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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
15th April, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1940, Instructions, paragraph 10.

H

Mr. C. G. 9/14

P Mr. H. G. 1/14

Mr. Ray

P2

P3

P4

(re 1655)

ADMIRALTY FLEET ORDERS

- No. Subject.
- 1639 Guns, Mountings and Ammunition, 0.5-in. Vickers. (*Issued separately on 8th April, 1943.*)
- 1640-1641. Civilian Non-Industrial Staffs }
 (A) Easter Holidays, 1943. } *Separate Issue, dated 8th April, 1943.*
 (B) Annual Leave, 1943. }
- To all Commanders-in-Chief (not to C-in-C., Home Fleet), Flag Officers, Senior Naval Officers Ashore, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.*
1642. Naval Stores for Damage Control Purposes. (*Issued separately on 15th April, 1943.*)

15th April, 1943.

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

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

1643. Ships' Broadcasting Systems—Security.
1644. Warship Weeks—Ships Adopted.
1645. Italian Hospital Ships.
1646. Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft.
1647. Civilian Officers and Workmen in H.M. Ships—Disposal of Written Instructions. (*See A.F.O. 1763/43.*)
- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
1648. Honours and Awards—"London Gazette," Supplement of 6th April, 1943.
1649. Honours and Awards—Polish Navy.
1650. Honours and Awards—Royal Netherlands Navy.
1651. Honours and Awards—United States Army.
1652. Command Money and Entertaining Allowance in M/S, A/P, and A/S Organisations.
1653. R.N.Os., Greencastle and Ardglass—Lapsing of Appointments.
1654. R.N.R. and R.N.V.R. Officers—Selection for (N*) Course.
1655. Junior R.N. Accountant Officers—Adjustment of Seniorities.
1656. Promotion to Temporary Acting Boatswain (P.R.T.), R.N.—Eligibility of Active Service Ratings.
1657. Graduate and Associate Membership of the Institution of Electrical Engineers.
1658. Ordnance Officers—Complement Amendments.
1659. Ordnance Artificers—Amendment to Schemes of Complement.
1660. Advancement of Air Fitters—"Q.S." Qualification.
1661. Royal Marines—Promotion to Acting Sergeant Major.
1662. Boom Defence Service—Pay of Rigger Branch.
1663. Pay—T.124 and T.124X Personnel.
1664. Forms S.1034—Officers of the Reserve and Auxiliary Forces, Officers re-employed, Persons granted Temporary Commissions and Warrants, Officers of the Women's Royal Naval Service and Voluntary Aid Detachments.
1665. W.R.N.S.—Promotion of Third Officers.
1666. W.R.N.S.—Progressive Pay—Higher Unspecialised Rate.
1667. W.R.N.S.—Cinema Operators—Conditions of Service.
1668. Flying Accidents—Procedure for Reporting and Investigating.
1669. Naval Airmen without Flying Qualifications—Employment and Conditions of Service.
1670. D.E.M.S. and other Ratings Required to Wear Plain Clothes—Clothing Gratuities and K.U.A.
1671. Admiralty Surgeons and Agents.
1672. Rates of Exchange for Guidance of Accountant Officers in Exchanging Money for Service Personnel.
1673. Foreign Currency—Naval Personnel.
1674. Victualling Arrangements in Small Ships without Accountant Officers—Introduction of a Modified Form of General Messing—REPORTS.
1675. Delays in Delivery of Letters etc. to R.N. and R.M. Personnel.
1676. Traffic Accidents at Home—Procedure.
1677. Combined Leave and Railway Tickets.
1678. Naval Salvage Money—Distribution.
1679. Liquid Milk—Supplies during May, June and July, 1943. (*See A.F.O. 1744/43.*)
1680. War Damage Act, 1941, Private Chattels Scheme.
1681. R.N.F.C. Films—Distribution.

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

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

1682. Guns, B.L., 15-in., Mark I, in 30° Mountings—Conversion of contacts, Change-over, Safety, Breech end, No. 5, Mark I, to Contacts, Safety, Breech end, No. 6, Mark I.
1683. Guns, Q.F., 2-pdr., Mark VIII—Modification to Increase Rack Stop and Latch Pin Clearances.
1684. Guns, Q.F., 40 mm., Mark IV—Modification to Waterjackets.
1685. Guns, Browning M.G., 0.303-in., No. 4, Mark II* (Aircraft), Type A, Mark II* (Fleet)—Location of Certain Guns.
1686. Small Arms, Carbine Machine, Lanchester, 9 mm., Mark I*—Exchange of Extractors.
1687. Small Arms—Thompson Machine Carbines—Exchange for Lanchester Machine Carbines.
1688. O.Q.F., 40 mm., Mark IV—Barrels.
1689. Gun Mountings, 15-in., Marks I, I* and I/N—Shell Hoists and Rammers—Further Modifications Required to Enable 6 C.R.H. H.E. Shells to be Used—As. and As.
1690. Gun Mountings, 15-in., Marks I, I* and I/N—Gun Loading Cage Shell Arrester Buffers—Modifications.
1691. Gun Mountings—6-in. for Mark XII Guns in A.M.Cs.—Step-by-Step Motors.
1692. Gun Mountings, 2-pdr., Marks V, VI and VII—Barrel Heater Connections—As. and As.
1693. Gun Mountings, 2-pdr., Marks XV and XVI, 20 mm., Mark V, and 0.5-in., Mark I—Small Power-operated—Correct Procedure for Operation of Variable Flow-pump.
1694. Anti-Aircraft Fire Control—F.K.C. and H.A. Control Systems—Fuse Setting Receivers Pattern 9802—Colouring of Pointer.
1695. Shell, B.L. 15-in., A.P.C.—Withdrawal.
1696. Markings on Filled Ammunition, etc., and Packages—Relaxations.
1697. Rangefinders—H.A. Directors, H.A./L.A. D.C.Ts. R/F Directors, and Three-man Rangefinders—Type Q.G.H. Unit Rangefinder Blower.
1698. Armament Stores—Machines Rocket Signal—Increased Allowance.
1699. Armament Stores—Schermy Rocket—Line Carrying Apparatus—Supply to R.M.Ls.
1700. Tubes, Vent Electric, 1-in. Mark IV—K Manufacture, Lot No. 28, filled I.C.I. 1/42—Withdrawal.

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

1701. Cancelled.
1702. A.W. Torpedo Tubes—21-in., Q.R. III, D.R. VI(A) and D.R. VII(A)—Modification to E.P. Firing Gear.
1703. External Torpedo Tubes—Head Space Drain Cock Instruction Plate.
1704. Progression of Wiring for As. and As. in H.M. Ships.
1705. Electrical Supply under Conditions of Action Damage.
1706. Electrical Supplies to Shell Ring Motors—As. and As.
1707. Switches Controlling Lighting in Compartments Governed by Naval Magazine Explosive Regulations—As. and As.
1708. Seaplane Crane Electrical Supplies.
1709. Torpedo Stores—Economy in Rubber Gear.
1710. Torpedo Stores—Pistols, St. No. T.312, T.342 and T.491 Types—Use of Lifting Bolts.

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

1711. Chernikeeff and Pitometer Log Equipment—Repair of Defective Items.
1712. Air Almanac and Astronomical Navigation Tables—Caution.

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

1713. Condenser Tube Defects—REPORTS.
1714. Fitting of Additional Oil-driven Electric Generator—As. and As.
1715. Oil Fired Galleys—Arrangement of Fuel Supply.
1716. A-Bracket Lubrication—Modification to Oil Supply Pipes.

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

1717. W/T—Starters for A.C. Supply Outfits DE and DRB.
1718. Wa/T Types 407 and 408.
1719. R.D.F. Installation, Type 253—Fitting-out Information.

Naval Aircraft.—(Technical.)

1720. Albacore—Defective Self-sealing Fuel Hose.

SECTION 3.—G., T., N., E., ETC. & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

1721. Fitting of Second Door to Boiler Room—As. and As.
 1722. Additional Slings Berths—As. and As.
 1723. Modification to D.G. Equipment—As. and As.
 1724. W/T, Compass and Reflector Searchlight Gear returned via another Yard.
 1725. Seafire and Spitfire Aircraft—Rigging of Flying Controls.
 1726. Aircraft Fuelling Arrangements—Protection of Zwicky Nozzles.
 1727. Tanks for 18-in. Duplex Pistols.
 1728. Steel Portable Battens for Magazines and Storerooms.
 1729. Bolts, Iron, Bilbao—Withdrawal of Allowances.
 1730. Cameras—Care, Maintenance and Repair.
 1731. Handlamp Fittings—Revised Allowances.
 1732. Resistance Unit for Aircraft Warning Lights.
 1733. Blocks—Steel and Wood.
 1734. Dismounting Bogies—Disposal of Surplus Stocks.
 1735. Oxygen, Hydrogen and Acetylene Gas Cylinders belonging to British Oxygen Co.—REPORT.
 1736. General Messing Arrangements—As. and As.
 1737. Oil Cans, Pattern 853, for W/T, Type 5.
 1738. Electric Kettles, Vitreous Enamel, 5-pint—Introduction.

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

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

1739. Badges for Air Mechanics and Air Fitters (Unclassified).
 1740. Protective Clothing for R.D.F. Officers.
 1741. Victualling Arrangements in Small Ships without Accountant Officers—Introduction of a modified form of General Messing. (See A.F.O. 1674/43.)
 1742. Camp Equipment—Officers.
 1743. Surveying Instruments, etc.—Additional Supply.
 1744. Liquid Milk—Supplies during May, June and July, 1943.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1745. Amendments to Books.
 1746. A.M.S.Is.
 1747. O.U. and B.R. Publications—Distribution During March, 1943.
 1748. B.R. 25(43)—First Aid in the Royal Navy—Revision.
 1749. Form B. 231—Abolition.
 1750. B.R. 235—Medical Manual of Chemical Warfare.
 1751. Form O.6.—Ammunition Labels—Additions.
 1752. Quarterly Return of Personnel Borne—REPORTS.
 1753. Discrepancies Between Naval Stores Received in H.M. Ships, etc., and as supplied by H. M. Dockyards and Naval Store Depots, according to Supply Vouchers—Method of Adjustment.
 1754. Amalgamation of Police Forces.
 1755. Cash Accounts from Naval Bases Abroad.
 1756. Mails Lost Through Enemy Action.
 1757. Admiralty Regional Officer, Scotland—Successor Appointed.
 1758. Airgraph and Air Letter Services—Extension of.
 1759. Department of Naval Recruiting—Address.
 1760. Private Branch Telephone Exchanges, Equipment and Staff—REPORT.
 1761. A.S.C.F.—Film Booking Department—Change of Address.

SECTION 6.—SHORE ESTABLISHMENTS

1762. Admiralty Regional Controller (Northern Ireland)—Appointment of.
 1763. Civilian Officers and Workmen in H.M. Ships—Disposal of Written Instructions.
 1764. Civil Defence Service—Amalgamation of Rescue and First Aid Parties.
 1765. Appointment of Locally Entered Non-Industrial Staff Abroad—Responsibility of Cashiers for Correctness of Payments.
 1766. Locally Entered Staff—Engagement by Detached Naval Authorities Abroad.
 1767. Increment Certificates—Rendering of, Suspended.
 1768. Passports for Civilian Personnel Proceeding Abroad.
 1769. Telephones—General Regulations—REPORTS.
 1770. Electrodes—Approved Types.
 1771. Fuel Economy.
 1772. War Damage Act, 1941, Private Chattels Scheme. (See A.F.O. 1680/43.)
 1773. Air Filtration Plants—Provision of Spare Filters.

(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.

1643.—Ships' Broadcasting Systems—Security

(M. 911/43.—15.4.1943.)

An instance has been reported of people on shore overhearing the internal broadcast of one of H.M. Ships whilst the latter was in port and being able to deduce, with fair accuracy, the ship's future movements.

2. When ships are in port, etc., steps should be taken to ensure that nothing is ever spoken on a ship's internal broadcasting system which might convey any secret or confidential matter to unauthorised persons.

1644.—Warship Weeks—Ships Adopted

(M. 013495/42.—15.4.1943.)

With reference to A.F.Os. 4826/41, 1327/42, and 5736/42, the following ships have been adopted by the towns or areas indicated:—

Name of Ship	Adopting Town or Area
H.M.S. "Caesar" ...	Dartmouth Municipal Borough.
H.M.S. "Carysfort" ...	Aberdeenshire.
H.M.S. "Cavalier" ...	Morpeth Municipal Borough and Rural District.
H.M.S. "Chequers" ...	Borough of Kingston-upon-Thames.
H.M.S. "Cheviot" ...	Reigate.
H.M.S. "Cockade" ...	Brighton.
H.M.S. "Derg" ...	Abergele Urban District.
H.M.S. "Glenarm" ...	Burgh of Grangemouth.
H.M.M.G.B. "77" ...	Isles of Scilly Rural District.
H.M.S. "Newfoundland" ...	Wolverhampton.
H.M.S. "Newport" ...	Newport (Mon.).
H.M.S. "Pickle" ...	Lunesdale Rural District.
H.M.S. "Pincher" ...	Swadlincote Urban District.
H.M.S. "Staffa" ...	Leiston-cum-Rizewell Urban District.
H.M.S. "Universal" ...	Chesterton Rural District, Newmarket Rural District and S. Cambridgeshire Rural District.
H.M.S. "Waterwitch" ...	Didcot and district.

2. In A.F.O. 1863/42 delete:—

- H.M.S. "Mantis" ... Morpeth and Rural District (Northumb.).
 H.M.M.T.B. "237" ... Isles of Scilly Rural District.

In A.F.O. 236/43 delete:—

- H.M.S. "Cavalier" ... Penzance, St. Just and West Penwith.
 H.M.S. "Pincher" ... Lunesdale Rural District.

3. Some of the adoptions promulgated in this A.F.O. will not involve a presentation by the Admiralty.

(A.F.Os. 4826/41—not in annual volume—1327/42, 1863/42, 5736/42 and 236/43.)

1645.—Italian Hospital Ships

(M.0499/42.—15.4.1943.)

With reference to A.F.Os. 2960/42 and 1031/43, the Italian Government intimate that in future, in addition to the distinctive markings carried by Italian hospital ships, a red cross will be displayed on the stern of these vessels.

(A.F.Os. 2960/42 and 1031/43.)

*1646.—Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft

(G.D. 0431/43.—15.4.1943.)

Casualties to enemy aircraft by ship's gunfire are as follows from 12th April, 1940, to 31st March, 1943 :—

	Confirmed	Probable	Damaged
*By H.M. ships	528	204	308
*By H.M. ships and Merchant ships jointly ...	118	26	16
*By merchant ships and fishing vessels ...	98	46	110
	744	276	434
Last reported totals (28th February, 1943) ...	730	270	432
Increases	14	6	2

* Included units of the Netherlands, Norwegian, Greek, Polish and Free French Naval Forces serving with the Royal Navy.

Brief details of the successes credited to H.M. ships and merchant vessels obtained from reports received during March, 1943, are shown below

Confirmed	Probable	Damaged
<i>H.M. Ships</i>		
H.M.S. "Sirius" (1)	H.M.S. "Bicester" (1)	H.M.S. "Wheatland" (1)
H.M.S. "Lamerton" (1)	H.M.S. "Avon Vale" (1)	H.M./M.M.Ss. "62" and "64" (1)
H.M.S. "Pozarica" (1)	H.M.S. "Roughs Fort" (2)	
H.M.C.S. "Weyburn" (1)		
H.Nor.M/M.T.B. "631" (1)		
H.M. Drifter "Boy Alex" (1)		
H.M. Trawler "Lovania," H.M/M.G.B. "100," unknown ships in Lowestoft roads and harbour and Naval 2-pdr. gun on dockside (1)		
<i>H.M. Ships and Merchant Ships jointly.</i>		
H.M. escorts and merchant ships in convoy "J.W.52" (2)	H.M.C.S. "Weyburn" and S.S. "Pacific Exporter" (1)	
H.M. escorts and merchant ships in convoy M.K.S.7 (3)	H.M. escorts and merchant ships in convoy M.K.S.6 (1)	
H.M. Ships "Nasturtium" and "Zetland" and S.S. "Ocean Trader" (1)		
H.M. escorts and merchant ships in convoy "Flail" (1)		
<i>Merchant Ships and Fishing Vessels.</i>		
Nil	Nil	Nil

Enemy Aircraft Shot Down by Naval Aircraft.—The results are as follows from the beginning of the war to 31st March, 1943 :—

	Confirmed	Probable	Damaged
Last reported totals (31st February, 1943) ...	230	39	148
	230	39	148
Increases	—	—	—

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

General Information

3. After a long period of inactivity Focke-Wulf long-range bombers have resumed operations against convoys and independent shipping in the Bay of Biscay area. Their attacks during the past month have shown one noticeable change since 1941, when they were last active against merchant shipping. In recent engagements they have bombed from estimated heights varying between 3,000 and 9,000 ft., and in at least one attack they used one aircraft to create a diversion by flying very low to draw the convoy's fire, the actual bombing being carried out by other aircraft approaching unnoticed from the opposite wing of the convoy.

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

(A.F.O. 1029/43 is cancelled.)

1647.—Civilian Officers and Workmen in H.M. Ships—Disposal of Written Instructions

(M. 03874/43.—15.4.1943.)

Attention is drawn to A.F.O. 1763/43 in Section 6 of this issue.

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

*1648.—Honours and Awards—"London Gazette" Supplement of 6th April, 1943

(H. & A.—15.4.1943.)

ADMIRALTY,

Whitehall,

6th April, 1943.

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

For bravery and skill in the hazardous operations in which the Allied Forces were landed in North Africa :

Bar to the Distinguished Service Cross

Lieutenant-Commander Ronald de Leighton Brooke, D.S.C., R.N.

Lieutenant-Commander Cuthbert Richard Purse, D.S.C., R.N.

Mr. Arthur George Scoggins, D.S.C., Commissioned Engineer, R.N.

The Distinguished Service Cross

Commander Arthur Edward Tolfrey Christie, O.B.E., R.N.

Paymaster Lieutenant-Commander (Temporary Paymaster Commander) John Ellerton, R.N.

Lieutenant Donald Crabbie, R.N.

Probationary Temporary Surgeon Lieutenant John Anthony Oddie, M.R.C.S., L.R.C.P., R.N.V.R.

Temporary Sub-Lieutenant Roger Wilson Harris, R.N.Z.N.V.R.

Mr. Leonard James Gilderson, Commissioned Engineer, R.N.

Mr. Alfred Crossley, Gunner (T), R.N.

Mr. Francis Henry Lowman, Warrant Engineer, R.N.

Bar to the Distinguished Service Medal

Chief Engine Room Artificer Ronald Stanley Harrison, D.S.M., B.E.M., D/M.35609.

The Distinguished Service Medal

Chief Petty Officer Joseph Edward Izzard, C/J.108369.
 Chief Engine Room Artificer Charles Stanley Carter, B.E.M., D/M.36157.
 Chief Stoker Albert Llewellyn Bird Burman, D/KX.79507.
 Chief Ordnance Artificer Henry Walter Swayne, C/M.35679.
 Petty Officer Harold G. Palmer, S/2381, R.A.N.R.
 Stoker Petty Officer Frank White, C/K.59903.
 Acting Petty Officer Herbert Harry Johnson, C/JX.141709.
 Sergeant (Temporary) Alfred George Wady, Ch.X.963, R.M.
 Leading Seaman John Beattie, C/JX.140682.
 Leading Seaman Charles Edward Thomas, D/JX.154560.
 Acting Leading Signalman Donald Alfred Bell, D/LDX.4102.
 Leading Stoker Henry John Richards, C/KX.91580.
 Acting Leading Stoker Edward Francis Kelly, D/KX.95062.
 Able Seaman Alexander James Hall, C/JX.301848.
 Able Seaman Cecil Rogers, D/JX.111767.
 Stoker First Class Michael Fenlon, C/KX.100760.
 Stoker First Class Alfred Francis Curtis, C/KX.133406.
 Seaman Robert Charles Garbutt, LT/JX.218463.

Mention in Despatches (Posthumous)

Electrical Artificer Fourth Class Raymond Spencer Gwinnell, C/MX.59421.
 Ordnance Artificer Third Class John William Taylor, C/SR.8358.

Mention in Despatches

Commander Andrew Lancelot Besant, R.N. (Retd.).
 Commander Godfrey Noel Brewer, R.N.
 Acting Commander Dyson Standish Hore-Lacy, R.N.
 Lieutenant-Commander Sydney William Floyd Bennetts, R.N.
 Lieutenant-Commander Walter John Rankine Campbell, R.N.
 Lieutenant-Commander Wilfred Alan Cooke, R.N.
 Lieutenant-Commander Kenneth Cecil Martin Fleetwood, R.N.
 Lieutenant-Commander James Ruthven Hudson, R.N. (Retd.).
 Lieutenant-Commander John Bruce Goodenough Temple, D.S.C., R.N.
 Lieutenant-Commander John Byron, D.S.C., R.D., R.N.R. (Retd.).
 Lieutenant-Commander Thomas Austin Sergeant, R.D., R.N.R.
 Lieutenant-Commander Alexander Kenneth MacKelvie, M.B.E., R.N.V.R.
 Temporary Lieutenant-Commander Thomas Holden, R.N.R.
 Engineer Lieutenant-Commander William Bell-White, R.N.R.
 Temporary Engineer Lieutenant-Commander William Monteith, R.A.N.R., (S).
 Lieutenant Edward Gerard Napier Mansfield, R.N.
 Lieutenant James Edward Freeth, R.N.V.R.
 Lieutenant Derek George Montague Gardner, R.N.V.R.
 Lieutenant John Walton Forsyth, R.A.N.V.R.
 Temporary Lieutenant Henry Frederick George Andrea, R.N.V.R.
 Temporary Lieutenant Michael Adam Anthony Chodzko, R.N.V.R.
 Temporary Lieutenant Lewis Dean, R.N.V.R.
 Temporary Lieutenant Eric Newick, R.N.V.R.
 Temporary Lieutenant Douglas Cameron Williams, R.N.V.R.
 Temporary Paymaster-Lieutenant James John Ahern, R.N.
 Temporary Acting Sub-Lieutenant John Antony Griffiths, R.N.V.R.
 Mr. Ronald Smith, Gunner, R.N.
 Mr. James Edward Percival Cuff, Acting Warrant Mechanician, R.N.
 Mr. Harry Leslie Johnston, Temporary Warrant Engineer, R.N.
 Chief Petty Officer Herbert Levi Hearne, D/J. 34182.
 Chief Mechanician Herbert Hickman, D/K. 61054.
 Chief Cook First Class William Henry Pleasant, N.A.P/R. 35617.
 Petty Officer Edward Charles Austin, D/JX. 137160.
 Petty Officer Bertram Curthoys, C/JX.125222.
 Petty Officer James Dent, C/JX.149342.
 Petty Officer Ernest Edward Gray Elford, D/JX.127914.

Petty Officer Reginald George Lionel Mayo, C/SSX.20308.
 Petty Officer Douglas Haig Pembry, C/JX.140964.
 Petty Officer Edward Thomas Harold Stephens, P/JX.133200.
 Acting Petty Officer Joseph Leslie Craymer, C/JX.147537.
 Yeoman of Signals Walter Neale, P/JX.132878.
 Stoker Petty Officer James Armstrong, D/KX.77643.
 Stoker Petty Officer Charles Henry Buckingham, D/K.67112.
 Stoker Petty Officer Reginald William Butt, D/KX.76184.
 Stoker Petty Officer Robert Gilliland, D/KX.82002.
 Stoker Petty Officer Dennis Lewis Pitson, D/KX.85579.
 Engine Room Artificer Third Class Edward William Bizley, P/MX.50133.
 Engine Room Artificer Fourth Class John Henry Farr, Syd.3995, R.A.N.R.
 Engine Room Artificer Fourth Class James Rex Pilkington, P/M.2679, R.A.N.R.
 Ordnance Artificer Cyril James Clark, C/MX.45603.
 Ordnance Mechanic Third Class Arthur Norman Bowles, D/MX.90364.
 Ordnance Mechanic Fifth Class Alexander Nesbit Bell, C/SSX.16855.
 Leading Seaman David Charles Mantering, C/JX.159170.
 Leading Seaman Ernest Revil Spencer, D/J.84696.
 Acting Leading Seaman Frank Worsley, D/JX.154559.
 Temporary Acting Leading Seaman Edward Russell Sealey, C/SSX.20386.
 Leading Signalman Alfred Harold Flint, C/J.100550.
 Leading Signalman Joseph Patrick Sneyd, P/LDX.3776.
 Leading Telegraphist Rodney William Smallbridge, D/JX.150641.
 Leading Stoker Simon Henry Moyle, D/KX.90992.
 Leading Stoker Alexander William Bond, W.37, R.A.N.R.
 Leading Cook George Henderson, D/MX.53411.
 Leading Cook Alfred George Hickman, N.A.P./R.122607.
 Able Seaman Percy Baker, D/SSX.16502.
 Able Seaman Alan Blakeley, C/JX.277415.
 Able Seaman Walter Tracey Cowley, C/SSX.16862.
 Able Seaman John Davidson, D/JX.254775.
 Able Seaman Eric Christopher William Evans, C/JX.237635.
 Able Seaman Sydney William John Neville, C/J.114766.
 Stoker First Class Robert Lloyd Prescott, W.1937, R.A.N.R.
 Stoker First Class Arthur James Wilde, D/KX.129836.
 Shipwright First Class Christopher Harold Nichols, D/MX.46092.
 Marine (Acting Temporary Sergeant) Horace Herbert Edwards, Ch.22754, R.M.
 Ordinary Seaman Kenneth Layzell, D/JX.304930.
 Ordinary Telegraphist Jack Hemingway, D/JX.301259.
 Seaman John William Harris, LT/JX.227360.

For bravery and skill in successful submarine patrols :

To be Companions of the Distinguished Service Order

Lieutenant John Henry Bromage, D.S.C., R.N.
 Lieutenant Ian Lauchlan Mackay McGeoch, R.N.

The Distinguished Service Cross

Lieutenant Rawdon Bannar Martin, R.N.
 Lieutenant Ian Edward Fraser, R.N.R.
 Mr. Harold Ernest McMillan, Warrant Engineer, R.N.
 Mr. David John A. Thomas, Warrant Engineer, R.N.

The Distinguished Service Medal

Chief Petty Officer Terence John McManus, C/JX.126088.
 Acting Chief Petty Officer Harold Castle, C/J.101299.
 Acting Chief Petty Officer Frederick Robert William Flack, C/JX.140361.
 Acting Chief Engine Room Artificer James Fulthorpe, P/MX.49825.
 Petty Officer Samuel Hughes Dixon, C/JX.125574.
 Engine Room Artificer Fourth Class Victor Ralph Davis, C/MX.56235.
 Leading Seaman William Herbert South, P/SSX.22975.
 Acting Leading Seaman Arthur George Elias Briard, C/JX.144881.
 Able Seaman Eric Arthur Noel Cook, C/JX.250010.
 Able Seaman Fred Freeman, D/JX.285923.

Mention in Despatches

Chief Engine Room Artificer Albert Denis Saunders, D/MX.52852.
 Acting Petty Officer Telegraphist Alexander Dickson, D/JX.137209.
 Engine Room Artificer Third Class John Foster Hart, D/MX.55109.
 Leading Stoker Joseph Heather, C/KX.91931.
 Acting Leading Seaman Bernard Ralph Williams, P/JX.134383.
 Able Seaman Donald Horace James Lower, P/JX.147088.
 Stoker Stewart Crichton Hannah, P/KX.78542.
 Stoker George Henry Marshall, D/KX.118272.

For bravery and skill in H.M. Ships "Aurora", "Sirius", "Argonaut", "Quentin" and H.M.A.S. "Quiberon" in a brilliant and successful action against an escorted Italian convoy in the Mediterranean, in which four ships of the enemy convoy, and two enemy destroyers were sunk:

To be Companions of the Distinguished Service Order:

Captain William Gladstone Agnew, C.B., R.N.
 Captain Patrick William Beresford Brooking, R.N.
 Lieutenant-Commander Allan Herbert Percy Noble, D.S.C., R.N.

Bar to the Distinguished Service Cross

Lieutenant James Harry Higson, D.S.C., R.N.

The Distinguished Service Cross

Commander (E) Charles Edward Smith, R.N.
 Lieutenant William James Frank Collings, R.N.
 Lieutenant David Noel Forbes, R.N.
 Lieutenant John Allan Crace, R.N.
 Lieutenant Lindsay MacLiver, R.A.N.
 Temporary Lieutenant Richard James Thomas Brown, R.N.V.R.
 Temporary Lieutenant Stephen Hawes, R.N.V.R.

