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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
16th April, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

J. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

- | No. | Subject. |
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| <i>16th April, 1942</i> | |
| SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC. | |
| <i>(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)</i> | |
| 1731. | Board of Admiralty—Appointment. |
| 1732. | Procedure by Pilots for Reporting Arrival at and Departure from Contractors' Aerodromes. |
| 1733. | Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft. |
| SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC. | |
| 1734. | Honours and Awards—Extract from "London Gazette" Supplement of 3rd April, 1942. |
| 1735. | Honours and Awards—"London Gazette" Supplement of 7th April, 1942. |
| 1736. | Awards to Officers and Men of the Polish Navy. |
| 1737. | Retirement of Adviser to the Fourth Sea Lord. |
| 1738. | Meritorious War Service—Grant of Additional Seniority. |
| 1739. | Command Money and Entertaining Allowance in M/S, A/P and A/S Organisations—REPORTS. |
| 1740. | Accountant Branch—Promotion from the Lower Deck to Permanent Commissions. |
| 1741. | Temporary Warrant Rank—Wardmaster Branch. |
| 1742. | R.D.F. Maintenance Courses. |
| 1743. | H.M.S. "Saker II"—Accountant Arrangements in U.S.A. |
| 1744. | Verification of Accountant Officer's Balance at Uncertain Date. |
| 1745. | Officiating Minister of Religion. |
| 1746. | Officiating Minister of Religion. |
| 1747. | Amendment to Complement. |
| 1748. | Air Fitter (L)—Selection and Examinations for Transfer to Electrical Artificer. |
| 1749. | Automatic Morse Operator—Institution of New Rating. |
| 1750. | Emergency Repairs to Electrical Equipment in Main Machinery Compartments. |
| 1751. | Kit Deficiencies Due to Travel Restrictions. |
| 1752. | Provisional Advancements, Badge Awards, etc., Without Service Certificates. |
| 1753. | Conviction by Civil Power—Deserters and Absentees. |
| 1754. | Extra Pay (Coastal Craft). |
| 1755. | Canadian Naval Personnel Entitled to Vote at Plebiscite. |
| 1756. | South African Navy—Non-Institution of. |
| 1757. | Naval Salvage Money—Distribution. |
| 1758. | W.R.N.S.—Unpaid Leave. |
| 1759. | W.R.N.S. Convalescent Hospital at Elton Hall, Huntingdonshire. |
| 1760. | Enemy Prisoners of War—Free Issue of Tobacco. |
| 1761. | Food Rationing—Channels of Correspondence. |
| 1762. | Association of Retired Naval Officers—Annual Report. |
| 1763. | R.N. War Amenities Fund—Donations. |
| SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. | |
| <i>Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)</i> | |
| 1764. | H.A.C.S. and A.F.C. Tables and Clocks—Interchangeability of Main Drive Motors. |
| 1765. | Guns—B.L. 15-in. Mark I—Frames, Breech Mechanism and Latches, Retaining Breech Screw Closed—Modification. |
| 1766. | Fuzes, No. 206, No. 207 and No. 211 with Black Nose Caps—Issue. |
| 1767. | Ammunition S.A., Vickers, 0.5-in., "F" Mark IZ—R.L.—Precautions—Withdrawal Instructions. |
| 1768. | Bombs, Aircraft, Practice 8½ lb. and 11½ lb. Filled Titanium Tetrachloride—Storage Period. |
| <i>Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)</i> | |
| 1769. | Torpedoes—18-in. Mark VIII* F.A.A.—Prevention of Cold Running. |
| 1770. | Torpedo Stores—Chests, Tools and Spare Gear, Gyroscopes. |
| 1771. | Bow Protector Paravanes—Bow Chains. |
| 1772. | Paravanes—Periodical Exchanges. |
| 1773. | A.B. Mark I-I* Gyroscopes—Marking to Prevent Incorrect Cocking. |
| 1774. | "Is—Was" Instruments and Director Angle Diagrams—Allowances for Instructional Purposes. |
| 1775. | General Service Respirator—Issue of Short-Tube Type in Lieu of Naval Long-Tube Type. |
| 1776. | Blocks, Snatch, Pattern 8938—Introduction. |

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.**Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*

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| 1777. | Masts and Sails for Whalers and Dinghies. |
| 1778. | Binnacles, Pattern 1830V—Introduction. |
| <i>Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)</i> | |
| 1779. | Boiler Tubes, etc. |
| 1780. | Damage to Machinery by Underwater Explosion—Spares for Protective Devices. |
| 1781. | Tube Expanders, Pattern 5630—Modification of Drawings. |
| 1782. | Contamination of Feed System with Lubricating Oil. |
| 1783. | Plates, Glass, for Water Level Indicators—Substitution of Tubular Type. |
| <i>Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)</i> | |
| 1784. | R.D.F. Type 271—Modification of Platform. |
| 1785. | R.D.F. Sets, Types 271/2/3—Supply of Cement Sealing, Pattern W.4773. |
| 1786. | R.D.F. Sets, Types 273 and 273M—Fitting-out Information. |
| 1787. | R.D.F. Sets, Types 286 MU/PU—Fitting-out Information. |
| 1788. | R.D.F. Installation, Type 252—Fitting-out Information. |
| 1789. | Aerial Lantern for R.D.F. Sets, Types 271, 272 and 273—Spare Perspex Windows. |
| 1790. | Aerial Outfit A.T.J.—Fitting-out Information. |
| 1791. | Intermediate Signalling Lantern, Pattern W.2174—Introduction. |
| 1792. | Transmitter 4T—R.F. Filament By-pass Condenser. |
| <i>Anti-Submarine.—(Asdics, Hydrophones and Echo Sounding and Stores.)</i> | |
| 1793. | Echo Sounding Equipment, Type 754—A. and A. |
| 1794. | Telephones, Pattern 5802—Transfer from Subhead F.1A, Part II to Subhead F.1A, Part I. |
| <i>Naval Aircraft.—(Technical.)</i> | |
| 1795. | Naval Aircraft—Emergency Equipment. |
| 1796. | Naval Aircraft—Walrus Bracing Wire Attachment Lug. |
| 1797. | Walrus Aircraft—Care of Streamlined Wires. |
| 1798. | Flying Clothing and Ancillary Equipment. |
| 1799. | Cleanliness of Aircraft. |
| <i>General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)</i> | |
| 1800. | Ammunition Supply in Destroyers—A. and A. |
| 1801. | Store Rooms, Prevention of Choking of Suctions—A. and A. |
| 1802. | Securing Arrangements and Efficient Stowing of Permanent Ballast. |
| 1803. | Bilge Pumping Arrangements and Clearing of Bilges. |
| 1804. | D.G. Equipment—Fitting of Rudder Post Windings—A. and A. |
| 1805. | Arrangements for Life Saving in H.M. Naval Service—Amendment. |
| 1806. | Emergency Repairs to Electrical Equipment in Main Machinery Compartments. |
| 1807. | Provision of Cold Chamber. |
| 1808. | Ice Cabinets, Pattern 242—Allowance. |
| 1809. | Torpedo Loading Davits. |
| 1810. | Motor Boat Davits. |
| 1811. | 105 ft. M.M.Ss.—Proximity of Derrick to Standard Compass. |
| 1812. | Airborne Fire-Fighting Equipment—Transfer from Section 21F to 27N. |
| 1813. | Naval Aircraft—Compasses, Type O2, Stores Ref. 6A/380, and/or Type O.2A, Stores Ref. 6A/892. |
| 1814. | Crash Gear—Equipment for Boats Attending on Flying Operations. |
| 1815. | Bombs, Aircraft—Time to Cook Off. |
| 1816. | Tools for De-icing. |
| 1817. | Copper Jointing Sleeves and Ferrule Clamping Tools—Introduction. |
| 1818. | Spares for Transmitter T.1115. |
| 1819. | Spares for T.1115/R.1116—Appendix "A" Items Only. |
| 1820. | Closing of Naval Store Accounts and Disposal of Stores. |
| 1821. | Acetylene Generating Plants. |
| 1822. | Telemotor System—"Lolos" Filter in Return Line. |
| 1823. | Coaling Scuttles—Locking Arrangement. |
| 1824. | Naval Brass for Hull Fittings and Items for Main and Auxiliary Machinery. |
| 1825. | Signal Flags, Size 3A. |
| 1826. | Defective Key Terminals in T.1115 Transmitters. |
| 1827. | Mineral Jelly, G.S. |
| 1828. | Air Publications—Distribution during February, 1942. |

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

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

1829. Officers' Mess Traps—Allowances of Table Cloths for 1942 for Officers' Messes.
1830. Warm Clothing—Supply to R.F.A. Personnel Employed in Northern Waters.
1831. W.R.N.S.—Arrangements for Supply of Uniform.
1832. Naval Store Equipment—Naval Service Rescue Boats and Air/Sea Rescue Boats.
1833. Used Aero-Engine Lubricating Oil—Disposal.
1834. Frozen Beef—Cutting by Service Agents.
1835. Quinine—Restriction in Use.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1836. Amendments to Books.
1837. R.N. Auxiliary Hospital, Sherborne, Dorset—Address.
1838. O.U. and B.R. Books for Boom Carriers—Establishment of.
1839. O.U. and B.R. Publications—Distribution During March, 1942.
1840. B.R. 120 (3)—War Vessels Identification Book—Complete Revision—Re-issue in Bound Form.
1841. B.R. 256/42—Handbook and Drill for the 6-pdr. Hotchkiss Gun on H.A./L.A., Mark VI Mounting, 1942—Issue.
1842. B.R. 287—Turret Gun Drill for 5.25-in., Q.F. Guns, Mark I, on Twin H.A./L.A., Mark II Mounting—Issue.
1843. Form D.126—List of Particulars for Submarines of "Oberon" and Later Classes.
1844. Form D.185A—Abolition.
1845. Form O.6—Ammunition Labels—Additions.
1846. O.U. 6353 (41) and O.U. 6353A (41)—British and Foreign Merchant and Fishing Vessels Respectively Sunk or Damaged by the Enemy from Outbreak of War.

SECTION 6.—SHORE ESTABLISHMENTS

1847. Balance of Civil Pay.
1848. Civil Servants Serving with H.M. Forces—Revised Accountancy Arrangements.
1849. Re-employed Pensioned Non-Industrial Officers and Married Women who were Formerly Established Civil Servants—Increments to Evacuated Staff.
1850. Drawing Office Assistants—Recruitment and Rates of Pay.
1851. Temporary Clerical and Typing Grades—Employment of Juveniles under 15 Years of Age.
1852. Sick Leave Regulations—Temporary and Unestablished Employees.
1853. Home Guard—Civil Pay, etc., on Mustering.
1854. Fire Bomb Fighters (Industrial Staff)—Absences from Work with Pay.
1855. Civilian Industrial Personnel in Dispersal Centres—Medical Treatment.
1856. The Workmen's Compensation (Supplementary Allowances) Act, 1940—Periodic Declarations in Connection with Continuance of Supplementary Allowances.
1857. Privately-owned Cars Driven by Members of Voluntary Organisations for Naval Services—Insurance.
1858. Privately-owned Cars Engaged on Admiralty Duties—Tyres.
1859. Voluntary Workers, Members of Women's Voluntary Service and Mechanised Transport Corps—Mileage Allowance, etc.
1860. Rubber—Recovery of Scrap.

(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.

1731.—Board of Admiralty—Appointment

(C.W. 12623/42.—16.4.1942.)

Rear-Admiral H. B. Rawlings, C.B., O.B.E., has been appointed an Assistant Chief of Naval Staff in succession to Rear Admiral Sir Henry H. Harwood, K.C.B., O.B.E., to date 8th April, 1942.

1732.—Procedure by Pilots for Reporting Arrival at and Departure from
Contractors' Aerodromes

(N.A.D. 422/42.—16.4.1942.)

The following Air Ministry Order, A.266/42, dated 19th March, 1942, is promulgated for necessary action:—

- (1) At contractors' aerodromes the function of duty pilot is carried out by the A.I.D. inspector.
- (2) Pilots are accordingly to report to the A.I.D. inspector immediately on arriving at and prior to leaving any contractor's aerodrome by air, and are to give him all information necessary to enable him to comply with his instructions as to the reporting of aircraft movements.

*1733.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and
Naval Aircraft

(G.D. 383/42.—16.4.1942.)

Casualties to enemy aircraft by ships' gunfire are assessed as follows from the beginning of the war to 1st April, 1942:—

	Confirmed	Probable	Damaged
By H.M. ships, excluding minor war vessels ...	337	143	202
By minor war vessels (since 12th April, 1940)	94	33	63
By D.E.M.S. and fishing vessels ...	78	40	93
By Allied warships ...	12	3	10
	521	219	368
Last reported totals (1st March, 1942) ...	514	217	360
Increases ...	7	2	8

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

H.M. ships

Confirmed	Probable	Damaged
H.M. M.G.B. "43" H.M. M.G.Bs. "41" and "43"	H.M.Ts. "Lacennia," "Arctic," "Hunter" and "Nab Wyke"	H.M.Ss. "Campbeltown," "Lively," "Goatfell" and "Ledbury"
H.M.Ss. "Goatfell" and "Balmoral"	H.M. Rescue Tug "Super- man"	H.M.Ts. "Euclase" "Firefly," "Stella Rigel," "Caswell," "George Adgell" and "Lord Beaconsfield"
H.M.Ts. "Negro" and "Stefa"		
Escorts and Merchant Ships in Convoy P.W.128 (20th March, 1942)		

Merchant ships and fishing vessels

S.S. "Cushenden"
S.T. "Aquarius"

Enemy aircraft shot down by Naval aircraft.—Casualties caused to enemy aircraft by Naval aircraft as follows from the beginning of the war to 1st April, 1942 :—

	Confirmed	Probable	Damaged
Last reported totals (1st March, 1942) ...	149	26	99
	149	25	99
Increases	—	1	—

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

General Information

3. Fewer enemy air attacks on merchant shipping took place in home waters during March than in any month during the preceding year. Of the twenty-five ships so far known to have been attacked, only two—s.s. "Risoy" (793 tons) and a Belgian fishing trawler "Gratie Gods" (91 tons)—were sunk and two sustained material damage.

4. Half the attacks were made on ships sailing independently.

5. The weight of attack has been concentrated almost entirely against shipping off the west coast; of attacks so far analysed only three are known to have occurred on the east coast—a striking reversal of normal G.A.F. procedure.

6. Another unusual feature has been the incidence of attacks in the Channel by bomb-carrying MEs. against both H.M. ships and fishing vessels.

7. The following amendment is to be made to A.F.O. 1224/42 :—

Under "Brief details of successes credited to merchant ships and fishing vessels" amend "Helder" and "Highwear" to read "Helder".

(C.A.F.O. 1898/40 and A.F.O. 1224/42.)

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

*1734.—Honours and Awards—Extract from "London Gazette" Supplement of 3rd April, 1942

(H. & A.—16.4.1942.)

ADMIRALTY

Whitehall,

3rd April, 1942.

The KING has been graciously pleased to give orders for the following Appointment to the Distinguished Service Order, and to approve the following Awards, for bravery and skill in successful Combined Operations against the Enemy at Vaagso and Maaloy :—

To be a Companion of the Distinguished Service Order

Rear-Admiral Harold Martin Burrough, C.B.

The Distinguished Service Cross

Temporary Lieutenant Nicholas Patrick Comyns Hastings, R.N.V.R.

Temporary Lieutenant Paget Norman Bowman, R.N.V.R.

Sub-Lieutenant Michael Philip Vaux, R.N.

Midshipman Paul Anthony Roche Hayes, R.N.

The Distinguished Service Medal

Chief Stoker John Graham, P/K.60978.

Petty Officer Cook William Kefford, D/MX.48933.

Leading Seaman Louis Chaisty, D/SSX.27594.

Acting Leading Seaman Albert Edward Clixby-Watson, P/JX.128994.

Acting Leading Stoker John Goff, P/KX.96354.

Mention in Despatches

Commander William Richmond Fell, O.B.E., D.S.C., R.N. (Retd.)
 Lieutenant-Commander Lionel William Lendon Argles, R.N.
 Lieutenant-Commander Ackroyd Norman Palliser Costobadie, D.S.C., R.N.
 Lieutenant-Commander Malcolm Edgar Wevell, R.N.
 Lieutenant-Commander William Snowden Byles, R.D., R.N.R.
 Temporary Lieutenant-Commander (E) John Law, R.N.R.
 Temporary Lieutenant Norman Allen Bacon, R.N.V.R.
 Temporary Lieutenant Robert Wilmot Howorth Chancellor, R.N.V.R.
 Temporary Acting Lieutenant Arthur Henry Laight, R.N.V.R.
 Temporary Surgeon Lieutenant John Patrick Gerard Rogerson, M.B., Ch.B., R.N.V.R.

