,
Fayid,
Egypt.

2. All signals are to be addressed to the Commanding Officer.

1718.—Medical Officer's Journals—Reporting of Cases of Scabies and Pediculosis

(M.D.G. 172/19/42.—9.4.1942.)

Cases of scabies and pediculosis are not in future to be recorded in the Alphabetical Sick List (M.179.G) unless they are sent to hospital or to other ships for further treatment, in which case the usual entries in Form M.179.G, will be made.

2. All cases of scabies and pediculosis will continue to be recorded in Table III and Table IV (M.179.D and M.179.E) in the usual manner, and referred to as necessary in the General Remarks M.179.F.

1719.—B.R. 136(1) and O.U. 5526B—Cancellation

(T.D./A.25/42.—9.4.1942.)

B.R. 136(1), Defence of Merchant Shipping, Part I, and O.U. 5526B, Defence of Merchant Shipping, Appendix "B", are hereby cancelled, those portions still remaining in force having been embodied in other publications. Copies, together with the covers, held by merchant ships are to be withdrawn by Naval Control Service Officers.

2. All copies of these books, including the covers, are to be disposed of in accordance with B.R.1, paragraph 9 and Form O.U.2A, paragraph 14, except that, at Home, the covers and screws are to be returned to the R.N. Store Depôt, Edgware Road, Cricklewood, N.W.2.

3. B.R. 136(2), Defence of Merchant Shipping, Part II, is, however, still in force and should be retained.

1720.—B.R. 277—Drill for 0.5-in. Guns, on "M" Marks I**, II* and III Mountings—Issue

(G. 5923/41.—9.4.1942.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—

	Copies.
Flag Officers	1
Battleships, battle cruisers, cruisers, aircraft carriers, minelayers	10*
Flotilla leaders, armed merchant cruisers	6*
Destroyers, depôt ships, surveying ships, minesweepers, netlayers, sloops, corvettes, gunboats, A.A. ships, armed boarding vessels, M.D. vessels, "Eagle" ships	4*
A/S trawlers, yacht "Seabelle"	2*
Rear Admiral, Alexandria	36
H.M.S. "Excellent"	150
Captain (G), R.N. Gunnery School, Devonport	30
Captain (G), R.N. Gunnery School, Chatham	30
Adjutant General, R.M.	20
C.O., H.M.S. "Canopus", Alexandria	5
C.O., H.M.S. "Toneline"	2
I.N.O., Woolwich	1
R.N. College, Greenwich	1
R.A. College, Woolwich	1
Naval Staff Library, Admiralty	2
Loan libraries	2
Ministry of Supply, S.S.2B (for A.1)	1
C.R.S.D.	1
A.D.D., Drill Hall, Cheshunt, Herts	1
Official Secretary, Commonwealth of Australia	25
Secretary, Navy Office, Wellington, New Zealand... ..	15
Canadian Authorities	25
Indian Authorities	15
Bartons Point A.A. range	1
Breakwater Fort	1

		Copies.
Scapa A.A. range	...	1
D.G.D., London	...	2
C.I.N.O., Bath	} Admiralty	1
D.N.O., Bath		8

* Ships fitted with 0.5-in. "M" Marks I, I*, I**, II, II* and III Mountings only.

2. This book supersedes O.U. 5495—Drill for 0.5-in. Guns on "M" Marks I**, II* and III Mountings, 1937, copies of which should be disposed of in accordance with the instructions in Form O.U. 2A—Catalogue of O.U. Books, when copies of B.R. 277 are received.

1721.—O.U. 6090(B)—Range Table No. 351B, for Q.F. 4.7-in. Gun, Mark VIII—Revised page 2, dated March, 1942

(G. 03050/42.—9.4.1942.)

The above mentioned revised page is now in the press, and copies will be issued to all concerned, without demand, by the Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available. This page supersedes page 2 dated September, 1941, to Range Table No. 351B, all copies of which should be disposed of in accordance with O.U. Form 2A when the revised page 2 is received.