The Distinguished Service Medal

Acting Chief Ordnance Artificer Charles Herbert Giles, P/M.37063.
 Petty Officer Ernest Edward Buckett, P/J. 95974.
 Petty Officer Bernard Hood, P/JX.154034.
 Petty Officer Herbert Louis de Orfe, P/JX.133058.
 Petty Officer Frederick Charles Miles, P/JX.130259.
 Petty Officer Noel Anderson Porter, 19087, R.A.N.
 Petty Officer Telegraphist Harry Edward Knapp, P/J.43611.
 Acting Petty Officer Arthur Clifford Kenten, P/JX.145967.
 Acting Stoker Petty Officer Charles Erickson, 18016, R.A.N.
 Electrical Artificer Fourth Class Albert Edward Jones, P/MX.56032.
 Leading Seaman Arthur Burton Drury, P/JX.261436.
 Acting Leading Seaman James Thomas Mail, P/JX.254189.
 Leading Stoker William Charles Corner, P/KX.66175.
 Leading Stoker Jack Wood, P/KX.87946.
 Able Seaman William Daniel Abbott, P/JX.150098.
 Able Seaman James Douglas Evers, P/JX.333979.
 Able Seaman Neville Francis Overson, 24136, R.A.N.
 Able Seaman Robert Walter Webb, P/JX.168938.

Mention in Despatches

Captain Eric William Longley Longley-Cook, R.N.
 Commander Hugh Waters Shelley Browning, O.B.E., R.N.
 Lieutenant-Commander (E) Frederick Charles Hodgson, R.A.N.
 Lieutenant Donald McEwen, D.S.C., R.N.
 Lieutenant Wilfred John Parker, R.N.
 Lieutenant Hambleton Neville Custance, R.N.
 Lieutenant Ulric Gilbert Brougham Lang Huggins, R.N.V.R.
 Temporary Lieutenant Alexander Robertson Biggar, R.N.V.R.
 Sub-Lieutenant John Ryck Wolfe Lydekker, R.N.R.
 Mr. Herbert Oakley Giffen, Gunner (T), R.N.
 Mr. Albert William Finch, Warrant Engineer, R.N.
 Chief Yeoman of Signals Albert David Guest, P/J.62241.

Chief Engine Room Artificer Reginald William Bevis, P/M.8018.
 Chief Engine Room Artificer Richard Robert Goldsack, P/M.27322.
 Chief Engine Room Artificer William Henry Johnson, 13036, R.A.N.
 Chief Stoker Frank Kalloway Scrase, P/KX.75001.
 Petty Officer Walter Joseph Bird, P/JX.132262.
 Petty Officer Frederick George Martin, P/JX.126987.
 Petty Officer Leonard Everard Ryder, S.745, R.A.N.R.
 Petty Officer Douglas Lord Thorpe, P/JX.145333.
 Stoker Petty Officer Albert Cooper, P/KX.65921.
 Supply Petty Officer Michael Richard Russell Hill, P/MX.57912.
 Engine Room Artificer First Class Robert Harold Dunlop, P/M.14985.
 Ordnance Artificer Third Class Albert Leslie Claridge, P/MX.55693.
 Supply Petty Officer Bruce Roy James Hailstone, P/MX.59653.
 Leading Seaman Alfred Edward Allen, P/J.72172.
 Acting Leading Seaman Arthur William Stanley Jobson, P/JX.182271.
 Able Seaman Albert Allen Akid, P/JX.270695.
 Able Seaman Arthur Charles Redvers Bulmer, P/J.62980.
 Able Seaman John Williams Chambers, P/JX.142704.
 Able Seaman Robert Cook, P/JX.167628.
 Able Seaman John Goody, P/JX.218027.
 Able Seaman William Alexander McBryde, P/JX.322803.
 Able Seaman Edward William Charles James Suffolk, P/JX.167817.
 Corporal Walter Godfrey William Warnett, Po/X.459, R.M.
 Stoker First Class Herbert Parks, P/KX.146981.
 Ordinary Seaman Frederick Harold Woollard, P/JX.325199.
 Stoker Cecil Benjamin Dumbrell, S.5727, R.A.N.R.
 Musician Samuel Charles Birchon, R.M.B./X.138, Royal Marine Band.

For bravery and devotion to duty in action against enemy aircraft during North African Operations:

The Distinguished Service Cross

Captain Arthur Butterworth, M.B.E., Master.
 Captain Douglas Malcolm Stuart, Master.
 Captain John Strachan Thomson, O.B.E., Master.
 Mr. George Frederick Stride, Chief Officer.
 Mr. Murdo MacAulay, Second Officer.

Mention in Despatches

Mr. Hugh Cecil Sadler Slinn, Chief Officer.
 Mr. William Webster Matthew, Chief Engineer Officer.
 Mr. Arnold Williamson, Chief Engineer Officer.
 Mr. Alan Newcombe, First Radio Officer.
 Mr. Reginald Frederick Rewell, Second Engineer Officer.
 Mr. James Napier, Second Engineer Officer.
 Mr. George Randall, Third Officer.
 Mr. Albert Edward Dodds, Junior Engineer Officer.
 Mr. Albert Seddon, Chief Steward.
 Mr. Albert Ernest Warner, Chief Steward.

For bravery in the Far East:

The Distinguished Service Cross

Lieutenant-Commander Anthony Hunter Terry, R.N.
 Temporary Lieutenant Ernest Edward Herman, R.N.V.R.

For bravery and endurance when a merchantman was torpedoed:

Mention in Despatches

Convoy Signalman Patrick Francis Rooney, C/JX.232587.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the decoration bestowed by Queen Wilhelmina of the Netherlands, as shown below, for gallant services while serving in a defensively equipped Netherlands Merchant Ship:

The Netherlands Bronze Cross

13013279 Sergeant John Walker, 1st Maritime A.A. Battery, R.A.

1649.—Honours and Awards—Polish Navy

(H. & A. 771/42.—15.4.1943.)

The King has been graciously pleased to approve the following award for zeal and devotion to duty as Signal Officer on Atlantic escort duties :—

Mention in Despatches

Sub-Lieutenant Waclaw Weislicki, Polish Navy, H.M.S. "Landguard".

2. This award will not be gazetted.

1650.—Honours and Awards—Royal Netherlands Navy

(H. & A. 771/42.—15.4.1943.)

The King has been graciously pleased to approve the following award for zeal and devotion to duty in command of Dutch minesweepers at Milford Haven :—

Mention in Despatches

Lieutenant-Commander Bastiaan Carel Mahieu, R. Neth. N.

2. This award will not be gazetted.

1651.—Honours and Awards—United States Army

(H. & A. 283/43.—15.4.1943.)

The King has been graciously pleased to approve the following award for bravery when on passage to North Africa as Ninth U.S. Army officer attached to the boarding parties in H.M.S. "Malcolm," in jettisoning burning ammunition containers which had been set on fire by enemy gunfire :—

Mention in Despatches.

Acting Second Lieutenant William L. Muir, U.S. Army.

2. This award will not be gazetted.

1652.—Command Money and Entertaining Allowance in M/S, A/P and A/S Organisations

(C.W./D.N.A.3817/43.—15.4.1943.)

With reference to A.F.O. 1097/42, Commanders 2nd in Command invariably come under the heading of operational command only, and should be paid the allowances appropriate to this category as shown in the table in A.F.O. 1097/42.

2. Lieutenant-Commanders M/S, whether 2nd or 3rd in command, receive the rates shown in the category of operational command only.

(A.F.O. 1097/42.)

1653.—R.N.Os. Greencastle and Ardglass—Lapsing of Appointments

(E.F.O./M. 02106/43.—15.4.1943.)

The appointments of Resident Naval Officers at Greencastle and Ardglass lapsed as from Monday, 12th April, 1943.

The necessary deletions are to be made in A.F.O. 1089/42.

(A.F.O. 1089/42.)

A.F.O. 1654.—R.N.R. and R.N.V.R. Officers—Selection for (N*) Course

(C.W. 8346/43.—15.4.1943.)

A.F.O. 4484/42 is to be amended as follows :—

Paragraph 2. Amend to read :—

(N*) Courses are held from time to time depending on sea requirements—duration of course, seven weeks.

Paragraph 3. Delete.

Re-number subsequent paragraphs 3-6 respectively.

(A.F.O. 4484/42.)

1655.—Junior R.N. Accountant Officers—Adjustment of Seniorities

(C.W. 38793/42.—15.4.1943.)

A.F.O. 3462/41 sets out amended regulations for the promotion of junior R.N. accountant officers, and in particular the periods to be spent in the ranks of Paymaster Cadet and Paymaster Midshipman were altered to eight months and twenty months respectively—a total period of service for promotion to Acting Paymaster Sub-Lieutenant of two years four months instead of the previous three years.

2. When these amended regulations were introduced it was foreseen that certain anomalies in relative position and date of seniority of officers of certain entries might arise, but it was not possible to calculate with accuracy the extent of these anomalies until the actual examination result of each officer became available.

3. These results have now become available, and it is apparent that certain officers would gain advantages in seniority to an extent which is not warranted by the small differences in examination results obtained by them. This effect upon the relative positions of the officers concerned is purely the result of the alteration in the speed of promotion, and is in no way related to the relative attainments of each officer.

4. It is Their Lordships' policy that any amendment designed only to reduce the time spent by officers of the accountant branch in junior ranks should not lead to alteration in relative order in seniority, and it is therefore now necessary to adjust the seniority dates of the officers affected in such a manner that they shall remain in the same relative order that they would have held had the regulations not been altered.

5. To implement this policy, whilst at the same time awarding the officers concerned the full acceleration of promotion to which they are entitled under the new regulations, and to avoid such officers gaining undue advantage in seniority over others of earlier classes ineligible for the benefit of the new regulations, it has been approved for all the officers named in the appendix to this order to be given the dates of seniority as confirmed Paymaster Sub-Lieutenant which are shown against their names. It will be seen that all officers eligible for the faster promotion have been given the full benefit of the current regulations, and that certain other officers not so eligible have been awarded arbitrary seniority dates as confirmed Paymaster Sub-Lieutenant so chosen as to keep them in their correct relative order. It will also be seen that certain officers who entered in September, 1938, have been given amended seniorities so chosen as to prevent their being at an undue disadvantage in comparison with later entries.

6. The new seniority dates now promulgated will remain the final seniority dates (as Paymaster Sub-Lieutenant) of these officers.

7. Officers of certain entries later than those now dealt with in this order may find their seniorities and relative order becoming intermingled in the same way on promotion to Paymaster Sub-Lieutenant, but as this intermingling will automatically be corrected by the present regulations on promotion to Paymaster Lieutenant (which is the important seniority date for the officers' future careers) and since pay will not be affected, it is not proposed to issue temporary adjusting instructions.

APPENDIX

Name	Entry	Date of seniority by old rules	Date of seniority by new rules	Date of seniority now approved
		as Paymaster Sub-Lieutenants (confirmed)		
		I	II	III
Sutton, R. S.	1. 9.38	1. 6.41	1. 6.41	1. 4.41
Williams, R. E.	1. 9.38	1. 6.41	1. 6.41	1. 4.41
Orchard, A.	1. 9.38	1. 6.41	1. 6.41	1. 4.41
Hawkridge, A. J. F.	1. 9.38	1. 7.41	1. 7.41	1. 4.41
Isaacson, J. W.	1. 9.38	1. 7.41	1. 7.41	1. 4.41
Thomas, C. H.	1. 5.38	1. 8.41	1. 8.41	1. 4.41
Croker, F. P. U.	1. 5.38	1. 8.41	1. 8.41	1. 4.41
Bland, F. A.	1. 1.39	1. 8.41	1. 4.41	1. 4.41
Edmonds, J. C.	1. 1.39	1. 9.41	1. 5.41	1. 5.41
Marshall, K. H.	1. 1.39	1. 9.41	1. 5.41	1. 5.41
Hudson, J. T.	1. 9.38	1.10.41	1.10.41	1. 6.41
Hunter, C. P. D.	1. 1.39	1.10.41	1. 6.41	1. 6.41
MacPherson, D. D.	1. 1.39	1.10.41	1. 6.41	1. 6.41
Smith, A. P. W.	1. 9.38	1.11.41	1.11.41	1. 7.41
Symons, R. E.	1. 1.39	1.11.41	1. 7.41	1. 7.41
Archard, R. V.	1. 5.39	1.11.41	1. 7.41	1. 7.41
Christopherson, R. K.	1. 5.39	1.11.41	1. 7.41	1. 7.41
Cranefield, P. G.	1. 5.39	1.11.41	1. 7.41	1. 7.41
Sayer, H.	1. 5.39	1.12.41	1. 8.41	1. 8.41
Allen, C. J.	1. 5.39	1.12.41	1. 8.41	1. 8.41
Warren, R. S.	1. 5.39	1. 1.42	1. 9.41	1. 9.41
Clarkson, R. A.	1. 5.39	1. 1.42	1. 9.41	1. 9.41
Winn, W. M.	1. 5.39	1. 2.42	1.10.41	1.10.41
Cook, R. L.	1. 5.39	1. 2.42	1.10.41	1.10.41
Tournay, J. R.	1. 5.39	1. 2.42	1.10.41	1.10.41
Charter, J. D.	1. 5.39	1. 3.42	1.11.41	1.11.41
Gregory, J. R.	1. 5.39	1. 3.42	1.11.41	1.11.41
Murray, M.	1. 9.39	1. 3.42	1.11.41	1.11.41
Homan, T. B.	1. 9.39	1. 3.42	1.11.41	1.11.41
Fuller, I. C.	1. 9.39	1. 3.42	1.11.41	1.11.41
Perowne, B. C.	1. 9.39	1. 3.42	1.11.41	1.11.41
Palairot, A. M.	1. 1.39	1. 4.42	1.12.41	1.12.41
Adams, A. R.	1. 1.39	1. 4.42	1.12.41	1.12.41
Bines, N.	1. 9.39	1. 5.42	1. 1.42	1. 1.42
Denman, M. C.	1. 9.39	1. 6.42	1. 2.42	1. 2.42
Willan, R. F.	1. 9.39	1. 6.42	1. 2.42	1. 2.42
Lang, G. E. D.	1. 9.39	1. 6.42	1. 2.42	1. 2.42
Whiting, R. C.	1. 9.39	1. 6.42	1. 2.42	1. 2.42
Bleby, A. L.	1. 9.39	1. 6.42	1. 2.42	1. 2.42
Collins, J. M. S.	1. 9.39	1. 6.42	1. 2.42	1. 2.42
Tarrant, T. S.	1. 9.39	1. 7.42	1. 3.42	1. 3.42

(A.F.O. 3462/41.)

***1656.—Promotion to Temporary Acting Boatswain (P.R.T.), R.N.—Eligibility of Active Service Ratings**

(C.W. 7892/43.—15.4.1943.)

With reference to A.F.O.2333/40, active service physical training instructors within three years of pension, as well as pensioners, will in future be eligible for promotion to temporary acting boatswain (P.R.T.) under the provisions of A.F.O. 1107/40.

2. Before promotion all candidates must be medically fit for sea service.

3. Recommendations should be addressed to the Director of Physical Training and Sports, Admiralty, first recommendations being accompanied by a copy of service certificate.

(A.F.O. 1107/40 and 2333/40.)

A.F.O.'s. *1657.—Graduate and Associate Membership of the Institution of Electrical Engineers

1625/45

(C.W. 14559/43.—15.4.1943.)

1325/45

The Council of the Institution of Electrical Engineers have intimated that Warrant and Commissioned Electricians who are candidates for graduate membership will, in future, be granted exemption from Part II of the entrance examination.

2. Candidates will still be required to pass Part I, comprising the subjects:—English, Applied Mechanics, Heat, Light and Sound, and Electrical Technology.

3. The Council have also agreed to accept as a qualification for admission to the class of Associate Member so far as "responsible experience as an Electrical Engineer" is concerned, three years' service as an Electrical Lieutenant, R.N.

4. This statement does not preclude the forwarding of applications for Associate Membership from adequately qualified officers below the rank of Electrical Lieutenant, which will be considered by the Council of the Institution in the normal course.

5. Information and sample examination papers are obtainable from the Secretary, The Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2.

1658.—Ordnance Officers—Complement Amendments

(N./G. 012002/42.—15.4.1943.)

The following amendments to schemes of complement have been approved:—

H.M. Ships of "Dido" class (Admiralty letter P.M./G. 03823/38 of 24.2.40).*H.M. Ships "Royalist", "Diadem", "Spartan", "Bellona" and "Black Prince"* (Admiralty letter N. 4011/41 of 3.10.41).*H.M. Ships "Scylla" and "Charybdis", as Flagships of Rear Admiral (D) and as Private Ships* (Admiralty letter P.M. 5383/39 of 14.2.40).*Fleet Aircraft Carrier (1942 programme)* (Admiralty letter N/G. 015954/41 of 16.7.42).*Light Fleet (formerly Intermediate) Aircraft Carriers* (Admiralty letter N/D.P.S. 108/42/M of 29.10.42).*H.M. Ships "Indefatigable" and "Implacable"* (Admiralty letter N/P.M. 1175/38 of 28.7.41).*H.M. Ships "Victorious" and "Indomitable"* (Admiralty letter N/D.P.S. 105/41/M of 21.3.41).*H.M.S. "Formidable"* (Admiralty letter P.M. 7465/40 of 9.9.40).*H.M.S. "Illustrious"* (Admiralty letter N. 23627/41 of 21.10.41).

Add: 1 Cd. or Wt. Ordnance Officer

H.M. Destroyers (H.A. Design) of 1942 programme (Admiralty letter N. 16249/41 of 8.7.42).

Insert:

(s) Cd. or Wt. Ordnance Officer

(s) In one ship of each Division, add 1 Cd. or Wt. Ordnance Officer.

1659.—Ordnance Artificers—Amendment to Schemes of Complement*H.M. Destroyers*

(N.30047/41.—15.4.1943.)

The following amendments are to be made to the schemes of complement of *H.M. Destroyers*, issued with Admiralty Letter N/D.P.S.542/41/M of 19.11.41:—*H.M. Ships of "Tribal" Class, whilst employed as Captain (D)'s ship and H.M. Ships of "Tribal" Class, whilst employed as Divisional Leader—Additions allowed in War only*

Add: 1 Ordnance Artificer.

H.M. Ships of "Tribal" Class, whilst employed as Private Ship.

Insert: Note (p) against the 2 Ordnance Artificer

(p) One of these to be Third Class or above.

Additions allowed in War only.

Add : 1 Ordnance Artificer.

H.M. Flotilla Leaders "Jervis", "Laforey", "Milne" and "Napier".

Reduce : 1 Ordnance Artificer.

Add : 1 Chief Ordnance Artificer.

Reduce : 1 Q.R.3

Add : 1 Q.O.

} Without substantive alteration.

Additions allowed in War only.

Add : 1 Ordnance Artificer

H.M. Destroyers "J", "K", "M", and "N" Classes, "Loyal" and "Lookout".

Reduce : 1 Q.R. 3

Add : 1 Q.O.

} Without substantive alteration.

Insert : Note (x) against the 2 Ordnance Artificers.

(x) One of these to be Third Class or above.

Additions allowed in War only.

Add : 1 Ordnance Artificer.

2. Ordnance Mechanics are to be drafted in lieu of Ordnance Artificers up to the numbers allowed by A.F.O. 4838/41.

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

***1660.—Advancement of Air Fitters—"Q.S." Qualification**

(N.3843/43.—15.4.1943.)

Air Fitters should preferably be certified as "Q.S." before being rated Leading Air Fitter, but the number of exceptions (e.g. men employed in special repair parties or in workshops of repair yards and Naval air stations) in such that the requirement cannot be made a necessary qualification in all cases.

2. In the case of advancement of an Air Fitter (A) (E) (L) or (O), the Commanding Officer should make allowance for the work on which the rating has been employed, and if the rating has had reasonable opportunity to become qualified to sign Form 700, his success or failure to do so should be considered as bearing on his technical suitability for advancement.

***1661.—Royal Marines—Promotion to Acting Sergeant Major**

(A.G.R.M./C.W. 12446/43.—15.4.1943.)

The terms of A.F.O. 1107/40 are not to be considered as applying to candidates for promotion to temporary Sergeant Major, Royal Marines, in which case acting promotions will be made as required from suitable N.C.Os. irrespective of length of service.

(A.F.Os. 1107/40 and 1391/40.)

1662.—Boom Defence Service—Pay of Rigger Branch

(N. 6932/43.—15.4.1943.)

The rates of pay for the Rigger Branch, Boom Defence Service, are as follows:—

Rating.	Daily Rate.
Chief Rigger	8s.0d.
After 3 years as such	8s. 6d.
After 6 years as such	9s. 0d.
With subsequent triennial increments of 6d. a day.	
Rigger	6s. 6d.
After 3 years as such	6s. 11d.
After 6 years as such	7s. 4d.
Rigger's Mate	4s. 10d.
After 3 years as such	5s. 2d.

1663.—Pay—T.124 and T.124X Personnel

(C.W. 6094/43.—15.4.1943.)

This Order does not apply to:—

- (i) *Lascars, Asiatics or personnel signed on Agreement T.124 abroad at local or Dominion rates of pay.*
- (ii) *Officer personnel borne in T.124 and T.124X pools abroad pending the receipt of a communication from the Director of Sea Transport.*
- (iii) *Commissioned Rescue Tug Personnel (T.124T). A separate Admiralty Fleet Order is being issued.*

Their Lordships have approved that the National Maritime Board's decision to merge Differential Pay into basic pay, and to grant certain increases in the basic rates of pay, of Mercantile Marine personnel shall be applied to officers and ratings serving on T.124 and T.124X agreements. Accordingly, the following new rates of pay are to take effect from the 1st February, 1943.

2. Whereas the differential payment of £2 per month has hitherto been a temporary addition to basic pay, this payment to officers and ratings is now merged into basic pay. The use of the term "differential pay" is, therefore, to be discontinued.

In consequence of this merger deductions in respect of contributions to the Merchant Navy Officers' Pensions Fund and other "recognised" schemes are payable on the £2 per month.

3. The increases in the basic rates of pay over and above the merging of £2 per month referred to in paragraph 2 are:—

(A) *Officers—*

Chief Engineers.—£4 a month in vessels of a gross tonnage of over 5,000 ;
£3 17s. 6d. a month in vessels of a gross tonnage of 5,000 and under.

2nd Engineers.—£2 5s. 0d. a month.

3rd Engineers.—£2 a month in vessels of a gross tonnage of over 5,000
£1 12s. 6d. a month in vessels of a gross tonnage of 5,000 and under.

4th Engineers.—£1 10s. 0d. a month in vessels of a gross tonnage of over 9,000 ; 15s. a month in vessels of a gross tonnage of 3,001 to 9,000 ;
10s. 0d. a month in vessels of a gross tonnage of 3,000 and under.

5th and Junior Engineers.—10s. 0d. a month.

Note.—4th, 5th and Junior Engineers, with certificates, to receive £1 monthly in addition.

1st Refrigerator Engineers.—£2 5s. 0d. a month.

2nd Refrigerator Engineers.—£1 0s. 0d. a month.

Boilermakers.—£1 10s. 0d. a month.

Electricians.—1st, when one only is carried ... £2 2s. 6d. a month.

1st, when more than one is carried... £2 0s. 0d. a month.

2nd £1 12s. 6d. a month.

3rd and below... .. 10s. 0d. a month.

Pursers.—£2 5s. 0d. a month in vessels of a gross tonnage of over 10,000 ;
£2 5s. 0d. a month in vessels of a gross tonnage of 10,000 and under with 200 hands and over ; £2 a month in vessels of a gross tonnage of 10,000 and under with under 200 hands.

Senior Assistant Pursers.—£1 10s. 0d. a month.

Junior Assistant Pursers.—10s. 0d. a month.

Radio Officers and Radio Cadets—

- (i) *Radio Officers*—those signed on T.124X agreement at a nominal rate of pay will be paid the former differential payment of £2 per month by the company responsible for the issue of pay, and not as hitherto by the Admiralty.

Those paid direct by the Admiralty will receive the following increases :

	Monthly increase
Less than 3 years' experience	
(a) with special certificates only	10s. 0d.
(b) with 1st or 2nd class certificate	£1 10s. 0d.
At least 3 years' experience	
(a) with special certificates only	10s. 0d.
(b) with 1st or 2nd class certificates	£2 5s. 0d.

(ii) *Radio Cadets*—the pay of Radio Cadets is to be increased by 10s. 0d. a month.

The payment of the foregoing increases to officers with effect from the 1st February, 1943, does not affect incremental dates and *incremental increases* must not be paid except on the authority of the Director of Sea Transport.

(B) *Ratings*—

The rates of pay as in the Appendix hereto operate from the 1st February, 1943. The former differential payment of £2 per month is included in the new rates.

4. Payment of seafarers' war risk money is not affected by this Order.

5. Any questions of doubt or difficulty regarding the interpretation of this Order, particularly those concerning the gross tonnage of any commissioned auxiliary war vessel, should be referred to the Director of Sea Transport, Berkeley Square House, Berkeley Square, London, W.1, and pending a decision in such cases no increases, other than the merging of differential payment into basic pay, are to be granted.

APPENDIX

Rating.	Monthly Rates.	
	£	s. d.
Able Seaman "Sailor" or "Seaman"	14	0 0
Boatswain :—		
On vessels up to 8,000 tons gross	16	0 0
On vessels of from 8,001 to 10,000 tons gross	16	10 0
On vessels of from 10,001 to 12,000 tons gross	17	15 0
On vessels over 12,000 tons gross... ..	18	5 0
Boatswain's Mate :—		
On vessels up to 12,000 tons gross	15	0 0
On vessels over 12,000 tons gross	15	10 0
Carpenter :—		
On vessels up to 8,000 tons gross	17	5 0
On vessels of from 8,001 to 10,000 tons gross	18	5 0
On vessels of from 10,001 to 12,000 tons gross	19	5 0
On vessels of from 12,001 to 25,000 tons gross	20	5 0
On vessels over 25,000 tons gross... ..	21	5 0
Carpenter's Mate (Blacksmith, Joiner, Shipwright) :—		
On vessels up to 8,000 tons gross	16	5 0
On vessels of from 8,001 to 10,000 tons gross	16	5 0
On vessels of from 10,001 to 12,000 tons gross	17	5 0
On vessels of from 12,001 to 25,000 tons gross	17	5 0
On vessels over 25,000 tons gross... ..	18	5 0
Cleaner	-As for	Trimmers
Donkeyman	15	12 6
Fireman	14	10 0
Fireman, Leading (where so described)	15	0 0
Fireman, First Leading (where so described)	15	10 0
Fireman Steward	14	0 0
Greaser	15	0 0
Hospital Attendant	14	7 6
Lamp Trimmer	14	10 0
Launchman (where so described)	15	0 0
Leading Hand (Diesel)	15	10 0
Ordinary Seaman of between 12 and 24 months' sea service	8	10 0
Ordinary Seaman of not less than 24 months' sea service	10	0 0
Painter (where so described)	14	10 0
Plumber :—		
On vessels up to 10,000 tons gross	18	5 0
On vessels from 10,001 to 12,000 tons gross	19	5 0
On vessels from 12,001 to 25,000 tons gross	20	5 0
On vessels over 25,000 tons gross... ..	21	5 0

Rating,	Monthly Rates.	
	£	s. d.
Purser's Clerk (First)	16	7 6
Purser's Clerk (Second)	14	7 6
Quartermaster	14	10 0
Storekeeper, Deck	14	10 0
Storekeeper (Diesel)	16	0 0
Storekeeper, Engine Room	15	10 0
Storekeeper, Engine Room Assistant	15	0 0
Trimmer of over six months' sea service	14	0 0
Trimmer of less than six months' sea service... ..	9	0 0
Winchman	15	10 0
Wiper	As for	Trimmers
Writer, First	16	7 6
Writer, Second	14	7 6

Rating.	Vessels carrying 200 hands and over.		Vessels carrying under 200 hands	
	Monthly rates.		Monthly rates.	
	£	s. d.	£	s. d.
Chief Steward, 1st Class	33	0 0	—	—
Chief Steward, 2nd Class	—	—	23	0 0
Second Steward and Storekeeper	23	0 0	—	—
Saloon Steward	14	10 0	14	10 0
Pantryman	14	10 0	—	—
Assistant Pantryman	13	15 0	—	—
Steward or Leading Steward	13	15 0	13	15 0
Assistant Steward	13	0 0	13	0 0
Storekeeper, 1st Class	19	10 0	—	—
Storekeeper, 2nd Class	—	—	14	10 0
Assistant Storekeeper	14	10 0	13	15 0
Chief Cook, 1st Class	25	10 0	—	—
*Chief Cook, 2nd Class... ..	—	—	19	10 0
*Second Cook and Ship's Cook	21	7 6	—	—
*Ship's Cook	19	10 0	19	10 0
*Cook	16	10 0	16	10 0
Assistant Cook	13	10 0	13	10 0
Scullion	13	0 0	—	—
Baker, 1st Class... ..	19	10 0	—	—
Baker, 2nd Class	—	—	16	5 0
Second Baker	16	5 0	—	—
Assistant Baker	13	10 0	13	10 0
Butcher, 1st Class	19	10 0	—	—
Butcher, 2nd Class	—	—	16	5 0
Assistant Butcher	16	5 0	—	—

*In cases where these ratings hold, in addition to the Ministry of War Transport Certificate, a higher General Cookery Certificate, recognised as such, by the Panel of the National Maritime Board, they will be entitled to receive £1 a month extra.

After 1st February, 1945, no higher certificate which is more than three years' old will qualify for the extra £1 per month unless the holder can show that he has passed a suitable refresher course within that period.