Chief Petty Officer George Hopkins, P/J.110617.

Petty Officer Charles Edward Brookes, D/JX.132714.

Petty Officer Edgar Bertie Ward, D/J.101893.

Leading Seaman Walter James Courage, D/JX.145434.

Leading Seaman Leslie Robinson, D/MX.2996.

Leading Seaman Joseph Williams, D/J.46666.

Leading Sick Berth Attendant Edward Thomas Clough, P/MX.56615.

Able Seaman Frederick Walter Joyce, P/SSX.247991.

Able Seaman Ernest Willcox, D/SSX.136507.

Able Seaman Douglas Charles Harper Wood, P/JX.247041.

Stoker First Class Walter Stevenson, D/KX.115588.

*1735.—Honours and Awards—"London Gazette" Supplement of 7th April, 1942

(H. & A.—16.4.1942.)

ADMIRALTY

Whitehall,

7th April, 1942.

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

For courage, skill and coolness in successful Submarine patrols:

Bar to the Distinguished Service Order

Commander Anthony Cecil Capel Miers, D.S.O., R.N.

To be Companions of the Distinguished Service Order

Lieutenant-Commander Edward Arthur Woodward, R.N.

Lieutenant John Somerton Wraith, D.S.C., R.N.

Bar to the Distinguished Service Cross

Lieutenant Aston Dalzell Piper, D.S.C., R.N.R.

The Distinguished Service Cross

Lieutenant Charles Walderne St. Clair Lambert, R.N.

Lieutenant David Stuart McNeile Verschoyle-Campbell, R.N.

Lieutenant (E) Hugh Anthony Kidd, R.N.

Bar to the Distinguished Service Medal

Acting Chief Petty Officer William James Harding, D.S.M., D/J.96730.

Acting Leading Seaman Augustus William Illesley Armishaw, C/J.112573.

The Distinguished Service Medal

Acting Chief Petty Officer James Alexander Watson, P/JX.131355.

Chief Petty Officer Telegraphist Alfred Charles Hinds, C/J.104901.

Engine Room Artificer Second Class John Spencer Laurance, C/MX.50281.

Engine Room Artificer Third Class Ernest Frederick Ball, P/MX.54367.

Engine Room Artificer Third Class Gerald Collins, P/MX.54602.

Petty Officer George Amos Yeo, D/JX.129805.

Petty Officer Telegraphist Arthur Roy Clarke, D/JX.136048.

Acting Petty Officer Telegraphist Norman William Drury, C/JX.128288.

Acting Stoker Petty Officer Alfred Monks, D/KX.81322.

Acting Leading Seaman George Dallas Forbes, D/JX.161397.

Leading Stoker Thomas Ernest Deacon, C/KX.84144.

Able Seaman William Hammond, C/SSX.19696.

Able Seaman Alexander Low, C/SSX.16667.
 Able Seaman Leslie Alfred Phillips, C/JX.207762.
 Able Seaman James Sydney Vine, C/JX.175291.
 Able Seaman Ernest Clifford William Woolley, C/J.98058.
 Stoker First Class Patrick Conaty, C/K.65721.
 Stoker First Class Patrick Joseph Stanley, P/KX.92269.

Mention in Despatches (Posthumous)

Lieutenant Charles Henry Walmsley, R.N.R.

Mention in Despatches

Lieutenant Paul Charles Chapman, D.S.C., R.N.
 Petty Officer Harry Austen Smith, P/J.114333.
 Petty Officer Telegraphist Ernest Kynoch Kember, D.S.M., D/JX.133432.
 Stoker Petty Officer Geoffrey Harry Anthony Wright, C/KX.79996.
 Engine Room Artificer Fifth Class Sydney Jack Leaf, C/MX.54031.
 Leading Seaman Roy William Dunbar, D/JX.147674.
 Acting Leading Seaman David Cormack Cusator, P/JX.145479.
 Acting Leading Telegraphist John Henry Williams, D/JX.142219.
 Able Seaman James Dalton, P/SSX.27620.
 Able Seaman Norman Robert Dowdell, C/SSX.18998.
 Able Seaman Felix Francis Gavin, P/JX.155038.
 Stoker First Class Ronald John Stokes, C/KX.96565.
 Stoker First Class Philip Edwin Le Gros, N.Z.D.1718.

For bravery, skill and seamanship on passage to Tobruk while serving in H.M. Ships "Wolborough" and "Klo":

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Frank Alan Winson Ramsay, D.S.C., R.N. (Retd.)

The Distinguished Service Cross

Sub-Lieutenant Harold Denis Hodkinson, R.N.V.R.

The Distinguished Service Medal

Able Seaman Charles Henry Beavington, C/SS.11573.
 Engineman George Alfred Jacobs, LT/X.6102 E.S., R.N.R.

Mention in Despatches

Lieutenant Malcolm Christopher English, R.N.R.
 Chief Mechanician Thomas Travers, P/K.67261.
 Leading Seaman Valentine Leonard Walker, LT/LX.30046.
 Able Seaman Thomas William Constable, C/SSX.19635.
 Telegraphist Thomas Randall, P/JX.149263.
 Seaman John Henry Llewellyn McOwen, LT/JX.174445.
 Cook Leslie Arthur Hardiman, D/MX.80888.
 Steward Henry Arthur Simmonds.

For bravery and devotion to duty in rescue work while serving in H.M.S. "Thorgrim":

The Distinguished Service Cross

Temporary Lieutenant James Forrester Bardolph, R.N.V.R.

The Distinguished Service Medal

Seaman James Arthur Virth, LT/JX.231604.

Mention in Despatches

Lieutenant Joseph Benjamin Sparkes, R.N.R.
 Seaman Edgar Archibald Decker, LT/JX.246712.

For skill and bravery in action against Enemy Submarines while serving in H.M. Ships "Stork," "Penstemon," "Deptford" and "Samphire":

The Distinguished Service Cross

Lieutenant-Commander John Byron, R.N.R. (Retd.)
 Lieutenant Michael Elijah Impey, R.N.
 Mr. Henry Rogers Haddon, Commissioned Engineer, R.N.

The Distinguished Service Medal

Chief Engine Room Artificer Thomas William Flood, D/M.24884.
 Yeoman of Signals Roland Gwynn Keyworth, D/JX.135478.
 Leading Seaman William Harry Kelly, D/SSX.23507.
 Acting Leading Seaman Ralph Johnson, D/J.106179.
 Able Seaman Wilfred Edward Green, D/SSX.19925.

Mention in Despatches

Lieutenant-Commander Hugh Robert White, R.N.
 Lieutenant-Commander Frederick Thomas Renny, D.S.C., R.N.
 Lieutenant Gordon Thomas Seccombe Gray, D.S.C., R.N.
 Temporary Surgeon-Lieutenant Arthur Morton Evans, M.R.C.S., L.R.C.P., R.N.V.R.
 Sub-Lieutenant Ilan Diarmuid O'Callaghan Vane-Hunt, R.N.
 Chief Petty Officer Herbert Levi Hearne, D/J.34182.
 Chief Mechanician Herbert Hickman, D/K.61054.
 Engine Room Artificer Third Class John William Medway, D/MX.55672.
 Shipwright Third Class Robert Henry Pillidge, D/MX.52557.
 Petty Officer George Davey, D/JX.136934.
 Petty Officer Telegraphist Thomas Teece, D/JX.133500.
 Stoker Petty Officer John O'Donoghue, D/K.79981.
 Leading Seaman William James Crudge, D/JX.127420.
 Able Seaman Maurice Anthony Carey Waters, D/JX.144591.

For distinguished services as Commodore of a Convoy:

Mention in Despatches

Vice-Admiral Sir Raymond Fitzmaurice, K.B.E., D.S.O. (Retd.)

For gallantry and devotion to duty in Greek waters in one of H.M. Transports:

The Distinguished Service Cross

Mr. Alexander Macaulay, Chief Engineer.

For gallantry and coolness in many air operations against the Enemy:

Mention in Despatches (Posthumous)

Leading Airman Laurence Philip Edward Porter, FAA/SR.16224.

For resource and cheerfulness when his aircraft was lost:

Mention in Despatches

Leading Airman Ernest Archibald Gowan, FAA/FX.77499.

***1736.—Awards to Officers and Men of the Polish Navy**

(H. & A. 110/42.—16.4.1942.)

The KING has been graciously pleased to approve the following Appointments and Awards to officers and men of the Polish Submarine "Sokol":—

Distinguished Service Order

Lieutenant-Commander Boris Karnicki, Polish Navy.

Distinguished Service Cross

Lieutenant-Commander Jerzy Karol Koziolkowski, Polish Navy.
 Lieutenant Andrzej Kłopotowski, Polish Navy.

Distinguished Service Medal

Chief Petty Officer Feliks Przadak.
 Chief Petty Officer Tadeusz Domicz.
 Chief Engine Room Artificer Stanislaw Sienkiewicz.
 Chief Electrician Feliks Nowacki.
 Acting Petty Officer Marian Szewczyk.
 Leading Signaller Jan Pajak.

2. These Awards will not be gazetted.

†1737.—Retirement of Adviser to the Fourth Sea Lord

(C.E. 9694/40.—16.4.1942.)

Sir William J. Gick, C.B., C.B.E., retired from the post of "Adviser to the Fourth Sea Lord on Questions of Supply" on 28th February, 1942.

(A.F.O. 2326/40.)

1738.—Meritorious War Service—Grant of Additional Seniority

(C.W. 9446/42.—16.4.1942.)

In accordance with A.F.O. 1027/41, additional seniority has been granted to the following officers:—

Paymaster Lieutenant-Commander C. A. Barber, R.N.R.	...	1 year
Lieutenant J. Smallwood, R.N.	... ..	1 year
Lieutenant M. G. Haworth, D.S.C., R.N.	... ..	1 year
Lieutenant (A) H. M. Ellis, D.F.C., R.N.	... ..	1 year
Lieutenant (E) E. C. Beard, R.N.	... ..	1 year
Lieutenant (E) H. G. Southwood, D.S.C., R.N.	... ..	1 year
Lieutenant F. B. P. Brayne-Nicholls, R.N.	... ..	6 months
Lieutenant I. G. H. Garnett, D.S.C., R.N.	... ..	6 months
Lieutenant J. C. Grattan, D.S.C., R.N.	... ..	6 months
Lieutenant (E) J. A. R. Abbott, R.N.	... ..	6 months
Paymaster Lieutenant J. W. Maulden, R.N.	... ..	6 months
Paymaster Lieutenant C. W. H. Barree, R.N.R.	... ..	6 months
Paymaster Lieutenant J. Bodilly, R.N.V.R.	... ..	6 months

(A.F.O. 1027/41.)

1739.—Command Money and Entertaining Allowance in M/S, A/P and A/S Organisations—REPORTS

(C.W. 7015/42/M./S. 0579/41.—16.4.1942.)

A.F.O. 1097/42 is to be amended as follows:—

Paragraph 5. Delete Senior Officers of Fast Minesweeping Flotillas. Substitute Senior Officers of Fleet Minesweeping Flotillas.

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

1740.—Accountant Branch—Promotion from the Lower Deck to Permanent Commissions

(C.W. 9818/42.—16.4.1942.)

With reference to paragraph 9 of A.F.O. 409/40, arrangements should be made for Fleet Selection Boards to be held about the end of June, 1942. The names of selected candidates are to be reported by telegram in order of merit, together with any special comments. Any candidates serving at Home (ashore or afloat) who cannot appear before the Home Fleet Selection Board should be discharged to Portsmouth for appearance before a Board convened by Commander-in-Chief, Portsmouth, and be accompanied by all relevant documents.

2. As there may be certain candidates who are taking the Special Educational Examination in March, 1942 (A.F.O. 409/40, paragraph 7 (c)) and the professional examination in May, 1942 (A.F.O. 1198/40, paragraph 2 (e)), whose examination results cannot be promulgated before the Fleet Boards are held, it has been approved that such candidates may at the discretion of administrative authorities appear before a Fleet Selection Board, but any decision of the Board will be subject to the result of the examination.

(A.F.Os. 409/40 and 1198/40.)

1741.—Temporary Warrant Rank—Wardmaster Branch

(C.W./M.D.G. 11613/42.—16.4.1942.)

With reference to A.F.O. 1767/40, paragraphs 2 and 3, recommendations for promotion to Temporary Acting Warrant Wardmaster may now be rendered in respect of any pensioner S.B.C.P.Os. and active service S.B.C.P.Os. within three years of pension who are considered suitable and are medically fit for such promotion, even though they are not qualified educationally and professionally in accordance with K.R. & A.I., Article 317.

(K.R. & A.I., Article 317.)

(A.F.O. 1767/40.)

1742.—R.D.F. Maintenance Courses

(S.D. 05192/42.—16.4.1942.)

In ships where no R.D.F. officer or radio mechanic is borne the efficiency and maintenance of the R.D.F. equipment devolves upon the higher ratings of the W/T branch. It is therefore important that, in such cases, these ratings should undergo a maintenance course in the appropriate R.D.F. set(s) when opportunity occurs.

2. Such courses can be arranged at any time in the Signal Section, R.N. Barracks, Portsmouth or Sherbrooke House, Glasgow. They are intended for higher ratings and are of no benefit to those whose technical knowledge is insufficient for them to understand details of the circuits. To provide adequate instruction a minimum of 3 days is required for any one set but this figure can be profitably extended to 5 days per set.

3. Ships desiring to send ratings to attend these courses should apply to Captain, H.M. Signal School, in the case of the Signal Section, R.N. Barracks, Portsmouth, or the Officer-in-Charge in the case of Sherbrooke House, by signal in the form:—

A.F.O. 1742/42—(a) Number of ratings (stating substantive rate).

(b) Type or types of set in which instruction is required.

(c) Date on which it is desired instruction should commence. (at 0900.)

N.B. Whenever practicable this should be on Monday.

(d) Number of days instruction for which ratings can be spared.

Such signals will only be answered when the ratings cannot be accepted as requested.

(A.F.O. 428/42 is cancelled.)

1743.—H.M.S. "Saker II"—Accountant Arrangements in U.S.A.

(M. 01285/42.—16.4.1942.)

"M.B.626," harbour craft at Halifax, has been commissioned as nominal depôt ship as H.M.S. "Saker II" as from 1st December, 1941. The address of H.M.S. "Saker II" is c/o British Consulate General, 2501, Broadway, New York.

2. H.M.S. "Saker II" will carry the accounts of all naval personnel serving in the U.S.A. (including W.R.N.S.) not borne on the books of one of H.M. Ships in the U.S.A., with the following exceptions:—

(a) Consular shipping advisers.

(b) Fleet Air Arm personnel already serving at Pensacola and drafts leaving the United Kingdom before 1st April, 1942.

(c) Naval attaché and staff.

(d) Personnel of vessels whose accounts are borne in a parent ship in commission in United Kingdom, Canada or Newfoundland.

(e) Personnel of submarines refitting in U.S.A. (for special accounting arrangements see paragraph (3)).

(f) Personnel sent to U.S.A. for purely temporary duties (see paragraph (5)).

3. During the refit of submarines in U.S.A. their accounts are to be held in the parent ship of which the submarine is a tender. H.M.S. "Saker II" will act as temporary Mother Ship rendering such accountant assistance, e.g., provision of supplies of monies, etc., as submarines may require. The Mother Ship will communicate to the parent ship without delay all ledger payments made. Parent ships are to send draft emergency pay lists showing fortnightly rates payable to personnel of submarines to H.M.S. "Saker II" to arrive, if possible, before submarines reach their refitting ports.

4. H.M.S. "Saker II" and personnel on her books are under the administrative authority of the head of B.A.R.M., who will also arrange for the accommodation and victualling of advance parties and crews for ships converting or building in the U.S.A. for the R.N.

5. Pay documents of personnel discharged to H.M.S. "Saker II" should be sent with them. In the case of personnel sent to the U.S.A. for miscellaneous duties, courses, etc., of a purely temporary nature, nominal lists showing fortnightly and/or monthly rates of advance to be paid while in the U.S.A. should accompany the personnel.

1744.—Verification of Accountant Officer's Balance at Uncertain Date

(D.N.A. 20960/41.—16.4.1942.)

In order to provide for the delegation of authority by Commanders-in-Chief for ordering the examination of balances at uncertain date, and for due examination of balances in ships out of touch with their Flag Officers, the following modification of the procedure laid down in K.R. & A.I., Articles 992a and 1105a is made as a war-time measure.