1722.—O.U. 6090(E)—Range Tables Nos. 430 and 431, for Q.F. 2-pdr. Gun, Mark VIII—Revised Pages 1 and New pages 1A, dated February, 1942

(G. 1475/42.—9.4.1942.)

The above-mentioned revised page 1 and new page 1A to Range Tables Nos. 430 and 431 are now in the press. Copies will be issued to all concerned, without demand, by the Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available. These revised pages supersede page 1 to Range Table No. 430, dated November, 1938, and page 7 to Range Table No. 431, dated December, 1938, which should be disposed of in accordance with O.U. Form 2A when the revised pages 1 and new pages 1A are received.

1723.—Forms S.285—Magazine Logs—Names of Places Visited not to be Inserted

H.M. Ships

(G. 2412/42.—9.4.1942.)

For the period of the war H.M. ships rendering Forms S.285, Magazine Logs, are not to insert the names of places visited in the pages headed "H.M.S. at" A notation to the effect that a ship is "at sea" or "in harbour" will suffice.

Section 6.—SHORE ESTABLISHMENTS

1724.—Civilian Personnel Serving in Supply Ships—Provision of Bedding, etc.

(C.E. 4406/42.—9.4.1942.)

Some misapprehension exists as to the liability of civilian personnel serving afloat on supply and issuing ships for provision of bedding, bed linen, etc., and for the cost of washing bedding, etc.

2. It has been approved that such supplies and charges will be borne by the Admiralty on the understanding that laundry claims are kept within reasonable limits and only articles supplied by the Admiralty are included. Such claims should be passed through the ship's accounts in the usual manner.

1725.—Part-time Clerical etc. Staff—Conditions of Service

(C.E. 51057/42.—9.4.1942.)

The Ministry of Labour are anxious that Government Departments should employ part-time staff wherever there is a shortage of immobile and older women who can give full-time service, and in many cases the local offices of the Ministry will be compelled to submit people who can give only part-time service as substitutes for women released to the uniformed forces and to munition factories. Where there is difficulty in obtaining suitable full-time employees, Establishments may therefore arrange for the entry of part-time staff. It is desirable that the hours of part-time employees should be as near the full hours as possible, but it may prove necessary to enter staff giving comparatively few hours of attendance, and no minimum or maximum hours for part-time staff are prescribed. It is of the utmost importance to avoid any full-time employee falling into part-time status, and this should never be allowed unless the alternative is the complete loss of the employee's services.

2. The wages of part-time clerical staff corresponding to full-time staff conditioned to a 44-hours week (gross i.e. including meal intervals) should be calculated on a weekly basis as follows (net hours = actual working time exclusive of meal times) :—

$\frac{\text{Net hours actually worked}}{40} \times \text{full-time standard (wage at appropriate age point and bonus).}$

The result should be rounded up to the nearest threepence, e.g. where the full-time wage (including bonus) is 53s. 6d. (i.e. the highest rate for Temporary Women Clerks, Grade III, in the provinces) the wages of part-time employees will be :—

Net hours weekly.	Wages.
	s. d.
38½	52 0
36½	48 6
35½	47 3
31½	42 0
30½	40 6
30	40 3
29	39 0
26½	35 3
25½	34 0
25	33 6
24	32 3
21½	29 3
21½	28 6
20	26 9

3. Where the full-time wage is for a 39-hour week (staff under 17 years of age) the approved divisor for determining part-time rates is 35.

4. A part-time employee who in any particular week gives full-time attendance must be paid for that week as a full-time employee (including eligibility for overtime).

5. The wages of part-time employees will not be susceptible of any increase for length of service.

6. Part-time employees are not entitled to any paid sick-leave. They should be allowed two days' unpaid sick leave without production of a medical certificate, and up to two weeks on production of a certificate. They will be subject to compulsory insurance under the National Insurance Acts, if the corresponding whole-time employee would be so subject.

7. Part-time employees (other than cleaners) who work regularly not less than 18 hours a week may be allowed two weeks annual leave during the year and granted payment for these two weeks at the usual rate, i.e. a woman who works regularly 18 hours a week should be granted payment for 36 hours in respect of the two weeks annual leave. This arrangement will be subject to any general leave restrictions which may be applied to non-industrial staffs generally.