(A.F.Os. 414/40, 3606/40, 3613/40 and 535/41.)

1664.—Forms S.1034—Officers of the Reserve and Auxiliary Forces, Officers Re-employed, Persons Granted Temporary Commissions and Warrants, Officers of the Women's Royal Naval Service and Voluntary Aid Detachments.

(D.N.A. 5589/43.—15.4.1943.)

The Ministry of Health have recently reported receiving Forms S.1034 in certain cases where officers' appointments have been terminated, although subsequent investigation has revealed that the officers concerned were not being charged National Health and Pensions Insurance during their war service.

2. This form should, of course, only be rendered when the war service of officers of the categories enumerated above is terminated, and the officer concerned has been insurable in accordance with the procedure promulgated in A.F.O. 205/40, 1392/41 and subsequent orders. The erroneous rendering of the form may result in a credit of contributions in respect of National Health and Pensions Insurance being allowed incorrectly and, in any event, unnecessary work and correspondence is entailed.

3. Accountant Officers should make arrangements accordingly.

(A.F.Os. 205/40, 3606/40, 1392/41, 2363/41, 30/42, 1635/42, 2123/42, 3502/42, 3612/42, 5125/42.)

1665.—W.R.N.S.—Promotion of Third Officers

(C.W. 43064/41.—15.4.1943.)

In view of the increased importance of certain appointments now held by non-administrative Third Officers, it has been decided to upgrade a number of these posts as for "Second Officer or Third Officer". This will provide further facilities for the promotion of non-administrative Third Officers to the rank of Second Officer. A list of the types of posts that will be so upgraded is given in paragraph 9. This list will be added to as circumstances require.

2. It has also been decided that the proportion of Second Officers allowed in cypher staffs will be increased as follows and paragraph 1 of A.F.O. 1369/42 should be regarded as amended accordingly:—

- (i) Cypher staffs of 4-7 ... One Second Officer will be allowed.
- (ii) Cypher staffs of 8-19... Heads of Watches to be Second Officers.
- (iii) Cypher staffs above 20 Heads of Watches and Deputy Heads of Watches to be Second Officers.

3. Promotion to Second Officer will be by selection and will depend upon merit in relation to others and on recommendation. It must not be assumed that the W.R.N.S. officers at present holding the appointments upgraded will automatically continue in them in the higher rank or that in the event of a Third Officer being subsequently appointed to one of the posts this will constitute a claim to promotion and retention in the post as Second Officer.

RECOMMENDATIONS FOR PROMOTION

4. *Non-administrative Officers other than Cypher Officers.*—Third Officers who have already been recommended for promotion from the appointments they now hold and who fulfil the following qualifications will be considered for promotion without further recommendation:—

- (i) have attained the age of 22 years;
- (ii) have performed one year's service from the date of promotion to Acting Third Officer;
- (iii) are efficient in the performance of their duties and recommended for immediate or accelerated promotion.

5. The names of non-administrative Third Officers who fulfil the required qualifications and who have not already been recommended from the appointments they now hold should be forwarded at once, the recommendations being made on Form S.206.

6. *Cypher Officers.*—Recommendations for the promotion of Cypher Officers in accordance with paragraph 2 above are to be forwarded at once on Form S.206. Any such officers recommended should fulfil the qualifications detailed in paragraph 4 (i), (ii) and (iii).

7. *Administrative Officers.*—The qualifications for promotion to Second Officer set out in paragraph 4 (i), (ii) and (iii) apply also to Administrative Officers.

8. *All Third Officers.*—Recommendations for those Third Officers not now eligible or not yet recommended may be forwarded quarterly as they become eligible in accordance with the procedure laid down in A.F.O. 3985/42.

9. Types of Posts—

- Captain's Secretary.
- Secretary to Officer-in-Charge of large establishment.
- Secretary to N.C.S.Os. at the larger ports.
- Secretary to Officers-in-Charge of D.E.M.S. at the larger ports.
- Secretary to Chief Staff Officer.
- Secretary to Extended Defence Officer at the larger ports.
- Extended Defence Officer—Watchkeepers.
- Section Officer in the office of a Commander-in-Chief.
- One of each pair of W.R.N.S. Officers appointed for duty in the office of a Flag Officer-in-Charge or Naval Officer-in-Charge.
- Section Officer in large pay offices.
- Sub-Accountants at outlying naval establishments.
- Officers employed on important operational duties.
- Routeing Officer (N.C.S.).
- Duty Signal Officer.
- Assistant Signal Officer.
- Officer-in-Charge of the larger fleet mail and censorship offices.
- Assistant to Staff Officer, A.R.P.
- Assistant to Drafting Officer.
- Officer-in-Charge of certain naval offices (e.g., personnel office).
- Officers engaged on instructional duties.
- Flag Lieutenant or Personal Assistant to Flag Officer or Commodore.
- Officer-in-Charge of certain C.B. appointments.

(A.F.Os. 1369/42 and 3985/42.)

1666.—W.R.N.S. { Progressive Pay Higher Unspecialised Rate

(N. 12939/41.—15.4.1943.)

With effect from 3rd September, 1942, W.R.N.S. ratings will be eligible for the award of progressive pay under the general conditions applicable to Naval ratings, so far as these are appropriate.

2. Also with effect from the same date, Wrens in the unspecialised section will be eligible for progression to a basic rate of 2s. a day after 12 months' service, subject to recommendation by the Commanding Officer that they are fully qualified and efficient in their particular duties. For ratings of outstanding ability, this qualifying period may be reduced below 12 months, but not below 9 months in any case, at the Commanding Officer's discretion. It is emphasised, however, that 12 months is to be regarded as the normal qualifying period.

3. The revised daily rates of pay, exclusive of war bonus, are given in the Appendix to this Order.

4. In conformity with paragraph 1 above, service under the age of 18 will not reckon towards the "over 3" and "over 6" years' rates of pay as Wren, nor will the increments be payable while a Wren remains on either the lower unspecialised or lower specialised rate.

5. Service over the age of 18 in the A.T.S. and/or W.A.A.F. during the present war, if declared on entry, will be allowed to reckon towards increments of pay as Wren.

6. It is to be clearly understood that no credits of arrears of pay arising from these concessions are to be made in respect of any period prior to 3rd September, 1942.

7. Detailed instructions regarding the conditions under which specialised and unspecialised rates of pay are payable are contained in A.F.O. 1180/43, in paragraph 1 of which reference to this Order is to be substituted for A.F.O. 197/40. The rates of pay for ratings shown in paragraph 1 of A.F.O. 197/40 and the last three lines of that paragraph are cancelled.

AFO
5839/43

APPENDIX

Specialised Section

Rating.	Mobile.		Immobile.	
	s.	d.	s.	d.
Chief Wren	5	6	4	6
After 3 years as such in the category	5	10	4	10
After 6 years as such in the category	6	2	5	2
With subsequent triennial increments of 4d. a day.				
P.O. Wren	4	6	4	0
After 3 years as such in the category	4	9	4	3
After 6 years as such in the category	5	0	4	6
Leading Wren	3	4	2	10
After 3 years as such in the category	3	7	3	1
Wren (lower specialised rate)	1	8	1	4
After a minimum of 3 months' service, if recommended (Higher specialised rate)	2	4	2	0
After 3 years' service	2	7	2	3
After 6 years' service	2	10	2	6
Unspecialised Section				
Chief Wren	5	0	4	0
After 3 years as such in the category	5	4	4	4
After 6 years as such in the category	5	8	4	8
With subsequent triennial increments of 4d. a day.				
P.O. Wren	4	0	3	6
After 3 years as such in the category	4	3	3	9
After 6 years as such in the category	4	6	4	0
Leading Wren	2	11	2	5
After 3 years as such in the category	3	2	2	8
Wren (Lower unspecialised rate)	1	4	1	0
After from 9 to 12 months' service, if recommended (Higher unspecialised rate)	2	0	1	8
After 3 years' service	2	3	1	11
After 6 years' service	2	6	2	2

(A.F.Os. 197/40 and 1180/43.)

1667.—W.R.N.S.—Cinema Operators—Conditions of Service

(N. 2703/42.—15.4.1943.)

The following instructions regarding the general conditions of service of W.R.N.S. Cinema Operators (including W.R.N.S. Dome A.A. Teacher Operators) are promulgated for information and guidance.

2. W.R.N.S. Cinema Operators constitute a specialised category and are employed to operate projectors used for instructional films in shore establishments at home where full-time operating is required, and where they can take the place of active service personnel who are, or would be, allocated for this purpose.

3. Recruits are at present entered in the W.R.N.S. Central Depot and given a course of technical training at the R.N. School of Cinema Projectionists in the R.N. Barracks, Chatham, prior to being drafted to fill requirements in appropriate Naval establishments.

4. In those establishments in which W.R.N.S. Cinema Operators are borne, one or more should be trained locally in the operation of the Dome A.A. Teacher apparatus with a view to relieving eventually one of the male operators as second Dome Operator. Wrens selected for this training must already have had at least six months' experience as projectionists and must be above the average in intelligence. They will not be required to carry out any maintenance duties and these will remain the responsibility of the male operator. Leading Wren Projectionists, however, where they are allowed (see paragraph 7 below), will be required to take charge of the dome and carry out maintenance duties.

5. W.R.N.S. Cinema Operators will, after enrolment, continue on the general duties rate of pay whilst undergoing training and, on satisfactory completion of training, will be granted the lower specialised rate of pay. On termination of a

minimum of three months' service on the lower specialised rate, they may be advanced to the full specialised rate of pay if recommended as being competent in the required duties. These are operating, cutting, splicing and general repair of film programmes and maintenance of cinema projectors.

6. Advancement will be from a single roster maintained at Chatham, and, in addition to fulfilment of the qualifications laid down in A.F.O. 4864/42, paragraph 8, will be conditional upon the passing of tests, at stated intervals, to be laid down by the Admiralty. These tests will be open to all Wren Cinema Operators whether they are employed as assistant operators in Dome Teachers or in a normal instructional cinema. Wren Operators employed in Dome Teachers who pass the approved test will take charge of the Dome Teacher and release male ratings in this duty.

7. Leading Wren Cinema Operators will be allowed as follows:—

- In instructional cinemas where one Cinema Operator is approved.
- In instructional cinemas where two Cinema Operators are approved, one to be a Leading Wren.
- In Dome Operating Teachers, the W.R.N.S. rating in charge to be a Leading Wren (see paragraph 4 above).

8. Demands for W.R.N.S. Cinema Operators are to be forwarded to the Superintendent, W.R.N.S., The Nore, and those for W.R.N.S. Dome A.A. Teacher Operators to the appropriate Command Superintendent, W.R.N.S., on the usual Form D.1 in either case.

(A.F.O. 4864/42.)

1668.—Flying Accidents—Procedure for Reporting and Investigating

(A/Aircraft Accidents 351/43.—15.4.1943.)

A.F.O. 2476/42 as amended by A.F.O. 5633/42, is to be further amended as follows:—

Paragraph 9 (iii).

~~Delete "Chief Inspector of Accidents, Air Ministry, Gloucester."~~

Insert "C.I. (Accidents), Air Ministry, Turnstile House, Holborn, London, W.C.2."

(A.F.Os. 2476/42 and 5633/42.)

A.F.O. *1669.—Naval Airmen Without Flying Qualifications—Employment and Conditions of Service

(N. 8865/42.—15.4.1943.)

The practice of employing a number of ratings of the Flying Branch (Naval Airmen) on general ground duties connected with aircraft, will be continued during the war. It will apply solely to those ratings who are serving for the war period only, and is intended to utilise such useful knowledge about aircraft as has been acquired by men who have been under training for specific aircraft duties but who have failed to qualify, and cannot with greater advantage be employed in another capacity.

2. Such ratings will be known as Naval Airmen (General Duties)—short title Naval Airmen (G.D.)—and will hold the usual Naval Airman ratings with the scale of substantive pay appropriate for the Flying Branch. Leading and higher ratings will be provided in ship and air station complements to meet requirements, and advancement to such posts will be made in accordance with the conditions stated in paragraph 6 of this order.

3. Allocation to general aircraft duties is only one of the avenues open to men who cease technical training for aircraft duties, and is not to prejudice transfer to other naval requirements which it is important should be met, or the right of choice of service accorded to men who were volunteer entrants into the Royal Navy.

4. Air Mechanics who fail to qualify for their branch will be eligible for transfer to Naval Airman 2nd Class (G.D.). Those not transferred so, or to other naval service will remain as Air Mechanic, 2nd Class, ineligible for further progress in their branch, or if necessary, will be discharged.

5. Naval Airmen (G.D.) will be eligible for such temporary duties as Acting Bugler, Acting Schoolmaster, as required under the usual regulations. They may also be trained and employed as Parachute Packers and as Fabric Workers in numbers as arranged by the Commodore, R.N. Barracks, Lee-on-Solent, receiving the standard rates of pay as laid down for those duties, except that Leading ratings and above will not receive additional pay for such employment.

6. Advancement will be open to Naval Airman, 1st Class (G.D.), and to the temporary ratings of Leading, Petty Officer and Chief Petty Officer Airman (G.D.). Advancement to Leading rating and above will be by special rosters and will be authorised by the Commodore, R.N. Barracks, Lee-on-Solent. Qualifications will be as shown below:—

Naval Airman, 1st Class (G.D.)—

- (a) 18 months' service in a man's rating, time in another branch being allowed to reckon;
- (b) Professional examination—
- (i) knowledge of hangar fire precautions, and maintenance of fire equipment;
 - (ii) maintenance and storage of hangar equipment;
 - (iii) handling of aircraft, including folding, picketing out and securing aircraft in a hangar. Rope and wire-splicing (not aircraft control wire);
 - (iv) knowledge of and ability to carry out the cleaning of airframes and cowling in accordance with the proper procedure;
 - (v) knowledge of and ability to rig the protective equipment for dispersed aircraft;
- (c) Examination by F.A.A. officers as detailed by the commanding officer;
- (d) Advancement, when qualified, authorised by the commanding officer. No examination in signals or educational test is required.

Leading Airman (G.D.)—

Rated from roster on authority issued by Commodore, R.N. Barracks, Lee-on-Solent. To be rated "Acting" (K.R. & A.I., Article 407). See K.R. & A.I., Article 409.

- (e) 6 months' service as Naval Airman, 1st Class; Captain's recommendation;
- (f) Professional examination as in A.F.O. 2007a/39 amended to include the following subjects:—
- ability to keep the rough flying, petrol and oil logs;
 - knowledge of anti-gas decontamination, including decontamination of aircraft.

Date of passing professional examination will be the basic date for roster seniority; (g) E.T.I.

Petty Officer Airman (G.D.)—

Rated from roster on authority issued by Commodore, R.N. Barracks, Lee-on-Solent. To be rated "Acting" (K.R. & A.I., Article 407). See K.R. & A.I., Article 409.

- (h) 1 year as Leading Airman, including acting time; Captain's recommendation;
- (i) Professional examination—See Leading Airman (G.D.). Passing marks as in A.F.O. 2007a/39. Date of passing professional examination will be the basic date for roster seniority.

Chief Petty Officer Airman (G.D.)—

Rated by roster on authority issued by Commodore, R.N. Barracks, Lee-on-Solent. See K.R. & A.I., Article 409.

3 years as P.O. Airman including acting time. Captain's recommendation.

7. Naval Airmen (G.D.) will, so far as is possible, be drafted so that they can attain the standard required to enable them to pass the professional examination for higher ratings. For the time being Naval Airmen, 2nd Class (G.D.) not yet qualified for advancement may be advanced to acting Naval Airman, 1st Class, if

they have completed 18 months' qualifying service, though not earlier than 22nd January, 1943, with the view to passing the professional examination laid down in paragraph 6 (b) above and being confirmed as Naval Airman, 1st Class, within 6 months.

8. It is not intended that Seamen should be allowed to transfer to Naval Airman (G.D.), but must continue to be drafted in sufficient numbers only until an adequate supply of Naval Airmen (G.D.) is available.

9. Owing to the shortage of C.W. Candidates, ex Pilot Observer and Telegraphist Air Gunner candidates, and ex Air Mechanics who are suitable volunteers for candidates for Executive or special branch commissions, should continue to be transferred to Ordinary Seaman with a view to qualifying for such commissions.

(A.F.O. 2007a/39, not in annual volume.)

1670.—D.E.M.S. and Other Ratings Required to Wear Plain Clothes—Clothing Gratuities and K.U.A.

(N. 3271/42.—15.4.1943.)

With effect from 1st April, 1941, all naval ratings who are required to wear plain clothes *continuously* are to be credited with K.U.A. at the rate applicable to Class 1 uniform irrespective of the class of uniform they would normally wear.

The annual allowance to Royal Marines required to wear plain clothes *continuously* is increased to an amount equivalent to Class 1 K.U.A. for naval ratings, as from the same date.

2. With effect from 1st April, 1942, the initial gratuity payable under C.A.F.O. 2512/39, para. 25, to naval ratings drafted for service in D.E.M.S., who are required to wear plain cloth cap and coat *occasionally*, is increased from 30s. 0d. to 50s. 0d. but the upkeep allowance remains at the normal K.U.A. rate.

The initial gratuity payable to Royal Marines so conditioned has been increased from 30s. 0d. to 60s. 0d. and the annual upkeep allowance from 10s. 0d. to 20s. 0d. from the same date.

(C.A.F.O. 2512/39.)

†1671.—Admiralty Surgeons and Agents

(C.E. 655/43; C.E. 2310/43.—15.4.1943.)

Mr. H. J. F. Draffin, M.B., B.Ch. of the Old Rectory, Cleobury North, Bridgnorth, Salop., Telephone No. Burwarton 206, has been appointed Admiralty Surgeon and Agent for Ditton Priors and Cleobury North, vice Mr. W. P. O'Neill.

P. J. McDiarmaid, M.B., Ch.B., D.P.H. of The Nook, Snaith, Nr. Goole, Yorkshire (Telephone: Snaith 17) has been appointed Admiralty Surgeon and Agent for Snaith and Rawcliffe.

1672.—Rates of Exchange for Guidance of Accountant Officers in Exchanging Money for Service Personnel

(D.N.A. 4153/43.—15.4.1943.)

The following list of exchange rates has been compiled primarily for the guidance of Accountant Officers, Cashiers and others who have to exchange foreign currency for Naval personnel in accordance with A.F.O. 928/43.

2. The rates indicated are, in general, the mean between the telegraphic transfer buying and selling rates, and are intended as a guide to Accountant Officers for the purposes indicated above. Some of the rates are official for all purposes, but some are not, and Accountant Officers should not regard the information in the table as superseding any formal instructions which may have been issued in particular cases. Where foreign currency is bought at an appreciably different rate, the actual local rate should be applied in preference to that set out below.

3. The list will be revised from time to time and officers concerned are invited to forward to the Director of Navy Accounts (Branch 5A), any suggestions for amendments to be included in future issues.

RATES OF EXCHANGE

Europe and Mediterranean.		£	s.	d.
Cyprus	Par			
Eire	Par			
Gibraltar... ..	Par			
Faroe Islands	22.40 kroner	=	1 0 0	
Iceland (C)	5 kronur	=	0 3 10	
Malta	Par			
Portugal	100 escudos	=	1 0 0	
Russia	48.25 roubles	=	1 0 0	
Spain	41 pesetas	=	1 0 0	
Sweden	5 kroner	=	5 11	
Switzerland	5 francs	=	5 9	
Africa.				
South, West, and East Africa ...	Par			
Rhodesia... ..	Par			
St. Helena	Par			
Zanzibar	1 East African shilling	=	1 0	
Madagascar	25 francs	=	2 10	
Azores	100 escudos	=	1 0 0 sterling	
Cape Verde Islands	100 escudos	=	1 0 0 sterling	
North Africa (Combat Zone only)	200 Algerian, Moroccan or Tunisian francs	=	4 U.S. Dollars	
(Special)				
Seychelles	1 rupee	£	s.	d.
Tripolitania	480 lire	=	1 6	
India.				
India	1 rupee	=	1 6	
Ceylon	1 rupee	=	1 6	
Middle East.				
Egypt	£1 E	=	1 0 6.1 sterling	
Iraq	1 dinar	=	1 0 0 sterling	
Palestine	£1 0s. 0d. (P)	=	1 0 0 sterling	
Persia (Iran)	128 rials	=	1 0 0 sterling	
Syria	8.83½ Syrian pounds	=	1 0 0 sterling	
Australia and Pacific.				
Australia... ..	£125 7s. 6d. Australian	=	100 0 0 sterling	
New Zealand	£124 10s. 0d. New Zealand	=	100 0 0 sterling	
Noumea	176.50 francs	=	1 0 0 sterling	
Tahiti	176.50 francs	=	1 0 0 sterling	
South America.				
Argentina	17 pesos	=	1 0 0 sterling	
Brazil	78 cruzeiros	=	1 0 0 sterling	
Chile	125 pesos	=	1 0 0 sterling	
Panama	\$1	=	\$1 U.S.A.	
Uruguay	7.65 pesos	£	s.	d.
Falkland Islands	Par	=	1 0 0 sterling	
America (North) and West Indies.				
Canada—for conversion of dollar credits and debits of R.C.N. and R.C.N.V.R. personnel serving in the Royal Navy.	4.47 dollars	=	1 0 0 sterling	
Canada—for other transactions	4.43 dollars	=	1 0 0 sterling	
Newfoundland	4.43 dollars	=	1 0 0 sterling	

America (North) and West Indies—contd.

	£	s.	d.
U.S.A.—(1) For cash transactions with U.S. ships and officials and for use in transports which carry both British and U.S. personnel (selling rate).	4.035 dollars	=	1 0 0
(2) For all other purposes (buying rate).	4.025 dollars	=	1 0 0
(3) For special U.S. currency in the North African zone of active operations only.	4 dollars	=	1 0 0
Bahamas... ..	Par		
Bermuda... ..	Par		
Jamaica	Par		
St. Lucia	4.80 dollars	=	1 0 0 sterling
Barbados	4.80 dollars	=	1 0 0 sterling
Trinidad	4.80 dollars	=	1 0 0 sterling
Dutch West Indies (Curacao)...	7.6 florins	=	1 0 0 sterling

(A.F.O. 928/43.)

1673.—Foreign Currency—Naval Personnel

(D.N.A. 20012/42.—15.4.1943.)

The Bank of England have stated that there is no market in the United Kingdom for the currency of the following countries. It is necessary that any such currency received from Naval personnel should be transferred to Greenock irrespective of the amount involved, viz. :—

Azores.
Brazil.
Cape Verde Islands.
Dutch West Indies (Curacao).
Faroe Islands.
Falkland Islands.
Iceland. (c)
Iran.
Russia.

2. Cases may also arise of banks refusing to accept currency of countries not included in the foregoing exceptions, if tendered in coin. Where this difficulty cannot be overcome, coin should be transferred to Greenock irrespective of the amount involved.

3. Paragraph 3 of A.F.O. 928/43 should be amended accordingly.

(A.F.O. 928/43.)

1674.—Victualling Arrangements in Small Ships without Accountant Officers—Introduction of a Modified Form of General Messing—REPORTS

(V. 3676/42.—15.4.1943.)

A modified form of general messing has been introduced for the following classes of ships built in the United States for the Royal Navy :—

Corvettes, Captain's Class (B.D.Es. and D.Es.).
British Escort Vessels (P.Cs.).
Minesweepers (B.A.Ms. and A.Ms.).
Landing Ships, Tank, Class II (L.S.T. (II)).
Landing Ships, Dock (L.S.D.).
Motor Minesweepers (B.Y.Ms. and Y.Ms.).

An Accountant Officer has been appointed to H.M.S. "Asbury" to inaugurate the introduction of and advise on this form of general messing in these ships as they commission.

2. The form of general messing decided upon is framed to meet the requirements of small ships which have no Accountant Officer and only the complement of supply staff normally allowed for the victualling allowance system of messing, and which are not suitably constructed for the operation of the latter system.

3. Copies of memoranda containing detailed instructions for the guidance of the Commanding Officers of the ships concerned and for the Accountant Officers of their parent ships, together with twelve months' requirements of account forms are being supplied to each ship on commissioning and copies have also been distributed to authorities concerned at home and abroad. Any accounting bases and parent ships not included in the distribution who require copies of the *instructional memoranda*, should demand them from the Director of Victualling. Stocks of the special General Mess Account Form (S.99) to be used by these craft are now available and should be demanded from

The Superintending Naval Store Officer,
R.N. Store Depot,
Elveden Road,
Park Royal, N.W.10.

4. The following loan clothing and mess gear accounts are to be kept by each ship:—

Ships with supply ratings

Mess gear As in A.F.O. 2091/42.
Loan clothing The account is to be kept on Form S.462,
part II, and the instructions in A.F.O.
2179/42 apply.

Ships without supply ratings

Mess gear and loan clothing Are to be accounted for on the inventory system as described in A.F.O. 1445/42. Any supplies which may be drawn from bases other than the parent base should be reported by the issuing authority to the parent base, taken on charge in the latter's account, and dealt with as in A.F.O. 1445/42, para. 5.

5. Certain vessels of the classes referred to in paragraph 1 may have commissioned and left the U.S.A. before this form of messing could be introduced. Accountant Officers of the bases to which such ships are attached are to arrange for the modified form of general messing to be introduced in them as early as practicable, and to report to the Director of Victualling when this is done.

6. The parent ships are to report on 1st July, 1943, to the Admiralty, through their administrative authority, on the working of this system of messing in the ships attached to them.

(A.F.Os. 1445/42, 2091/42 and 2179/42.)

***1675.—Delays in Delivery of Letters, etc., to R.N. and R.M. Personnel**

(N. 29020/42.—15.4.1943.)

Delays in the delivery of communications between Naval personnel and their friends and relatives give rise to much avoidable personal anxiety, and also impose a heavy strain on postal authorities, R.N. depots, and Admiralty departments concerned with the clearance and delivery of letters, etc.

2. Consequently all officers and men should note the information and directions given below. By doing so, they can help materially in alleviating the difficulties.

(i) Steps have been taken by broadcasts and press notices to inform relatives and friends as to how their communications should be addressed to ensure delivery at the earliest practicable date. In addition, a leaflet is being inserted in the forthcoming issue of dependants' allowance books containing similar information, i.e. :—

(a) In the case of the men, name with initials, rating, official number with Port Division prefix (e.g. D/JX—, P/—) and ship should be clearly shown on the envelopes. For Marines, the R.M. Division should be given.

(b) For officers, the rank (including the branch of the service in which serving; e.g. Paymaster Lieutenant, Lieutenant (E) etc.), name with initials, whether R.N., R.M., R.N.R. or R.N.V.R., together with ship or establishment. All mails, simply addressed, for example, to Lieutenant J. Jones, R.N.R., c/o Admiralty, are subject to delay in identifying the officer for whom the letter is intended. Officers serving inside the Admiralty should arrange, so far as possible, for their mails to be sent to private addresses. If it is desired that letters be sent to the Admiralty, then the name of the department in which serving should be included in the address and "c/o" omitted. This ensures delivery direct.

(ii) Relatives and friends often are unaware of some of the details indicated in (a) and (b) above. It is, therefore, most important that personnel, when writing, should give the particulars in question—either at the head or the end of their letters.

(iii) Many letters to personnel are received addressed H.M.S. "Same Ship", c/o G.P.O. The use of the heading "Same Ship" in a letter, though well meant from a security point of view, is unnecessary and should be avoided. What should be watched, is not to give any indication in the letter as to the location of the ship, either at the time of writing or at any other time.

(iv) *Parcels and packages* for members of the fleet are frequently undelivered owing to the loss of the accompanying tied-on label. Consequently it is very desirable that, in addition to being adequately addressed, as indicated above, they should also have, inside the parcel or package the name and address of the sender, whose identity the postal authorities have no other means of establishing.

1676.—Traffic Accidents at Home—Procedure

(N.L. 6965/42.—15.4.1943.)

A.F.O. 670/43 is to be amended as follows:—

Paragraph 24(b).

Cancel reference to paragraph 19(b) and *substitute* paragraph 21(b).

Appendix A.

The addresses and telephone numbers of Assistant Directors of Claims at London and Aldershot should read as follows:—

London :—61, Curzon Street, London, W.1.

Telephone : Mayfair 9191, Extension 2.

Aldershot :—55, Southampton Street, Farnborough, Hants.

Telephone : Farnborough 800.

(A.F.O. 670/43.)

1677.—Combined Leave and Railway Tickets

(N. 6970/43.—15.4.1943.)

Some establishments are still using D.N.A. Form 800 instead of the Combined Leave and Railway Tickets, D.N.A. Forms 811 and 822. Attention is accordingly directed to the provisions of A.F.O. 4263/42.

(A.F.O. 4263/42.)

***1678.—Naval Salvage Money—Distribution**

(D.N.A. 3A/N.L.76/37.—15.4.1943.)

With reference to A.F.O. 3866/42, the balance of the award for the salvage of s.s. "Cabo Sacratif" by H.M.S. "Gallant" on 20th December, 1936, is now available and ready for distribution by the Director of Navy Accounts.