2. Individual Commanding Officers of ships carrying their own accounts should represent to their Senior Naval Officer for the time being when the six-monthly inspection is due, and should maintain a record to enable this to be done.

3. The Senior Officer will then nominate an independent Accountant Officer, or Officers, to carry out the verification and examination laid down in K.R. & A.I., Article 1105a.

4. The Inspecting Officer will make his report, in quadruplicate, to the officer ordering the inspection, who will transmit a copy, with his remarks, to the Captain of the ship whose cash account procedure has been examined.

Copies are also to be sent to the Commander-in-Chief or other Flag Officer under whose command the ship is normally serving, and to the Admiralty, for the Director of Navy Accounts (Branch 5A).

5. Should a situation arise in which an inspection has not been carried out for six months, and the service on which the ship is engaged makes it unlikely that an opportunity of independent examination will occur in the near future, the Captain, or two Officers delegated by him, should verify the balance of public money at the next monthly count and satisfy himself, so far as he is able to do so, that the balance agrees with the amount of public money which should be on charge. Any difference should be reported.

On such occasions Certificate B on Form S.29 should indicate that the above procedure has been carried out in lieu of independent examination which is not possible for reasons which should be given.

An examination of accounting procedure is to be carried out by independent Accounting Officers at the first suitable opportunity.

(K.R. & A.I., Articles 992a, 1105a.)

1745.—Officiating Minister of Religion

Scarborough

(C.E. 52862/42.—16.4.1942.)

The Rev. C. S. Gardner, M.A., St. Columba's Vicarage, 47, Peasholm Drive, Scarborough, has been appointed Officiating Minister to Church of England personnel of the Royal Navy at Scarborough. The usual facilities are to be afforded.

1746.—Officiating Minister of Religion

Bosham

(C.E. 52564/42.—16.4.1942.)

The Rev. J. A. Ross, The Manse, Brook Lane, Bosham, Sussex, has been appointed Officiating Minister to Baptist and Congregational personnel of the Royal Navy at Bosham. The usual facilities should be afforded.

1747.—Amendment to Complement

Armed Merchant Cruisers (Classes "A", "B" and "C")

(N. 1204/42.—16.4.1942.)

The following amendment is to be made to the Scheme of Complement of Armed Merchant Cruisers (Classes "A", "B" and "C"), issued with Admiralty Letter N./P.M. 8828/40 of 9th June, 1941:—

Under the heading "Included in the foregoing", insert (below "P.R.T. Instructor") "Commander's Office Writer" and (in each column headed "Naval") the figure "1".

N.B.—(i) No substantive increase is involved.

(ii) This amendment to have effect from the date of the allocation of a rating (other than the G.L.W.) for the duty of Commander's Office Writer, but not earlier than 15th May, 1941.

1748.—Air Fitter (L)—Selection and Examinations for Transfer to Electrical Artificer

(N. 4654/42.—16.4.1942.)

A.F.O. 4837/42 is to be amended as follows:—

Insert new paragraph 3a:—

To ensure that candidates are up to the necessary standard, the Commanding Officers' recommendations are to be accompanied by a certificate by the Electrical Officer of the Ship or Station that the candidate has satisfactorily passed a preliminary test and examination.

***1749.—Automatic Morse Operator—Institution of New Rating**

(N. 16538/41.—16.4.1942.)

In order to provide the necessary personnel to undertake the preparation and transcribing of high speed tapes in the W/T service at certain Shore W/T Stations, it has been decided to institute a separate section within the Signal Branch to be known as the "Automatic Morse Operator" Section, short title "A/M", ratings being designated Ordinary Signalmen A/M, or Signalmen A/M. A specialised section of the W.R.N.S. will be formed to meet part of the requirements.

2. The pay and advancement conditions of the new ratings will be identical with those for the Teletypewriter Section of the Signal Branch (vide A.F.Os. 2023/40 and 2015/41), except that advancement beyond Leading Signalmen (A/M) is not contemplated at present.

3. Ratings will wear a special badge to consist of crossed flags with the letters A/M.

(A.F.Os. 2023/40 and 2015/41.)

1750.—Emergency Repairs to Electrical Equipment in Main Machinery Compartments

(D.L. 4013/42.—16.4.1942.)

Experience in a ship recently damaged by enemy action showed that the organisation for effecting emergency electrical repairs in the main machinery compartments was not satisfactory.

2. The highest degree of co-operation must be maintained between the appropriate officers of the engineering and electrical departments for the maintenance of essential power supplies and the former department must keep the latter informed of breakdowns of electrically driven machinery.

3. The number of engine room ratings qualified in electrical work allowed in the complement is small and at no time is it sufficient to enable more than minor repairs to be effected.

4. These ratings, when at action stations, are to be absorbed in the main electrical repair organisation of the ship and attached to those electrical repair parties dealing with engine rooms and boiler rooms in order that organised assistance will be readily available when required.

1751.—Kit Deficiencies due to Travel Restrictions

(N/C.W. 15164/42.—16.4.1942.)

Deficiencies of kit of ratings, including W.R.N.S. and R.M. other ranks, due to restriction of baggage necessitated by the means of transit, e.g., by air or submarine, are to be made up by issues from stock, subject to the following conditions. The issues from stock are to be limited to articles which the Commanding Officer considers essential, and they are only to be made when there is no prospect of the gear reaching the rating or other rank within one month of his or her arrival.

*1752.—Provisional Advancements, Badge Awards, etc., without Service Certificates

(N. 3451/42.—16.4.1942.)

The following special arrangements have been approved with respect to advancements, progressive pay and award of Good Conduct Badges in the absence of service certificates or related documents.

2. Authority is given to Commanding Officers to advance ratings provisionally, to authorise the provisional credit of progressive pay, or to make provisional awards of Good Conduct Badges, on the basis of a signed and witnessed statement from the rating concerned as to his qualifications. Men must be cautioned that if erroneous statements are subsequently found to have been made, they may be called upon to refund any pay drawn in excess of that properly due to them, and that deliberate false statements will involve a liability to disciplinary charges and appropriate punishment. The use of form S.1243 (copy of service certificate) is advised for this purpose, and the certification signed by the man may be in the following form: "I understand that the provisional advancements and awards of Good Conduct Badges and Progressive Pay recorded hereon are liable to adjustment if subsequent information shows that the particulars upon which the advancement or award was based were incorrect."

3. *Advancements.*—Advancement depends in general on immediate fitness for the higher rate, on age or time served and/or qualification by examination, and on conduct. Commanding Officers may authorise provisional advancements accordingly, but where Depot Rosters are still the governing factor (see K.R. & A.I., Article 413, as modified by A.F.O. 3913/41) provisional advancement should not be made in the absence of the usual authority issued by Depot.

In the case of Ordinary Seamen and equivalent rates, the Able Seaman grade may be granted after two months' actual experience of the man provided the Commanding Officer then considers advancement to be merited and the man is otherwise eligible as far as is known. Such advancements may be ante-dated on the lines applicable to the grant of the acting rate of A.B. indicated in A.F.O. 4558/40.

The Depot should, on receipt of notification that an advancement has been made, check eligibility in so far as available information and other circumstances may allow.

4. *Progressive Pay.*—The credit of Progressive Pay may be authorised on as provisional basis.

A notation of its authorisation is to be specially made, in red ink, on S.1243 or other form employed. If S.1243 is used, this notation should be made on page 4 at the foot of the space provided for Character and Efficiency assessments.

5. *Good Conduct Badges.*—Commanding officers are authorised to make provisional awards, or restorations, of Good Conduct Badges. The normal rule that awards, etc., are final will not apply, and any error due to misapprehension or misrepresentation will be subject to subsequent adjustment as indicated in paragraph 2 above.

6. Provisional advancements, grant of progressives, and award of badges, authorised under this order are to be recorded on S.1243 (or other form used) *in red ink.*

Red ink notations are similarly to be employed for the first entry in pay ledgers, and on transfer lists, to indicate that a subsequent check of the provisional decision is appropriate.

7. Deliberate misrepresentation by ratings is not anticipated. Nevertheless should a case occur, resulting in the improper grant of a higher rate or award of a badge, deprivation should not form part of the punishment, but the award should be cancelled and recovery charges made automatically before the disciplinary aspect is considered.

Should, however, a rating commit a warrant offence after a provisional advancement or badge award and before confirmation, it will be necessary summarily to disrate him or deprive him of the badge.

8. The foregoing provisional arrangements may be applied only if:—

- Service certificates have not been available for two months, and their early arrival is not anticipated, or
- It is evident that there is no reasonable chance of the service certificates being received within two months.

This two months must be regarded as a minimum period, and not as fixing the date on which Commanding Officers should automatically take action on the presumption that documents can properly be regarded as "not available".

(A.F.Os. 4558/40 and 3913/41.)

1753.—Conviction by Civil Power—Deserters and Absentees

(N.L. 21633/41.—16.4.1942.)

With reference to K.R. & A.I., Art. 587, Clause 3, when a man is arrested on a civil charge whilst in desertion and sentenced to a period of imprisonment by the Civil Power, the period from date of arrest to that of release from prison is to be recorded on his Service Certificate as "C.P." and thereafter until the date of his trial for desertion as "W.T."

2. The time spent in civil custody by a man absent over leave when arrested on a civil charge will continue to be dealt with in accordance with K.R. & A.I., Art. 598, Clause 3.

(K.R. & A.I., Arts. 587 (3), 598 (3), 606 (11).)

See AFO 2672/45 1754.—Extra Pay (Coastal Craft)

(N. 8130/42.—16.4.1942.)

Hard-lying money and extra pay credited to officers and ratings of Coastal Force Craft, i.e., motor torpedo boats, motor gun boats, steam gun boats, motor A/S boats and motor launches (72 ft. and 110 ft.) will in future be known collectively as coastal craft pay, the rates payable being those laid down in K.R. & A.I., Article 1621.

2. Coastal craft pay at the full rate is to be credited to crews of coastal force craft when necessarily living and sleeping on board the boats, whether in harbour or at sea.

3. Coastal craft pay at the lower rate (i.e., half rates) in lieu of full rates when the above conditions do not apply, is to be credited to officers and men of coastal force craft continuously so long as the officer or man remains an integral part of the crew of a boat and is appointed or drafted as such.

4. Payment of coastal craft pay may be continued, but at the lower rate only, irrespective of the rate credited during actual service, during all periods of leave taken whilst borne on ship's books as "part crew" of a coastal force craft, and is payable up to a maximum of 30 days when a rating forming "part crew" is checked sick, unless the sickness is due to causes within the man's own control, when coastal craft pay is to cease from the date checked sick, and is not to be recommenced until the day the man rejoins his boat. Coastal craft pay is not payable whilst officers and ratings are under training.

5. Coastal craft pay at half rates is not payable to spare crews maintenance, or base staffs, unless they are actually victualled in a boat and live and sleep on board, when they will be entitled to full rates of coastal craft pay under the above regulations.

(A.F.Os. 1902/41 and 1006/42 are cancelled.)

***1755.—Canadian Naval Personnel Entitled to Vote at Plebiscite**

(N. 8192/42.—16.4.1942.)

Note is hereby given that by virtue of a Proclamation of the Governor in Council, dated 9th March, 1942, a plebiscite has been ordered to be taken in Canada on the following question:—

Are you in favour of releasing the Government from any obligation arising out of any past commitments restricting the method of raising men for military service?

2. That every Canadian on service in His Majesty's Forces or Corps is entitled to vote at such plebiscite.

3. That Canadian Service voters may cast their votes before any commissioned officer designated by the Commanding Officer of his unit for that purpose.

4. That the votes of Canadian Service voters shall be cast on the nine week days between the 16th day of April, 1942, and the 25th day of April, 1942, both inclusive.

5. That the voting place in each unit shall be opened during at least three hours between 9 o'clock in the forenoon and 9 o'clock in the afternoon on every day mentioned.

6. That a poll will be provided at R.N. Barracks, Chatham, Portsmouth and Devonport, and at any other R.N. establishment where ten or more Canadian Naval personnel are at present serving.

7. That Canadian Naval personnel not covered as above may vote during the period mentioned in paragraph 5 by presenting themselves at H.M.C.S. "Niobe," Greenock, or at the office of C.C.C.S., Canada House, London.

8. The special Canadian returning officer for the United Kingdom will provide the Commanding Officer of the establishments mentioned in paragraph 6, with the necessary ballot papers, instructions, etc., etc., and the Commanding Officers of the establishments should designate a commissioned officer of their establishment (Canadian if possible) to take charge of the polling as laid down in the Article 23, Canadian Service Voter Plebiscite Regulations.

***1756.—South African Navy—Non-Institution of**

(N.7802/42.—16.4.1942.)

It has been represented that, consequent on a recent announcement which has appeared in the press in this country to the effect that a South African Navy is to be instituted in the Union on the same lines as other Dominion Navies, many R.N.V.R. (S.A.) officers and ratings have applied to South Africa House, London, for further particulars.

2. Enquiry of the Union Government has elicited the information that no official action has been taken in the matter.

***1757.—Naval Salvage Money—Distribution**

(D.N.A. 3A./N.L. 6777/40.—16.4.1942.)

The following awards are now ready for distribution by the Director of Navy Accounts.

Awards for the salvage of S.S. "Hamla" on the 14th May, 1940, by H.M.T. "Stalwart" and H.M. Dockyard Tug "Conqueress".

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

H.M.T. "Stalwart"			H.M.D.T. "Conqueress"		
	£	s. d.		£	s. d.
3rd Class	63	11 4	5th Class	19	0 9
6th Class	31	15 8	6th Class	14	5 8
7th Class	25	8 6	10th Class	5	14 0
8th Class	21	3 10	11th Class	4	15 4
9th Class	16	19 0	12th Class	2	17 3
10th Class	12	14 3			
11th Class	10	11 11			
12th Class	6	7 2			

Special Award.—Lieut.—Commander J. P. W. Pilditch, R.N., £57 0s. 0d.

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 or Establishments in which they are now serving.

1758.—W.R.N.S.—Unpaid Leave

(N. 2503/42.—16.4.1942.)

The following is to be substituted for the existing paragraphs 8 and 9 of A.F.O. 349/42:—

"8. The appointment of a temporary relief for W.R.N.S. personnel proceeding on unpaid leave for one month or less will depend upon the size of the staff, nature of work, and availability of a substitute with the necessary qualifications. An officer or mobile rating proceeding on more than one month's unpaid leave will be subject to reappointment or draft anywhere, permanent reliefs usually being provided.

9. Officers and ratings are to be borne nominally at List 20 (W.R.N.S.), "Officers" or "ratings" as appropriate, during unpaid leave, the period and authority being noted in the "Remarks" column. Their pay accounts are to be closed to the last day on pay prior to commencement of the unpaid leave, the requisite entry in the discharge column being in these terms: "Transferred List 20 (W.R.N.S.) No. (e.g.) for unpaid leave". On return from leave the necessary closing entry should be made in the nominal account indicating where the re-opened pay account appears, or the ship to which pay documents have been forwarded. The period of unpaid leave of a rating is to be recorded on the Service Certificate on a separate line, the space in the column "Employed as" being entered as "Unpaid Leave".

(A.F.O. 349/42.)

1759.—W.R.N.S. Convalescent Hospital at Elton Hall, Huntingdonshire

(M.D.G. 1901/42.—16.4.1942.)

Elton Hall Convalescent Hospital, Huntingdonshire, situated about 7 miles from Peterborough, has been allocated by the Red Cross Society as a hospital for the three women's services and is available for reception of members of W.R.N.S.

2. Application for admission should be made to:—

The Regional Hospital Officer (Dr. McKenna) Ministry of Health
Regional Offices, 12 Queen Anne Terrace, Cambridge.
Telephone—Cambridge 5446.

(A.F.O. 2923/41 is cancelled.)

1760.—Enemy Prisoners of War—Free Issue of Tobacco

(N.L. 4745/42.—16.4.1942.)

There appears to be some uncertainty amongst Commanding Officers of H.M. ships as to the propriety or otherwise of making free issues of cigarettes and tobacco to enemy prisoners of war embarked in H.M. ships. The position is as follows:—

(a) German prisoners of war whether officers or other ranks should not be supplied with free tobacco or cigarettes.

- (b) Italian other rank prisoners may receive a free issue at the rate of 1½-ozs. of tobacco or its equivalent in cigarettes (roughly 35) per week.
- (c) Italian officers should not be supplied with a free issue.
- (d) Merchant seamen should be treated in the same manner as prisoners of war of the same nationality.
- (e) No free issue of cigarettes or tobacco has yet been agreed for Japanese prisoners.