8. Part-time employees whose spell of duty falls on a public holiday should be treated exactly like whole-time employees—i.e. they should be paid for the attendance which they would normally have given. If the holiday is cancelled but whole-time employees are allowed a day in lieu, part-time employees should also be allowed a corresponding spell off duty in lieu.

9. These instructions are specifically applicable only to temporary clerical, typing, etc., staff of the general Service grades whose full-time counterparts' remuneration covers a 39 or 44 hour gross week. Any proposals to recruit part-time employees in other grades and any cases of difficulty should be referred to the Admiralty (C.E.I. London or C.E.II Bath, as appropriate).

1726.—Workpeople—Dilutees Transferred—Re-registration

(L. 3380/42.—9.4.1942.)

In cases where a dilutee has been, or is in future, transferred from one home establishment to another, the Officer-in-Charge of the establishment in which the dilution agreement was originally registered is to notify to the Officer-in-Charge of the new station the following particulars:—

- (a) Name of dilutee.
- (b) Substantive grade of man concerned (i.e. normally, the entry on the registration form under the heading "class of alternative labour desired").
- (c) Grade in which man has been registered as a dilutee (i.e. entry under "Existing class of labour at date of application").
- (d) Trade Union whose representative agreed to substitution.
- (e) Date of agreement and index number (if known) of registration form.

The fact of the man's transfer, and his destination, should also be indicated on the copy of the registration form (marked "C") which is kept in the establishment, and should be notified also to the recipient of "D" copy of the form.

2. The Officer-in-Charge of the establishment to which the man is, or has been, transferred, is to arrange for new registration forms to be drawn up in respect of such men, signed by the local representatives of the Admiralty and the Trade Union concerned, and forwarded to the Admiralty for ratification by the Central Dilution Committee. In the space for "Supplementary Information" on such forms it should in all cases be clearly stated that the individual dilutee(s) concerned have already been registered, and the index number of the original form given if possible. If the index number is not known the name of the establishment and department, and the date, shown on the original form should be quoted.

(A.F.Os. 1093/40, 1097/40, 1098/40, 1600/40, 2203/40, 2859/40, 508/41, 1015/41 and 5600/41.)

1727.—Permanent Chargemen of Skilled Labourers Retained after 60

(L. 1697/42.—9.4.1942.)

Permanent Chargemen of Skilled Labourers retained for employment in that capacity after reaching the age of 60 years are to be regarded during the period of the present war as supernumerary to the authorised complements of Permanent Chargemen of Skilled Labourers. Vacancies, which would have occurred only on the retirement of Chargemen so retained, may accordingly be anticipated.

1728.—Works Service—Procedure for New Proposals

(C.E.-in-C. 983/42.—9.4.1942.)

Instructions have been issued from time to time impressing on Commanders-in-Chief and Flag Officers-in-Charge the necessity for restricting all proposals for new works to those which are essential for the successful prosecution of the war, including the welfare of Service personnel.

2. The need for economy in building labour and materials is greater to-day than ever; building labour is now "rationed" by H.M. Government amongst the various departments, and the total labour force allowed to the Admiralty is barely sufficient to enable the works already in hand to be carried to completion.

3. All proposals for new works, alterations or additions which are not absolutely vital to the war effort must, therefore, be ruthlessly eliminated; improvised arrangements must be made wherever possible, and when new construction is absolutely unavoidable, the cheapest available standard must be adopted.

4. All officers must invariably bear these considerations in mind in putting forward new proposals. Policy should be based on the following considerations:—

- (a) Works which improve striking force must have preference over those concerned with storage, A.R.P. measures, etc.
- (b) Every effort must be made to use existing premises rather than erect buildings, even when this results in a lower standard than would ordinarily be accepted.
- (c) No new factory should be constructed unless it can be shown that the fullest practicable use is being made of all existing capacity, including double-shift working.
- (d) Standards of construction must be reduced to the lowest efficient level.
- (e) The sites of new works, factories, etc., must, as far as possible, be chosen so as to reduce the demand for housing personnel to a minimum.
- (f) The standards of storage must be the lowest consistent with avoiding serious waste.