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

	£	s.	d.
2nd Class. Double share	69	6	6
5th Class	17	6	6
6th Class	12	19	11
7th Class	10	7	11
8th Class	8	13	3
9th Class	6	18	6
10th Class	5	3	10
11th Class	4	6	6
12th Class	2	11	11

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

1679.—Liquid Milk—Supplies during May, June and July, 1943

(V. 2090/43.—15.4.1943.)

Attention is drawn to A.F.O. 1744/43 in Section 4 of this issue.

*1680.—War Damage Act, 1941, Private Chattels Scheme

(N.L. 12167/42.—15.4.1943.)

The attention of all naval and civilian personnel is drawn to the explanatory memorandum appended to this Order.

2. Attention is also drawn to the fact that the War Damage Act applies only to the United Kingdom and does not, therefore, cover losses by enemy action abroad, as to which it is not yet possible to issue any instructions.

3. It must be clearly understood that it is the responsibility of the individual to find out exactly how he stands under the Act, and, if the free insurance to which he is entitled is insufficient to cover the full value of his furniture and effects, to take out an insurance policy for the excess. It is incumbent, therefore, upon any person who is in doubt as to his position under the Act to make enquiries of the Insurance and Companies Department, Board of Trade, Romney House East, Tufton Street, London, S.W.1. No redress can be expected for financial loss resulting from neglect to insure effects up to their full value.

4. Personnel, married or single, who occupy official residences or quarters (furnished or unfurnished) are particularly advised to make sure of their position as regards householders' privileges both in respect of their own furniture and effects in the residence or quarters, and any which may be stored elsewhere.

5. Personnel serving abroad who have furniture and effects remaining in the United Kingdom are strongly advised to make sure that they are entitled to householders' privileges as this materially affects the amount of the free insurance allowed under the Act.

6. The following points affecting naval and civilian personnel, particularly those serving abroad, are promulgated for information and guidance:—

Naval Personnel

(a) Regulations made under Section 68 of the War Damage Act, 1941, permit the Board of Trade to treat as a householder any person who would be, or would be treated as, a householder in the United Kingdom but for circumstances attributable to the War. Where any person is treated as a householder by virtue only of this rule the Board of Trade may treat him as being ordinarily resident with any other person if satisfied that he would have been so resident with that person but for the War.

This will have the effect of making members of the Forces who were called up or sent abroad before the 1st August, 1939, eligible for householders' privileges.

(b) Losses or damage to furniture and effects by enemy action in the United Kingdom sustained prior to the 1st May, 1941, are fully covered under the War Damage Act even if the value exceeds the free cover allowable

under the Act (see paragraph 15 of the explanatory memorandum appended). Cover to the full value as from the 1st May, 1941, if in excess of the free insurance allowable can, however, be obtained only if the excess is insured.

(c) The period of grace for effecting insurance in order to obtain cover under a policy from the 1st May, 1941, has in the case of personnel serving abroad been extended without limit provided a certificate can be furnished that there has been no avoidable delay in effecting insurance.

(d) All claims are without exception to be submitted as directed in paragraphs 13 and 14 of the explanatory memorandum.

(Note.—This does not affect the procedure laid down in A.F.O. 4499/41 as regards articles of uniform.)

Civilian Personnel

(e) As a general rule it can be taken that the regulations referred to at (a) will make civilian personnel sent abroad before the 1st August, 1939, eligible for householders' privileges. There may, however, be isolated cases in which the person concerned will not be eligible, and personnel serving abroad are, therefore, especially advised to make quite certain of their position in order that they may take steps to cover themselves adequately by insurance.

(f) Paragraphs (b) and (c) above apply also to civilian personnel.

(g) All claims are without exception to be submitted as directed in paragraphs 13 and 14 of the explanatory memorandum, and in this connection particular attention is drawn to the fact that claims for loss of or damage to household and other effects of civilian employees sustained in the United Kingdom as a result of enemy action whilst in transit at public expense from a foreign establishment to a man's home or from a man's home to a foreign establishment, are to be made under the War Damage Act, and not in accordance with Home Dockyard Regulations, Article 444.

Employees serving abroad are, therefore, advised to take steps either before they leave the foreign establishment or immediately upon return to the United Kingdom to ensure that their effects are adequately covered under the War Damage Act against loss by enemy action as from the date of the arrival of the effects in the United Kingdom.

Claims for loss or damage sustained by enemy action at sea will continue to be dealt with under existing regulations.

P.C.S. 5

WAR DAMAGE ACT, 1941 (Part II)

Private Chattels Scheme

Explanatory Memorandum

1. **General.**—The Government scheme for the insurance of private chattels against war damage came into force on 1st May, 1941.

Generally, for the purposes of the scheme, "private chattels" covers the movable belongings of a household (furniture, clothing, valuables, etc., and also motor cars and cycles). It also covers private yachts and boats used in inland waters and laid-up sea-going vessels.

The private chattels scheme falls into two parts:—

- (a) free compensation;
- (b) insurance.

Everyone is entitled to free compensation up to the limits stated in paragraph 2 without any policy of insurance. If you do not consider this sufficient cover for your needs you can by paying a premium insure for any amount (which will be additional to your free cover) up to £10,000.

2. **Free Compensation.**—The free compensation for householders is as follows:—

£200 with an extra £100 if you are married and have your wife living with you and an extra £25 for every child under 16 living with you as a member of your family.

This will mean that a married householder, with three children, will get free compensation up to £375.

Every other adult person, other than the wife or husband of a householder, who is not a householder will get free compensation up to £50 with an extra £25 for every child living with him as a member of his family.

You are a householder (for this purpose) not only if you own or rent unfurnished a house or part of a house, but also if you rent a room or rooms, always provided that most of the staple furniture in the room or rooms, by value, is your own.

You will be treated as a householder if you are a householder in the above sense now or whenever the loss occurs, and also if you can show that you would have been a householder but for war reasons. So, if after the outbreak of war, you shut up your house for such reasons and stored your furniture, you will be given all the benefits of a householder under the scheme.

The householder's benefits will also be extended to households where one member pays the rent and another owns the furniture.

3. Limits of Free Compensation.—If you have not insured and are relying on free compensation you will not be able to receive more than £25 on any one article (including a motor car), or more than £100 in the aggregate for the valuables specified in paragraph 8.

4. Exhaustion and renewal of free cover.—Your free cover becomes exhausted to the extent of the compensation allowed if there is a claim, but it will be renewed to the extent that you can show that you have bought furniture or other effects to replace those lost. For example, if you are entitled to £200 free cover and you have a claim for £150 which is allowed, your free cover will be reduced to £50, but if you can show that, after your loss, you have bought £150 worth of furniture to replace the furniture lost, your free cover will be restored to £200.

5. Insurance.—Over and above the limits of free compensation you can obtain additional cover by paying a premium and taking out a policy of insurance. These are the terms:—

- 10s. per cent. up to £2,000;
- 15s. per cent. for the next £1,000;
- £1 per cent. for the next £7,000.

There is a minimum premium of 10s.

6. The policy will be what is called a "first loss policy". Suppose you are a married householder with three children, you are entitled to £375 free compensation. Suppose, further, that your furniture and other private effects are worth £1,000 and that you have insured, not for the full amount, but only for a further £400. Then, if your furniture and effects are totally destroyed, you will receive £775 in all because that is the amount for which you are covered, *i.e.*, £375 free compensation plus £400 under your policy. If your loss is £500, you will get £500, but you cannot get more than £775, unless you insure for more than £400.

7. You can have only one policy, even if you have more than one house; but your policy will cover war damage to your chattels anywhere in the United Kingdom up to the sum for which you have insured.

8. Valuables.—On the following articles the cover you will receive under your policy is limited to £100 in the aggregate, or 20 per cent. of the total sum covered by the policy, whichever is the greater:—

Works of art, gold and silver plate, jewellery, precious and semi-precious stones, furs, objects of historical or scientific interest, small-scale models, curiosities, stamp collections, printed books more than 50 years old, manuscripts.

It follows, therefore, that, if you have insured for £500 or less, you cannot recover more than £100 for all articles together falling within this class. If you have insured for more than £500, the amount which you will be able to recover on these articles will increase up to £2,000 if you have insured for £10,000.

9. Amount recoverable on any one article.—On any one article you will not be able to recover more than £50 or 5 per cent. of the total sum insured, whichever is the greater. This applies to luxury articles of furniture, expensive radiograms and the like, as well as to the valuables mentioned above. Therefore, you cannot get more than £50 for any single article unless you have insured for more than £1,000. If your policy is for £2,000, you could get up to £100 on any one article, and if for £10,000, up to £500.

The limitations of this paragraph do not apply to motor cars, ships, caravans and mechanically propelled invalid carriages.

10. How to value your property.—Before taking out a policy, you should make the best estimate you can of the value of your furniture and personal effects. Whatever the sum for which you insure, you cannot recover more than the value of your furniture at the time of the loss. You cannot expect new furniture for old, and you must, therefore, make a reasonable allowance for wear and tear, but you may allow for any general rise in the cost of furniture that may have occurred.

It would be useful to collect and keep in a safe place any invoices or other evidence which you may have of the value of your chattels.

11. Limitation on the amount for which you can insure.—You cannot have a policy of insurance under the private chattels scheme for a sum which at any one time exceeds £10,000. If the value of your chattels is, say, £15,000 and your insurance is for £10,000, and you sustain a loss of, say, £5,000, you may claim for £5,000 under your policy. The cover under it is then reduced to £5,000, and you may at once take out a fresh policy for £5,000 on paying the premium on that amount so as to bring your total insurance up to the maximum (£10,000).

12. How to effect Insurance.—You can insure through any of the principal Fire Insurance Companies or Lloyd's. You should apply to the agent or broker through whom you effect your fire insurance and ask him for the form of application. Fill it up and send it back to him with a cheque for the premium. If you are not insured against fire, apply to any of the principal Insurance Companies or to Lloyd's.

13. How to make a Claim.—If your property is bombed, then, if you have taken out a policy of insurance under the private chattels scheme, apply at once to your insurance agent for a claims form P.C.S.3. Fill it up and send it in to him within 30 days of the bombing.

14. If you have not taken out such a policy and are relying on the free compensation to which you are entitled, apply to the local Information Centre for a form P.C.S.4, fill it up and send it to the District Valuer, Department of Inland Revenue, for your district.

15. Property destroyed or damaged before the Insurance Scheme came into force.—The War Damage Act also provides for those cases in which the damage occurred before the scheme came into force. If your property has sustained war damage at any time between 3rd September, 1939, and the 1st May, 1941, you will be treated as if you had a policy under the scheme and you will receive the same compensation as you would have received in that case. A sum will be deducted from your compensation to cover any premium which you would have paid if the scheme had been in force.

16. If you have filled up Form V.O.W.1 you need do nothing more unless and until you are otherwise instructed by the Board of Trade. If you have not filled up Form V.O.W.1, ask for a copy of the form at the nearest office of the District Valuer, Inland Revenue, or of the local authority and do so at once.

17. When payment will be made.—In general payment will be deferred till after the war and interest at 2½ per cent. a year will accrue from the date of the damage on the amount due to you, but will not be paid until the final settlement. Earlier payment will be made if the total amount of the claim does not exceed £25. Earlier payment will also be made (in whole or in part) if the Board of Trade are satisfied that the payment in whole or in part should be made to avoid undue hardship.

18. Undue Hardship.—If you consider that you would suffer undue hardship if you have to wait until the normal date of payment (*i.e.*, till after the war) ask the local Information Centre or the local officer of Customs and Excise for a special form. You must be able to prove real hardship. Mere inconvenience is not enough.

19. Immediate Distress.—In cases of immediate distress persons may apply to the Assistance Board for an advance.

(A.F.Os. 329/41, 2138/41, 2721/41—not in annual volume—are cancelled.)

(A.F.Os. 243/42, 313/42, 601/42 and 1473/42 are cancelled.)

1681.—R.N.F.C. Films—Distribution

(N./R.N.F.C. 7357/43.—15.4.1943.)

Every endeavour is made to arrange an adequate supply of recreational film programmes for H.M. ships fitted with 35-mm. cinema equipment.

2. In order to maintain a supply of new films within the income subscribed by H.M. Ships, however, it is essential that films should be circulated as rapidly as practicable and not "hoarded". Cases have come to light of ships carrying as many as nine films in excess of requirements for a period of six weeks, to the detriment of other ships of the squadron, and then returning them unshown to the Fleet Film Officer. To avoid such incidents, Fleet Film Officers should, so far as may be possible, endeavour to make themselves aware of the films carried by each ship within their "circuit".

3. Whilst it is not desired unnecessarily to increase paper work, it would be most helpful to the R.N.F.C. if Fleet Film Officers would send from time to time a report (by Air Mail if possible), giving films available and other relevant information to the Secretary, R.N.F.C. Some Fleet Film Officers are already doing this and their reports are most valuable in arranging and adjusting supplies.

4. So far as ships in home waters are concerned, a constant flow of new films is made to the R.N.F.C. representatives at Rosyth and Scapa. In the case of foreign stations, the supply of new films is maintained either by freight or by service opportunity. Some delay at times must, therefore, be occasioned through awaiting freight space, losses en route or through the diversions of H.M. ships in which films are embarked to other destinations.

5. The attention of ships embarking films at a home port before proceeding to a foreign station is invited to the following points:—

(a) A sufficient supply of new films to last the voyage out will, if available, be supplied on application to the Secretary, R.N.F.C., stating latest date by which delivery should be effected. It is emphasized that these will be primarily intended for the ship's final destination and should not, therefore, be exchanged unless absolutely necessary before arrival on the station in which the ship is to serve. Otherwise, the ship will arrive with older films, copies of which may already be on the station, instead of a supply of the latest releases.

In this connexion the attention of operators should be drawn to the need for special care when running new copies of films; the emulsion is still rather soft and tends to pick up on the runners, forming an intensely hard deposit which will badly scratch the film. This deposit should be looked for between reels and removed only with a piece of brass, a copper coin or a hardwood scraper, never with steel.

(b) On arrival of a ship the local Fleet Film Officer should be informed of details of the programmes on board (see also paragraph 17 of A.F.O. 4549/40).

(c) If "working up" or remaining in home waters for a time before final departure, the films embarked under (a) above should not be shown. If it is desired to show films whilst in home waters, temporary issues of other films will be made on application to the R.N.F.C. Representative, c/o S.N.S.O., Rosyth, or the Fleet Film Officer at Scapa, whichever may be more convenient. Any such temporary issues must be returned before leaving the final home port.

6. Naval Store Officers are particularly requested to keep the Fleet Film Officer of the station informed as and when any R.N.F.C. films may be received by them.

(A.F.O. 4549/40.)

**Section 3.—G., T., N., E., etc., & STORES ; HULL,
EQUIPMENT & FITTINGS****1682.—Guns, B.L., 15-in., Mark I, in 30° Mountings—Conversion of Contacts, Change-over, Safety, Breech End No. 5, Mark I to Contacts, Safety, Breech End No. 6, Mark I.**

(A.S. 19201/42.—15.4.1943.)

Auxiliary B.L. 15-in. firing circuits between the interceptor and breech contacts are not required for 30° mountings. If not already done, the main and auxiliary "falling" contacts on the interceptor are to be connected together and one lead run from the interceptor to the breech contact.

2. Consequent on this alteration, all component and spare contacts, change-over, safety, breech end, No. 5, Mark I for B.L. 15-in. guns in 30° mountings are to be converted to Contacts, safety, breech end, No. 6, Mark I, by Armament Supply Department in accordance with Instructional Print N.O.D.2178/35 at first opportunity. Contacts in store are to be converted as required.

1683.—Guns, Q.F., 2-pdr., Mark VIII—Modification to Increase Rack Stop and Latch Pin Clearances

(A.S./G. 1108/42.—15.4.1943.)

A.F.O. 812/43 is to be amended as follows:—

For "latch crank" in lines 3 and 5 read "latch locking crank".

(A.F.O. 812/43.)

1684.—Guns, Q.F., 40 mm., Mark IV—Modification to Waterjackets

(A.S. 4108/43.—15.4.1943.)

The following modification is approved:

<i>Gun</i>	...	...	Q.F. 40-mm. Mark IV.
<i>Part affected</i>	...	...	Waterjackets.
<i>Purpose</i>	...	...	To prevent waterjackets from turning on barrel.
<i>Nature of modification</i>	...	...	Fit and weld two bushes, screw securing waterjacket. Fit two screws securing waterjacket and washers, friction, in lieu of present screw, locking connecting block and copper disc. Existing hole for connecting bush locking screw to be plugged.
<i>Drawing</i>	...	...	N.O.D.3138/118. Items 1 and 2.
<i>By whom to be done</i>	...	...	Armament Supply Department.
<i>Degree of urgency</i>	...	...	As convenient.

2. New parts required are to be demanded from Admiralty D.A.S. (Branch A).

3. Copper discs which are required for the barrel nut locking screw are to be brought on charge as disc, friction, barrel nut locking screw.

4. Guns and spare waterjackets manufactured in the future will embody this modification.

1685.—Guns, Browning M.G. 0-303-in., No. 4, Mark II* (Aircraft), Type A, Mark II* (Fleet)—Location of Certain Guns

(A.S. 4897/43.—15.4.1943.)

Information is required as to the whereabouts of Browning Guns :—

Serial Nos. :—

77999	81170	82075	114963	116716	117159
78844	81267	82089	114969	116725	117169
78924	81301	82092	114979	116733	117176
78935	81360	82096	114982	116739	117191
78936	81392	82119	114988	116769	117193
79052	81400	82137	114992	116772	117225
79501	81458	82139	115234	116778	117226
79725	81476	82148	115273	116783	117232
79750	81486	82163	115318	116816	117235
79762	81499	82187	115349	116817	117238
79795	81556	82195	115487	116825	117243
79896	81559	82233	115545	116832	117244
79935	81616	82234	115643	116846	117251
79941	81647	82243	115647	116849	117257
79974	81663	82246	115670	116898	117260
80040	81669	82265	115731	116906	117273
80361	81672	82275	115787	116915	117280
80390	81715	82279	115795	116920	117281
80492	81723	82281	115798	116934	117282
80516	81735	82287	115817	116941	117288
80603	81745	82296	115840	116962	117315
80666	81758	82305	115910	116992	117323
80687	81766	82326	115999	117005	117332
80735	81780	82341	116112	117050	117334
80737	81792	82353	116153	117051	117337
80788	81811	82362	116214	117053	117352
80834	81833	82382	116247	117054	117354
80866	81871	82394	116315	117068	117359
80900	81877	82403	116389	117077	117365
80940	81892	82451	116399	117078	117368
80944	81913	82453	116436	117093	117369
80962	81966	82506	116513	117115	117376
81001	81976	82520	116539	117123	117391
81004	81984	82524	116548	117127	117394
81039	82003	82539	116551	117137	117397
81048	82013	82550	116576	117139	117443
81063	82015	82579	116579	117140	117458
81065	82046	82610	116582	117143	117512
81106	82047	82613	116678	117146	117562
81128	82051	82614	116699	117155	117582

2. A check is to be made at the first convenient opportunity in H.M. Ships, Naval Establishments, and Armament Depots, and a report made to Director of Armament Supply, Branch A, (A.108), Bath, of any guns found bearing the above numbers, stating if possible, the source whence received.

(A.M.O. N.344 dated 18.3.43.)

1686.—Small Arms, Carbine Machine Lanchester, 9 mm., Mark I*—Exchange of Extractors

(A.S./C.I.N.O. 2193/43.—15.4.1943.)

The extractors of Lanchester machine carbines, Mark I*, manufactured by certain firms have been found to give failures owing to faulty heat treatment. Carbines bearing registered numbers below 18,000A are to be examined and, if found to have extractors without the letters "M" or "MT" stamped on the base of the boss, the extractor is to be replaced with one bearing the letters "M" or "MT" on the boss.

2. Extractors bearing the letters "M" or "MT" are to be demanded from the nearest R.N. armament depot, quoting this order.

3. Recovered unstamped extractors are to be returned to R.N. armament depots, where they are to be scrapped.

1687.—Small Arms—Thompson Machine Carbines—Exchange for Lanchester Machine Carbines

Coastal Force Craft

(A.S. 4263/43.—15.4.1943.)

A certain number of Thompson machine carbines have been issued prior to the introduction of carbines, machine, Lanchester, for boarding purposes or special service, in Coastal Force Craft.

2. Since carbines, machine, Lanchester, are now available for issue to Coastal Force craft, vide A.F.Os. 3930/41 and 3644/42, these should be demanded as necessary. All Thompson machine carbines now held in Coastal Force craft, when replaced, are to be returned to the nearest R.N. Armament Depot or Officer-in-Charge of Armament Supply, with ancillaries and ammunition.

(A.F.Os. 3930/41 and 3644/42.)

1688.—O.Q.F. 40-mm., Mark IV—Barrels

(A.S. 4632/42.—15.4.1943.)

Barrels will not in future be allowed spare to ships for O.Q.F. 40 mm., Mark IV guns. Ships carrying any of the following items are to return them to the nearest R.N. Armament Depot :—

O.Q.F. 40-mm., Mark IV—

Barrel assembly

Appurtenances and implements—

Boxes, spare barrel

2. Naval Proportion Book will be amended.

1689.—Gun Mountings, 15-in., Marks I, I* and I/N—Shell Hoists and Rammers—Further Modifications required to enable 6 c.r.h. H.E. Shell to be used—As. and As.

Ships concerned and Dockyards

(G. 016784/42.—15.4.1943.)

As the 6 c.r.h., 15-in., H.E., base nose fuzed shell becomes available it is to be embarked by ships in place of the 4 c.r.h. H.E. shell.

2. The great length of these shell has caused difficulties and the following two sets of modifications are required :—

- (1) To give the necessary physical clearance for these shell in the hoists.
- (2) To limit the rebound of the shell when rammed into the gun loading cage so that there is no possibility of the nose of the shell striking the flashdoors over the gun loading cage, when the latter is raised.

3. All the modifications to give clearance in the hoists should already have been carried out in accordance with Admiralty Letter G. 012526/41, dated 27th September, 1942. Although this letter stated that a clearance of 0-5-in. would be just acceptable, a clearance of at least one inch should if possible be obtained and may necessitate carrying out one or more of the following modifications :—

- (i) The cordite drencher pipes at the top of the central hoist require resetting to bring the pipe flanges away from the path of the nose of the shell. Where this cannot be done, screwed connections should be made and fitted instead of the flange connections.
- (ii) H.P. air pipes in the central hoist require resetting as for the cordite drencher pipes and may also require additional clips to keep the pipe close to the central hoist casing.

- (iii) To enable these long shells to be loaded from the working chamber bins into the waiting position, part of the angle of the casing over the waiting position requires to be cut away. The amount that requires cutting and which is in the way of the nose of the shell is 4 in. high and $1\frac{1}{2}$ in. deep.
- (iv) "Renown" and "Erebus" only: (a) the surging stops in the main cage require stiffening and a support bracket fitting; (b) the bearing flange for the telltale levers at the cordite handing room deck level require repositioning and the levers resetting.

These modifications have been completed in "Renown". Details will be forwarded separately for "Erebus".

4. With the great length of the 6 c.r.h. H.E. shell it is vitally important that there shall be no excessive rebound when the shell is rammed into the gun loading cage. If excessive rebound does occur the nose of the shell will strike the flashtight casing over the gun loading cage when the cage is raised.

The efficient operation of the arrester buffers is to be determined by trial.

- (i) Rebound at existing full speed of ramming with the ship upright should not exceed $\frac{1}{4}$ -in.
- (ii) Clearance on diameter between piston and buffer cylinder should not exceed 0.002-in.
- (iii) Seating of the ball valve must be good, as this is the most likely cause of excessive rebound. Modifications to this ball valve are in hand to enable the seating to be more easily examined and refitted. Details will be issued as a further A.F.O.
- (iv) The diameter of the ball should be 0.375-in. and its lift should not exceed 0.035-in.

5. In addition to ensuring that the arrester buffers are efficient, modifications are required so that should the arrester fail, the rebound of the shell will be limited by the telescopic rammer head.

6. Owing to the fact that the gun loading cage must be lower than the shell traverser to accommodate the driving band of the shell when rammed, the path of the nose of the shell during the ramming stroke is not parallel to the guide of the rammer head. Should the telescopic rammer do a very slow stroke such that the shell does not leave the rammer head, the nose of the shell will be lifted by the rammer head. This will bend the telescopic rammer piston and the rammer head slipper in its guide and cause a jamb. Similarly, if excessive rebound occurs the nose of the shell will strike the rammer head below its centre line and again cause this jamb. These two jams have been obviated by the fitting of a hinged rammer head as explained in paragraph 7 below.

7. The following modifications are therefore required:—

- (i) Increase the stroke of the shell telescopic rammer by 1 in. as shown in A.F.O. Diagram 104/43 (1) (Drawing No. G.R. 6201) and detailed in A.F.O. Diagram 104/43 (2), Fig. I (Drawing No. 6202).
- (ii) Cut part of the existing telescopic rammer bracket to accommodate the new rammer head (which has a longer slipper than existing heads) and fit new flashtight cover as shown in A.F.O. Diagram 104/43 (1) (Drawing No. G.R. 6201), item J, and detailed in A.F.O. Diagram 104/43 (2) (Drawing No. G.R. 6202), Fig. IV.
- (iii) Cut away the side of the shell traversing tray surging stops as shown in A.F.O. Diagram 104/43 (3) (Drawing No. G.R. 6203) in red. This is required to give the necessary clearance for the new rammer head.
- (iv) Fit the new telescopic rammer head. This head will require adjustment on erection as follows. These adjustments should all be carried out with the "drill safety pin" removed:—
- (a) The rammer heads will be supplied with the thread 15/1,000-in. undersize on the diameter to allow for chasing to a good fit on individual rammer pistons.
- (b) With the rammer fully extended and a 6 c.r.h. shell pushed fully home into the jaws of the rammer the diameter of the roller on the rammer head jaws should be such that the nose of the shell is lifted about $\frac{1}{16}$ -in., i.e. force of excessive rebound would be taken on roller.

- (c) Leaving the shell in the position explained in (b) above, the rammer should now be withdrawn. The gun loading cage should be raised slowly and the nose of the shell should clear the angle of the flashtight door casing over the gun loading cage by not less than $\frac{1}{2}$ -in.
- (d) With the rammer fully withdrawn the head of the rammer should be central about the nose of the shell and there should be a clearance W in A.F.O. Diagram 104/43 (1) (Drawing No. G.R. 6201) of not less than $\frac{1}{2}$ -in. as the shell is traversed from the main cage to the ramming position. Before traversing the shell to obtain this clearance it should be verified that the shell is fully to the rear in the main cage and on the traverser, and has not surged forwards.

To adjust the rammer head to equalise clearance W about the nose of the shell, the face X of the spring plunger bush should be turned back. This face has been left high to allow this (see A.F.O. Diagram 104/43 (2) (Drawing No. G.R. 6202), Fig. III).

To increase the clearance W if not sufficient, the threads of the rammer head should be turned back at Y in A.F.O. Diagram 104/43 (2) (Drawing No. G.R. 6202), Fig. III, thus allowing the rammer head to screw further into the rammer piston.

Note.—This must be carried out with caution as it will also have the effect of decreasing the clearance between the nose of the shell and the flashtight casing over the gun loading cage and referred to in paragraph (c) above. This clearance must be maintained at not less than $\frac{1}{2}$ -in.

To prevent the shell surging and absorbing the clearance W in paragraph (d) above, it may be necessary to adjust the surging stops to finer limits than is possible with existing arrangements, with which the position of the surging stop can only be adjusted in steps of $\frac{1}{2}$ -in. Where this finer adjustment is found to be necessary plates should be fitted to the surging stops as shown in A.F.O. Diagram 104/43 (3) (Drawing No. G.R. 6203).

- (e) As stated in paragraph 6 above, the path of the nose of the shell is not parallel to the guide of the rammer head. To accommodate this the face Z (A.F.O. Diagram 104/43 (2) (Drawing No. G.R. 6202), Fig. III, should be adjusted so that during a ramming stroke there is a minimum clearance of $\frac{1}{32}$ -in. between the face Z and the heel of the hinged rammer head. Some rammer heads will be supplied with a portable liner on this face to facilitate this adjustment, others will, however, be solid as drawn.

If the spring plunger were to break, the hinged rammer head would drop until the heel of the rammer head butted on the face Z. When this happens the roller on the jaws of the rammer head will strike the shell traversing tray during the withdrawal stroke of the rammer. To keep the amount by which this can happen to a minimum the $\frac{1}{32}$ -in. clearance above should not be exceeded.

- (v) Fit "centring bracket", item I, shown in A.F.O. Diagram 104/43 (1) (Drawing No. G.R. 6201) and detailed in Diagram 104/43 (2) (Drawing No. G.R. 6202), Fig. II. The dimension V should be adjusted on erection so that with plunger spring removed (or broken) the rammer head will rest on the bracket with the rammer head jaws central about the nose of the shell.
- (vi) The speed of ramming shell is to be reduced by inserting a $\frac{3}{8}$ -in. diameter gag in the pressure supply to the shell telescopic rammer only. The cordite rammer pressure supply is not to be altered. This will cause a very considerable reduction in ramming speed with the result that the shell will remain in contact with the rammer head throughout

the rammer stroke, i.e. the shell will be pushed continuously and not "thrown" into the G.L. cage as is the case with existing full-speed ramming.