2. Where a free issue is authorised the cost thereof should be accepted as a charge to Naval votes as victualling expenses in accordance with the procedure laid down in C.B. 3074.

3. It should be explained that free issues of tobacco and cigarettes are only made to enemy prisoners of war where free issues are made on a reciprocal basis by enemy Governments to British prisoners.

4. Enemy prisoners who are not entitled to the free issue of tobacco or cigarettes may be supplied, within the free issue limits hereinbefore laid down, but they should be debited with the cost, with a view to ultimate recovery.

***1761.—Food Rationing—Channels of Correspondence**

(V. 20616/42.—16.4.1942.)

It has come to notice that a number of complaints, suggestions and appeals for advice on food matters have been addressed by individual Naval personnel and by H.M. ships and establishments to the Ministry of Food.

2. In no circumstances should communications be addressed direct to the Ministry of Food as all necessary correspondence with the Ministry is undertaken by the Admiralty.

3. When questions of Service victualling or supplies of Service or N.A.A.F.I. provisions arise the matter should be reported through the normal Service channels to the Admiralty (K.R. & A.I., Articles 874 to 878, Clause 1, inclusive). Minor problems affecting single ships or establishments may be sent to the Director of Victualling (K.R. & A.I., Article 877) but more important matters of principle or matters likely to affect other than the reporting ship or establishment should be submitted to the Admiralty (K.R. & A.I., Article 874). Submissions from individuals are always to be made to their Commanding Officers (K.R. & A.I., Article 875).

4. When problems arise in connection with supplies of foodstuffs which are obtained from civilian sources the local Food Executive Officer's advice may be sought by Commanding Officers or Accountant Officers. Holders of ration documents will normally find that problems arising can be resolved by the officer by whom the documents were issued, but they should seek advice at the Food Office if instructed to do so by the issuing officer or if they are out of touch with him.

1762.—Association of Retired Naval Officers—Annual Report

(Included in Notice Boards Issue only.) •

1763.—R.N. War Amenities Fund—Donations

(Included in Notice Boards Issue only.)

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

1764.—H.A.C.S. and A.F.C. Tables and Clocks—Interchangeability of Main Drive Motors

(G. 04163/42.—16.4.1942.)

Main drive motors standardised as A.P. 4183 and 4183A are arranged to serve interchangeably in the above tables and clocks. The electrical characteristics and running speed of the motors are alike.

2. In order to accommodate mechanical differences between these tables and clocks, the following features are embodied in the motors:—

- (a) Running direction is reversible.
- (b) Field yoke is reversible between end shields, allowing terminal chamber to face either way.
- (c) Shaft extensions are suitable for all tables and clocks, although one end only is needed for A.F.C. tables.

3. A motor issued as spare may need to be re-arranged for a particular service as indicated in paragraph 2. The work entailed is inconsiderable. Instructions for reversing the running direction are contained in C.A.F.O. 1421/40.

4. Manufacturing variations in the shaft heights of these motors are normally kept well within the limits permissible in the couplings but cases have been reported where the use of shims was necessary.

In some A.F.C. tables, Mark V, an elongated shank is required for the motor coupling.

5. Spare motors issued to ships should be surveyed by ships' staffs and prepared for use in accordance with these instructions.

(C.A.F.O. 1421/40.)

1765.—Guns, B.L., 15-in., Mark I—Frames, Breech Mechanism, and Latches, Retaining, Breech Screw, Closed—Modification

(A.S. 13509/41.—16.4.1942.)

The following modifications, if not already done, are to be carried out as opportunity offers to the breech mechanisms of all B.L. 15-in. Mark I guns in service:—

Parts to be modified:—

- (a) Frame, breech mechanism, left and right.
- (b) Rack, frame, breech mechanism, left and right.
- (c) Latch, retaining breech screw closed.

Reason:—

- (a) To provide a tapped hole for an eyebolt for air blast chain.
- (b) To provide a locking plate with two securing bolts for rack adjusting screw, locking nut.
- (c) To provide clearance for the rail of gun loading cage.

Instructional print:—

N.O.D. 2130/87.

2. Spare latches, retaining breech screw closed, carried by H.M. ships and spare component parts in store are to be similarly modified.

1766.—Fuzes No. 206, No. 207 and No. 211 with black nose caps—Issue

(G./C.I.N.O. 3692/42.—16.4.1942.)

Issue to ships may soon be made of No. 206, No. 207 and No. 211 fuzes with nose caps having a black finish. The No. 206 fuzes have steel caps which are Parkerised to rust proof them and the No. 207 and No. 211's black caps are made from plastic material.

2. Care should be taken that these fuzes with black caps are not confused with the equivalent drill fuzes, which are painted black all over except for the graduation ring. The drill fuzes have the word "drill" stamped on them in red letters.

1767.—Ammunition, S.A., Vickers, 0.5-in., "F," Mark IZ., R.L.—Precautions—Withdrawal Instructions

(G. 02391/42.—16.4.1942.)

Serious accidents have occurred with 0.5-in. Vickers machine guns while using S.A. 0.5-in. ammunition "F" Mark IZ, R.L. manufacture of dates 1st January, 1937, to 5th September, 1941, inclusive.

2. There is reason to suspect that the cause of these accidents may be the effect of exposure, and/or the percolation of oil and water into the cartridge cases of this ammunition while in the ready use position on the mountings.

3. The following precautions are to be taken:—

- (i) Pending further instructions ammunition of R.L. manufacture of dates 1st January, 1937, to 5th September, 1941, should not be used except for practice purposes as provided in (IV) hereof if other is available on board, or can be obtained in exchange from local armament sources.
- (ii) Every endeavour is to be made to avoid keeping "R.L." ammunition manufactured prior to 5th September, 1941, exposed on mountings—only ammunition of other makes being used for this purpose wherever practicable.
- (iii) To enable this action to be taken, ship's outfits of 0.5-in. ammunition are to be adjusted where necessary to contain equal amounts of "R.L." and ammunition of other manufacture. Administrative authorities should arrange local exchanges between ships accordingly and Armament Supply Officers should assist in this adjustment to the extent of their local resources.
- (iv) Pending further instructions practice firings are to be carried out with "R.L." ammunition manufactured prior to 5th September, 1941, only—unless none is available locally. Only fully serviceable ammunition of this manufacture should be used and not that labelled for "practice firing" or "first use". The use of such ammunition is suspended, and the following withdrawal instructions are to be observed.

4. *Withdrawal Instructions.*—Cartridges 0.5-in. "F" Mark IZ of R.L. manufacture of all dates, that have been issued to H.M. ships and Naval establishments specifically for first use or practice are to be returned to the nearest Naval armament depôt at the first opportunity, and others demanded in lieu. Any such ammunition at present in store at R.N. armament depôts, etc., or subsequently received from H.M. ships, is to be set aside for breakdown pending further instructions.

5. S.A. 0.5-in. Vickers "F" Mark IZ ammunition of R.L. manufacture of 6th September, 1941, and later dates has harder cartridge cases and is fully serviceable for firing greased with Cooper's Grease No. 4.

Such ammunition can be identified as follows:—

- (a) Date of work on the label on the package of 6th September, 1941, or later date. This gives ready identification without the necessity to open packages.
- (b) Base of cartridge is stamped with the year of manufacture in full i.e. 1941, in lieu of last two figures of year of manufacture i.e. 41. This gives identification of the ammunition after removal from packages.

6. Further trials are in progress to confirm the serviceability of this ammunition in circumstances of prolonged exposure in ready use positions and pending the result of these trials, preference should be given to ammunition of other makes, when available, for exposure in ready use positions on mountings.

7. Ammunition of R.L. manufacture of dates 1st January, 1937, to 5th September, 1941, inclusive will be exchanged for fully serviceable ammunition as the supply position permits.

(C.A.F.Os. 741/41, 890/41 and 891/41 are cancelled.)

1768.—Bombs, Aircraft, Practice, 8½-lb. and 11½-lb., Filled Titanium Tetrachloride—Storage Period

(A.S. 9231/41.—16.4.1942.)

Climatic trials have shown that the storage period of bombs, aircraft practice, 8½ lb. and 11½ lb., filled smoke, can safely be extended from one to two years in all climates provided that they are not exposed to direct sunshine or rain. The bombs are more likely to suffer from external rusting than internal corrosion.

2. Subject therefore to suitable conditions of storage and satisfactory visual inspection the period of twelve months laid down in N.M.E.R. (1941), Article 271 (4), and Air Publication 1245, Chapter 3, Section VIII, paragraph 13, may be extended to a maximum of two years from the date of filling, which is marked on the boxes.

3. The date for return will cease to be marked on boxes, but particular attention will still be necessary with respect to the date of filling as in some instances practice bombs with less than the maximum "life" may be supplied to ships and air stations.

4. N.M.E.R. (1941) will be amended.

A note is to be made against paragraph 13 of A.P. 1245, Chapter 3, Section VIII—"see A.F.O. 1768/42."

(N.M.E.R. (1941).)

1769.—Torpedoes—18-in., Mark VIII*, F.A.A.—Prevention of Cold Running

(T. 542/42.—16.4.1942.)

Experience has shown that, unless suitable precautions are taken, cold runs may occur with 18-in. Mark VIII* F.A.A. torpedoes owing to the propellers revolving and firing the igniters whilst the torpedo is still airborne.

2. The number of revolutions of the propeller in air is dependent on the speed of the aircraft and the freedom of the engine due to wear.

3. In order to eliminate failures of this nature propeller shafts are to be drilled to take a "combined locking and forward propeller shearing screw", which will be fitted in place of Screw Locking Forward Propeller Nut St. No. 1347, during charging and adjustment routine.

4. A.F.O. Diagram No. 90/42 gives details and method of fitting. Supply of 2-in. No. "Combined Locking and Forward Propeller Shearing Screw" for each 18-in. Mark VIII* F.A.A. torpedo carried, should be demanded from the nearest torpedo depôt.

5. These screws will be accounted for as follows:—

Section V.—Screws brass locking and shearing forward propeller nut. St. No. 8883.

6. There is a risk of loss of these torpedoes during practice running unless immediately recovered after a cold run. O.U. 6259 will be amended to include this information, as well as the details referred to above.

1770.—Torpedo Stores—Chests, Tools and Spare Gear, Gyroscopes

(A.S. 0177/42.—16.4.1942.)

In view of the extension of uses of various types of gyroscopes, e.g.,

- (i) 21-in., Mark IV*, S.J. (35) torpedoes are matched with S.R., A.R. or A.R.S.J. gyroscopes,
- (ii) 21-in., Marks IV-IV*, S.L.J. torpedoes are matched with S.R., A.R., A.R.W., or N.A.R.W. gyroscopes,

it is at present difficult to ensure that a chest of tools and spare gear entirely suitable for the type of gyroscope carried is available on board ships when required.

2. To overcome this difficulty it has been decided to introduce combined types of "main" and "supplementary" gyro chests.

3. The combined chests will be accounted for as follows, viz. :—

Section II.

(a) Chests, complete, tools and spare gear, gyroscopes :—
S.R. and A.R. type (except N.A.R.M. and A.R.K.),

(b) Chests, complete, tools and spare gear, gyroscopes :—
S.R. and A.R. type (except N.A.R.M. and A.R.K.) supplementary,

and will be supplied to meet the requirements for—

(a) Chests, complete, tools and spare gear, gyroscopes :—

S.R. and A.R.,
A.R.A., A.R.A.T., A.R.N. and A.R.P.,
A.R.S.O. and A.R.S.G.,
A.R.W., N.A.R.W., A.R.P.W., N.A.R.J.W. and N.J.W.Sc.,

(b) Chests, complete, tools and spare gear, gyroscopes supplementary :—

S.R. and A.R.,
A.R.A., A.R.A.T., A.R.N. and A.R.P.,
A.R.S.O. and A.R.S.G.,
A.R.W., N.A.R.W., A.R.P.W., N.A.R.J.W. and N.J.W.Sc.,
to A.R.W., N.A.R.W., A.R.P.W., N.A.R.J.W. and N.J.W.Sc.
for S.R. and A.R.

4. The contents of the combined chests are as detailed on Lists "A" (main chest) and "B" (supplementary chest) below.

5. Chests on board ships are to be adjusted accordingly as opportunity offers.

6. Labels of chests and torpedo store accounts are to be amended as necessary.

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

LIST "A"

Chests (complete), Tools and Spare Gear, Gyroscopes, S.R. and A.R. Type (except N.A.R.M. and A.R.K.)

CONTENTS

Item	St. No.	Quantity	Item	St. No.	Quantity
Bushes	4109	2	Laps	1409	1
Bushes	4105	2	Laps	1409A	1
Drifts	1400	1	Laps	1409B	1
Drills	1545	3	Presses	1410	1
Drivers, screw	489	2	Sleeves	4107	2
Gauges	1401	1	Spanners	826A	1
Glasses	1402	1	Spanners	631	1
Grips	840	1	Spanners	1076	1
Hammers	1403	1	Spanners	1153	2
Handles	262	2	Spanners	1139	2
Holder	4110	1	Spanners	1019	1
Holder	4106	1	Spanners	873	1
Holder	4111A	1	Spanners	630	1
Holder	1404	1	Spanners	494	2
Laps	628	2	Spanners	1140	1
Laps	629	2	Balls	816	120
Laps	844	2	Balls	2695	12
Laps	1408A	1	Bearing pieces	1413	2

LIST "A"—continued

Item	St. No.	Quantity	Item	St. No.	Quantity
Bolts	991	10	Pins	293	6
Bolts	810A	10	Pins	1091	12
Bolts	1186	4	Pins	608	6
Cases	1548	1	Plugs	827	2
Catches	992	6	Rods	802	1
Centres	2692	4	Rods	1217	1
Centres	2692A	4	Screws	813	8
Centres	2692B	4	Screws	1188	8
Centres	2692C	4	Screws	1432	2
Centres	2692D	4	Screws	811	2
Centres	2692E	4	Screws	417A	4
Centres	2692F	4	Screws	417	8
Centres	2692G	4	Screws	826	6
Centres	2693	6	Screws	1187	4
Centres	2694	6	Screws	1192	4
Centres	2694A	6	Screws	831	4
Centres	1414	2	Screws	812	4
Centres	1184	4	Screws	824	4
Centres	1184A	4	Screws	1191	4
Centres	1184B	4	Screws	814	4
Centres	807	4	Screws	1439	4
Centres	807A	4	Screws	295	4
Centres	807B	4	Screws	76	2
Centres	1371	2	Screws	276	4
Centres	1183	6	Screws	1200	6
Centres	618	6	Screws	331	4
Centres	808A	6	Screws	278	8
Centres	993	12	Screws	687	2
Centres	1145	6	Screws	287	4
Cones	1420A	2	Springs	834	1
Cones	1420B	2	Springs	805	2
Cones	4291	2	Springs	281	2
Cones	4291A	2	Springs	689	2
Cylinders	1549	2	Springs	883	1
Forks	642	2	Springs	804	4
Forks	737	2	Stones, oil	1446	1
Forks	595	2	Stones, oil	1447	1
Forks	1422	2	Stops	1646	2
Forks	1421A	2	Stops	690	2
Liners	4242	2	Stops	823A	1
Liners	594	10	Stops	823	1
Liners	998	2	Strainers	829	2
Nuts	1431	24	Studs	736	4
Nuts	815	8	Studs	1441	4
Paper	1448	1	Triggers	1199	1
Paper	1449	1	Triggers	1201	1
Paper	1450	1	Triggers	1226	1
Paper	1451	1	Valves	828A	3
Paper	1452	2	Valves	828B	3
Pins	738	4	Valves	593	3
Pins	1433	4	Valves	593A	3
Pins	1417	4	Valves	800B	12
Pins	1418	4	Valves	806	6
Pins	298	3	Washers	590	6
Pins	273	4	Washers	589	6
Pins	333	4	Washers	845	6
Pins	35	12			

LIST "B"

Chests (complete), Tools and Spare Gear, Gyroscopes, S.R. and A.R. Type (except N.A.R.M. and A.R.K.) supplementary

CONTENTS

Item	St. No.	Quantity	Item	St. No.	Quantity
Drills	1543	3	Nozzles	1428	4
Drills	1544	3	Nuts	1170	4
Laps	740	1	Nuts	1956	4
Laps	1407	1	Nuts	1171	4
Laps	741	1	Nuts	1327	4
Laps	742	1	Nuts	1429	4
Laps	1406	1	Nuts	1430	4
Point adaptors ...	1412	1	Pins	1193	3
Spindles	1411A	1	Pistons	838	2
Centres	1415	4	Pistons	4300	2
Centres	1183	3	Pistons	746	2
Clutch fork	750	2	Pistons	841	2
Clutch fork	1419	2	Pistons	1445A	2
Guards	744	1	Pistons	746	2
Guards	749	1	Pistons	1114	2
Guards	1566	1	Pistons	4299	2
Guards	1424	1	Plungers	1436	2
Guards	1423	1	Reducers... ..	1435	1
Guards	2771	1	Screws	1438	4
Guards	112	1	Screws	1161	4
Guards	1113A	1	Sleeves	1437	2
Gymbals	1425A	2	Spindles	747	1
Levera	1614A	2	Springs	803	2
Levera	801	2	Wheels	1442A	1

1771.—Bow Protector Paravanes—Bow Chains

(T. 708/42.—16.4.1942.)