5. To afford appreciation of the necessity for proposed new works' services, all proposals submitted to the Admiralty in future for new works at home are to be made out on a new Form (D.149a), a specimen of which is sub-joined. Hectographed forms are to be used until printed forms, which should be demanded through the usual channels, are available.

Form D.149a

VOTE 10—WORKS PROPOSAL

Section A (to be completed by the officer initiating the proposal; see also paragraphs D.13 and 15).

- (1) Establishment
- (2) Brief title of service
- (3) Description of work
- (4) Necessity for the work

Signature

Rank Date

Section B (to be completed by superintending civil engineer).

- (5) Estimated cost (i)£. Vote 10 (build-up or basis of estimate to be attached).
- (6) Time required for execution months.
- (7) Remarks as to availability of labour:—

Delete	}	(a) Available now.
as		(b) Will not be available for months.
necessary		(c) Can be made available now by deferring item(s) for:—
- (8) Remarks as to availability of materials
- (9) Structural proposals and technical remarks
- (10) (a) Are any existing buildings available which can be economically adapted for the purpose? (ii)
- (b) Has certificate from Controller of Factories and Storage been obtained where applicable?

Superintending Civil Engineer.

Date

(i) If Vote 8 and other costs are not likely to be a determining factor they need not be ascertained.

(ii) Requisitioning departments must be prepared to accept something less than the normal standard if new construction can possibly be avoided thereby.

Section C (recommendation of Commander-in-Chief, Superintendent or Senior Naval Officer).

- (11) I am satisfied that the proposed work is essential for the successful prosecution of the war (including welfare of Service personnel) and that the requirement cannot be met in any other way.

(12) Local priority in relation to other approved Services can be assigned to enable the proposed work to be commended—

{ at once.

{ in months.

Signature

Rank Date

To the Secretary of the Admiralty
(for the Civil Engineer-in-Chief).

SUPPLEMENTARY INFORMATION

Section D (to be supplied in all appropriate cases).

		<i>R.N.</i>	<i>R.M.</i>	<i>W.R.N.S.</i>
(13) If the proposal is for the provision of accommodation for personnel, state numbers—	Officers ... ..	.....	.....	.....
	C.P.Os. and P.Os. or N.C.Os. }	.....	.....	.....
	Ratings ... ..	.....	.....	.....
		<i>Existing</i>	<i>Proposed</i>	<i>Total</i>
(14) If the proposal is for the adaptation of requisitioned premises for the accommodation of personnel, give particulars of sanitary and washing facilities.	Baths ... ..	.....	.....	.....
	Lavatory Basins ... ..	.....	.....	.....
	W.Cs. ... ..	.....	.....	.....
(15) If the proposal includes air raid shelters, state :—				
(a) Number for whom shelter is required				
(b) Kind of shelter proposed (i.e. whether separate or in basements, etc.)				
(c) Are bunks proposed to be fitted ?				
(d) Estimated cost (included in total estimate) £.....				

Note.—Any essential additional information concerning the proposal should be given in an appendix to this form.

1729.—Correct Designation of Field Security Sections

(M./N.I.D. 619/42.—9.4.1942.)

In an endeavour to avoid confusion of thought concerning the duties and functions of Field Security Sections and to emphasise the fact that the personnel forming these sections are not trained as "Policemen", the War Office have issued instructions (A.C.I. 991 of 1941) to the effect that the word "Police" shall be eliminated.

2. Thus, personnel of the Field Security Wing of the Intelligence Corps should be referred to as "Field Security Personnel" and sections as "Field Security Sections".

1730.—Boiler Tubes—Plugs for

(N.S. 05113/41.—9.4.1942.)

In view of the necessity for every possible economy in the use of rubber, it has been decided, for the period of hostilities, to revert to the use of hard wood plugs for stocks of boiler tubes held at home and abroad.

(A.F.O. 3897/41 is cancelled.)