8. The 6 c.r.h. H.E. shell may vary in length between 65.8-in. and 67-in. The adjustments in paragraph 7 above should all be carried out using a 6 c.r.h. H.E. shell 67-in. in length. Where these are not available a shorter shell or a 6 c.r.h. A.P.C. shell may be used, but its length should be made up to the full 67-in., not by washers behind the nose fuze but with a wooden liner fixed to the base of the shell with adhesive tape or brass band. The shell itself must not be mutilated.

9. Commanding officers of all ships carrying 15-in. gun mountings are to arrange for this work to be carried out forthwith by ships' staffs (with dockyard assistance when available), as an A. and A., Classification "A*."

The new self-aligning rammer heads will be supplied without demand.

10. The receipt of the new rammer heads and the completion of the modifications are each to be reported by signal to the Admiralty.

11. The following work should be carried out in anticipation of the receipt of the rammer heads:—

- (a) The modifications in paragraphs 3, 7 (ii) and 7 (iii) above.
- (b) New details (G and H) required for modification 7 (i) and 7 (vi) should be made.
- (c) The centring brackets in 7 (v) above should be made with dimension V 3-in., fitted, and removed and stored.

12. Owing to the increased stroke of the rammer and the greater length of the hinged rammer head, the rammer head will project through the shell port into the way of the shell port, chopper door, when the rammer is extended.

If the speed of withdrawal of the shell rammer is less than that of the cordite rammer (and due to the reduced speed of the shell rammer this will normally be the case), the interlock, which prevents the chopper doors being closed before the rammers are withdrawn clear, and which is worked off the cordite rammer head, will be freed before the shell rammer is withdrawn clear. It is then possible to close the shell chopper door on to the shell rammer head.

Until the necessary modifications to prevent this can be designed and fitted this must be accepted, and the necessary alterations made to the drill so that No. 5's lever is not put to close flash doors until the shell rammer is withdrawn clear of the chopper door.

13. Should the plunger spring break when ramming light, the jaws of the rammer will drop and the roller on the jaws strike the traversing tray. This may cause serious damage to the shell traversing tray. The "drill safety pin" is therefore always to be inserted before ramming light, and always removed before ramming shell.

14. Spare rammers carried on board and in dockyards are to be modified in accordance with paragraph 7 (i) and (ii) above.

15. All gear rendered redundant by this modification is to be landed at the first opportunity at a dockyard where it is to be brought to produce.

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

1690.—Gun Mountings, 15-in., Marks I, I* and I/N—Gun Loading Cage Shell Arrester Buffers—Modifications

Ships concerned

(G. 02343/43.—15.4.1943.)

As stressed in A.F.O. 1689/43, paragraph 4 (iii), it is essential in order to prevent excessive rebound of shell when rammed into the gun-loading cage, that the ball valve of the arrester buffer should be in good condition. As at present fitted this ball valve is difficult of access and the seating difficult to refit or test.

2. Also as at present fitted, when pressure is put to raise the gun-loading cage, pressure is also put to withdraw the arrester buffer piston and lever. There is, however, insufficient time for the arrester lever to be fully withdrawn before the gun-loading cage commences to rise. The gun-loading cage therefore strikes the arrester lever and causes unnecessary strain and wear on the arrester piston and ball valve.

3. The following modifications are therefore to be carried out as opportunity offers. The work should be carried out by ships staffs and reported to the Admiralty on completion:—

- (a) (i) The ball is to be removed from the arrester piston and fitted in a separate valve box situated as close as possible to the existing buffer cylinder, but so that the plug can be easily removed and good access given to the valve and seating for refitting purposes.
- (ii) The general arrangement and details of this valve box are shown in A.F.O. Diagram 76/43.
- (iii) The two connections below the ball valve should be connected into the pressure supply pipe to the arrester cylinder. The connection above the valve should be connected by as short a copper pipe as possible to a new connection fitted at A.A. 1.875 in. from the forward end of the arrester cylinder.
- (iv) This dimension, 1.875 in., and the dimensions of the groove inside the cylinder, must be carefully maintained so as not to interfere with the gland leather, nor allow the leather or its supporting ring to blank the hole or groove.
- (v) The holes through the arrester piston which would give free passage for the liquid past the piston after removal of the ball valve should be plugged as shown in A.F.O. Diagram 76/43. Care must be taken that the weld metal is cleaned off flush with the piston shaft.
- (vi) Any buffer pistons that may be demanded in the future will be supplied with the hole, shown plugged by the pin "X", undrilled.
- (b) In order to give sufficient time for the arrester lever to be fully withdrawn before the gun-loading cage is raised the pressure supply to the arrester buffer is to be moved from the pressure supply to raise gun-loading cage and connected to the pressure to open the flash doors over the gun-loading cage.

(A.F.O. 1689/43.)

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

1691.—Gun Mountings—6-in., for Mark XII Guns in A.M.Cs.—Step-by-Step Motors *Armed Merchant Cruisers*

(D.N.O.(W.O.)404/42.—15.4.1943.)

The allowance of spare Vickers step-by-step motors for A.M.Cs. mounting, 6-in., Mark XII guns will be 25 per cent. of the total components fitted.

2. Ships with a less number of spares should demand as necessary from stocks which will be held in Gun Mounting Store, Devonport, for this purpose.

1692.—Gun Mountings, 2-pdr., Marks V, VI and VII—Barrel Heater Connections— *As. and As.*

Ships, Dockyards and Establishments concerned

(G. 011189/42.—15.4.1943.)

With reference to A.F.O.1203/43, A.F.O. Diagram 74/43(3) does not make it clear that the additional gland plate should be secured to the redundant voice pipe connection in the centre pivot. The heading of A.F.O. Diagram 74/43(3) should therefore be amended to read:—

Two-pdr. Mountings, Marks V, VI and VII

Arrangement of gland plate over voice pipe connection, for barrel heater cables.

(A.F.O. 1203/43.)

1693.—Gun Mountings, 2-pdr., Marks XV and XVI, 20 mm., Mark V, and 0.5-in., Mark I—Small Power-operated—Correct Procedure for Operation of Variable Flow Pump.

Coastal Force Craft concerned and Coastal Force Bases

(G. 04313/43.—15.4.1943.)

Attention is drawn to the correct use of the hand control lever fitted to the variable flow pumps installed in coastal force craft, for provision of hydraulic power to small power-operated gunmountings.

2. The following points are important:—

- (i) The hand control lever is always to be placed in the "OFF-SWASH" position, i.e., the pump thrown out of stroke, during the process of starting or stopping the pump.
- (ii) During harbour running of engines, the hand control lever is always to be kept in the "OFF-SWASH" position, unless gun-mountings are being operated in action, or for drill or maintenance purposes.
- (iii) As far as possible, when gunmountings are in use under harbour running conditions, the hand control lever is not to be placed in the "ON-SWASH" position when the pump is running at less than a figure of approximately 800 revolutions per minute.
- (iv) The movement of the hand control lever from "OFF-SWASH" to "ON-SWASH" is to be gradual and unhurried.

3. If the pump is operated at speeds lower than 800 revs. per minute, the pressure required to deflect the swash-plate from the full-swash position to the stalled position rises very rapidly, with a serious risk of failure of the splined end of the pump shaft, due to torsional load.

1694.—Anti-Aircraft Fire Control—F.K.C. and H.A. Control Systems—Fuse Setting Receivers Pattern 9802—Colouring of Pointer

Ships and Dockyards concerned

(G. 01611/43.—15.4.1943.)

Fuse setting receivers, Pattern 9802, have been supplied with the pointer coloured "Enamelled Matt Black".

2. Ships officers and dockyards concerned are to arrange to modify the colour of the pointer to "Enamelled Matt White".

1695.—Shell, B.L., 15-in., A.P.C.—Withdrawal

(A.S./G. 0583/41.—15.4.1943.)

In view of the relatively poor performance at proof, it has been decided to withdraw the following 15-in., A.P.C. shell that may be carried in outfits of H.M. ships, viz. :—

<i>Maker</i>	...	...	Hadfields.
<i>Contract No.</i>	...	...	C.P.12125/37.
<i>Mark</i>	...	...	XVIII B.

2. Arrangements should be made for outfits to be examined as opportunity offers and for any on board to be landed at the first opportunity and others drawn in lieu. About 200 shell are involved. The contract number will be found on the base of the shell body.

3. *Naval Armament Depots only.*—Any shell landed from ships should be held in reserve in accordance with A.S.O.3119/42 dated 5.8.42. The number of shell received under this order is to be reported.

1696.—Markings on Filled Ammunition, etc., and Packages—Relaxations

(A.S.12807/40.—15.4.1943.)

The following amendment is to be made to A.F.O. 2605/41 :—

Add a new sub-para. to para. 1, (Stencilling on Shell) :—

"(f) The 'mark' of shell will be stencilled on the Shell, and on the Contents.

Labels of Packages, in Arabic, instead of Roman numerals".

(A.F.O. 2605/41—*not in annual volume.*)

1697.—Rangefinders—H.A. Directors, H.A./L.A., D.C.Ts., R/F Directors and Three-man Rangefinders—Type Q.G.II Unit Rangefinder Blower

Ships concerned, Dockyards and Repair Bases

(G. 8025/42.—15.4.1943.)

Breakdowns have occurred in the rangefinder blower of Q.G.II units. These have been caused by the entry of water into the rotor chambers, setting up corrosion between the rotors and their separating plates. Seizures have followed, resulting in fractured rotors and other damage.

2. The weatherproof metal box containing the rangefinder blower cannot be made watertight due to the breathing pipe or air inlet at the motor end of the box. Ships should, however, keep the probability of entry of water into the box, to a minimum, by frequent drying, especially after bad weather. Water may also enter by seeping back from the silica gel container, if this is not kept dry and the gel active, or from the solution tank. In the latter case this could only occur in early types where the lead of pipe from the blower is not at some point higher than the surface of solution in the tank, or in setting up a pressure in the tank by running the blower with both outlet valves closed and pressing the operating plunger when the blower is stopped. Water can also enter through bad connections.

3. Ships concerned are to carry out the following maintenance routine :—

Daily ... Run Q.G.2 units for 5 minutes.

Monthly ... Inspect rotors of the rangefinder blowers and ensure that leads of pipe are correctly connected and connections watertight.

Attention is also drawn to Barr and Stroud Pamphlet No. 927b issued with each Q.G.II unit.

4. To enable repairs and replacements to be carried out at dockyards and repair bases, arrangements are being made to supply the undermentioned spare Q.G.II units and parts with instructions to fit.

<i>Pattern.</i>	<i>Description.</i>	<i>A No.</i>	<i>B No.</i>
10609	Combined air disturbing, desiccating and window cleaning units, Type Q.G.II.	2	1
10612	Vanes, laminated, carbon, medium	20 sets	10 sets
10613	Vanes, laminated, carbon, small... ..	60 sets	30 sets
10713*	Cylinders, large	4	2
10714*	Cylinders, small	12	6
10715*	Carbon discs, with hole	30	10
10716*	Carbon discs, without hole	15	5
10717*	Rotors, large	4	2
10718*	Rotors, small	12	6
—	Drawings and instructions	1 set	1 set

* New patterns are being introduced under Subhead F, Item 1B.

Shipment of quantities under column A will be arranged by the Superintending Naval Store Officer, Park Royal, to the following :—

Simonstown	Wellington	Halifax
Durban	Alexandria	B.A.M.R.
Colombo	Malta	Scapa
Sydney	Gibraltar	Belfast
Fremantle	Freetown	

Quantities under column B will be supplied direct from contractors to :—

Chatham	London	Rosyth
Devonport	Hull	Liverpool
Portsmouth	Newcastle	Greenock

1698.—Armament Stores—Machines Rocket Signal—Increased Allowance*Aircraft Carriers*

(A.S. 4286/43.—15.4.1943.)

The allowance of machines rocket signal to Fleet, Light Fleet and Escort Carriers is to be increased to two per ship. Additional machines required should be demanded by H.M. ships from the nearest R.N. Armament depot.

- The Naval Proportion Book will be amended.

1699.—Armament Stores—Schermuly Rocket Line-Carrying Apparatus—Supply to R.M.Ls.

(A.S. 16315/42.—15.4.1943.)

Rescue motor launches will be supplied with a Schermuly rocket line-carrying apparatus consisting of:—

Pistol, Schermuly, 2-lb.	...	...	...	...	...	1
Rockets, line-carrying, Schermuly, 2-lb.	...	...	...	...	...	6
Lines, $\frac{3}{4}$ -in.	...	...	...	...	...	2
Formers line	...	...	...	...	...	1
Cartridges, rocket line-carrying, Schermuly	...	...	...	...	...	10

2. Rescue motor launches already in commission should demand this apparatus from the nearest Royal Naval Armament Depot or Officer-in-Charge of Armament Supply.

- The Naval Proportion Book will be amended.

1700.—Tubes, Vent, Electric, 1-in., Mark IV—K Manufacture, Lot No. 28 Filled I.C.I. 1/42—Withdrawal

(A.S. 649/43/B.89.—15.4.1943.)

All tubes vent, electric, 1 in., Mark IV of K manufacture, Lot 28 filled I.C.I. 1/42 on board H.M. ships at home and abroad, are to be returned to store at the first opportunity and others demanded in lieu.

2. *N.A. Depots and Sub-depots at Home and Abroad.*—Tubes of this description in stock, together with any landed are to be brought to produce.

1701.—Cancelled.**1702.—A.W. Torpedo Tubes—21-in. Q.R. III, D.R. VI (A) and D.R. VII (A) Modification to E.P. Firing Gear**

Ships concerned:—“Active,” “Antelope,” “Anthony,” “Arrow,” “Albrighton,” “Aldenhams” and “Talybont”

(T. 505/43.—15.4.1943.)

A stop valve is to be fitted between the E.P. reservoir and the branch piece to the tubes, as indicated in A.F.O. Diagram 106/43.

2. The adaptors are to be manufactured by depot ships' staff and the stop valve fitted at the first convenient opportunity.

1703.—External Torpedo Tubes—Head Space Drain Cock Instruction Plate*Submarines concerned*

(T. 879/43.—15.4.1943.)

With reference to A.F.O. 145/42 and A.F.O. diagram 7/42, the instruction plate—T.P.12076—is to be engraved to read as follows:—

“IN ORDER TO AVOID ACCUMULATION OF WATER IN THE HEAD SPACE WHEN THE FRONT DOOR IS SHUT, OPEN DRAIN COCK AT INTERVALS DURING PERIOD SUBMARINE IS SUBMERGED.”

- The work should be carried out by Depot Ship's Staff.

(A.F.O. 145/42.)

1704.—Progression of Wiring for As. and As. in H.M. Ships*Shipbuilders, Dockyards and Refitting Bases Concerned*

(D. 04709/43.—15.4.1943.)

In order to accelerate the fitting of important improvements in H.M. Ships, it is necessary to progress the structural and wiring work on A* items of As. and As. on every occasion when a ship comes in hand, provided such progression is practicable and will reduce the time required to complete the outstanding work on a later occasion.

Full details of the state of items so progressed must be given to the Commanding Officer, so that if the work has to be further progressed or completed elsewhere, the ship's staff will be in a position to give every assistance to the refitting authority concerned.

Note.—The total wiring work for an A. and A. may be divided into “main run” and “local” wiring. For some As. and As. the local wiring and connecting up to apparatus may constitute the major portion of the wiring work, and work which cannot be done in the absence of the apparatus. In these instances, progression of main run cables is of small value unless—

- structural work for providing accommodation for the apparatus is also done;
 - main run cables form part of a multicore cable main run on which work is already being done.
- Certain precautions are, however, necessary, when progressing electrical wiring, as experience has shown that progressed wiring has been of less value than might be expected, owing to the following causes:—
 - Insufficient record available in the ship as to the wiring work which has been done.
 - Inadequate labelling of ends of cables.
 - Unconnected cable ends secured and supported in such a manner that they suffer mechanical damage.
 - Insufficient sealing of ends of cables.
 - Cables run too short to reach the final terminal position.

Note.—(a) and (b) may lead to progressed wiring not being used when the job is taken in hand again; (c), (d) and (e) may lead to need for ripping out and running fresh cables.

3. The following precautions should, therefore, be observed in all cases where wiring is progressed for As. and As. when either time does not permit of completion, or gear will not be available until a later date:—

- Complete wiring diagrams of the system concerned should be handed to the Commanding Officer when the ship leaves the Dockyard or Base at which the work is progressed. These drawings should be clearly marked to show what wiring has been done and what fittings have been

erected. Care should be taken to indicate where, through shortage of any particular cable, it has been found necessary to use cable other than that shown on the drawings.

- (2) Care should be taken that any cable run to the future position of the fitting or piece of apparatus is of sufficient length to be connected to the apparatus in its agreed position. The actual future positions of such apparatus if not shown on approved layout drawings should be settled in conjunction with Ships' Officers. The drawings should be annotated as necessary and also, if practicable, the position selected for the apparatus should be marked on the bulkhead in paint.
- (3) All cable ends should be identified and labelled. The use of tie-on labels should be avoided. Labels should be wrapped on and taped over for preservation. If it is known or suspected that some time will elapse before cable can be connected up, a durable tally should be fixed to the bulkhead adjacent to the cable end.
- (4) All cable ends should be tested through for continuity and insulation and adequately sealed. All lead-cased cable ends left in exposed positions should be plumbed sealed. Other types of cable should be sealed with rubber tape tightly bound on immediately after being cut.
- (5) Cable ends should be carefully coiled or laid out on bulkheads and temporarily clipped so that risk of mechanical damage is minimised. Care should be taken not to exceed the authorised limits of bend of cables. The tying up of cable ends with string or spun yarn is to be deprecated; it has been found that this nearly always causes mechanical damage. In certain instances where coiled cable ends have to be left in positions where mechanical damage is likely, owing to passing traffic, consideration should be given to providing a suitable guard.
- (6) If pattern articles are placed on board in connection with a progressed job and not fitted in the ship, it is desirable that Ships' Officers should be given an inventory of the equipment and that drawings should be annotated accordingly, indicating if possible the position of stowage of the gear in the ship, in order to avoid confusion when the ship is next taken in hand.

4. When an A. and A. involving electrical wiring is taken in hand for progression only, and either time, labour availability, or availability of equipment will not permit completion, it is desirable to carry out the following work as far as possible:—

- (a) Complete all structural work such as erecting brackets, beds for machines, stools for apparatus, etc.
- (b) Erect all necessary channel plating and fit necessary bulkhead glands and deck tubes, even if cable cannot be reeved. If it is not possible to fit bulkhead glands and deck tubes, their future position should be suitably marked up, in order to avoid the space being taken up for other purposes. Unless time permits of proper packing, cables should not be reeved through glands and deck tubes, and these should be properly blanked.
- (c) Assemble and erect all material received as far as possible.
- (d) Complete the manufacture of low power junction boxes and any other special material as far as possible.
- (e) Insert cable ends into junction boxes or terminal chambers of apparatus where possible; seal and label as necessary all other cable ends.
- (f) Ensure that all necessary drawings, completely core-marked, are available at the end of the refit, adequately marked up to show what work has been done and what gear is available on board.

5. With regard to paragraph 4 (f), wiring diagrams issued by the Admiralty for work which is common to a class of ship or to a particular installation do not necessarily fit into the ship's wiring, owing to changes in circuits which may not yet be incorporated in Admiralty "as fitted" drawings. (It is becoming increasingly difficult to keep Admiralty copies of ships' "as fitted" drawings fully up to date.) These drawings may, therefore, have to be modified to suit the ship concerned, and this, if necessary, should be the first stage of any progression of "wiring" work for an A. and A. item.

1705.—Electrical Supply under Conditions of Action Damage

H.M. Ships

(T. 857/43.—15.4.1943.)

A report has been received from one of H.M. ships stating that during the exercise of the Electrical Repair Party an attempt was made to start a 350-ton pump from an emergency supply, but the starter failed to function.

2. Investigation revealed that due to a manufacturer's error the internal connections from the main supply terminals in the starter had been connected to the unmarked emergency terminals of the external emergency terminal boxes, instead of to the marked ones as should have been done.

3. This resulted in the unmarked terminal to which the emergency cables are normally connected being disconnected from the starter circuit when the links connecting the terminals were removed.

4. In order to avoid delay in restoring vital services, Commanding Officers are to arrange for (1) the correctness of the connections of starters fitted with external emergency terminals to be checked, and (2) such as may be found to be incorrect to be correctly connected, or the terminals re-marked.

1706.—Electrical Supplies to Shell Ring Motors—As. and As.

Ships concerned

(T. 01630/42.—15.4.1943.)

Arising from a report from sea that a shell ring motor was stopped, due to the severing during action of the leads between the motor and the master switch which was fitted outside protection, it has been decided that in the ships affected the master switch for each shell ring motor shall be fitted alongside the relevant main turret change-over switch (from which it is supplied), and the cables to the motor run inside protection.

2. An item Classification "B" is to be inserted in the next list of As. and As. submitted, quoting this A.F.O. as the authority.

1707.—Switches Controlling Lighting in Compartments Governed by Naval Magazine and Explosives Regulations—As. and As.

(T. 01630/42.—15.4.1943.)

To reduce the risk of a total lighting failure, switches for the port and starboard lighting circuits for each compartment governed by Naval Magazine and Explosives Regulations at present sited together, are to be divided and grouped as convenient in well separated positions.

2. Commanding Officers of ships concerned are to insert an item Classification "B" in the ship's next list of As. and As. to cover the work involved.

1708.—Seaplane Crane Electrical Supplies

Ships concerned

(T. 01630/42.—15.4.1943.)

Approval has been given to remove one of the two seaplane cranes fitted in certain ships. When the crane is removed the branch breaker and cable changing box are to be retained so that they can be utilised either as emergency electrical supplies for general use or as an alternative supply to the remaining crane.

1709.—Torpedo Stores—Economy in Rubber Gear

(A.S. 3707/43.—15.4.1943.)

With reference to paragraph 3 (b) of A.F.O. 4009/42, the following table details the compressed asbestos fibre and permanite washers and rings now to be used :—

Service and Mark of torpedo	Washer or ring at present fitted		Washer or ring to be fitted in future		Remarks
	St. No.	Material	St. No.	Material	
B.C. Doors—					
18-in. VII****-IX ...	916	I.R.	916A	Permanite	New item
18-in. XI-XII*** ...	5402	Permanite	5402	Permanite	No change
21-in. II-IV* ...	927	I.R.	927A	Permanite	New item
21-in. V-VII ...	1295	I.R.	1295A	Permanite	New item
21-in. VIII-IX** ...	919	Permanite	919	Permanite	No change
24½-in., Mark I ...	304	I.R.	304A	Permanite	New item
Ballast Doors—					
21-in. IV-IV* ...	1078	I.R.	1078A	C.A. Fibre	New item
21-in. VII ...	602	I.R.	1202	C.A. Fibre	—
21-in. IX-IX** ...	1202	C.A. Fibre	1202	C.A. Fibre	No change
Blowing Heads—					
18-in. VII-XII and XV	5595	Permanite	5595	Permanite	No change
21-in. II-VB and VII	928	I.R.	1158	Permanite	—
21-in. VIII-IX (except 21-in. IXB).	1158	Permanite	1158	Permanite	No change
21-in. IXB only ...	999	Permanite	999	Permanite	No change
24½-in. I ...	305	I.R.	305A	Permanite	New item
Collision Heads—					
18-in. VII-VIII ...	175	I.R.	5595	Permanite	—
21-in. II-IX ...	1158	Permanite	1158	Permanite	No change

2. The new pattern items referred to in the above table will be accounted for as follows, viz. :—

Section IV

Rings, permanite, balance chamber door ... Stamp No. 916A
 Rings, permanite, balance chamber door ... Stamp No. 927A
 Rings, permanite, balance chamber door ... Stamp No. 1295A
 Rings, permanite, balance chamber door ... Stamp No. 304A
 Rings, permanite, blowing heads ... Stamp No. 305A

Section II

Rings, compressed asbestos fibre, ballast pocket in A.B. Stamp No. 1078A

3. Consequent on the above, the undermentioned items, viz. :—

Rings St. No. 916A Washers St. No. 1202
 Rings St. No. 927A Rings St. No. 1158
 Rings St. No. 1295A Rings St. No. 305A
 Rings St. No. 304A Rings St. No. 5595
 Rings St. No. 1078A

will be allowed to existing services in lieu of, and in the same proportion as :—

Rings St. No. 916 Rings St. No. 602
 Rings St. No. 927 Rings St. No. 928
 Rings St. No. 1295 Rings St. No. 305
 Rings St. No. 304 Rings St. No. 175
 Rings St. No. 1078

respectively.

4. Rings St. Nos. 916, 927, 1295, 304, 1078, 602 and 305 will become O.F.M. but will continue to be used, until stocks are exhausted.

5. Labels of cylinders and torpedo store accounts are to be amended as necessary.

6. Naval Proportion Book, Part IV, will be amended.

(A.F.O. 4009/42.)

1710.—Torpedo Stores—Pistols, St. No. T.312, T.342 and T.491 types—Use of Lifting Bolts

(A.S. 4678/43.—15.4.1943.)

In a few instances failure to obtain a watertight pistol joint has been traced to bulging of the metal joint face under the blind holes for the lifting bolts. This bulging is due to the use of excessive force when screwing in the lifting bolts.

2. Only four turns of the lifting bolts are necessary to give adequate engagement for lifting the pistol, and the attention of all concerned is to be drawn to the fact that damage may result if this amount is exceeded.

1711.—Chernikeeff and Pitometer Log Equipment—Repair of Defective Items

(N.S. 14680/43.—15.4.1943.)

The production of new Chernikeeff and Pitometer log equipment is being adversely affected by the receipt at contractors' works of large batches of items requiring to be repaired, whereas the repair of small quantities could be fitted into the firm's work programmes without undue interference.

2. Stocks of repairable log gear are not to be accumulated in future, but individual items are to be despatched to the makers as soon as possible after return from ships, and the contractors informed of the latest date by which re-delivery or replacement is required.

3. To facilitate this procedure, ships are to return defective Chernikeeff and Pitometer log gear to the nearest dockyard or R.N. store depot at the first opportunity.

1712.—Air Almanac and Astronomical Navigation Tables—Caution

(H. 1045/43.—15.4.1943.)

The Air Almanac and Astronomical Navigation Tables are now supplied, if specifically demanded, to certain ships not allowed an (N) specialist.

2. For surface navigation, these publications must be used with extreme caution for the following reasons :—

- (i) The quantities contained in them are approximations, correct only to the nearest whole minute of arc. The effects of these approximations may to some extent cancel out but, even so, the error in position line may be as much as five miles, though the observations themselves had been correctly made.
- (ii) At any time the effects may less nearly cancel out, and the final error will be correspondingly greater. In the extreme case in which all the effects are one way only, the error may be very large indeed.
- (iii) There will be no indication to the mariner, in the working, of to what extent (within 0.5') the approximate quantities differ from the correct, or to what extent their effects cancel out, and a false sense of reliability may be engendered by earlier observations in which the approximations have happened largely to cancel out.

3. It must be fully realised, therefore, that positions obtained by using these publications are approximate only. For determining the ship's position for inclusion in signals and reports, or in such circumstances as making a landfall, clearing a danger, or arriving at a rendezvous, and the like, the publications and methods at present standard in the Fleet are invariably to be used. The use, at other times, of the Air Publications is at the discretion of Commanding Officers.

(A.F.O. 1120/38—not in annual volume—is cancelled.)

1713.—Condenser Tube Defects—REPORTS

(D.4292/43.—15.4.1943.)

The material of certain defective condenser tubes has been reported as being of aluminium brass, when subsequent investigation has revealed that they are of Admiralty mixture.

2. In future, therefore, where the defective tubes are believed to be of aluminium brass and where the defects have occurred in tubes which are less than five years old, they are to be tested in the manner described in A.F.O. 4764/41 and the result included in the normal report in accordance with B.R.16, Article 81.

(A.F.O. 4764/41, not in annual volume.)

1714.—Fitting of Additional Oil-Driven Electric Generator—As. and As.

“E”, “F”, “G”, “H”, “I”, *Ex-Brazilian and Tribal Class Destroyers and Flotilla Leaders “Faulknor” and “Inglefield”*

(D.12522/42.—15.4.1943.)

Approval has been given to fit an additional oil-driven electric generating set in the above-mentioned destroyers, at the after end of No. 3 boiler room on the starboard side.

2. The outputs and approximate location of the generators to be fitted are:—

“E” to “I” classes	... 20 kW, fitted between frames 91 and 95.
“Faulknor” and “Inglefield”	20 kW, fitted between frames 97 and 101.
“Ex-Brazilian”	... 18½ kW, fitted between frames 91 and 95.
“Tribal” class	... 30 kW, fitted between frames 101 and 107.

3. Ready-use diesel oil tanks will be supplied with the sets and arrangements are to be made for filling these from the galley tank filling system.