Reports of excessive wear of bow chains and loss of studs from links indicate that some ships are making a practice of heaving taut, by a tackle or other means, the chain system outboard of the blake stoppers, when paravanes are not streamed.

2. This is being done with the object of preventing vibration and thus reducing wear; whereas in fact it tends to increase the wear, due to the excessive strain imposed upon the chain by the "wash" when the chain is too taut.

3. Chains and wire messenger "as fitted" are adjusted to allow one inch of slack for each foot of chain between the fairlead and the forefoot clump, *vide* O.U. 5511, paragraph 115.

4. Care is to be taken that the requisite amount of slack always exists in the outboard part of the chains *whether or not the paravanes are streamed*.

1772.—Paravanes—Periodical Exchanges

(A.S. 04244/40.—16.4.1942.)

The following revised procedure for exchange of paravanes carried by H.M. ships has been approved:—

Protector paravanes.—Biennial exchange to be abolished consequent on the approval to supply depth recorders and towing spans to all H.M. ships carrying protector paravanes to enable check ranging to be carried out by the Fleet, *vide* C.A.F.Os. 832/37 and 1716/37 and the greater efficiency in running which will now be obtained.

T.S.D.S. Paravanes.—To be exchanged annually in future instead of biennially.

H.S.M.S. Paravanes.—Biennial exchange to be abolished.

2. Paravanes carried by Royal Fleet Auxiliaries will continue to be exchanged annually in accordance with C.A.F.O. 1083/37.

(C.A.F.Os. 832/37 and 1716/37.)

(A.F.Os. 3172/38 and 1411/41 are cancelled.)

1773.—A.B. Mark I-I* Gyroscopes—Marking to Prevent Incorrect Cocking

(T. 049/42.—16.4.1942.)

A possible cause of gyro failure in torpedoes fitted with A.B. Mark I-I* gyroscopes is the gyro being apparently correctly cocked when the horizontal gimbal is in fact rotated 180° from its correct cocking position. With the horizontal gimbal in this position the centreing pin, although unable to enter the hole in the wheel centre, may press sufficiently hard on the wheel centre to hold the wheel system apparently rigid, and it may be difficult, owing to the limited space available, to observe that the centreing pin is not fully home.

2. To prevent the possibility of incorrect cocking, all A.B. Mark I-I* gyroscopes are to be marked by ship's staffs in the following manner:—

3. With the gyro removed from the torpedo and correctly cocked, a line is to be scribed on the lower surface of the horizontal gimbal, the scriber being held in contact with the after face of the lower half of the vertical gimbal and moved round from the blast guide on the starboard side to the compensating weight on the port side of the vertical gimbal. A capital letter A (for aft) about $\frac{3}{8}$ -ins. in height is then to be scribed on the horizontal gimbal on the after side of the scribed line with its apex in contact with the scribed line and on the bottom centre line. (See A.F.O. Diagram 91/42.)

4. No difficulty will be found in scribing these marks on the horizontal gimbal, which is made of duralumin. The marks must not be scribed deeper than is necessary to render them clearly visible when the gyro is in place in the torpedo.

5. A gyro marked in this way cannot be cocked incorrectly if:—

(a) The scribed line on the horizontal gimbal coincides with the after edge of the vertical gimbal and the letter A is visible on the after side of the scribed line.

(b) The blast nozzle in the lower half of the vertical gimbal is in line with the blast nozzle on the starboard side of the gyroscope frame.

6. Although it is possible to force the vertical gimbal against its spring stop into a position approximately 180° away from its correct cocking position, the cam on the locking plate prevents engagement of the angling gear and so prevents gyros fitted with angling spindles from being cocked with the vertical gimbal 180° out. In gyros for submarines' external tubes, however, in which the angle has been pre-set and the angling spindle removed, there is no mechanical obstacle to cocking the gyro with the vertical gimbal 180° out of position, but incorrect cocking is impossible if the sighting of the horizontal and vertical gimbal is carried out as described in paragraph 5.

1774.—"Is-Was" Instruments and Director Angle Diagrams—Allowances for Instructional Purposes

Submarine Depot Ships Fitted with Attack Teachers

(N.S. 12891/42.—16.4.1942.)

The following stores are to be allowed for instructional purposes to each submarine depot ship fitted with an attack teacher. This allowance is additional to allowances as spare for attached submarines:—

Pattern	Description	Quantity
1520	Instruments, IS-WAS	1
1521	Diagrams, director angle	1 of each pattern
1522		
1527		
1554		

2. Supply to H.M.S. "Adamant" of the IS-WAS instrument and director angle diagrams, Patterns 1521 and 1522, has already been arranged.

Supply to this ship of the director angle diagrams, Patterns 1527 and 1554 to complete, and of the instrument and the director angle diagrams to "Maidstone" and "Medway" should be arranged without demand by Superintending Naval store officer, Portsmouth. Supply to other submarine depôt ships concerned should be arranged by Portsmouth on receipt of demands.

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

(C.A.F.O. 414/42.)

(S.N.S.O., Chatham, Postal Message 27.1.42, No. 937X.)

1775.—General Service Respirator—Issue of Short-Tube Type in lieu of Naval Long-Tube Type

Shore Establishments.

(T. 05227/42.—16.4.1942.)

Respirators with long connecting tubes were introduced for naval purposes to facilitate the passage of the wearer through manholes, etc., between decks in H.M. ships. As a convenience for supply purposes long-tube respirators have been issued also for all naval services ashore.

2. *First issue.*—To economise in rubber long-tube respirators will no longer be issued for shore services, their issue being restricted to those liable for service afloat. All shore services such as R.M. Police, W.R.N.S., Nursing and Coast Guard Services and civilian employees are in future to be issued with short-tube respirators.

Exchange of long for short tubes in respirators on personal issue.

3. In regard to respirators with long tubes already on personal issue in shore services it is intended that these shall be replaced by respirators with short tubes only where the long tubes thus released will be available for issue elsewhere within a reasonable period. Long tubes abroad will not therefore be replaced.

4. In establishments at home the long tubes of respirators on personal issue to those concerned are to be replaced by short tubes, employing establishment facilities.

In the case of W.R.N.S., Q.A.R.N.N.S. and other women's services, no replacement of long by short tubes is, however, to be undertaken pending further instructions.

Exchange of long for short tubes in spare respirators held by establishments.

5. The exchange of long for short tubes is similarly to be carried out on respirators held as spares and reserves in establishments. Where an establishment has on the complement both seagoing and shore personnel, the approximately correct proportion of respirators should be converted to short tubes.

Demands for short connecting tubes.

6. Demands for the approximate number of short tubes required are to be forwarded to N.A. depôts forthwith, adjustments being made later when detailed figures are available.

7. In future, all demands for General Service Respirators are to state whether long or short connecting tubes are required.

Return of redundant long connecting tubes.

8. As soon as short tubes have been received by establishments they are to be fitted to respirators and the long tubes so replaced are to be disinfected and returned to N.A. depôts without delay.

Method of wiring up connecting tubes.

9. Experience has shown that one turn of binding wire is adequate. Connecting tube should be wired up to valve holder and container as described in O.U. 5429—Defence Against Gas, paragraphs 246 and 247 as amended by P. 149/39 and P. 805/41, except that $5\frac{1}{2}$ in. of binding wire should be used and one turn only round the tube employed. O.U. 5427 will be amended.

1776.—Blocks, Snatch, Pattern 8938—Introduction

(N.S./C.P. 99405/41.—16.4.1942.)

In view of the difficulty experienced in obtaining supplies of blocks (type L), Pattern 8920, a snatch block similar to Pattern 5221A, but having a mild steel sheave, has been introduced. Pattern number 8938 (Subhead B, Item 5) has been assigned to the new block which should be issued in lieu of Pattern 8920 whenever the latter is not available.

2. Purchase of blocks, Pattern 8938, has been arranged under Contract C.P. 21270/42, dated 25th February, 1942, for delivery to yards and depôts as shown below:—

Chatham	...	...	...	200
Sheerness	...	...	...	100
Portsmouth	...	...	...	200
Devonport	...	...	...	100
Rosyth	...	...	...	200
Colne	...	...	...	100
Llanishen	...	...	...	100
Total	...	...	...	1,000

3. Arrangements have been made for these blocks and all future supplies of blocks, Patterns 5219—5223A, under Subhead B, Item 8, to be provided with an oiling hole (fitted with N.B. grub screw) through the strap and cheek plate.

4. The instructions in paragraph 4 of A.F.O. 5062/41 to use block, Pattern 5221A, for minesweeping are cancelled.

(A.F.O. 5062/41.)

1777.—Masts and Sails for Whalers and Dinghies

"Algerine" Class Minesweepers

(P. 4374/42.—16.4.1942.)

The whalers and dinghies of all H.M. Minesweepers of the Algerine Class, built and building at home and abroad, are to be fitted with masts and sails, which, if not already demanded, should be demanded from the appropriate storing yard by ships in commission.

2. If the whalers or dinghies for ships building are delivered from a dockyard or boatbuilders without masts and sails, the Principal (Ship) Overseer should demand masts and sails from the appropriate storing yard.

1778.—Binnacles, Pattern 1830V—Introduction

(N.S. 17114/42.—16.4.1942.)

A modified type of binnacle has been introduced for use in the after conning position and tiller flat of destroyers, sloops, minesweepers, etc. This binnacle, to which the pattern number 1830V has been allocated, is similar in appearance to the binnacle, Pattern 1830, already in service, but it is fitted with facilities for correcting the heeling error, consisting of a vertical magnet bucket which holds seven magnets, Pattern 924.

2. Existing ships will not be affected, but in vessels of new construction to which this binnacle has been supplied, the attention of Navigating Officers and Swinging Officers is drawn to the fact that the heeling error should be corrected in the normal way.

1779.—Boiler Tubes, etc.

H.M. Ships "Baronia" and "Barova"

(N.S./P. 2513/42.—16.4.1942.)

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

Marine return tube type	...	...	...	...	...	2 No.
Total No. of tubes fitted	...	{	Generator	...	...	598 No.
			Air heater	...	...	464 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
Plain ...	2 $\frac{3}{4}$ in. Swelled one end to 2 $\frac{7}{8}$ in. for a length of 3 in.	8 W.G.	7 ft. 4 in.	414	All tubes are straight.
Stay ...	2 $\frac{3}{4}$ in. Swelled one end to 3 in. for a length of 2 in. and screwed with a continuous thread 9 T.P.1, for 2 in. at front end and 1 $\frac{1}{2}$ in. at other end. No nuts fitted.	$\frac{5}{16}$ in.	7 ft. 4 in.	100	
Stay ...	2 $\frac{3}{4}$ in. Swelled one end to 3 in. for a length of 2 in. and screwed with a continuous thread 9 T.P.1, for 2 in. at front end and 1 $\frac{1}{2}$ in. at other end. No nuts fitted.	$\frac{1}{4}$ in.	7 ft. 4 in.	64	
Stay ...	2 $\frac{3}{4}$ in. Swelled one end to 3 in. for a length of 2 in. and screwed with a continuous thread 9 T.P.1, for 2 in. at front end and 1 $\frac{1}{2}$ in. at other end. Nuts fitted.	$\frac{3}{8}$ in.	7 ft. 4 $\frac{1}{2}$ in.	16	
Stay ...	2 $\frac{3}{4}$ in. Swelled one end to 3 in. for a length of 2 in. and screwed with a continuous thread 9 T.P.1, for 2 in. at front end and 1 $\frac{1}{2}$ in. at other end. Nuts fitted.	$\frac{7}{16}$ in.	7 ft. 4 $\frac{1}{2}$ in.	4	
<i>Air Heater Tubes</i>					
Plain ...	2 $\frac{3}{4}$ in.	14 W.G.	3 ft. 1 $\frac{1}{2}$ in.	452	All tubes are straight.
Stay ...	2 $\frac{3}{4}$ in. Swelled one end to 3 in. for a length of 3 in. and screwed both ends with a continuous thread 9 T.P.1, for 3 in. up. Nuts fitted at both ends.	$\frac{1}{4}$ in.	3 ft. 2 $\frac{1}{2}$ in.	12	

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

(This Order will not be reprinted.)

1780.—Damage to Machinery by Underwater Explosion—Spares for Protective Devices
(C.P. 28549/42.—16.4.1942.)

Vessels are to carry spares for the protective devices used in connection with underwater explosion damage of machinery items in accordance with the following table:—

Item.	3 or 4 shaft ships.	1 or 2 shaft ships.
Yielding keeps for turbine sliding feet.	Sufficient for two sets of engines.	Sufficient for one set of engines.
Bolts used in conjunction with main engines:— (a) Turbine holding down bolts. (b) Other bolts.	(a) Sufficient for one set of engines. (b) One of each type and size fitted of and above 1 $\frac{1}{4}$ -in. diameter. (N.B. As at present specified.)	(a) Sufficient for one set of engines. (b) One of each type and size fitted of and above 1 $\frac{1}{4}$ -in. diameter. (N.B. As at present specified.)
Main engine rigid/resilient mountings:— (a) Crushing or shearing devices. (b) Resilient pads and washers.	One for each fitted. One for each two fitted.	Two for each fitted. One for each fitted.
Screw or wedge jacks for raising main turbines for renewal of rigid/resilient mountings.	Sufficient for both ends of any turbine simultaneously.	Sufficient for both ends of any turbine simultaneously.
Auxiliary engine rigid/resilient mountings:— (a) Shearing devices... (b) Resilient pads and washers.	One for each fitted. One for each two fitted.	Two for each fitted. One for each fitted.
Auxiliary engine resilient pads and washers, other than for rigid/resilient mountings:— (a) Washers of standard sizes. (b) Pads and washers of other sizes.	Twelve of each size used in ship. Nil.	Twelve of each size used in ship. Nil.

2. Commanding Officers of vessels concerned are to arrange, through their defect lists, for the spare gear to be adjusted to the quantities indicated and to initiate action for Form D.320 to be amended accordingly. The articles are to be dealt with under Vote 8 III.

3. Arrangements are being made for supply of spares on the same basis in ships under construction.

4. Repair authorities are to obtain and maintain a small supply of standard size resilient washers and also sheets of material from which special shaped pads and washers can be made for meeting urgent demands.

1781.—Tube Expanders, Pattern 5630—Modification of Drawings

(N.S. 14825/42.—16.4.1942.)

All drawings of tube expanders, Pattern 5630 (Subhead B item 11), for tubes of air ejectors, coolers, etc., (Devonport M.E.D. 55948) are to be amended as follows:—

- (1) Body of the expander to be increased from 7/16-in. dia. to 31/64-in. dia.

(2) The diameter of the larger end of the tapered mandrel to be amended to read 0.262-in. and not 0.252-in. as shown, in order to conform to the required taper, i.e. 0.004-in. per inch.

2. These modifications have been embodied in the expanders, Pattern 5630, which have been supplied by Contractors.

(Devonport Yard Letter No. 1571, 5.5.42.)
(A.F.O. 1653/40.)

1782.—Contamination of Feed System with Lubricating Oil

"Town" Class and other Destroyers so fitted
(D. 2942/42.—16.4.1942.)

A case has recently occurred in which the feed system of a "Town" Class destroyer fitted with Fore River Curtis turbines became contaminated with lubricating oil, which entered the system through the turbine glands as a result of choking of the drain hole from the space between the turbine bearing block and the gland housing.

2. The attention of all concerned is drawn to the necessity for frequent inspection to ensure that these drain holes are clear.

(B.A.R.M., 16.2.42, No. 222E/4/5658.)

1783.—Plates, Glass, for Water Level Indicators—Substitution of Tubular Type

(D. 2411/42.—16.4.1942.)

With reference to A.F.O. 1538a/39 it has now been decided that the glass plates for water level indicators on boilers and steam separators are to be dispensed with, and tubular type glasses are to be fitted in lieu.

2. This order will also apply to any other item of machinery where plate glass indicators are fitted, and where the tubular type can conveniently be substituted.