4. An item, Classification “A,” should be included in their next lists of As. and As. by Commanding Officers of all ships concerned to cover the work of fitting an additional generator in No. 3 boiler room.

5. When ships are taken in hand for refit, administrative authorities should apply to the Admiralty, who will issue the necessary instructions and allocate suitable generators.

6. The 20 kW generators are available for immediate issue.

7. 30 kW sets for “Tribal” class will be available approximately May 1943, and whilst it is not certain when 18½ kW sets will be available, requisitions should be forwarded to the Admiralty and supply will be made if available.

(R.A.(D) H.F., 11.9.42, No. 912/H.D.263.)

1715.—Oil-Fired Galleys—Arrangement of Fuel Supply*Destroyers so Fitted*

(D. 025923/42.—15.4.1943.)

When carrying out the work authorised by A.F.O. 5054/42, the following modifications to the arrangement shown in A.F.O. Diagram 267/42 are to be made in vessels fitted with two motor-driven hull and fire pumps:—

- Instead of the large water tank shown in the diagram, a small water tank with a float-controlled filling valve is to be fitted. Arrangements are to be made to enable this tank to be easily filled by hand in emergency.
- Water supply to this tank is to be taken from the firemain through a reducing valve (50 to 10 lb. per square inch). The arrangement is shown in A.F.O. Diagram 105/43.
- The diesel oil ready-use tanks are to be arranged, if practicable, below the water line, the tank supplied for the after galley being fitted, at the discretion of the ship's officers, in the propeller shaft gland space.

2. In vessels without a motor-driven hull and fire pump or where only one such pump is fitted, the arrangement shown in A.F.O. Diagram 267/42 is to be fitted.

(A.F.O. 5054/42.)

1716.—A-Bracket Lubrication—Modification to Oil Supply Pipes*“Hunt” Class Destroyers*

(D. 651/43.—15.4.1943.)

Several failures of the lubricating oil supply pipes to the A-bracket bearings have occurred in way of that part of the pipe which is screwed into the A-frame.

2. The method of securing these pipes is, therefore, to be modified at the next suitable opportunity in accordance with the details shown on A.F.O. Diagram 110/43.

3. The work is to be treated as a defect.

(C.-in-C., Portsmouth, 11.1.43, No. 194/E/8823/3/1/3.)

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

1717.—W/T—Starters for A.C. Supply Outfits DL and DRB

(S.D. 0642/43.—15.4.1943.)

Starters, hand-operated, Pattern 6274A (for 110 v. ships) and Pattern 6823A (for 220 v. ships), will be supplied for A.C. supply outfits DL and DRB instead of starters, hand-operated, Pattern 6274 and Pattern 6823 respectively, when stocks of the latter are exhausted.

2. The new starters are fitted with an additional terminal marked “L-”, which requires a connection from the appropriate motor “com-” circuit. This connection in existing boards is to be made with Pattern 6195D cable from the bottom contacts on the 40 amp. negative fuzes in Pattern 3772 board (for 110 v. ships) or 30 amp. negative fuzes in Pattern 5665 board (for 220 v. ships). Arrangements have been made for the provision of these connections in new control boards.

3. The new connections should be indicated on the diagram plate attached to the board.

4. Starters, hand-operated, Pattern 6274 and Pattern 6823, remain serviceable.

5. Establishment List No. C.5, dated 3rd October, 1941, will be amended.

1718.—Wa/T Types 407 and 408

(S.D. 420/43.—15.4.1943.)

Some misunderstanding appears to exist regarding the responsibility for fitting Wa/T Types 407 and 408, and Messrs. Ardenite Acoustic Laboratories are receiving requests to arrange the installation of wiring apparatus in cases where no contract to cover this work has been issued.

2. In all ships except A.M.Cs. and O.B.Vs. the actual installation of Wa/T Types 407 and 408, is to be done by the dockyard or contractor undertaking the construction or refitting of the ship.

3. In the case of A.M.Cs. and O.B.Vs. refitting in the United Kingdom, Admiralty Signal Establishment requests Messrs. Ardenite Acoustic Laboratories to arrange installation. Messrs. Ardenite's instructions are to arrange to do the installation in co-operation with the refitting contractors, in accordance with the terms of A.F.O. 1281/42. If the refitting contractors are unable to undertake the work, Messrs. Ardenite will then arrange for an outside firm to do the wiring.

4. Admiralty Signal Establishment representatives are available to advise on siting of apparatus.

5. Fitting-Out Specification B.221/43 for Wa/T Types 407 and 408 has been distributed.

(A.F.O. 1281/42.)

1719.—R.D.F. Installation, Type 253—Fitting-out Information

(S.D. 03090/43.—15.4.1943.)

A.S.E. Preliminary Specification No. B.199/43 has been prepared to show the method of fitting and wiring R.D.F. installation, Type 253.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North-Western, North-Eastern, Humber, Southern and Thames Areas, to the Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western, and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.D.F. installation, Type 253, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.199/43, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

1720.—Albacore Aircraft—Defective Self-Sealing Fuel Hose

(A.M.R. 2159/43.—15.4.1943.)

The self-sealing fuel hose supplied with sets of parts for Albacore Mod/150 is suspected to be of faulty manufacture and liable to swell internally restricting the passage of fuel.

2. The following action is to be taken:—

- (1) Any modification sets held and not already fitted are to be returned forthwith to the nearest R.N. Store depot and clearly labelled "Suspect" and quoting this A.F.O.
- (2) Any sets fitted are to be replaced with original piping if available. If the latter is not available, the self sealing hose is to be removed and inspected for restriction at the next and subsequent minor inspections until piping is replaced.
- (3) The report called for by Admiralty Message 605R, Section (c) is to be made forthwith if this has not already been done.

3. These instructions were also promulgated by Admiralty messages 605R and 618R (issued by M.A.P. as Special Instruction R.D.A.576).

1721.—Fitting of Second Door to Boiler Room—As. and As.

Admiralty Design A/S—M/S Trawlers of "Tree", "Dance", "Shakespearean" and "Isles" Class

(D.16823/42.—15.4.1943.)

Consequent on sealing the communicating door between the engine and boiler rooms, there is need for an alternative access to the boiler room in the above-mentioned vessels.

2. A door is to be fitted on the port side of the boiler room casing and is to be similar to that already provided on the starboard side. Commanding Officers of the vessels concerned are to insert an item, Classification "A," in their next lists of As. and As. to cover the work involved.

(C.O., Antrim, 7.12.42, No. 7/55/M/105.)

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

1722.—Additional Slings Berths—As. and As.*"U" Class Submarines*

(D./P. 5018/43.—15.4.1943.)

Portable stanchions and angle bars are to be fitted in the torpedo stowage compartment of "U" class submarines, as shown on A.F.O. Diagram 109/43, to provide additional slinging berths.

2. An item is to be included in the next list of As. and As. to the ships concerned for the work involved to be carried out at the first opportunity.

(A.S., C.B.S., 26.1.43, No. 1095/1.)

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

1723.—Modification to D.G. Equipment—As. and As.*"Flower" Class Corvettes fitted for Oropesa Minesweeping*

(S.D.G.30/43.—15.4.1943.)

The following amendment is to be made to A.F.O. 1105/43:—

Paragraph 3 (iii), lines 6 and 7, amend to read:—

"Steering compass—B coil, Pattern 935 to be replaced by Pattern 964."

(A.F.O. 1105/43.)

1724.—W/T, Compass and Reflector Searchlight Gear Returned via another Yard

(N.S.16060/43.—15.4.1943.)

The following procedure for accounting for the returns of compasses and gear, wireless telegraphy apparatus and searchlight reflectors, is to be adopted for the duration of the war, viz.:—

- (a) The receiving yard should give the ship or service returning the stores a receipt on the triplicate copy of the form S.331.
- (b) If the stores have to be sent on to another yard or depot for ultimate disposal the initial receiving yard should transfer the original and duplicate copies of the S.331, the duplicate being endorsed to the effect that a receipt has been given to the returning service. "Conveyance only" D.66 forms are not to be used. The ultimate receiving yard or depot will then give credit direct to the service.
- (c) If a transcript S.331 is raised it should indicate clearly that a receipt has already been given.

2. As this is a war-time measure, Articles 40 and 41 to Appendix 1 to the Memorandum to the Rate Book will not be amended.

3. Attention is also drawn to A.F.O.3508/40.

(S.N.S.O., Chatham letter, 5.2.43.)

(A.F.O. 3508/40.)

1725.—Seafire and Spitfire Aircraft—Rigging of Flying Controls

(A.M.R. 2160/43.—15.4.1943.)

Tension tests as set out below are to be applied to the flying controls of all Seafire and Spitfire aircraft at the time they are taken on charge, at each minor inspection, and at any time on re-assembly of a control circuit which has been broken.

2. After connecting all the control wires, each is to be checked for adjustment, at a point where there is a clear run, by the use of a tensometer, as shown on A.F.O. Diagram 108/43. Adjustment of the turnbuckles is to be made to give readings on the tensometer of 50 lbs. \pm 5 lbs. for 15 cwt. cables, and 55 lbs. \pm 5 lbs. for 20 cwt. cables. In the case of the rudder and elevator circuits, each of the duplicate cables in the outward and return runs is to be tested.

3. A.P. 2280A and B, Vol. 2, Part II, will be amended.

4. For this purpose the following item has been introduced:—
Ref. 26AJ/24968—Tensometer for aileron cables.
5. This item will be allowed to Seafire Squadrons, Ships and Services in accordance with the following scales:—
Ships and Squadrons—as shown in B.R. 378(J).
Shore Establishments—
R.N. Air Stations, Class "A" ... 1
R.N. Air Stations, Class "B" and "C" ... 1
R.N. Aircraft Repair Yards, Class "A" ... 2
R.N. Aircraft Repair Yards, Class "B" ... 1
6. Services concerned are to forward demands to their respective R.N. Store Depots at home or Storing Yards abroad, quoting this Order as the authority for supply. Issues to new Services will be made with their initial outfit of stores.
7. Deliveries from Contractors are expected shortly and supplies to Squadrons, Ships and Services should begin April, 1943.
8. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements for Squadrons, Ships and Services attached to Foreign Stations. Details of the quantities being supplied are being forwarded direct to (S)N.S.Os. concerned.
9. A.S.Es. will be amended in due course; meanwhile, all existing establishments held by H.M. Dockyards and R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

1726.—Aircraft Fuelling Arrangements—Protection of Zwicky Nozzles

Escort Carriers

(D./P. 0612/43.—15.4.1943.)

Zwicky nozzles kept in exposed positions for fuelling aircraft on the flight deck of escort carriers are to be enclosed in canvas bags to prevent contamination of petrol systems of aircraft by salt water.

2. The canvas bags are to be made by the ships' staffs.

(C.O., "Dasher," 14.1.43, No. D/1042/5.)

1727.—Tanks for 18-in. Duplex Pistols

(N.S./T. 02552/42.—15.4.1943.)

A.F.O. 975/43 is to be amended as follows:—

In each of the addresses mentioned below—

R.N. Air Station, Mauritius

(to be retained by Technical Electrical Overseer, Simonstown, for utilisation against a future requirement);

Technical Electrical Overseer, Colombo

(for onward transit to R.N. Air Station, Addu Atoll, for Torpedo Workshop);

Delete "Technical Electrical Overseer",

Substitute "Torpedo Engineer Officer".

(A.F.O. 975/43.)

1728.—Steel Portable Battens for Magazines and Storerooms

Dockyards, P.E.R.Os., W.P.Ss. and P.S.Os.

(D. 15814/42.—15.4.1943.)

A.F.O. Diagram 107/43 shows a typical method of fabricating a steel batten, in lieu of wood, for use in Q.F., small arms and pyrotechnic magazines and store rooms.

2. Wood battens should continue to be used where they come in contact with food and in cold and cool rooms, flour stores, potato and vegetable stores and provision rooms used for bagged provisions.

3. The steel batten may, in future, be fitted in ships wherever facilities are available for its manufacture.

4. In B.L. magazines the use of teak battens should be continued.

1729.—Bolts, Iron, Bilbao—Withdrawal of Allowances

(N.S.34185/42.—15.4.1943.)

The allowances of bolts, iron, bilbao, to H.M. ships have been withdrawn for the period of the war and no further supplies of the bolts or of shackles, patterns 569B and 569C, used with the bolts, will be made.

2. Ships may retain the bolts already on board, if desired; otherwise, they should be returned to the nearest dockyard or base for disposal.

3. The Sea Store Establishments concerned will be amended.

1730.—Cameras—Care, Maintenance and Repair

(A.C.R.D./A.M. 7024/42.—15.4.1943.)

Examination of cameras which have been returned from ships and establishments for repair frequently reveals that attempts have been made by inexperienced personnel to carry out adjustments and minor repairs. This has resulted, in some cases, in further damage to the cameras.

2. It is pointed out that responsibility for minor repairs rests with a selected E.A. or Air Fitter (L) who has been specially trained in these duties, and, should any doubt exist whether repairs can be effected *in situ*, cameras are to be returned to the nearest dockyard where they will be dealt with as in paragraph 3 below.

Photographers are on no account to attempt minor repair work, and, if no trained personnel are available, all cameras needing even small repairs are to be returned and demands for replacement forwarded.

3. The responsibility of personnel in regard to care and maintenance and minor repairs to cameras is hereby defined as follows:—

Photographers.—Care and maintenance, routine examinations and cleaning, of all cameras used in Naval Service with the exception of camera guns and cine-camera guns. Installation of torpedo and reconnaissance cameras. The attention of photographers is drawn to the instructions for routine examination and cleaning of cameras contained in A.17—Camera Record Log Book.

E.As. and Air Fitters (L).—Minor repairs and overhaul of all types of cameras used in Naval Service. Care and maintenance of camera guns and cine-camera guns. Fitting and removal of camera guns and cine-camera gun magazines and titling of their films.

Air Armament Personnel.—Custody and external cleanliness of camera guns and cine-camera guns. Maintenance and repair of mountings. Installation of camera guns and cine-camera guns, torpedo aiming cameras and mountings. Alignment of cine-camera guns and torpedo training cameras.

Major Repairs.—All cameras, whether for ground, gunnery or air purposes, which require major repair (or minor repair where trained personnel are not available) are to be returned to the nearest dockyard or R.N. store depot, with forms S.331, for onward transmission to the R.N. Aircraft Workshops, Ordnance Road, Coventry.

If demands for replacement are necessary, they should be made as follows:—

(1) Ground and gunnery cameras, and cameras Patterns 2410 and 2420, from the Superintending Naval Store Officer, R.N. Store Depot, Stanley Mills, Stroud.

(2) Airborne cameras, except Patterns 2410 and 2420, from the Superintending Naval Store Officer, R.N. Store Depot, Stafford or Perth.

(A.F.O. 4416/40 is cancelled.)

1731.—Handlamp Fittings—Revised Allowances

Flotilla Leaders and Destroyers (all Classes) and Fast Minelayers

(N.S. 33786/42.—15.4.1943.)

The allowances of the undermentioned patterns of portable handlamps to flotilla leaders and destroyers (all classes) and fast minelayers have been revised and are to be as follows:—

Allowances

Patterns 4688, 5762, 5763 As fitted in accordance with approved specification and drawings, 1 spare where 6 or more of the same pattern are fitted; no spares where less than 6 are fitted.

2. Ships concerned in commission should arrange for stocks of spare handlamps carried to be adjusted in accordance with the revised allowances, any surplus handlamps being returned to the nearest Dockyard or Naval Store Depot. Supply to vessels under construction is the liability of the shipbuilders, and overseers concerned should arrange for the necessary adjustment to be made.

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

(S.N.S.O., Portsmouth, IVB/21336X, 2.11.42.)

(A.F.O. 1479/43 is cancelled.)

1732.—Resistance Unit for Aircraft Warning Lights

(N.S. Air 682/43.—15.4.1943.)

The following item is introduced for use with indicators, Ref. 6A/1034, and will be allowed to Ships and Services in accordance with the undermentioned scales:—

Ships—see B.R.378.

Shore Establishments.

B.R.377.

Ref. No.	Description.	Denomination.	R.N. Air Stations.		Repair Yards.
			Class "A" and "C" (Col. 12).	Class "B" and "C" (Col. 13).	
	<i>Section 6A—Permanent</i>				
1200	Resistance unit for indicator, Ref. 6A/1034.	No.	6	4	12

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

R.N. Air Station, Piarco, Trinidad.

R.N. Air Section, Hastings, Freetown.

R.N. Air Section, Dartmouth, Nova Scotia.

R.N. Air Station, Komenda, Gold Coast.

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

4. Stocks are available at R.N. store depots at home, and supplies to ships and services should begin forthwith.

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

6. Aircraft Stores Establishments will be amended. Meanwhile, all existing Establishments held by H.M. Dockyards, R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

1733.—Blocks—Steel and Wood

(N.S. 14643/43.—15.4.1943.)

To relieve the present supply position of blocks (see A.F.O. 198/43) arrangements should also be made for the following:—

In the case of any ship undergoing refit or repair for a period of 3 months or longer, a list of all patterns and quantities of Admiralty pattern steel (non-gear) and wood blocks which are on ship's ledger charge and which will not be required during the refit or repair, is to be forwarded as soon as possible in order that they may be utilized to meet urgent requirements, if necessary.

Separate lists should be forwarded as follows, and the date by which replacement is required indicated:—

(a) Steel blocks to Director of Stores (5B).

(b) Wooden blocks to Director of Stores (5C).

(A.F.O. 198/43.)

1734.—Dismounting Bogies—Disposal of Surplus Stocks

(N.S. 25668/42.—15.4.1943.)

All stocks of sets of dismounting bogies (Subhead B.8.I.) are to be disposed of with the exception of the following quantities, which are to be retained by the yards indicated to meet possible requirements:—

Patt.	To be retained	Suitable for	To be retained at
1415	2 Sets	4-in. P.II, II*, IV, IV*, VI, VIII	Devonport.
2930	2 sets	5.5-in. P.I*	
5960	3 sets	6-in. C.P.XIV, P.XIII*, 5.5-in. C.P.II, 4.7-in. C.P.VI and VI*.	
1432	2 sets	4-in. P.III, III*, V, VII	Chatham.
1421	4 sets	6-in. P.III, IV, V, VII*, IX, 4-in. C.P.I	

2. Existing stocks of gear for use with all pattern bogies should be retained.

3. Home Yards.—Returns D.68, showing the proposed quantities for disposal should be forwarded to reach Admiralty by 31st May, 1943.

4. Yards abroad.—Return D.68 should be forwarded in due course.

5. Fixed reserves should be cancelled.

1735.—Oxygen, Hydrogen and Acetylene Gas Cylinders belonging to British Oxygen Co.—REPORT

(N.S. 18503/43—15.4.1943.)

With reference to the arrangements communicated in A.F.O. 1292/42 for purchasing outright from the British Oxygen Co. any of their cylinders for oxygen, hydrogen, or dissolved acetylene gases which were in Admiralty possession on 31st March, 1942, and making an annual adjustment by debit or credit payments between the Admiralty and the Company according to whether there are more or less of the Company's cylinders still in Admiralty possession on each anniversary of the original date of purchase, to enable this to be done a census is to be taken of all the Company's oxygen, hydrogen, or dissolved acetylene, cylinders, whether full or empty, which were in possession of every Admiralty establishment in the United Kingdom, whether Vote 3, Vote 8, Vote 9, or Vote 10, salvage depots, naval bases and depots, and of any of H.M. ships in home waters, on 31st March, 1943; and the result is to be reported as soon as possible.

2. All the Company's cylinders are stamped "B.O.C." on the shoulder of the cylinder and painted the usual standard colours, viz., black for oxygen, red for hydrogen and maroon for dissolved acetylene.

3. As there are several sizes of cylinders for each type of gas in use by the Company, the reports should include particulars of the quantities of each size, e.g., 200 c.ft., 150 c.ft., 100 c.ft., 40 c.ft., etc. The Company's register numbers stamped on the cylinders need only be reported when there is any doubt as to the size or capacity of a particular cylinder.

4. Nil reports are required from all Admiralty establishments, bases, etc., but not from H.M. ships in home waters. The reports from any of H.M. ships that have Company's cylinders on board should be rendered as soon as possible after receipt of this Order.

5. All reports should be addressed to the Director of Stores, Admiralty, and should quote this Order.

6. When empty cylinders have been returned to the Company by rail or lorry during the period between 24th March, 1943, and 31st March, 1943, particulars of such despatches, showing quantities and sizes, and description of gas, and dates and methods of despatch, should be shown separately in the reports, to enable agreement to be reached with the company's records, in case such consignments should not have reached the Company's depots by 31st March.

7. In view of the large stocks of Admiralty cylinders for all these three gases at H.M. Dockyards, the fact that oxygen gas is made in the three main southern Dockyards and that cylinders can be refilled from a commercially-owned plant in Rosyth Dockyard, while hydrogen gas is obtainable from two Air Ministry plants in Scotland, and the extra cost to the Crown that is involved by purchase of Company's cylinders, every possible endeavour is always to be made to avoid obtaining supplies in Company's cylinders. For the same reasons, the supply of these gases to any of H.M. Ships, or despatch to yards abroad, should always be effected in Admiralty cylinders, except where the extreme urgency of the service renders this course impossible. Where it is necessary to issue Company's cylinders a special record is to be kept of the registered numbers and capacities of the cylinders concerned, the date of issue, and the name of the ship or yard abroad to which issued, for future reference.

8. Yards and Admiralty depots abroad, and H.M. ships abroad, should report by message on the lines of paragraph 3, as soon as possible after receipt of this Order, particulars of any of the Company's gas cylinders referred to which they may have in their possession. Nil reports should be sent from Dockyards and Admiralty Store Depots abroad, and *not* by H.M. Ships abroad.

9. The Company's cylinders included in the census to be taken in accordance with paragraph 2 are *not* to be stamped or marked in any way to indicate that they are Admiralty property, as they will be inter-changeable with the Company's other cylinders of the same capacities.

10. In connection with A.F.O. 1292/42 it was necessary to hasten specially a large number of reports from establishments which were stated by the British Oxygen Co., from their own records, to have Company's cylinders in their possession, but which had failed to render any reports. To avoid necessity for such action and the resulting delay in coming to a final agreement with the Company, all establishments and any of H.M. Ships concerned are to render the reports now called for at the earliest possible date.

(A.F.O. 1292/42.)

1736.—General Messing Arrangements—As. and As.

"C" and "D" Class Cruisers

(D.027073/42.—15.4.1943.)

It has been approved in principle to fit general messing arrangements in "C" and "D" class cruisers, the fitting in individual ships to be dependent on the accommodation available.

2. The Commanding Officers of these ships are to insert an item, Classification "A", in their lists of As. and As., to cover the work involved.

(F.O.i/c. Newcastle, 8.12.42, No. 284/R.20F.)

1737.—Oil Cans, Pattern 853, for W/T, Type 5

(N.S. 18007/43.—15.4.1943.)

As no further requirements are anticipated for Oil Cans, Pattern 853, for W/T, Type 5 (Subhead B 10, Part F) they are being deleted from the Authorised List of Naval Stores.

2. Any stocks should be brought to arisings.

3. *Mersey Area and West Riding Area only.*—Quantities due on the Seventh War Demand, but not yet ordered should be considered cancelled.

1738.—Electric Kettles—Vitreous Enamel, 5-pint—Introduction

(N.S. 27015/42.—15.4.1943.)

With reference to A.F.O. 507/43, a further purchase of vitreous enamel electric kettles has been arranged from Messrs. Simplex Electric Co., Ltd., of 5-pint capacity, to which Patterns SA.12020 for 220 volts and SA.12021 for 110 volts have been assigned. These patterns will be supplies in lieu of Pattern 12020 and 12021.

2. In view of the continued heavy demands for electric kettles, supplies must still be limited to the services detailed in paragraph 4 of A.F.O. 507/43.

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

(A.F.O. 507/43.)

Section 4

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

*1739.—Badges for Air Mechanics and Air Fitters (Unclassified)

(V.585/42.—15.4.1943.)

Non-substantive badges omitting the category initial letter (A, E, L, or O), have been approved for wear by air mechanics and air fitters prior to the satisfactory completion by them of the technical courses.

2. The description, pattern numbers and current issuing prices of these badges are shown below:—

Pattern Numbers	Non-substantive Rating	Description	Issuing Price
			s. d.
330A	Air mechanics (unclassified) ...	Two-bladed horizontal airscrews	Red 0 2 each
330B	Air mechanics (unclassified) ...		Blue 0 1 each
331A	Air fitters (unclassified) ...	Four-bladed air-screw	Red 0 3 each
331B	Air fitters (unclassified) ...		Blue 0 1 each

3. A first issue of two red and three blue badges may be made gratuitously to new entries and to any of the men now serving who were not given badges with their initial free kit. Replacements will be provided by the men out of kit upkeep allowance.

4. Spare letters "A", "E", "L" and "O" are provided on repayment for addition to the badges specified above on completion of technical course.

5. The issuing prices of letters "A" and "L" are given in A.F.Os. 2227/41 and 3292/42 and prices and pattern numbers of the letters "E" and "O" are as follows:—

Pattern Number	Issuing Price
	s. d.
332A Letter "E"	Red = 0 1 each
332B Letter "E"	Blue = 0 1 for 2
333A Letter "O"	Red = 0 1 each
333B Letter "O"	Blue = 0 1 for 2

(A.F.O. 2227/41—not in annual volume—and 3292/42.)

1740.—Protective Clothing for R.D.F. Officers

(V.4876/42.—15.4.1943.)

Overall suits of service type may be issued on loan to R.D.F. Officers whose duties are such as are liable to damage their uniform unless properly protected.

2. Free replacement of the overall suits is not to be made more than once in twelve months, and then only if the suits are worn out.

(F.O. i/c Belfast, No. 1625 of 18.9.42.)

(C.-in-C. Portsmouth, No. 5372/8112/39 of 22.9.42.)

(A.F.O. 5029/41.)

1741.—Victualling Arrangements in Small Ships without Accountant Officers—Introduction of a Modified Form of General Messing—REPORTS.

(V. 3676/42.—15.4.1943.)

Attention is drawn to A.F.O. 1674/43 in Section 2 of this issue.

1742.—Camp Equipment—Officers

(C.W. 13982/43.—15.4.1943.)

With reference to A.F.O. 1515/40 the following revised arrangements for issue of camp kit will operate from the date of this order :—

Royal Marine Officers and Naval Officers Serving with Royal Marine Units :—

A free issue will be made. Issues to *Naval* officers are to be supported by a certificate that the recipient has not previously had a free issue or cash grant, and are to be reported to the Director of Navy Accounts (Branch 4A (O.G.)) immediately.

Naval Officers not Serving with Royal Marine Units—

A free issue or a cash grant of £7 10s. 0d. may be made, if required, on the authority of the Commanding Officer concerned, supported by a certificate to the effect that provision of camp kit was necessary, and that the officer has not previously had a free issue or received the cash grant. All payments or issues are to be reported to the Director of Navy Accounts (D.N.A.4A (O.G.)) immediately.

(A.F.Os. 2604/39 and 1515/40.)

1743.—Surveying Instruments, Etc.—Additional Supply*Controlled Minelayers*

(T. 03147/42.—15.4.1943.)

The following additional supply of surveying instruments, etc., is authorised for controlled minelaying vessels :—

<i>(a) Instruments</i>			
Dividers, spring screw, adjustable	...	...	1 pair
Compasses, spring, pencil, small	...	...	1 pair
Scales, boxwood, 24-in.	...	...	1 No.
<i>(b) Hydrographic Stores</i>			
Correcting sheet, station pointer (Diagram Misc. 69)	...	...	1 No.
Field Book (H.7)	...	...	1 No.
<i>(c) Stationery</i>			
Whatman drawing board, 30 in. by 21 in.	...	...	2
Antiquarian drawing paper (linen backed)	...	...	1 roll
Linen tracing, Grade A, Code No. 14-14	...	...	1 roll
Paper, tracing, ordinary, Code No. 14-35	...	...	1 roll
Paper, cartridge, good quality	...	...	1 roll
Ink, drawing, waterproof :—			
Black, Code No. 42-21	}	...	1 bottle each
Red, Code No. 42-33			
Green, Code No. 42-27			

2. First supply will be made without demand on commissioning.

Replacements should be demanded as follows :—

Items (a). From The Naval Store Officer,
H.M. Dockyard,
Sheerness.

Items (b) From "The Hydrographer".

Items (c). From "Keeper of Stationery and Printing".

3. B.R. 372. Establishment of Naval Stores for minelaying lighters—and Admiralty Letter N.S. 010771/41/32813—List of Laying Stores for Controlled Minelayers—will be amended in respect of Items (a).

1744.—Liquid Milk—Supplies during May, June and July, 1943

(V. 2090/43.—15.4.1943.)

It has been found possible to arrange supplies of liquid milk to all Naval shore establishments and messes for personnel victualled from Service sources during the months of May, June and July, 1943.

2. The arrangements for obtaining these supplies are set out below, and during these three months the existing instructions for obtaining liquid milk for those classes of personnel who have been receiving it during the winter are suspended, viz., A.F.O. 3072/42, Sections N. and Q. (as amended by A.F.O. 3506/42).

3. There will be no change in the arrangements for holders of Ration Books R.B.1/R.N. or Ration Cards R.B.8X, and R.B.8R, R.B.12 or R.B.8A, who will continue to obtain supplies of milk as hitherto.

4. Requirements of liquid milk during the months of May, June and July for all messes (including officers' messes) should be collated by the Accountant Officer, or by an officer appointed by the Commanding Officer, for each establishment, and an order for the total weekly quantity of milk required, calculated on the basis set out in paragraph 6 below, should be placed forthwith with *one* local supplier who should be the Admiralty milk contractor where such a contract exists. In the event of difficulty in obtaining supplies, the Regional Milk Supply Officer, whose address can be obtained from the local Food Office, should be asked to assist. The contractor or supplier should be informed that this is the weekly requirement for the establishment from 1st May to 31st July subject to any change which may be necessitated by alteration in the numbers victualled and to the concurrence of the Regional Milk Supply Officer who is being notified.

5. At the same time as the order is placed, a notification in the form given in paragraph 6 below should be sent to the Regional Milk Supply Officer. It is essential that this notification be sent to the R.M.S.O. in order that the contractor or supplier may be authorised to supply and where necessary be provided with the milk to meet the establishment's requirements.

6. Form of Notification to Regional Milk Supply Officers :—

"An order for gallons of liquid milk weekly has been placed with Messrs. of for the period May, June and July, 1943. This will be a regular requirement for this establishment for the period so far as can be foreseen, but any material change in the requirement will be notified to you. Messrs. have been requested to effect delivery daily at (insert time of day).

The quantity ordered has been calculated on the following basis :—

(a) Officers and ratings (men) at not more than 3 pints per head weekly	...	...	...	...	gallons
(b) Officers and ratings (women) at not more than 3 pints per head weekly	...	...	...	...	gallons
(c) Additional allowance for boys at 3½ pints per head weekly	...	...	...	...	gallons

(d) Additional allowance authorised for dietetic reasons (e.g., to crews of operational aircraft, to aircraft "dopers", etc.) on Medical Officer's recommendation—at 3½ pints per head weekly	gallons
(e) Sick personnel (not included at (a) or (b) above) entitled to 7 pints a head weekly	gallons
(f) Sick personnel (not included at (a) or (b) above) entitled to 14 pints a head weekly	gallons
Total	gallons

It is requested that the above information regarding the number of personnel borne in this establishment may be treated as SECRET.

(Signed)

Accountant Officer

or

Commanding Officer."

7. The classes of sick personnel entitled to 1 or 2 pints of liquid milk daily are given in A.F.O. 3072/42, Section N, paragraph 9.

8. The allowances shown in paragraph 6 above are maxima and when the full quantities are drawn, tinned milk is not to be taken up in addition from Service stocks. If for any reason the full allowance is not drawn the difference between the quantity drawn and the full allowance may be taken up in the form of tinned milk from Service stocks. For this purpose the following equivalents should be used:—

Condensed.

	British or Dominion Milk.	U.S.A. Milk.
Fresh Milk 1 pint	8 oz.	10 oz.

9. *Sea-going Ships in Harbour.*—With a perishable commodity such as milk it is not possible to guarantee that supplies shall be available to meet the fluctuating requirements of H.M. sea-going ships when in harbour. All possible steps will, however, be taken to make supplies available during the months of May, June and July, and sea-going ships when in harbour may apply to the local Admiralty contractor or to a local supplier, where no contract exists, for their requirements. No direct application need be made to the Regional Milk Supply Officer for such supplies, but a written statement of the total quantity drawn must be given to the supplier to enable him to account to the R.M.S.O. for the milk which he has supplied. This statement must be signed by a responsible officer of the ship, but need be stamped only with the ship's postal order dating stamp or seal if it is necessary to avoid disclosing the ship's name.

10. *Containers.*—The importance of the prompt return of all milk churns and other containers is again emphasised and all possible steps are to be taken by all concerned to ensure that they are not misused or retained in H.M. ships and establishments longer than is essential.

(A.F.Os. 4329/41—not in annual volume—698/42, 3072/42 and 3506/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1745.—Amendments to Books

(E.F.O.—15.4.1943.)

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

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from other shore establishments at home to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the Officer or rating is serving at home.

A.F.O. *P.215/43.—B.R. 378J—Seafire—A.S.E.—Amendment No. 2.

*P.216/43.—B.R. 378X—Kingfisher—A.S.E.—Amendment No. 2.

P.217/43.—B.R. 617—Pamphlet on Handling and Recovery of Catapult Aircraft—Amendment No. 3.

P.218/43.—B.R. 635—Regulations for Maintenance of 18-in. Mark XI and XII Type Torpedoes—Amendment No. 4.

P.219/43.—O.U. 5225 (3)—Home Dockyards Regulations—Addendum No. 3—Amendment No. 18.

P.220/43.—O.U. 6341 (2)—Regulations for Maintenance of 21-in. L.C. Marks I, II and II* and Vosper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs.—Amendment No. 13.

**Exceptionally as regards A.F.Os. P.215/43 and P.216/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.*

(A.F.O. 1617/43.)

1746.—A.M.S.Is.

(E.F.O.—15.4.1943.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 1618/43.)

1747.—O.U. and B.R. Publications—Distribution during March, 1943

(N.S. 196/43.—15.4.1943.)

B.R. 4, Part II.—Chapters VIII and XII, Naval Aircraft Instructions.

B.R. 70.—December Supplement, Signal Letters of British Ships.

B.R. 125.—Supplements Nos. 14 and 15, Lloyds Register of Shipping, 1942–43.

B.R. 159 (2).—Addendum No. 2, Royal Naval Handbook of Field Training.

B.R. 317 (20).—Supply to Submarines and the Preparation on Board of Mark XVI Mine, Assembly Nos. 1–2 and Mark XVI Sinker, Assembly Nos. 1, 2 and 3.

B.R. 372 (4).—Errata No. 4, Establishment of Naval Stores for Minelaying Lighters.

B.R. 374 (2).—Errata No. 2, Establishment of Naval Stores for Motor Torpedo Boats, 70 ft.

B.R. 502A.—Volume II, Handbook on Spain and Portugal.

B.R. 506A.—Volume II, Handbook on Morocco.

B.R. 515.—French Equatorial Africa.

B.R. 640 (35C).—Combined Operations—Re Transportation Units.

B.R. 640 (37).—Combined Operations—Infantry.

B.R. 640 (39A).—Combined Operations—Medical.

B.R. 640 (40).—Combined Operations—R.A.O.C.

B.R. 642 (G).—Summary of German Warships.

B.R. 642 (I).—Summary of Italian Warships.

B.R. 643.—Handbook for the 3-in. U.S. 50-cal. Mark X Gun on 3-in. U.S. Mark XI, XI* and XI** Mountings.

B.R. 664.—Amendment No. 29—King's Regulations and Orders for the Army.

- B.R. 751.—Army List, January 1943, Parts 1 and 2.
 B.R. 752.—Whitaker's Almanac, 1943.
 B.R. 755.—Who's Who, 1943.
 B.R. 767.—Notes for Medical Officers on Entry into the Royal Navy.
 B.R. 768.—Drill for the 4-in. Mark XIX Gun on C.P. Mark XXIII Mounting.
 B.R. 775 (1).—Instructions and Recommendations relating to Venereal Disease.
 B.R. 775 (2).—Reasons for the New Law (*re* Venereal Disease).
 B.R. 789.—Regulations for Maintenance of U.S.A. Mark V Submarine Torpedo Tubes.
 O.U. 5365A.—Errata No. 10, Priced Vocabulary of Naval Armament Stores, Part I.
 O.U. 5365B.—Errata No. 25, Priced Vocabulary of Naval Armament Stores, Part II.
 O.U. 5365C.—Errata No. 10, Priced Vocabulary of Naval Armament Stores, Part III.
 O.U. 5420.—Errata No. 2, Rate Book, Victualling and Royal Marine Stores.
 O.U. 6090 (B).—Revised Page 4 to R.T. 161A for 4.7-in. B.L. Mark I Guns.
 O.U. 6353.—January Supplement, British Merchant Ships Lost.
 O.U. 6353A.—January Supplement, Foreign Merchant Ships Sunk and Damaged by the Enemy.

Corrections to O.U. and B.R. Publications

- A.F.O. "P" 100 to "P" 114 and "P" 116—see A.F.O. 867/43.
 A.F.O. "P" 117 to "P" 140 inclusive—see A.F.O. 995/43.
 A.F.O. "P" 144 to "P" 158 inclusive—see A.F.O. 1136/43.
 A.F.O. "P" 159 to "P" 165 inclusive }
 A.F.O. "P" 172 to "P" 186 inclusive } see A.F.O. 1260/43.
 A.F.O. "P" 188 to "P" 192 inclusive }

Corrections to Signal Publications—O.U. and B.R. Series

- C.A.F.O. "S.C." 5—Correction No. 3 to B.R. 619.
 C.A.F.O. "S.C." 6—Correction No. 9 to B.R. 266.
 C.A.F.O. "S.C." 7—Correction No. 3 to B.R. 637.
 C.A.F.O. "S.C." 8—Correction No. 10 to B.R. 266.
 C.A.F.O. "S.C." 9—Correction No. 4 to B.R. 619.
 C.A.F.O. "S.P.C." 24—Correction No. 27 to B.R. 777 (late S.P. 02192 (2)).

Miscellaneous

- A.P. 1480A.—Amendment List No. 92 and 93, Silhouettes of Aircraft (Royal Air Force).
 A.P. 1480B.—Amendment List No. 29 and 30, Silhouettes of Aircraft (German).
 A.P. 1480C.—Amendment List No. 21, Silhouettes of Aircraft (Italian).
 A.P. 1480L.—Amendment List No. 13, Silhouettes of Aircraft (American).
 Army Orders, No. 1–12.
 Special Army Orders, Nos. 13, 14 and 15.
 Aircraft Recognition Journal, Vol. I, No. 7.
 British Survey, Vol. IV, No. 17 and No. 18.
 Instructions as to the Conveyance of Explosives, Leaflet No. 10.
 Navigation Signal Posters.
 Episcopo Cards, Sets A and C.

(A.F.O. 1264/43.)

1748.—B.R. 25 (43)—First Aid in the Royal Navy—Revision

(Sta./M.D.G. 45810/42.—15.4.1943.)

B.R. 25, First Aid in the Royal Navy, has been revised, and old editions are obsolete.

2. A first distribution of the revised edition will be made to seagoing Ships, without demand, when available, from the R.N. Store Depot, Elveden Road, Park Royal, in accordance with the establishment printed in form B.R.1—Catalogue of books of reference, with the following additions:—

- | | | | | | |
|--------------------------------------------|-----|-----|-----|-----|----|
| (a) Armed Merchant Cruisers | ... | ... | ... | ... | 10 |
| (b) Corvettes, Patrol Vessels and Monitors | ... | ... | ... | ... | 6 |
| (c) Air Sea Rescue Boats | ... | ... | ... | ... | 1 |

3. Copies required by Shore Establishments should be demanded from the R.N. Store Depot, as above.

1749.—Form B.231—Abolition

(Sta. 10121/42.—15.4.1943.)

Form B.231—Schedule of Payments for Carriage of Recruiting Stores, &c.—has been abolished, and on stocks becoming exhausted Form S.27—Schedule of Payments and Receipts—is to be used in lieu.

1750.—B.R. 235—Medical Manual of Chemical Warfare

(M.D.G. 698/42.—15.4.1943.)

B.R. 235—Medical Manual of Chemical Warfare, 1939, is now out of date. A revised edition will shortly be available and Medical Officers serving at home are to obtain a copy by demand on the R.N. Store Depot, Elveden Road, Park Royal, N.W.10. Medical Officers serving abroad are to demand a copy from the appropriate distributing authority for the station.

(A.F.Os. 2081/40 and 2318/41—not in annual volume.)

1751.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 13147/43.—15.4.1943.)

Serial No.	Description.	Where Used.	Page in Form O.6.	Sta. No.
N.853	Cartridges, Q.F., 4-in., Mark XVI* guns, F.A., practice.	In recess on lid of box C.290, Mark I.	9	13147/43
N.854	Cartridges, Q.F., 4-in., Mark XVI*, guns, F.A., H.E., R.D.F., with smoke boxes.	In recess on lid of box C.290, Mark I.	9	13147/43
N.855	Cartridges, Q.F., 4-in., Mark XVI*, guns, F.A., practice projectile, H.A.	In recess on lid of box C.290, Mark I.	9	13147/43
N.856	Cartridges, Q.F., 4-in., Mark XVI*, guns, F.A., H.E.	In recess on lid of box C.290, Mark I.	9	13147/43
N.857	Cartridges, Q.F., 4-in., Mark XVI*, guns, F.A., reduced practice	In recess on lid of box C.290, Mark I.	9	13147/43
N.858	Cartridges, Q.F., 4-in., Mark XVI*, guns, F.A., reduced practice projectile, H.A.	In recess on lid of box C.290, Mark I.	9	13147/43
N.859	Cartridges, Q.F., 4-in., Mark XVI*, guns, F.A., S.A.P.	In recess on lid of box C.290, Mark I.	9	13147/43

2. Demands should be made as necessary in accordance with A.F.O. 97/43.

(A.F.O. 97/43.)

1752.—Quarterly Return of Personnel Borne—REPORTS

(N. 10877/41.—15.4.1943.)

The quarterly return of personnel borne, rendered in accordance with A.F.O. 2781/41, should be forwarded in the undermentioned form :—

Return of the numbers of Officers, Men, Boys, Marines and personnel on T.124 Agreements and variants, borne on the books of

H.M.S.....on.....194.....

	Ashore	Afloat
R.N. (including R.N.P.S., R.N.S.S.S. and R.N.S.W.S.)—		
Officers		
Petty officers and men		
Apprentices and boys		
R.M.—		
Officers		
Other ranks		
T.124 (and variants)—		
Officers		
Ratings		

2. The return is to be prepared by each ship carrying its own accounts and by each depot, parent ship, base and other shore establishment on the last day of the second month of each quarter, i.e. on 31st May, 31st August, etc., and forwarded to :—

Naval Branch,
(Statistical Section),
Admiralty,
London, S.W.1.

3. The return should include Dominions, Colonial, Allied and Foreign personnel, but not W.R.N.S., Army, R.A.F. or civilian personnel although appearing on ships' books.

4. One copy only of each return should be forwarded without a covering letter. Reports from ships and establishments abroad are to be made by microgram wherever facilities exist, otherwise by air mail.

5. On 31st May of each year, base ships at home are to sub-divide the "Afloat" column into (a) seagoing and (b) harbour service. The sub-division need only be approximate.

6. Form S.53 is suspended for the period of hostilities.

(Admiralty Message 1157A—9.3.1943.)

(A.F.O. 2781/41 is cancelled.)

(A.F.O. 4212/41—not in annual volume—is cancelled.)

1753.—Discrepancies between Naval Stores Received in H.M. Ships, Etc., and as Supplied by H.M. Dockyards and Naval Store Depots, according to Supply Vouchers—Method of Adjustment.

(N.S. 12406/43.—15.4.1943.)

When it is necessary in H.M. ships to post naval storekeeping ledgers from "Advance" notes (quadruplicate copy of S.134d or S.1094) instead of waiting for the "Supply" notes (triplicate copy of the forms mentioned) the "Supply" notes

should be endorsed "Account posted from quadruplicate", and any differences revealed between the triplicate and quadruplicate copies should be dealt with as follows :—

- (i) Postings should be adjusted by S.147 Stocktaking form to agree with the quantities actually received.
- (ii) Any important differences between the quantity received and that shown on either the triplicate or quadruplicate vouchers should be reported to the supplying yard or depot.
- (iii) Paragraphs 3 and 4 of A.F.O. 5443/42 should be observed as requisite in connection with the foregoing.

2. *Supplying Yards only.*—It is important that both triplicate and quadruplicate copies should be cleared of pencil notations intended for departmental information, e.g. N.A. (not available) before the vouchers are forwarded to the ship concerned, otherwise confusion is caused.

(A.F.O. 5443/42.)

1754.—Amalgamation of Police Forces

(C.E. 52983/43.—15.4.1943.)

The following amalgamations of Police Forces came into operation on the 1st April, 1943 :—

<i>Cornwall</i> ...	Cornwall Constabulary and Penzance Borough Police.
<i>Hampshire</i> ...	Hants Constabulary, the Isle of Wight County Constabulary and the Winchester City Police.
<i>Kent</i> ...	Kent County Constabulary and the Borough Police Forces of Canterbury, Dover, Folkestone, Gravesend, Maidstone, Margate, Ramsgate, Rochester and Tunbridge Wells.
<i>Sussex</i> ...	The County Constabularies of East Sussex and West Sussex, and the Borough Police Forces of Brighton, Eastbourne, Hastings and Hove.
<i>Wiltshire</i> ...	Wiltshire Constabulary and Salisbury City Police.

2. Excepting Hampshire, these amalgamations provide for a single Police Force and a single Chief Constable in each of the counties mentioned, and any correspondence relating to Police matters should for the future be addressed to the Chief Constable of the County concerned. In the case of Hampshire the existing separate Police Forces of Portsmouth and Southampton are unaffected by the amalgamation.

3. The addresses of County Chief Constables are unchanged by the amalgamation except that in the case of Sussex a new Headquarters will shortly be set up, and in the meantime the temporary Headquarters will be at Pelham House, St. Andrew's Lane, Lewes, Sussex.

1755.—Cash Accounts from Naval Bases Abroad

(D.N.A. 5761/43.—15.4.1943.)

The monthly cash accounts (Form S.29) from Naval bases abroad, together with Schedules (Form S.27) of cash supplied to or received from other Accountant Officers, and remittance vouchers (Form S.64), are to be transmitted to the Director of Navy Accounts immediately after the end of each month by air mail or microgram service where available. The remaining schedules and vouchers should follow by the normal route.

2. Any Forms S.29 and S.27 dealing with cash transfers, and Forms S.64 relating to past periods which may still be in hand, are to be despatched forthwith by air or microgram, and copies are to be sent, by the same method, of any such forms which may be in course of transit but unlikely to reach the Admiralty at an early date.

1756.—Mails Lost through Enemy Action

(M. 03038/43.—15.4.1943.)

The following non-confidential correspondence has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Letter mail posted in the United Kingdom between the 1st and 3rd March, 1943.

Addressed to—The Flag Officer, East Africa.

Rear-Admiral Commanding, Fourth Cruiser Squadron.

The Naval Officer-in-Charge, Dar-es-Salaam.

H.M. Ships "Derwent", "Kipanga", "Korongo", "Tana",
"Tana II" and "Tetcott."

Parcel mail posted in the United Kingdom between the 1st and 3rd March, 1943.

Addressed to—The Senior Officer, Mombasa.

H.M. Ships "Kipanga", "Korongo", "Manela" and "Tana".

2. Also included in this loss were the following secret or confidential items:—

One parcel, Reference D.N.N. 17294, addressed to the Naval Officer-in-Charge, Kilindini.

One envelope, Reference J.P.8, addressed to the Chief of Intelligence Staff, Kilindini.

Separate notification of these losses has not been sent to the originators as the references cannot be identified.

1757.—Admiralty Regional Officer, Scotland—Successor Appointed

(P. 22065/42.—15.4.1943.)

With reference to A.F.O. 1507/43, Engineer Rear-Admiral J. P. Foster will succeed Engineer Rear-Admiral W. H. Michell as Admiralty Regional Officer, Scotland, as from the 19th April, 1943.

(A.F.O. 1507/43.)

***1758.—Airgraph and Air Letter Services—Extension of**

(M. 1564/42.—15.4.1943.)

The Airgraph Service has now been extended to North Africa, New Zealand, Fiji, Tonga and New Hebrides, and is also in operation from North Africa.

2. The 6d. Air Letter Service is now available to North and West Africa.

3. The following amendments are to be made to A.F.O. 5712/42:—

Outward**Paragraph 1.**

Eighth line. After "..... Red Sea", insert "North Africa".

Tenth line. Amend to read "South Africa, Canada, New Zealand, Fiji, Tonga and New Hebrides."

Add at end of paragraph "Note.—Empire personnel sending to their homelands must pass forms through naval channels in order to secure concessional rates of postage."

Paragraph 3. Seventh line. After "..... Red Sea", insert "North and West Africa."

Inward

Paragraph 1. After "Eastern Mediterranean," insert "North Africa,".

The above amendments also apply to A.F.O. 6339/42.

(A.F.Os. 5712/42, 6338/42 and 6339/42.)

1759.—Department of Naval Recruiting—Address

(E.F.O. 48/43.—15.4.1943.)

The Department of Naval Recruiting has removed from 85, Whitehall, S.W.1, to Queen Anne's Mansions, St. James Park, S.W.1. (Telephone number Whitehall 9444.)

1760.—Private Branch Telephone Exchanges, Equipment and Staff—REPORT

(M. 03907/43.—15.4.1943.)

The return called for under A.F.O. 871/43 should, in future, be rendered every three months, except in the case of switching centres and switchboards serving Flag Officers-in-Charge and Commanders-in-Chief, for which the return should continue to be rendered monthly.

2. The first of the three monthly returns should be for 15th June, 1943.

3. Attention is drawn to paragraph 3 of A.F.O. 871/43. Reports are not required in respect of boards of the type $3 + 9$.

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(A.F.O. 871/43.)

1761.—A.S.C.F.—Film Booking Department—Change of Address

(N.—15.4.1943.)

With reference to A.F.O. 3953/42, paragraph 4, the address of Film Booking Department of the Admiralty Shore Establishments Cinema Fund is now 19, Tower Street, W.C.2, Telephone: Temple Bar 8927—3 lines.

(A.F.O. 3953/42.)

Section 6.—SHORE ESTABLISHMENTS**1762.—Admiralty Regional Controller (Northern Ireland)—Appointment of**

(L(C) 280/43.—15.4.1943.)

To ensure that the shipbuilding and other production facilities in Northern Ireland are used to the best advantage it has been decided that the F.O.I.C., Northern Ireland, shall in addition to his present duties as F.O.I.C. be appointed Admiralty Regional Controller (Northern Ireland), in which office he will perform the duties corresponding to those of a District Shipyard Controller in Great Britain in so far as differences in labour legislation and other circumstances in Northern Ireland allow of this. The Admiralty Regional Controller (Northern Ireland) will also be responsible for the duties of the existing Admiralty Regional Officer. The post of Admiralty Regional Officer, Northern Ireland, has accordingly been abolished but Captain Mathew, the former Admiralty Regional Officer, will continue for the present to work in Northern Ireland on the staff of the Admiralty Regional Controller (Northern Ireland).

***1763.—Civilian Officers and Workmen in H.M. Ships—Disposal of Written Instructions**

(M. 03874/43.—15.4.1943.)

The written instructions issued in accordance with paragraph 3 of A.F.O. 3451/39 to civilian officers and workmen embarked in H.M. ships must be returned to the issuing officer immediately upon the conclusion of the trials, repairs or other work in connection with which they were issued. They must not be surrendered to any third party.

(A.F.O. 3451/39.)

1764.—Civil Defence Service—Amalgamation of Rescue and First Aid Parties

(C.E./M. 428/43.—15.4.1943.)

The arrangements to secure interchangeability of First Aid, Rescue and Decontamination Parties outlined in Ministry of Home Security Circular No. 49/41, (promulgated by A.F.O. 2216/41), have been modified by a recent decision to amalgamate Rescue and First Aid Party Services. The arrangements for amalgamating these services are shown in Ministry of Home Security Circular No. 16/43, and the following summary of the portion of the circular which may be of interest and value to Naval establishments is promulgated for information.

The appendix to Ministry of Home Security Circular 16/43, which lists the new scales of rescue equipment, is also included as, while it is realised that requirements in Naval establishments may differ greatly from those in civil areas, the list is of value as showing what items experience has proved to be useful.

1. The two services (Rescue and First Aid) will be formally amalgamated in all Regions under the title "Civil Defence Rescue Service," the functions of the new service being a combination of those performed separately up to now by the two services. The operative date for the inauguration of the new service in each Region will be left to the decision of the Regional Commissioner. The personnel will be trained and equipped to perform either function as the need arises and as First Aid will be an essential duty of all members of the new service, Local Authorities should ensure that this aspect of the work is not neglected. Part-time members of the First Aid Party service will be included in the fusion of the services and the power to require both them and whole-time members to perform the function of the new service is contained in Defence Regulation 29B.

2. The unit establishment will be on the general basis of the existing numbers authorised for the Rescue service plus one-half of the existing numbers approved for the First Aid Party service.

3. The standard party will consist of 7 persons, including (where necessary) the driver, and it is desirable that the new service should be organised on this basis, although in certain areas parties of 10 will be allowed. So far as local circumstances permit, the personnel of the existing services should be intermingled in the new Rescue Parties so that the experience of each is distributed among the new parties.

4. In a number of places, women have rendered invaluable assistance in the First Aid Party service. General authority has, however, never been given for them to be required to carry stretchers and as the duties of the new service will be even more exacting, they should be retained only as drivers of light vehicles.

5. Experience of raids has shown that little use has been found in a number of areas for some of the more elaborate items of rescue equipment which would be of value in other fields of the war effort, rather than left unwanted in rescue depots. An opportunity will, therefore, be given to authorities to

return some of this equipment, whether or not it forms part of the approved scale for a party. The rescue equipment for the new parties of 7 has been reviewed and the new scales are given in the following appendix:—

APPENDIX

Scales of Issue of Rescue Equipment

(Superseding the scales in Table II of A.R.P. Memorandum No. 15, 3rd Ed.)

PART I

Item	Normal Party of men	Party of ten men	Remarks
Ironshod levers	1	1	Only one lever per party can be provided as a free issue. A second lever is desirable, but permission for the use of new timber cannot be supported. If possible a second lever should be provided locally from any used timber or spar available; its cost will be eligible for grant.
Pulley blocks with 100 ft. (or 200 ft.) length of manilla rope, or 30 cwt. chain tackle.	1	1	All existing issues of manilla rope may be retained as depot stock or local reserve.
6 ft. chain (3 ton lift) ...	—	—	50 per cent. of existing issue of the 2 ton lift may be retained as a depot stock, but some 3 ton lift may be retained in lieu of the 2 ton lift.
6 ft. chain (2 ton lift) ...	—	—	
6 ft. chain (15 cwt. lift) ...	1	1	A 2 ton chain may have to be carried if new supplies of 15 cwt. chains are unobtainable
Snatch blocks	—	—	Existing issue to be retained as depot stock.
Jacks (10 or 15 ton lift) ...	1	1	In addition it is hoped to supply lighter jacks on a scale of one per party.
35 ft. ladders	—	—	Existing issue to be retained as depot stock.
40 ft. lengths 1½-in. lashing lines.	4	6	Alternatively two 50 ft. lengths.
100 ft. lengths ¾-in. wire rope	1	1	
15 ft. lengths wire rope ...	4	6	
Rubber gloves (insulating) prs.	1	1	Additional supplies will not be immediately available.
Remote breathing apparatus	2	2	
Dust goggles	7	10	
Electric lamps "Stadium" or double twin cell type.	7	10	
Flood-lighting equipment ...	1	1	Existing issues to be retained as depot stocks.
Acetylene cutters	—	—	

PART II

Item	Normal party of men	Party of ten men	Remarks
Ironshod lever	1	1	See under first item in Part I.
Pinch bars (or crow bars) with samson.	2	3	
Sledge hammers with steel wedges and tongs.	2	3	
Shovels, or pointed shovels, or blunt pronged forks.	6	9	
Picks or cross mattocks ...	3	4	
Short-handled shovels or entrenching tools.	2	3	
Heavy axes	1	1	
Crosscut saws or handsaws	2	2	
Chain-saws	1	1	
Hurricane lamps	4	4	
Debris baskets or bins ...	4	6	
Firemen's axes	3	4	
Electric inspection lamp with up to 300 ft. of flex.	1	1	Additional supplies of T.R.S. cable cannot be guaranteed.
Short ladder (8 to 10 ft.) ...	1	1	
Stirrup hand-pump with 2 or 3 buckets.	1	1	
Leather gloves (prs.)	7	10	
Clasp knives	7	10	
Wheelbarrows	—	—	Existing supplies to be retained as depot stocks.
Scaffold poles (for sheerlegs)	—	—	Existing supplies to be retained as depot stocks.
Box of miscellaneous tools	1	1	Contents as at present.
Tarpaulins, or stout canvas or sheets of corrugated iron.			Provision for new parties to be met so far as possible by distribution of existing supplies.
Boxes of spikes, timber dogs, etc.			
Timber, deals, blocks for fulcrums for levers, etc.			{ 6 pairs for a depot with 3 parties. 12 pairs for 8 or more parties. Parties (on a depot basis).
Rubber gloves (for handling human remains).	—	—	
Kit-bags for reinforcement parties.	—	—	

(A.F.O. 2216/41.)

1765.—Appointment of Locally Entered Non-Industrial Staff Abroad—Responsibility of Cashiers for Correctness of Payments

(C.E. 15777/42.—15.4.1943.)