3. The substitution is to be made by the ship's staff as opportunity arises.

4. There may be some special cases where the substitution cannot conveniently be made, and in these cases the existing fittings are to be retained.

5. It has also been decided that the wire guards at present fitted on the tubular type glasses are to be dispensed with.

6. Substitution of tubular for plate glass water gauges on shore boilers is to be made only if the existing fittings are easily adaptable for the change, and if experience shows that the use of plate glass gauges is uneconomical.

7. This will result in considerably reduced requirements of the following patterns of plates, and no further purchases under standing contract are to be made by dockyards without prior Admiralty approval:—

Subhead B, Item 8A—Pattern No.

296	} Plates, glass, for water level indicators.
294	
295	
291	
292	
293	

(A.F.O. 1538a/39.)

1784.—R.D.F. Type 271—Modification of Platform

"Vee" Class Destroyers
(S.D. 0440/42.—16.4.1942.)

It has been reported that in "Vee" class destroyers the front segment of the platform below the lantern in Type 271 huts is not necessary and that it interferes with the operation of the simple director.

2. To obviate this the section of platform on the foreside of the hut in all "Vee" class destroyers fitted with Type 271, is to be cut off.

(A.F.O. 1411/42 is cancelled.)

1785.—R.D.F. Sets, Types 271/2/3—Supply of Cement Sealing, Pattern W.4773

(N.S. 011270/42.—16.4.1942.)

All ships and services fitted with R.D.F. sets, Types 271, 272, and 273, and the various modifications of these sets, are to be supplied with 6 tubes of cement, sealing (Bostik No. 692), 4-oz. tube, Pattern W. 4773, for maintenance purposes.

2. This is the substance used for perfecting the watertight jointing between the Perspex windows and the wooden frames of the aerial enclosures, and will normally be supplied in the plan-packed case containing first fitting spares. Ships not so supplied should demand from N.S.O., Haslemere, six tubes of cement sealing, Pattern W. 4773, quoting this order as authority.

3. Purchase under subhead E item 8 of an initial supply of 1,000 tubes has been arranged with B.B. Chemical Co. Ltd., Contract C.P. 22602/42, dated 10th March, 1942, for delivery to R.N. Store Depot, Glossop.

4. The Rate Book of Naval Stores and pertinent Establishment Lists will be amended.

1786.—R.D.F. Sets, Types 273 and 273M—Fitting-out Information

(S.D. 0565/42.—16.4.1942.)

A.S.E. Preliminary Specification No. B.136/42 has been prepared to show the method of fitting and wiring R.D.F. sets, Types 273 and 273M.

2. Copies of the specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth and Malta, Rear-Admiral, Scapa Flow, Commodore Superintendent, Gibraltar, Commodore-in-Charge, Sheerness, Captains-in-Charge, Bermuda and Halifax, Captains Superintendent, Alexandria, Ceylon and Simonstown, Flag Officer-in-Charge, West Africa, Naval Officer-in-Charge, Londonderry, Secretary Naval Board for officer concerned at Melbourne, Sydney and Fremantle, and the Naval Secretary, Wellington, Commodore Commanding R.I.N., Bombay, Chief of Naval Staff, Ottawa, and B.A.R.M., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Types 273 and 273M are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.136/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

1787.—R.D.F. Sets, Types 286MU/PU—Fitting-out Information

(S.D. 0613/42.—16.4.1942.)

A.S.E. Preliminary Specification No. B.135/42 has been prepared to show the method of fitting and wiring Types 286MU/PU in coastal craft.

2. Copies of the specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth and Malta, Rear-Admiral, Scapa Flow, Commodore Superintendent, Gibraltar, Commodore-in-Charge, Sheerness, Captains Superintendent, Simonstown, Alexandria and Ceylon, Captains-in-Charge, Bermuda and Halifax, Flag Officer-in-Charge, West Africa, Naval Officer-in-Charge, Londonderry, Secretary, Australian Naval Board for the officers concerned at Melbourne, Sydney and Fremantle and the Naval Secretary, Wellington, Commodore Commanding, R.I.N., Bombay, Chief of Naval Staff, Ottawa, and B.A.R.M., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The

Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 286MU/PU are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.135/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

1788.—R.D.F. Installation Type 252—Fitting-Out Information

(S.D. 0688/42.—16.4.1942.)

A.S.E. Preliminary Specification No. B. 126/42 has been prepared to show the method of fitting and wiring R.D.F. Installation Type 252.

2. Copies of the specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Malta and Simonstown; to the Rear Admiral, Scapa Flow; to the Commodore Superintendent, Gibraltar; to the Commodore-in-Charge, Sheerness; to the Captains-in-Charge, Bermuda and Halifax; to the Captains Superintendent, Alexandria and Ceylon; to the Flag Officer-in-Charge, West Africa; to the Naval Officer-in-Charge, Londonderry; to the Secretary, Australian Naval Board for the information of officers concerned at Sydney, Melbourne and Fremantle; and the Naval Secretary, Wellington; to the Commodore Commanding, R.I.N., Bombay; to the Chief of Naval Staff, Ottawa; and to the B.A.R.M., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.D.F. Installation Type 252 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B. 126/42 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

1789.—Aerial Lantern for R.D.F. Sets, Types 271, 272 and 273—Spare Perspex Windows

(N.S. 23616/41.—16.4.1942.)

Owing to the risk of damage to the Perspex windows fitted in the aerial lantern for use with Type 271 (including pre-fabricated sets), Type 272, and Type 273 sets, spare windows are to be carried in each ship fitted with these sets on the basis of 25 per cent. of the quantity fitted in flotilla leaders and below, and 50 per cent. in cruisers and above.

2. The spare windows, to which Patterns 2543-2547 have been assigned, will be added to the Rate Book of Naval Stores under Subhead E.2 (E), and purchase of the following quantities as a first supply is being arranged for delivery to R.N. Store Depot, Howard Town Mills, Glossop. The provision for other yards at home and abroad will be the subject of a further communication:—

No. of sheets	Pattern	Length	Expanded width	Thickness	Radius of curvature to outside of panel
700	(a) {	52½ in.	16½ in.	$\frac{5}{16}$ in.	3 ft. 10 in.
500		42½ in.	27¼ in.	$\frac{5}{16}$ in.	Flat
500		2545	42½ in.	26 in.	$\frac{5}{16}$ in.
220	(b) {	23 in.	29½ in.	$\frac{5}{16}$ in.	Flat
110		2547	18½ in.	24½ in.	$\frac{5}{16}$ in.	Flat

(a) These quantities include requirements for first fitting.

(b) The first fitting for Type 272 is the responsibility of the Gramophone Co., the makers of the sets.

3. Ships already fitted with sets but not supplied with spare Perspex windows should demand the appropriate patterns from their storing yards, and ships that are being first fitted should obtain information regarding the type of spare windows required from the R.D.F. Fitting-Out Officers.

4. Ships fitted with Types 271 (1), (2), (3), 272, or 273, which have aerial lanterns containing windows of sizes different from those shown against the pattern articles quoted above, are to report the sizes to their storing yards. On receipt of such reports the storing yards should forward demands for appropriate windows to Director of Stores (Bath), who will arrange purchase and supply.

5. The Establishment Lists concerned will be amended.

1790.—Aerial Outfit ATJ—Fitting-Out Information

(S.D. 07/42.—16.4.1942.)

A.S.E. Preliminary Specification No. B. 124/41 has been prepared to show the method of fitting and wiring Aerial Outfit ATJ. This outfit comprises the aerial apparatus for R.D.F. sets, Types 285M(1) and 285M(2).

2. Copies of the Specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Rosyth, Malta and Simonstown; to the Rear-Admiral, Scapa Flow; to the Commodore Superintendent, Gibraltar; to the Commodore-in-Charge, Sheerness; to the Captains-in-Charge, Bermuda and Halifax; to the Captains Superintendent, Alexandria and Ceylon; to the Flag Officer-in-Charge, West Africa; to the Naval Officer-in-Charge, Londonderry; to the Secretary, Australian Navy Board for the information of the officers concerned at Sydney, Melbourne and Fremantle and the Naval Secretary, Wellington; to the Commodore Commanding, R.I.N. Bombay; to the Chief of Naval Staff, Ottawa; and to the B.A.R.M., Washington.

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North Eastern, North Western, Humber, Southern and Thames areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Types 285M(1)/M(2) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B. 124/41 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.)

1791.—Intermediate Signalling Lantern, Pattern W.2174—Introduction

Battleships, Battlecruisers, Aircraft Carriers, Cruisers, Repair and Depot ships, "Adventure", Fast Minelayers, Large Minelayers, Auxiliary A/A ships, Nellayers, Sloops, "Halcyon", "Bangor", and "Algerine" Class Minesweepers, T.S. Minesweepers, Corvettes, Surveying ships, Flotilla Leaders, Destroyers (all classes), Monitors, ex U.S. Coastguard Cutters, Dockyards and Principal Ship Overseers concerned.

(S.D. 8/42.—16.4.1942.)

Supplies are now available of the intermediate signalling lantern, Pattern W.2174, which has been introduced for inter-ship communication, etc., with variable range intermediate between an Aldis lantern, Pattern 5110D, and a portable lantern, Pattern 1038. This lantern has a dispersion of 10 degrees when using a pre-focus type lamp, Pattern 16037, 12 volts, 12 watts.

2. The candle-power of the beam can be varied from 2,000 C.P. to 2 C.P. by means of a regulating switch fitted on the back of the lantern.

3. The lantern is operated by a trigger key in the handle which works a cylindrical shutter covering the lamp, and it can be worked either off the circuits fed by the L.P. switch-board or from a 12-volt unspillable battery (Pattern No. W.2317), supplied in a box (Pattern No. W.2318).

4. The range of the lantern in good visibility will vary according to the position of the regulating switch fitted on the back of the lantern, as follows :—

Position of Switch.	Candle Power.	Relative Ranges (Approximate).
Maximum brilliancy ...	2,000 ...	Maximum range.
Position 5 ...	500 ...	50 per cent. of maximum range.
Position 4 ...	120 ...	25 per cent. of maximum range.
Position 3 ...	30 ...	12 per cent. of maximum range.
Position 2 ...	8 ...	6 per cent. of maximum range.
Position 1 ...	2 ...	3 per cent. of maximum range.

5. The scale of allowances for the "intermediate" signalling lantern and accessories for the above-mentioned vessels is shown in the following table :—

Subhead F.2A. Part III.

Pattern No.	Description.	No. allowed per surface craft on installation.		
		Battleships, cruisers, aircraft-carriers, "Adventure".	Repair and dépôt ships, fast minelayers, large minelayers, auxiliary A.A. ships.	Netlayers, sloops, "Halcyon", "Bangor" and "Algerine" minesweepers, T.S. minesweepers, corvettes, surveying ships, flotilla leaders, destroyers (all classes), monitors, ex U.S. coastguard cutters.
W.2174	Lantern, signalling, intermediate, for V/S.	4 (B)	2 (C)	1
W.2174P	Box, stowage, for Battery (non-spillable) 12 volts.	4 (B)	2 (C)	1
W.2317	Box, battery, wood	(D)	(D)	(D)
W.2318	Lamp, pre-focus, 12 v., 12 w.	16 (includes 12 spares) (F)	8 (includes 6 spares) (G)	4 (includes 3 spares)
Spares :—				
W.2175	Glass, armour plate, for front.	2 (as spare)	1 (as spare)	1 (as spare)
W.2176	Joint composition, for front.	4 (as spare)	2 (as spare)	2 (as spare)
W.2177	Joint, composition, for back casting.	2 (as spare)	1 (as spare)	1 (as spare)
W.2178	Washer, composition.	8 (as spare)	4 (as spare)	4 (as spare)
W.2179	Gaiter, composition, for trigger.	2 (as spare)	1 (as spare)	1 (as spare)
W.4204	Resistance panel	1 (as spare)	1 (as spare)	1 (as spare)

Notes.—(B)=One additional to flagships.

(C)=One additional to destroyer dépôt ships for issue to destroyers attached.

(D)=Two for each lantern, Pattern W.2174, fitted if no power supply is available. One for each lantern, Pattern W.2174, if a power supply is available.

(F)=Four (includes 3 spares) additional to flagships.

(G)=Four (includes 3 spares) additional to destroyer dépôt ships for issue to destroyers attached.

6. Lanterns and associated stores, on the scales shown above, for fitting in accordance with the instructions in paragraph 7, should be demanded from storing yards, as follows :—

(a) New construction ships and ships in Dockyard or contractors' hands, but not in commission :—

Demands should be forwarded by the appropriate authority, and arrangements made to progress the work as far as possible.

(b) Ships in commission :—

Demands should be forwarded by the ships concerned, who should also insert an item in their "A and A" list (classification A*) "To fit intermediate signalling lantern, Pattern W.2174".

Alternatively, ships in commission may carry out the work of fitting if desired. It is pointed out that, pending the necessary wiring for low power supply, the lantern can be used off the battery supplied (see para. 7 (d)).

7. The dockyard and shipbuilders' work involved will be embodied in the drawings showing wiring for low power circuits and in the building specifications. For new construction vessels concerned the positions of fitting will be indicated in the general specification for the signalling requirements for the respective types of vessels. Particulars of this work are given below :—

(a) A stowage box, Pattern W.2174P, is to be mounted in the positions as may be approved for the different classes of ships. In general, where four lanterns are allowed, these will be on the port and starboard sides of the compass platform or bridge and the signal deck. Where two lanterns are allowed they will be on the port and starboard sides of the bridge and where one is allowed, on the bridge in the centre line of the ship with sufficient flexible lead to allow the lantern to be used on either side.

(b) Each stowage box, Pattern W.2174P, will be provided with a socket, Pattern W.2188, which is to be connected to the low power supply circuit through a fixed resistance fitted inside the stowage box in an approved manner by means of permanently wired cable.

A controlling switch supplied by Shipbuilder or Dockyard in circuit is to be fitted adjacent to each stowage box.

(c) A length of 2-core flexible T.R.S. cable, Pattern 6055, and plug, Pattern W.2187, will be supplied as part of the lantern. The length of the cable will be sufficient to enable lantern to be used at any of the approved positions and similar to the Aldis lanterns.

(d) As an alternative power supply, unspillable batteries, Pattern W. 2317, complete in boxes will be supplied. These will be fitted with two types of sockets, Pattern W. 2188 and Pattern 1843, in order that the battery can be used either with the intermediate signalling lantern, Pattern W. 2174, or the Aldis signalling lantern, Pattern 5110D.

When the batteries, Pattern W. 2317, have been supplied to a ship or service which is already equipped with Aldis signalling lantern, Pattern 5110D, a similar quantity of Aldis battery boxes, Pattern 5344, complete with cells, Pattern 3361, should be returned to the storing yards.

8. The exact positions of the lanterns are to be decided by the V/S fitting-out officer in conjunction with the ship's officers.

9. Care and maintenance.—In order to maintain the lanterns in an efficient working condition, the following instructions (which in due course will be embodied in the V/S material handbook) must be observed :—

(a) When not actually in use the lanterns must be kept in their stowage boxes.

(b) Great care must be taken to switch off the lantern during periods of non-transmission in order to conserve the life of the lamp and battery.

(c) The lantern should be carefully examined periodically to see that damp has not penetrated to the inside of the lantern. If this has occurred, all internal parts should be carefully dried out by heat and rubber gaskets examined and replaced if defective.

- (d) Front glass and reflector must be kept clean.
- (e) The lantern has been kept light in weight by the use of aluminium. It corrosion occurs (in the form of white powder) this must be thoroughly removed, all grease or oil cleaned off and the affected parts protected by painting.
- (f) Electrical contacts must be kept clean.
- (g) The lamp is arranged to be inserted in its holder from the rear side of the mirror. To do this the front and back castings must be parted. It is impossible to insert a lamp from the front of the lantern. The pins of the socket for the lamp are irregularly spaced and the lamp must be inserted in the correct way. It must NOT be dropped in and forced into position by tightening the back casting to the front casting.
- (h) Moving parts of trigger and shutter mechanism must be kept lightly greased. It is emphasised that only small quantities of grease must be applied.
10. The Sea Store Establishments concerned will be amended.

1792.—Transmitter 4T—R.F. Filament By-pass Condenser

(S.D. 196/42.—16.4.1942.)

It has been found that improved performance is obtained, particularly on the higher frequencies, by shunting the 1 m.f.d. filament by-pass condenser with a non-inductive condenser of 0.01 m.f.d.