The authority delegated to naval authorities abroad to appoint and to grade local non-industrial staff necessarily varies according to conditions in different parts of the world. Delay in communications and scarcity of suitable applicants have recently made it desirable in certain instances to widen these delegated powers to avoid the loss of well qualified staff. The differing circumstances in the separate Commands make it impracticable to delegate an equal degree of authority everywhere, but in order that separate consideration may be given to the needs of each locality, senior Naval authorities who consider that the limits at present imposed on their discretion to enter and to promote local staff without prior Admiralty authority constitute a definite hindrance to the war effort should forward their proposals to the Secretary, Admiralty (C.E. Branch II) Bath. It will be realised that it is quite impossible to grant an entirely free hand in this matter to all Naval authorities abroad, and proposals should therefore be confined to the removal of limitations which are found unworkable without loss of efficiency.

2. The preceding paragraph does not refer to detached Naval authorities stationed in foreign countries, such as Naval Attachés, S.Os. (I), N.C.S. Officers, etc., concerning whom separate instructions are issued concurrently (A.F.O. 1766/43.)

3. The exercise of any wider discretionary powers which may result from this Order will be subject to the concurrence, in their application to individual cases, of the appropriate cashier. As stated in Office Instructions for Admiralty Outport Establishments, paragraphs 44 and 45, the cashier is, under the superintendent, the local representative of the Secretary of the Admiralty in his capacity as Accounting Officer for Navy Votes. As such he is responsible to the Accounting Officer for the correctness of all amounts received or disbursed by him and, in particular, for the rates of wages and allowances assigned to every employee being in accord with the regulations or the specific instructions of the Admiralty. He must be consulted and kept informed on all matters which have a bearing on the discharge of his responsibility. The functions and responsibilities of cashiers are further defined in Home Dockyard Regulations, Article 1164, and in Instructions for the Conduct of Cash Duties, Articles 1, 322 and 323.

(A.F.O. 1766/43.)

1766.—Locally Entered Staff—Engagement by Detached Naval Authorities Abroad

(C.E. 15777/42.—15.4.1943.)

The following rules are to govern the engagement of locally entered clerical, typing and subordinate staff by detached Naval authorities such as S.Os. (I), Naval attachés, N.C.S. officers, etc., in foreign countries or at stations where no Admiralty cashier has been appointed and the arrangements in A.F.O. 1765/43 do not apply:—

(A) *Permanent Appointments*

No permanent appointments or gradings or rates of pay may be established without prior Admiralty approval.

(B) *Temporary War-time Appointments*

(i) No rates in excess of the equivalent of £28 a month inclusive may be paid without prior Admiralty approval.

(ii) For temporary appointments of clerks, typists, messengers, etc., the advice of H.M. Consul must first be sought as to appropriate rates of pay prevailing for comparable employment elsewhere in the locality. Where there are offices of other Service Ministries, the rates there being paid should also be ascertained. *Provisional* appointment may then be offered to suitable candidates subject to:—

(a) the rates offered not being in excess of those recommended as appropriate by H.M. Consul, and those in force for comparable employment in other service offices. In this respect due regard must be paid to any special circumstances there existing, such as special rates for particularly qualified staff of long service, and particular care must be taken not to initiate a local race in salaries by any tendency to take the highest as the standard of comparison.

(b) A written or, when necessary, telegraphic report of the action taken being forwarded forthwith to the Admiralty for covering approval, explaining—

(1) the necessity for and the duties of the post;

(2) the basis on which the salary has been assessed;

(3) full particulars of the person employed and date of taking up duties.

(iii) It must be made clear to persons so appointed that their employment is provisional pending Admiralty approval of the post and salary. The Admiralty reserves full power to reconsider such appointments but, provided that the necessary report is rendered without delay, would not normally require any reduction in salary imposed to operate retrospectively.

(iv) In any cases where the Naval authorities are not fully satisfied that the above conditions are met, as for example where it is proposed to pay rates higher than the standard, or to pay special rates to individuals in respect of special qualifications, prior Admiralty approval should be sought.

- (v) Persons appointed as reliefs for others in a post and at a rate of salary to which covering approval has already been given (unless the rate of salary previously approved was particular to the previous holder) need be reported only for record purposes, and such appointments need not be "provisional".

(A.F.O. 1765/43.)

1767.—Increment Certificates—Rendering of, Suspended

(C.E. 60859/42.—15.4.1943.)

With reference to A.F.O. 1149/43, it should be noted that where the suspension of an increment is proposed the report required by Article 1124 (7) of Home Dockyard Regulations must still be rendered. Since this report is tantamount to an Adverse Report within the meaning of Article 27 (2), the provisions of this latter article must also be complied with when an increment is withheld.

(Home Dockyard Regulations, Articles 27 and 1124.)

(A.F.O. 1149/43.)

1768.—Passports for Civilian Personnel proceeding Abroad

(C.E. 51610/43.—15.4.1943.)

No person who is liable for call-up under the National Service Acts may be posted abroad without consent of the Ministry of Labour and National Service.

2. Delay in the issue of passports has sometimes occurred under existing arrangements. To avoid this delay, and to enable the utmost dispatch in urgent cases, the modification in existing procedure indicated in the following paragraphs is to be adopted forthwith.

3. A new form is being introduced (specimen appended). Pending an announcement that it is ready for distribution on demand, the form should be prepared locally as required by whatever process is most convenient. When the form becomes available demands should be kept as low as possible.

4. *Non-industrial personnel.*—As soon as a non-industrial employee has been selected for service abroad, the Headquarters of the employing department should complete a copy of the form, so far as its records allow, and forward it *in triplicate* at once to C.E. Branch I (Armed Forces Section), Admiralty, London, as indicated on the form. Any further action to ensure the necessary clearance by the Ministry of Labour will then be taken at the Admiralty.

5. *Industrial personnel.*—As soon as an industrial employee has been selected for service abroad, the establishment in which the person is serving should complete a copy of the form and forward it *in duplicate* direct to the Ministry of Labour and National Service. A note indicating that this action has been taken is to accompany the form of application for a passport, when this, as at present, is sent to the Admiralty (N.I.D.).

6. The importance of inserting the telephone number in the form is emphasised as this will enable the Ministry of Labour and National Service to make expeditious enquiries in urgent cases, should the particulars required by the Ministry be incomplete.

Specimen Form

Form No.

PARTICULARS OF A PERSON FOR WHOM APPLICATION IS MADE FOR A PASSPORT AND/OR EXIT PERMIT FOR SERVICE ABROAD UNDER THE ADMIRALTY.

N.B.—This form is to be prepared for all Admiralty civilian personnel appointed for service abroad. It is a necessary preliminary to the issue of a passport and/or exit permit and is to be completed and despatched as indicated below as soon as the person has been selected for appointment (see A.F.O. 1768/43).

- (1) Full Name :
- (2) Present Address :
- (3) Date of birth :
- (4) If registered under N.S. Acts, registration number and name of allocation office :
- (5) Present occupation :
- (6) Name of Admiralty establishment and Department in which serving :
- (7) Length of service under the Admiralty :
- (8) Medical grade, if known :
- (9) Period of deferment of calling-up granted if any :
- (10) Particulars of release or discharge from the Armed Forces, if any :
- (11) Appointment concerned :
- (12) Approximate period of absence abroad :

Address of } †Telephone No.
 Establishment } Extension :
 or Admiralty }
 Department. }

*Industrial Personnel

Referred to Ministry of Labour and National Service, 15, Portman Square, London, W.1, for transmission to Passport and Permit Office if no objection is seen.

*Non-Industrial Personnel

Forwarded for necessary action to Admiralty, London, S.W.1 (Civil Establishments Branch 1—Armed Forces Section).

Signature
 (Head of Establishment or Department)
 Date

(* Delete whichever is inapplicable.)

For official use by Ministry of Labour and National Service.

Passport & Permit Office,
 1, Queen Anne's Gate Buildings, London, S.W.1.

† Invariably to be inserted to enable Ministry of Labour and National Service to obtain further information if required without delay.

(A.F.Os. 840/41, 2360/41, 3096/42 and 4825/42.)

1769.—Telephones—General Regulations—REPORTS

(M.F/D.N.A. 2333/43.—15.4.1943.)

For the period of the war A.F.O. 1017/35 is suspended and all subsequent Admiralty Fleet Orders governing the installation or alteration of telephone circuits in shore establishments by G.P.O. or by Admiralty labour are cancelled.

2. The Post Office is experiencing increasing difficulty in meeting the heavy demands for the rapid provision of telephone service which are being made by the Fighting and Defence Services, by Government departments generally, and by many new and expanding business establishments directly connected with the national war effort. Not only is the supply of materials severely restricted, but in addition the available skilled labour is insufficient to meet all requirements speedily.

In these circumstances the Post Office has been compelled to place a severe restriction on the amount of new work and materials to be expended in the provision of telephone service, except in cases where such service is indispensable for purposes vitally concerned with the safety of the country or the prosecution of the war.

3. To assist in the conservation of skilled labour and material, requisitions are to be restricted to the minimum essential, and are to be governed by the following revised arrangements which are applicable from 1st April, 1943. Installations or parts of installations on becoming redundant are to be surrendered without delay.

SECTION I—INSTALLATIONS

(1) Commander-in-Chief, Home Fleet; Commander-in-Chief, Portsmouth; Commander-in-Chief, Plymouth; Commander-in-Chief, The Nore; Commander-in-Chief, Western Approaches; Commander-in-Chief, Rosyth; Senior Flag Officer, Naval Air Stations; Rear-Admiral, Naval Air Stations (N); Flag Officer Commanding, Dover; and Flag Officer Commanding, Orkneys and Shetlands, are now empowered to authorise, within the limits of their command, telephone circuits or alterations thereto, in anticipation of Admiralty approval,

except where—

- (a) The lines involved exceed a radial distance of five miles; or
- (b) G.P.O. apparatus other than exchange lines and extensions and switchboards up to two positions is involved; or equipment exceeding £75 in value is required to be supplied or purchased from other than G.P.O. sources; or
- (c) The Post Office, where concerned, is of opinion that on the information furnished the installation required is extravagant; or
- (d) The installation is required for a residence (whether official or private) as distinct from a public office. On change of appointment, however, an approved telephone may be transferred without prior reference to the Admiralty to meet the requirements of the newly appointed officer. Attention is called to paragraph 3 of Section III of this Order.

All telephone requirements such as those specified in (a) to (d) above are to be submitted to the Admiralty for *prior* approval.

Note.—All *teletypewriter* requirements, i.e. circuits, teletypewriter instruments and associated equipment, are to be submitted to the Admiralty for *prior* approval.

(2) The powers in respect of telephones delegated to F.Os. i/c and N.Os. i/c on the outbreak of war were withdrawn by Admiralty letter M. 08293/40 of the 3rd June, 1940. It is necessary, therefore, that these officers should submit applications regarding telephones to the appropriate Commander-in-Chief or Flag Officer Commanding. The latter officers may, however, at their discretion, delegate their authority to F.Os. i/c of Commercial Ports and Admirals Superintendent of Dockyards within their Commands.

No officer, not being a Commander-in-Chief or Flag Officer Commanding, or having delegated authority from a Commander-in-Chief or Flag Officer Commanding, is permitted to authorise telephone circuits or alterations thereto.

(3) Commanders-in-Chief of Commands abroad may authorise installations (other than those requiring equipment not available from local sources) and are empowered at their discretion to delegate their authority to N.Os. i/c of Ports and Superintendents of Dockyards within their commands. (No other officer is permitted to authorise such installations.) The authority covers the installation of official telephones in private and official residences provided that the regulations of Section III, paragraphs 3 and 5, of this Order are strictly observed and the necessity is clearly established. The name, appointment and address of the holder should always be furnished in the monthly return for covering approval referred to in paragraph (5) of this section.

(4) The Admiralty are to be notified at an early date when the powers of delegation are exercised within the Home Commands, notwithstanding any report which may have already been furnished. Particulars of all new installations or modifications to existing installations authorised locally under this Order are to be reported to Admiralty once a month, such reports being forwarded to the Secretary of the Admiralty for Director of Dockyards by the responsible authority in a form conforming as far as circumstances allow to that shown in Appendix I to this

order. Reports in respect of installations not provided by the British G.P.O. should include additionally particulars of rental and other charges which will be borne by Vote 11D. In all cases the circumstances giving rise to the necessity for the work should be given whether work is carried out by G.P.O., Admiralty labour, or local telephone authority.

(5) The forms should each be allotted an official number within each command. This serial number should always be quoted to the G.P.O. or other authority concerned. The G.P.O. will not accept any requests for telephone service unless a number of the authorised series is quoted on the requisition. Other companies or corporations should be requested to quote the number allocated, together with the designation of the officer authorising, on all occasions when accounts are rendered for payment in respect of a particular installation.

(6) Covering approval to the action reported may be assumed if no intimation to the contrary is received.

(7) The correct title and address of the appropriate telephone official are shown in the preface of all G.P.O. Local Telephone Directories.

(8) All entries in Official Post Office Telephone Directories relating to Admiralty establishments are to be standardised under the heading "Naval Establishments". A cross-reference in heavy type "see under Naval Establishments" should appear under the heading "Royal Naval Establishments".

(9) *Hand microphone telephone instruments.*—Owing to the existing shortage of telephone instruments of this type and to conserve existing stocks, requirements of new telephone instruments are to be met, to the greatest extent possible, by instruments of the pedestal type.

Instructions have, in consequence, been issued by the Postmaster-General to telephone managers that in meeting future requirements in Government offices and establishments:—

- (i) Pedestal instruments are to be provided except where a new telephone—
 - (a) will form part of an installation where, for technical reasons, hand microphones only must be used;
 - (b) will be used by a Civil Servant not below the rank of Principal or equivalent grade, or by a serving officer of the armed forces not below the rank of Commander, Lieutenant-Colonel, or Wing Commander; or
 - (c) will be used for operational purposes justifying the special provision of a hand microphone, e.g. in war rooms, plotting rooms and operations rooms;
- (ii) Applications for hand microphones should normally be refused except in the special circumstances enumerated at (i).
- (iii) With a view to the conservation of man-power, applications for the redistribution of existing hand microphones should be refused.

To assist in carrying out the above instructions, the authorities concerned, when arranging for the installation of, or modification to, telephone circuits are to confirm to the G.P.O. authorities that a pedestal telephone is acceptable, or alternatively state the circumstances which are considered to justify the special provision of a hand microphone. The utmost economy is to be exercised in the provision of hand microphones on Admiralty owned and maintained telephone systems.

(10) *Premises being erected for, or requisitioned by the Admiralty at home.*—

(a) Telecommunication facilities for such premises are often required at short notice in a district where the Post Office officials have not envisaged any unusual demands for service; and consequently, before service can be given, it is often necessary to provide considerable lengths of additional line plant and to extend the telephone exchange equipment.

(b) To meet requisitions for additional facilities promptly, the Postmaster-General requests that the earliest possible notice of impending requirements, supplemented as soon as possible afterwards by detailed particulars, shall be communicated to the appropriate Post Office department.

(c) Advance information is required by the G.P.O. in the following form so soon as a site has been selected for an establishment requiring extensive or special communications, namely :—

- (i) Site plan.
- (ii) An indication of the establishment's function.
- (iii) Some indication of the way in which it may develop.
- (iv) Any unusual features.
- (v) A general statement of the anticipated initial and ultimate number of long distance and local telephone and teleprinter lines, remote control lines to W/T stations, etc.
- (vi) A general statement of the internal communications required.
- (vii) Whether any of the other defence services is likely to be concerned.

(d) The foregoing information required by the G.P.O. is to be forwarded by the administrative department, dockyard or establishment concerned to the Director of Dockyards, who will initiate the necessary action with the appropriate Post Office authority.

SECTION II—USE OF SERVICE TELEPHONES IN NAVAL ESTABLISHMENTS FOR PRIVATE CALLS AND INSTALLATION OF COIN BOX INSTRUMENTS

(1) The passing of private messages over service instruments in Naval establishments may be permitted on repayment terms, subject to conditions to be laid down by the head of the establishment with a view to preventing abuse of the privilege or interference with the transit of official messages.

(2) Arrangements should be made for a careful record to be kept of all outward private calls passing through G.P.O. systems, the necessary steps being taken to ensure effective recovery of the amounts due from the individuals originating the calls. The charge for all messages should be at public call-office rates, i.e. 2d. for local calls and 2d. extra to the subscriber's rate for every other call. Sums received for private calls should be brought to account by cashiers and accounting officers of Naval establishments in their cash accounts as a credit to Vote 11, Subhead Z (4) (Appropriation-in-Aid).

(3) *Coin-box telephones.*—This amenity is normally provided by the G.P.O. on a rental basis, the key of the coin box being retained by the rentor, who is responsible for meeting all G.P.O. rental and installation charges, together with the costs of outgoing calls made over the installation.

As it is not required for official purposes the Admiralty will not sponsor any such installation save in exceptional circumstances, e.g. in an isolated area where personnel have no access to public telephones. In these cases the *prior* approval of the Admiralty must be obtained. In other cases the guarantee must be covered from canteen, mess or other private funds and a private agreement made with the P.O. Telephone Authorities, this being duly certified when forwarding the report.

SECTION III—INSTALLATIONS IN PRIVATE AND OFFICIAL RESIDENCES

(1) The attention of all authorities is drawn to the necessity for the closest scrutiny of all applications for installations in residences, and for obtaining prior Admiralty approval for official installations. The criterion by which such cases will be judged is that the service will only be provided where it can be confirmed that the telephone is likely to be used fairly regularly for calls on matters of vital urgency and importance in connection with the national effort, which could not be satisfactorily dealt with by post, telegraph or messenger. For installations arising from Section III, paragraph (3) and those as in Section III, paragraph (4), where the officer prefers that the installation be treated as private, the matter should be referred to the Admiralty for necessary support to the facility being provided.

(2) Before forwarding an application for an official telephone, consideration should be given to the possibility of the use of messengers, or of suitable arrangements being made with the local police authorities or a neighbour already provided with a telephone service for calls to be made over existing apparatus. Further, before premises are taken over, whether for permanent or occasional residence, due inquiry should be made from the local G.P.O. Telephone Authorities regarding the possibility of obtaining any necessary telephone service there.

(3) *Officers at home or abroad whose inclusive emoluments amount to £950 a year or more.*—An officer in receipt of pay and emoluments of £950 a year or more is expected, subject to Section III, paragraph (1) above, to supply himself with a telephone in his private residence. (The calculation of pay and emoluments is to be made as on 1st April.)

(4) *Officers at home whose inclusive emoluments amount to less than £950 a year.*—(a) Where a telephone is officially necessary, it is at each officer's option whether he applies to have it treated as official or prefers to treat it as private.

Officers holding *official* telephones in their private residences will not be charged for official calls, whether trunk, toll or local (*see* (d) below). Officers holding *private* installations may claim repayment of the cost at private subscriber's rate of official toll and trunk calls but not local calls.

(b) As the prior approval of the Admiralty is required for the installation of official telephones in the private residences of Naval or civil officers, applications for the installation of such telephones will normally be considered only if made before action has been taken with the Post Office for the installation.

(c) If an officer for whose duties a telephone is essential moves into a residence in which an instrument is already installed he should report this fact when applying for the telephone to be regarded as official. He should not sign any agreement with the Post Office, but should explain to that department that application has been made to the Admiralty for the service to be regarded as official.

(d) No separate rental contribution will be required from an officer holding an official telephone whose inclusive emoluments are less than £950 a year, but all outgoing calls, other than those on official business, will be charged at public call-office rates, i.e. 2d. for local calls and 2d. extra to the subscriber's rate for every other call.

(e) In order that the cost of private calls initiated over such instruments may be recovered, certified statements in the form shown in Appendix II to this order are to be forwarded through the usual channels to the Admiralty (D.N.A. 6), not later than the 15th of the month following the end of each quarter, i.e. by 15th January, 15th April, 15th July and 15th October in each year, commencing 15th April, 1943. If no such calls were made during any quarter a NIL return should be forwarded.

(f) An officer granted an official telephone in his residence may subsequently, if he so desires, make application to the Admiralty through the usual channels for its transfer to a private basis as from the beginning of the quarter succeeding that in which the application is made. On approval being given, the Post Office accounts would be payable direct by the officer. Once an officer has relinquished an official telephone in this way, however, it will not be open to him to apply again for the installation to be regarded as official within the same appointment.

(g) With reference to Section I, paragraph (1) (d), of this order, a report must be made to the Admiralty of any installation so transferred. Similarly, a report is to be forwarded whenever an installation is surrendered.

(5) *Officers abroad whose inclusive emoluments amount to less than £950 a year.*—(a) Where such proposals are approved, arrangements are made officially with the telephone authority for the work of installation to be carried out and the accounts for telephone rental, etc., are paid in the first instance from Navy Votes.

(b) Payment by officers in respect of the rental, etc., of telephones installed for official purposes in their private residences is to be made on the following basis :—

(i) Rental :—

		Amount payable by officer
Officer's inclusive emoluments per annum :—		
£750—£950	... ..	£1 10s. per annum
£400—£749	... ..	£1 per annum
Other salaried officers	... ..	15s. per annum.

(ii) Local calls.—In some instances the rental charge covers the cost of all local calls, but when separate charges are made for these calls, the following amounts are payable by officers, in addition to those shown under (i), viz. :—

One-fifth cost of first 360 calls per annum plus whole cost of calls in excess of 360 per annum.

(iii) Other calls.—The full cost of all other private calls is recoverable. Local authorities are to make arrangements for recovery.

(iv) No change in an officer's contribution is to be made in the course of a financial year in respect of any increase or decrease of emoluments that he may receive after 1st April.

(v) When the transfer of a telephone is not necessitated by service reasons, its cost is normally to be borne by the officer concerned.

SECTION IV.—ADMIRALTY TELEPHONE CIRCUITS PROVIDED FOR USE OF CONTRACTORS, ETC. : CHARGES FOR

(1) Where telephone connections are provided for the use of contractors, the following rates will normally be charged :—

(i) *Circuits provided by the G.P.O. or other telephone authority*—the ordinary charges made by the G.P.O. or other telephone authority.

(ii) *Circuits provided by the use of lines owned or provided by the Admiralty*—the rental rates laid down from time to time in Schedule of G.P.O. Tariff Rates for Telephone Installations.

And in addition to (i) or (ii)—

(iii) A minimum payment in respect of the period of use sufficient to enable the cost of installation, maintenance and removal to be recovered.

(iv) Payment by contractors of the actual cost of calls passed to outside public exchanges and

(v) Payment of 5s. a quarter or part of a quarter in addition to rental to cover cost of calls within the dockyard.

(2) Where telephone connections are provided in canteens under N.A.A.F.I. control, the charges set out at (1) (i) and (ii) of this Section will apply. The rental charges will be subject to a minimum period of hiring of one year and the cost of all calls passing outside an establishment will be recovered. Calls within an establishment may be made without extra charge.

(3) Where telephone facilities are provided for canteens set up in Admiralty establishments under the Factories (Canteens) Order, 1940, charges are to be dealt with in accordance with A.F.O. 4218/42, paragraph 1.

(4) Requests from contractors for Admiralty support of their applications for installation of telephones will be dealt with centrally at the Admiralty and should be forwarded as follows :—

For firms holding contracts placed by the Director of Navy Contracts, to—

The Director of Navy Contracts,
Branch 10C,
Foxhill Hutments,
Bath.

For firms holding contracts placed by the Director of Contracts (Merchant Shipbuilding), to—

The Director of Contracts (M.S.),
Admiralty,
London, S.W.1.

For firms holding contracts placed by the Civil Engineer-in-Chief, to—

Civil Engineer-in-Chief,
Kingswood School,
Lansdown Road,
Bath.

Applications from sub-contractors or firms holding local orders should similarly be referred to one of the above as appropriate.

APPENDIX I

(See Section I, paragraph (5), of this Order)

Telephone Requisition

	Serial No.....
1.	To be forwarded in triplicate to *..... It is submitted that having regard to the following circumstances : the undermentioned may be authorised. Date..... Signature
	Rank
2.	To the Telephone Manager, Post Office Telephones. It is requested that the work specified above may be put in hand. Address :— †Signature
	Rank
	Date
3.	To*— The work specified on the above requisition has been completed as stated below. Particulars of work are :— Date of completion or surrender..... Private wire or exchange Line No..... Radial mileage if over five miles..... Details of other work Signature
	Telephone Manager.

* Designation of officer authorised by paragraphs 1 and 2 of Section I of this Order.

† Signature of officer at *.

APPENDIX II

Statement of private calls made over an official telephone in a residence (*vide* Section III, paragraph 4(d) and (e)).

Telephone No.....
Name and rank of holder.....
Full postal address.....
Date of installation.....

I certify that the following is a correct statement of private calls initiated from the telephone numbered as above during the quarter ended.....

Local calls at subscriber's rate :—

Number at 1d.
Number at 2d.
Number at 3d.
Number at 4d.

Calls costing over 4d. per call at subscriber's rate :—

Date	Destination	Duration of Call	Day or Night Rate

If no private calls were made during the quarter, a nil return must be made.

(This Order is to be read in conjunction with C.A.F.Os. 1925/42 and 3/43, and A.F.Os. 2561/41—not in annual volume—and 728/42 relating to security of telephone lines; A.F.Os. 1559/41—not in annual volume—and 2335/42 regarding Trunk Telephone Priority and C.A.F.Os. 1276/42 and 1568/42 regarding Microphone Respirators for Telephone Exchanges.)

(A.F.Os. 1017/35 and 4218/42.)

(A.F.Os. 2353/38, 2622/40, 4110/40, 700/41, 3783/41, 5350/41, 6232/42, 776/43 are cancelled.)

(A.F.O. 4191/40—not in annual volume—is cancelled.)

1770.—Electrodes—Approved Types

(N.S./C.P. 60123/43.—15.4.1943.)

The following type of electrode is approved for Admiralty work :—

<i>Firm</i>	<i>Type of electrode</i>
Messrs. Rockneld Ltd. ...	ARMEND "B" For use on D.K.M. protective plating.

(A.F.O. 4228/41—not in annual volume.)

1771.—Fuel Economy

(W.P.O. 1112/43.—15.4.1943.)

The following routine has proved effective in a representative large establishment :—

The fuel economy scheme applies in general to the fuel burnt in stoves and grates in officers' and living quarters, offices, stores, workshops, etc. It is based on the three following factors in ascertaining the details of which protracted trials were carried out. Similar arrangements also exist for boilers and the small galleys.

- (a) A standard consumption per hour for each type of stove or grate on the station. This is decided by a test over several days, supervised by an officer.
- (b) The number of hours per week during which each stove or grate in the station is normally required to be burning. This varies from place to place according to the nature of each.
- (c) A standard weekly allowance for each stove or grate based on (a) and (b) above.

Control of consumption of fuel is also established by lighting stoves and grates only when piped. In the early winter and spring there are many days when fires are not really needed, but when they would be lit if there were no control.

The weekly distribution of fuel is made equal to the "weekly standard allowance" less the amount of fuel calculated to be saved on the days when fires were not authorised. Thus, if fires are only authorised on five days in one week the next distribution of fuel is the standard weekly allowance less two-sevenths.

Arrangements similarly exist for allowing for increased consumption in very cold weather.

2. Although extra buildings had come into use, a saving of 45 per cent. was made on last year's consumption of fuel.

3. Similar schemes of supervision are recommended for introduction generally in view of the continuing urgent necessity for imposing the utmost possible fuel economies.

1772.—War Damage Act, 1941, Private Chattels Scheme

(N.L. 12167/42.—15.4.1943.)

Attention is drawn to A.F.O. 1680/43 in Section 2 of this issue.

1773.—Air Filtration Plants—Provision of Spare Filters

Shore Establishments

(T. 08007/42.—15.4.1943.)

Reports forwarded in accordance with A.F.O. 5236/42 show that spare filters have been provided for some plants but not for others. It has now been decided that (except for "Porton" type units) 100 per cent. spare filters or spare filter material are to be held in dockyards for all filtration plants fitted in shore establishments.

2. Dockyards are to arrange for purchase of the necessary filters to provide spares for plants already installed. In future when plants are purchased the provision of spare filters should be included in the order.

3. In the case of "Porton" type units, which employ type G Containers as filters, containers are already held as Naval stores in dockyards abroad for ship purposes; at home a sufficient stock is held at the Experimental Station, Porton, to cover any emergency requirement.

(A.F.Os. 2462/42 and 5236/42.)

(C.A.F.O. 2086/42.)

1977. As Planning Phase - Province of South Africa

The following information was obtained from the Department of Water Affairs and Forestry, Pretoria, South Africa, on 10 October 1978.

Records reviewed in connection with the 1977-78 season have been provided for some banks but not for others. It has not been decided that records for 1978 are being provided. It is noted that in some instances records are to be held independently of the information plants listed in these establishments.

2. Records are to arrange for purchase of the necessary items to provide space for records (microfilm, etc.) in future when plants are purchased. The provision of space items should be noted in the order.

3. In the case of 1978, 1979 and 1980, records will be provided for as they contain an "Annual Report on Water Resources in the Province of South Africa" at the Experimental Station, Pretoria, to cover the necessary information.

4. Records for 1978 and 1979 are available.

Records for 1978 and 1979 are available.

Records for 1978 and 1979 are available.

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