2. Ships concerned are to fit one Pattern W.3716 condenser as shown in A.F.O. Diagram 89/42 (A.S.E. Drawing No. 33902).

(A.F.O. 159/42 and A.F.O. Diagram No. 11/42 are cancelled.)

1793.—Echo-sounding Equipment, Type 754—A. and A.

“Bangor” Class Minesweepers, Groups 1 to 4

(A./S.W. 7415/41.—16.4.1942.)

Type 754 echo-sounding arrangements as fitted in a few of Groups 1 to 4 “Bangor” class minesweepers are unsatisfactory in the following respects:—

- (a) A watertight joint between the transmitter and the hull is difficult to maintain owing to flexibility of hull plating.
- (b) The transmitter has been made inaccessible by piping, etc., led over and around it.
2. In certain vessels these defects have already been remedied as follows:—
- (a) By mounting the transmitter on a 20 lb. pad ring.
- (b) Either by re-arranging piping in the vicinity to clear; or by re-siting the transmitter at 46/47 station at about 7-ft. 9-in. to starboard of the middle line, and mounting it on a 20 lb. pad ring, in accordance with the arrangements shown in Drawing Po. M.C.D. 018697.

3. It is approved for similar work to be carried out as an A. and A. item (classification “A”) in cases where inspection shows it to be necessary. In such cases the work required (*vide* paragraph 2 above) is to be stated under the heading—

“To modify Echo-Sounding Type 754 Arrangements”.

4. The glass recorder scales for all sonic sets have to be specially calibrated for the “as fitted” distance between transmitter and hydrophone (receiver), and hence re-siting of the transmitter entails the supply of replacement scales. Where re-siting of the transmitter is found necessary vessels concerned are to forward a demand for new scales to The Naval Store Officer, Walcot Street, Bath (copy to The Director of A/S Warfare, Admiralty, Bath), quoting this Order, and stating the actual position to which the transmitter is being moved.

1794.—Telephones, Pattern 5802—Transfer from Subhead F.1A, Part II to Subhead F.1A, Part I

(N.S. 10877/42.—16.4.1942.)

Telephones, Pattern 5802, which are not now required for Asdic purposes are in future to be dealt with under Subhead F1A, Part I, instead of Subhead F1A, Part II.

2. After the substitution of the jack-plug connection at the end of the lead by two metal spills, one inch long, the telephones are suitable for issue in lieu of telephones, Pattern 3662, for W/T instructional purposes.
3. The telephones, after conversion, will be known as Pattern 5802A.
4. All stocks should be transferred to R.N. Store Depôt, Glossop.

1795.—Naval Aircraft—Emergency Equipment

(A.M./A.D.P.81/42.—16.4.1942.)

Various changes in and additions to the equipment required to be carried in dinghies and emergency packs have been made.

2. The principal change is in the constitution of emergency rations. Canned water is now being introduced on a scale of two 16 oz. cans per man (tomato juice has already been issued to some units as an interim measure).

3. The present type of emergency ration which consists of one tin of Emergency Ration, Mark I, and one tin of Bovril chocolate carried in a fibre container (*vide* B.R. 93—Manual of Victualling—Chapter IV, Section G) is being superseded by one Emergency Flying Ration, Mark II (Ref. 27P/7). The latter consists of more suitable food than the present type and is packed in a tin of the same size as the Bovril chocolate. Consequently when the new ration is fitted more space becomes available for other equipment.

4. The following table shows the type of equipment to be stowed in each type of aircraft. A.F.O. Diagram No. 92/42 (1-3) shows the method of stowing the equipment in the emergency packs of Albacore, Fulmar, and Swordfish respectively.

5. Appendices “A” are being altered to conform to the table.

6. The items marked (S.C.) in the table will be supplied to new aircraft at contractors’ works, and those marked (S.S.)—except cartridges and marine distress signals—will be issued by store depôts to R.N. Air Stations, etc., with the initial equipment of each new aircraft. On receipt of this order, the dinghy equipment of all I.E. and A.R. aircraft is to be checked, and demands to complete are to be forwarded to store depôts or storing yards (abroad) except as follows:—

- (a) The following items are not yet in production and should not yet be demanded. The dates from which these items will be fitted by contractors in new aircraft (S.C. items) or issued with aircraft initial equipments (S.S. items) and on which they should be demanded to complete existing aircraft, will be notified.

Water, canned.

Cup and baler.

Emergency flying ration, Mark II.

Telescopic mast.

Flag.

Cover, weather.

- (b) Stocks of Vote 9 items, i.e. smoke floats No. 3 (dinghy distress) cartridges electric actuating flotation gear and signals, distress, marine, with hand shields, are held at R.N. Air Stations, and each aircraft is to be completed from these stocks on original delivery.

Demands for these items to complete dinghies in existing aircraft should be made by Services on the appropriate R.N. armament depôts at home and abroad.

1796.—Naval Aircraft—Walrus Bracing Wire Attachment Lug

(A.M.R. 2149/41.—16.4.1942.)

Bracing shackles, part number 23615/181 stores ref. 26B/12882, fitted to "Walrus" numbers below L. 2331, are liable to fatigue failure.

2. They are to be examined weekly and replaced immediately if any sign of cracking is found.

(A.F.O. 1417/42 is cancelled.)

1797.—Walrus Aircraft—Care of Streamlined Wires

(A.M.R. 2016/42.—16.4.1942.)

Investigation of failures of streamlined wires in Walrus aircraft shows them to be due to torsional fatigue, the cracks originating at deep corrosion pits. Such pits generally lead to early failure when the wire is subjected to appreciable tensile, yawing and nodal stresses.

2. The following precautions are therefore to be taken:—

- Wires are not to be overstressed during rigging.
- Free movement is to be ensured at support points.
- Wires are to be carefully examined for corrosion pitting, and replaced where this is found.

1798.—Flying Clothing and Ancillary Equipment

(A.M. 3732/42.—16.4.1942.)

The attention of all concerned is drawn to the revised method of initial supply of all flying clothing and ancillary equipment; this is as follows:—

- Pilots are provided with an outfit of flying clothing, including helmets fitted with speaking tubes and earpieces, before leaving H.M.S. "Vincent" for E.F.T.S. Telephone fittings, microphone masks and, in the case of fighter pilots, oxygen masks will be supplied on arrival at the station where advanced fighter or T.S.R. training is to take place.
- Observers are to receive flying clothing from Lee-on-Solent before being posted for their respective "O" courses. Pupils proceeding to Arbroath are to be supplied with a full flying kit and pupils for Trinidad with a limited kit suitable for tropical conditions. Trinidad pupils will receive the remainder of their flying kit on return to Lee-on-Solent after qualifying as observers.
- Air gunners will receive full flying kit on arrival at Worthy Down.

2. A full flying kit consists of the following:—

		Vote 2 Stores			
Ref. No.	Item.	Qty.	Remarks.		
22B/77	Bags, flying, kit	... 1			
22C/435-442	Boots, flying, knee	... 1 pr.	Sizes 5-12.		
22C/234-241	Boots, socks for	... 2 prs.	Sizes 5-12.		
22C/264-268	Gauntlets, L.H.	... 1	} Sizes 8-10, in half sizes.		
22C/269-273	Gauntlets, R.H.	... 1			
22C/293/295	Linings, gauntlet	... 1 pr.			
22C/259/263	Gloves, silk	... 1 pr.	Sizes 8-10, in half sizes.		
22C/167	Goggles, Mark IVB	... 1 pr.	Replacing Mark IIIA.		
"N" pattern	Helmet, flying, tropical	... 1	This helmet is complete with its own special telephone fittings and is available in four sizes.		
22C/289-292	Cap, flying, type B	... 1			
	Complete with—				
22C/66	Covers, ear	... 1 pr.			
22C/67	Pads, rubber	... 1 pr.			
22C/68	Protectors, face	... 1 pr.			
	or				
22C/449-452	Cap, flying, type C	... 1	Items 22C/66, 22C/67 and 22C/68 not supplied with this cap.		
22C/353-359	Suits, flying, collar	... 1			
22C/303-309	Suits, flying, inner	... 1			
22C/360-366	Suits, flying, outer	... 1			

Ref. No.	Item	Qty.	Remarks.
22C/445-446	Waistcoat, life-saving, yellow (complete with 22C/72 stole —1 in No., and 1 set of 22C/93—pads, kapok.	1	Replacing old type 22C/349-350 (see paragraph 5. See A.F.Os. 1625/41 and 3578/40 re introduction and use of "Fluorescine" sea marker.
22C/94	Cylinders, gas	... 2	
22C/74	Levers, gas cylinder	... 1	
23/230	Whistle, air-crew, metal	... 1	
22C/180	Caps, skull, yellow	... 1	To facilitate sighting by rescue craft.

Vote 8 Stores

6F/154	Ear pieces, tube speaking	... 1 pr.	
6F/162	"Y" piece, with ferrules	... 1	
10A/8543	Receivers, telephone	... 2	
10A/9697	Telephone fittings, type C	... 2	For fitting to helmet, type B.
	or		
10A/12143	Telephone fittings, type D	... 2	For fitting to helmet, type C. In cases where type C flying caps are found to be fitted with telephone fittings, Ref. 10A/12575, a pair of telephone fittings (type D, Ref. 10A/12143) should be demanded from the appropriate Naval Store Officer and the helmet altered for Naval service. Items Ref. 10A/12575 should then be returned to the Naval Store Officer from whom the type D fitting was received.
28/3326	Clips, ring type (or jubilee clip No. 0).	1	Initially supplied as part of waistcoat, life-saving, under Vote 2.
10H/10991	Plugs, telephone	... 1	
10H/10353	Leads, telephone, type Q	... 1	
10A/9003	Masks, microphone (carbon, type E).	1	For all observers and air gunners and for pilots of T.S.R. aircraft.
10A/12573	Mask, microphone, type 28 (carbon).	—	
10A/12571	Masks, microphone (electromagnetic, type 26).	1	All fighter pilots. Replaces 10A/10989, mask, microphone, type 29, or 10A/11994, mask, microphone, type 21.
6D/473	Masks, oxygen, type E	... 1	} All fighter pilots; replacing mask, oxygen, type D.
6D/624	Masks, oxygen, type E*	...	

3. Limited flying kit for observer pupils proceeding to Trinidad consists of the following:—

Vote 2 Stores

Ref. No.	Item.	Qty.	Remarks.
22B/77	Bags, flying, kit	... 1	
22C/264-268	Gauntlets, L.H.	... 1	} Sizes 8-10, in half sizes.
22C/269-273	Gauntlets, R.H.	... 1	
22C/259-263	Gloves, silk	... 1 pr.	
22C/44	Goggles, lightweight	... 1 pr.	To be obtained on loan from Piarco (see A.F.O. 5316/41).
N pattern	Helmet, flying, tropical	... 1	Available in four sizes.
22C/445-446	Waistcoat, life-saving, yellow, complete with stoles and pads, Kapok.	1	See paragraph 5.

Ref. No.	Item.	Qty.	Remarks.
22C/94	Cylinders, gas ...	2	
22C/74	Lever, gas, cylinder...	1	
23/230	Whistle, air-crew, metal ...	1	
N pattern	Blulette combination suit ...	1	
<i>Vote 8 Stores</i>			
6F/154	Ear pieces, tube, speaking ...	1 pr.	
6F/162	"Y" piece, with ferrules ...	1	
10A/8543	Receivers, telephone ...	2	
10H/10991	Plugs, telephone ...	1	
10H/10353	Leads, telephone, type Q ...	1	
10H/9003	Masks, microphone, carbon, type E.	1	
28/3326	Clips, ring type (or jubilee clip No.0).	1	Initially supplied as part of waistcoat, life-saving, under Vote 2.

4. Certain items of flying clothing and ancillary equipment are allowed to squadrons as squadron mobile equipment. These are as follows:—

Vote 8 Stores

Ref. No.	Item.	Qty.	Remarks.
6D/481	Adaptor, tube ...	(a)	(a) One for each member of crew of fighter aircraft <i>not</i> fitted with oxygen economiser.
10A/12573	Mask, microphone, type 28 (carbon).	(a)	(a) One per pilot of squadron fitted with American fighter aircraft.
6D/473	Mask, oxygen, type E ...	(a)	(a) One per member of back seat personnel in two-seater fighters.
10A/12571	Mask, microphone, type 26 (electro-magnetic).	(a)	(a) For back seat personnel of two-seater fighters (one per I.E.).

5. *Assembly of the waistcoat life-saving, yellow.*—The assembly of the new pattern life-saving waistcoat is carried out in the same manner as in the old type, except for the CO₂ bottle and operating lever, which is done in the following manner:—

Screw the cylinder into the body of the operating lever firmly but without forcing. *If it is forced in the slightest way it will fracture the half-bored-out copper screw that seals the bottle, thus discharging the bottle.*

Insert the cylinder and body into the wing of the stole (*i.e.* rubber buoyancy tube) so that the rubber neck of the stole encircles the body of the operating lever and the screw clip can encircle the rubber neck. The screw of the clip should be cut down to $\frac{7}{16}$ in. before fitting, and filed smooth to avoid abrasions on jacket or stole. With operating lever turned foremost, tighten clip, bedding rubber in groove provided.

Insert the handle of lever through the opening in the jacket and tie body with the cord provided on the inside of the jacket. Secure the flaps to the jacket by the buttons.

To operate jerk open the protecting flap. Down lever as far as it will go whilst restraining the cylinder with the left hand. This severs the copper stem and discharges bottle into stole.

Care should be taken to avoid breaking seal by harsh treatment (*i.e.* sitting on or packing carelessly) and periodically to test for looseness of bottle screw in the lever body.

6. In addition to the items mentioned in the previous paragraphs, certain equipment is available for use in very cold weather flying conditions. This is:—

Vote 2 Stores

Ref. No.	Item.	Qty.	Remarks.
	Suits, flying, thermally insulated:—		
22C/320	} Jackets ...	1	} Available in sizes 4, 5 and 7.
22C/321			
22C/323			
22C/328			
22C/329	} Trousers ...	1 pr.	
22C/331			

Ref No.	Item.	Qty.	Remarks.
22C/425-427	Gauntlets, flying, 1940 pattern (chemically heated), L.H.	1	
22C/428-430	Gauntlets, flying, 1940 pattern (chemically heated), R.H.	1	
22C/431-433	Gloves, chamois ...	1 pr.	Sizes 8, 8½ and 9.
22C/434	Mittens ...	1 pr.	
22C/454	Containers, ankle (chemically heated).	1 pr.	
22C/453	Pads, heater, chemical ...	12 pads	} These are for use with gauntlets or containers, ankle.
		each pair	
22C/557-564	Socks, chemical	1 pr.	Sizes 5-12.
22C/565-572	Refills ...	12 per pair	socks.
22C/549-556	Socks, horsehair, rubberised...	1 pr.	Sizes 5-12.

(a) The above equipment may be used by personnel operating from carriers and catapult ships in Northern waters, or engaged on operational or fleet requirement work from shore stations if, in the opinion of the commanding officer, its use is justified. It is not intended that the thermally insulated suits should replace the ordinary pattern flying suits in general use.

(b) Thermally insulated suits may also be issued on loan to instructors at air stations who have to spend long hours in exposed positions while conducting training programmes under winter weather conditions. They are to be withdrawn when the occasion for their use no longer exists.

(c) Small stocks will be supplied to aircraft carriers against emergency (*see* A.S.E. allowances in Appendix III to this A.F.O.).

N.B.—The following should be noted when using chemically heating clothing:—

- (1) The gauntlets, gloves and mittens should be worn together and the ankle containers should be worn round the ankle inside the flying boots. The gauntlets and ankle containers are fitted with pockets into which the heater pads can be inserted. When a teaspoonful of water is poured into the pads, enough heat is generated for a flight of six hours. Each heater pad should last for about six flights, provided water is added each time.
- (2) Socks, chemical, are to be inserted above, or substituted for sheepskin socks. Socks, horsehair, rubberised, are to be placed above the socks, chemical.
- (3) Socks are prepared as follows:—
 - (i) Pour one teaspoonful of water slowly into each of the "V" shaped openings in the chemical refill so that it drips gradually on to the contents.
 - (ii) Shake the chemical refill thoroughly for three or four minutes to ensure that the water and the contents are well mixed.
 - (iii) Place the chemical refill in the rubberised fabric cover and close the flap. The maximum temperature will be reached in twenty to thirty minutes.
- (4) The chemical refill should generate heat for approximately six hours. If the heat is not sufficiently intense, the action can be accelerated by cutting further holes in the rubberised cover. The duration of heat will be reduced in proportion.
- (5) When not in use, the chemical refill is to be stored in a dry place in the moisture proof wrapper in which it is issued.
- (6) For subsequent use, the same procedure is to be followed. The chemical refill should be satisfactory for six occasions. In order that a record may be made of the number of times the chemical refill has been used, a figure 1 is to be marked on the chemical refill each time it is removed from the boot after use.

7. *Demands.—(a) At Home.*—Demands from H.M. Ships and Establishments for flying clothing supplied by Victualling Department are to be sent to :—

The Victualling Store Officer,
H.M. Naval Victualling Depôt,
Leicester ;

or

The Officer-in-Charge,
H.M. Naval Victualling Sub-Depôt,
(Southern Area),
Guildford, Surrey ;

or

The Victualling Store Officer,
H.M. Naval Victualling Depôt,
Jamestown, Dumbartonshire ;

in accordance with the instructions in A.F.O. 517/42 (pages 4, 7 and 8).

Demands for items dealt with as naval stores are to be sent to the appropriate R.N. Store Depôt.

(b) *Abroad.*—Small stocks of Vote 2 flying clothing and equipment are maintained at victualling yards abroad (except Gibraltar), and requirements by ships and shore establishments abroad are to be demanded from the local victualling yard. The estimated requirements for initial issues of new items will be automatically shipped to Yards abroad to whom demands should be forwarded.

Demands for items dealt with as naval stores are to be sent to the appropriate storing yard.

(c) When forwarding demands, the full description, reference numbers, and sizes (where applicable) of the articles required should be quoted.

8. *Allowances of flying clothing and ancillary equipment.—(a) Aircraft carriers and catapult ships* (see Appendices I, II, and III).

(b) *Naval Air Stations.*—Besides any requirements for kitting up new entries, small stocks may be maintained to provide for casual replacements and to meet temporary loan issues.

9. *Accounting.*—(i) Flying clothing is to be accounted as loan clothing and articles issued on personal loan (see paragraph 1), either as an initial issue or in replacement, are to be removed from the Accountant Officer's store charge.

(ii) *Initial issues* of Vote 2 items only are to be shown on Form S 1054—Flying Clothing—Initial Personal Loan Issues—which is to be signed by the recipients, certified by the Accountant Officer and forwarded into office in support of the Loan Clothing Account.

(iii) *Flying Clothing Cards.*—(a) All issues and returns of flying clothing—both Vote 2 and Vote 8 stores on personal loan (other than exchanges necessitated by fair wear and tear) are also to be recorded on Form S.1055—"Flying Clothing Card". These cards are to be retained in the custody of the Accountant Officer except in the circumstances specified in sub-paragraph (c). When an officer or rating is transferred to another ship or establishment, his card is to be despatched to the new Accountant Officer with his pay documents and a receipt obtained. To ensure that this is not lost sight of, the ledger accounts of flying personnel should bear a notation "Flying Clothing", so that when pay documents are being prepared for transfer, attention will be drawn to the need for the transfer of the flying clothing cards at the same time.

(b) Where flying personnel are lent to another ship or establishment and pay documents are not transferred, the cards should be retained in the original ship or establishment. If any flying clothing is issued to or returned by such personnel in the ship or establishment to which they are lent, receipts are to be obtained or given in duplicate on Form S.549, one copy being forwarded to the Accountant Officer of the original ship or establishment who should make the necessary notations on the flying clothing cards. When flying clothing cards are not available, a notation to this effect is to be made on the transfer list before despatch.

(c) During the period when an officer or rating is undergoing flying training and is liable to be transferred overseas or from one ship or establishment to another at short notice, it may be more convenient for the flying clothing card to be held by the officer or rating concerned for production when receiving or returning articles of flying kit. Where this course is adopted, the flying clothing card is to be returned to the Accountant Officer of the ship or establishment to which the individual is first appointed on conclusion of training and thereafter the normal procedure outlined above is to be followed.

(iv) Flying clothing held on personal loan charge is always to be withdrawn from an officer or rating on termination of flying duties, the Vote 2 items being taken on charge in the Loan Clothing Account and the Vote 8 items in the Naval Store Account. The clothing card, duly completed as regards articles withdrawn, is to be forwarded into office with the Loan Clothing Account.

(v) *Temporary loan issues.*—Loan issues of items of flying clothing may be made to persons other than naval flying personnel who, in the course of duty, are called upon to fly. Such loan issues are to be made for the occasion only, unless the borrower is called upon to fly at frequent intervals. Flying clothing so loaned is to be withdrawn when the occasion for its use no longer exists, or when the borrower is transferred from the ship.

10. *Storage, etc.*—The instructions contained in Air Publication 830, Vol. II, are to be followed as far as practicable.

Allowances of Flying Clothing and Ancillary Equipment to Aircraft Carriers and Catapult Ships.

APPENDIX I.

O.U. 6328.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	21
22B/77 ..	Bags, flying, kit ...	No.	5	5	5	5	5	2	4	6	8	12		
22C/435-442	Boots, flying, knee ...	Pairs	10	10	10	10	10	6	6	9	12	12		
22C/234-241	Boots, socks for ...	Pairs	10	10	10	10	10	6	6	9	12	12		
22C/264-268	Gauntlets, L.H. ...	No.	10	10	10	10	10	6	6	9	12	12		
22C/269-273	Gauntlets, R.H. ...	No.	10	10	10	10	10	6	6	9	12	12		
22C/293-295	Linings, gauntlet ...	Pairs	10	10	10	10	10	6	6	9	12	12		
22C/259-263	Gloves, silk ...	Pairs	10	10	10	10	10	6	6	9	12	12		
22C/167 ...	Goggles, type IVB ...	Pairs	10	10	10	10	10	6	6	9	12	12		
N. Pattern	Helmet, flying, tropical... ..	No.	5	5	5	5	5	2	4	6	8	10		
22C/289-292	Caps, flying, type B ...	No.	10	10	10	10	10	6	6	9	12	12		
22C/66 ...	Covers, ear ...	Pairs	10	10	10	10	10	6	6	9	12	12		
22C/67 ...	Pads, rubber ...	Pairs	10	10	10	10	10	6	6	9	12	12		
22C/68 ...	Protectors, face ...	No.	16	10	10	10	10	6	6	9	12	12		
or														
22C/449-452	Caps, flying, type C (complete).	No.	10	10	10	10	10	6	6	9	12	12		
22C/353-359	Suits, flying, collar ...	No.	10	10	10	10	10	6	6	9	12	12		
22C/303-309	Suits, flying, inner ...	No.	10	10	10	10	10	6	6	9	12	12		
22C/360-366	Suits, flying, outer ...	No.	10	10	10	10	10	6	6	9	12	12		
22C/445-446	Waistcoats, life saving, yellow.	No.	15	15	15	15	15	6	6	9	12	12		
23/230 ...	Whistle, aircrew, metal	No.	15	15	15	15	15	6	6	9	12	12		
22C/72 ...	Stoles ...	No.						6	6	9	12	12		
22C/93 ...	Pads, Kapok ...	Sets						6	6	9	12	12		
22C/94 ...	Cylinders, gas ...	No.	15	15	15	15	15	6	6	9	12	12		
22C/74 ...	Levers, gas, cylinder...	No.	15	15	15	15	15	6	6	9	12	12		
28/3326 ...	Clips, ring type ...	No.	15	15	15	15	15	12	12	12	12	12		
22C/180 ...	Caps, skull, yellow ...	No.	15	15	15	15	15	12	12	12	12	12		
6/F/154 ...	Earpieces, tube, speaking	Pairs	10	10	10	10	10	6	6	9	12	12		
6F/162 ...	"Y" piece, with ferrules	No.	10	10	10	10	10	6	6	9	12	12		
10A/8543 ...	Receivers, telephone ...	Sets						2	4	6	8	8		
10A/9697 ...	Telephone fittings, type C (for helmet, type B).	Sets						2	4	6	8	8		
or														
10A/12143	Telephone fittings, type D (for helmet, type C).	Sets						2	4	6	8	8		
10H/10991	Plugs, telephone ...	No.						2	4	6	8	8		
10H/10353	Leads, telephone, type Q	No.						2	4	6	8	8		
6D/473 or 624	Masks, oxygen, type E or E*	No.						2	4	6	8	8		
10A/12571	Masks, microphone, type 26 (electro magnetic).	No.						2	2	3	3	4		
10A/9003 ...	Masks, microphone, type E (carbon).	No.						2	4	6	6	6		
or														
10A/12573	Masks, microphone, type 28 (carbon).	No.												
22C/44 ...	Goggles, lightweight ...	No.												

(See A.F.O. 2287/40.)

APPENDIX II
O.U. 6327

1	2	3	4	5	6	7	8	9	10	11	12	13	14	21
22C/435-442	Boots, flying, knee ...	Pairs							2	2	3	4	6	
22C/234-241	Boots, socks for ...	Pairs							2	2	3	4	6	
22C/264-268	Gauntlets, L.H. ...	No.							2	2	3	4	6	
22C/269-273	Gauntlets, R.H. ...	No.							2	2	3	4	6	
22C/293-295	Linings, gauntlet ...	Pairs							2	2	3	4	6	
22C/259-263	Gloves, silk ...	Pairs							2	2	3	4	6	
22C/167 ...	Goggles, type 4B ...	Pairs							2	2	3	4	6	
22C/44 ...	Goggles, lightweight ...	Pairs	3	6	9	12	18		1	1	1	1	1	
N. Pattern	Helmet, flying, tropical	No.							2	2	3	4	6	
22C/289-292	Caps, flying, type B ...	No.							2	2	3	4	6	
22C/66 ...	Covers, ear ...	Pair							2	2	3	4	6	
22C/67 ...	Pads, rubber ...	Pair							2	2	3	4	6	
22C/68 ...	Protectors, face ...	Pair							2	2	3	4	6	
<i>or</i>	<i>or</i>													
22C/449-452	Caps, flying, type C (complete).	No.							2	2	3	4	6	
22C/353-359	Suits, flying, collar ...	No.							2	2	3	4	6	
22C/303-309	Suits, flying, inner ...	No.							2	2	3	4	6	
22C/360-366	Suits, flying, outer ...	No.							2	2	3	4	6	
22C/445-446	Waistcoats, life-saving, yellow.	No.							3	3	4	6	8	
23/230 ...	Whistle, airscrew, metal	No.							3	3	4	6	8	
22C/72 ...	Stoles ...	No.							3	3	4	6	8	
22C/93 ...	Pads, Kapok ...	Sets							3	3	4	6	8	
22C/94 ...	Cylinders, gas ...	No.							3	3	4	6	8	
22C/74 ...	Levers, gas, cylinder	No.							2	2	3	4	6	
28/3326 ...	Clips, ring type ...	No.							3	3	4	6	8	
22C/180 ...	Caps, skull, yellow ...	No.							2	2	3	4	6	
6F/154 ...	Earpieces, tube speaking	No.							2	2	3	4	6	
6F/162 ...	"Y" piece with ferrules	No.							2	2	3	4	6	
10A/8543 ...	Receivers, telephone ...	Sets							2	2	3	4	6	
10A/9697 ...	Telephone fittings, type C (for helmet type B)	Sets							2	2	3	4	6	
<i>or</i>	<i>or</i>													
10A/12143	Telephone fittings, type D (for helmet type C)	Sets							2	2	3	4	6	
10H/10991	Plugs, telephone ...	No.							2	2	3	4	6	
10H/10353	Leads, telephone, type Q	No.							2	2	3	4	6	
10A/9003	Masks, microphone, type E	No.							1	1	1	2	3	
<i>or</i>	<i>or</i>													
10A/12573	Masks, microphone, type 28	No.												

APPENDIX III

Allowances of special cold weather flying equipment to Aircraft Carriers.

O.U. 6328

1	2	3	4	5	6	7	8	9	10	11	12	13	14	21
22C/320	Suits, flying, thermally insulated:—													
22C/321		Jackets (sizes 4, 5 and 7)	No.	12	12	12	12	12						
22C/323														
22C/328	Trousers (sizes 4, 5 and 7)	No.	12	12	12	12	12							
22C/329														
22C/331	Gauntlets, flying, 1940 pattern (chemically heated).	Pairs	12	12	12	12	12							
22C/425-430														
22C/431-433	Gloves, chamois ...	Pairs	12	12	12	12	12							
22C/434 ...	Mittens ...	Pairs	12	12	12	12	12							

1	2	3	4	5	6	7	8	9	10	11	12	13	14	21
22C/454 ...	Containers, ankle, chemically heated	Pairs	12	12	12	12	12							
22C/453 ...	Pads, heater chemical ...	Dozen	24	24	24	24	24							
22C/557-564	Socks, chemical ...	Pairs	12	12	12	12	12							
22C/565-572	Refills, socks, chemical	Dozen	12	12	12	12	12							
22C/549-556	Socks, horsehair, rubberised	Pairs	12	12	12	12	12							

(A.F.Os. 1359/39, 1073/40, 2287/40, 1625/41, 4792/41, 5316/41, 72/42 and 517/42 (C.A.F.O. 2429/41.)

(A.F.Os. 1265/39, 1968/39, 2050/39, 2579/39, 908/40, 1347/40, 1450/40, 2287/40, 3509/40, 3578/40, 4091/40, 2868/41, 4791/41, 4882/41, 5317/41 and 1589/42 are cancelled.)

1799.—Cleanliness of Aircraft

(A.M.R. 260/42.—16.4.1942.)

Cleanliness of aircraft is of the utmost importance. Dirt impairs the efficiency of working parts, and when mixed with oil or grease is a dangerous abrasive. It absorbs petrol and oil, prolonging vaporization and increasing fire risk.

2. Mud on undercarriages, tailplanes and in cockpits may cause—

- (i) Failure of undercarriage micro-switch and warning devices,
- (ii) Jamming of retraction gear,
- (iii) Seizure of wheels if mud freezes,
- (iv) Damage to gyro-operated instruments by dust from dried mud.

3. Spilled oil may catch fire if burning exhaust gases come in contact with it. If not removed from wheels, wheel fairings and oleo legs, it may make brake linings inoperative. It shortens the life of wooden structural members.

4. A dirty aircraft causes discomfort to air crew and ground staff, damages their clothes, and is a reflection on the personnel concerned.

1800.—Ammunition Supply in Destroyers—A. and A.

"Tribals," "J," "K," "N," "Hunts" and Emergency Destroyers, Dockyards and P.S.Os. concerned

(G. 6651/41.—16.4.1942.)

In order to pass ammunition supply and other emergency orders, a 3-in. diameter voicepipe is to be fitted if this has not already been done, from each main gun position to the between deck space immediately below and where the top of the hoist terminates.

2. The pipe is to be fitted near the hand-up chutes and a W.T. valve fitted where it passes through the upper or forecastle deck.

3. C.Os. of ships in commission concerned are to insert an item classification B in their next list of As. and As. for this work to be carried out, and R.A(D) and C-in-C., Nore, are to insert an item in the Class Lists for "Hunts."

(This Order is to be retained until complied with)

1801.—Store Rooms, Prevention of Choking of Suctions.—A. & A.

New Construction and Existing Ships

(N.S. 010184/41.—16.4.1942.)

In order to reduce the risk of suction becoming choked should store rooms be flooded, the following procedure is to be adopted:—

- (a) All small bin racks are to be fronted with portable panels of suitable small mesh wire. The panel frames are to be made of suitable heavy wire and the panels made of convenient width for handling and access to stores.

- (b) In the case of large bin racks and other stowages, sufficient keep battens are to be fitted to ensure that stores will not be displaced.
- (c) All cardboard and wrapping materials for stores are to be removed where its presence might result in fouling suction.
- (d) Where it is necessary to store small articles of different types in one bin, small tin containers are to be used. These will be supplied by the Admiralty.

Principal Ship Overseers are to make arrangements for the work at (a) and (b) above to be carried out in ships now under construction where the state of work permits.

In the case of existing ships, Commanding Officers are to include an item under As and As (Classification B) to cover this work. The work is to be carried out where possible by ship's staff with Dockyard assistance, supply of the necessary materials being arranged by Dockyards.

(C.A.F.O. 802/40 and Par. 1 (z) of C.A.F.O. 1937/41 are cancelled.)

1802.—Securing Arrangements and Efficient Stowing of Permanent Ballast

Minor Auxiliary War Vessels

(D. 4402/42.—16.4.1942.)

Attention is drawn to the necessity for properly securing permanent ballast against shifting in a seaway, and of periodic examination of these arrangements.

2. In small converted vessels, trawlers, drifters, whalers and yachts, heavy motion in a seaway will dislodge ballast not efficiently secured, and shifting ballast may cause damage to shell plate riveting, suction pipes situated nearby, and reduce means of pumping of bilges to a serious extent.

3. The ballast in these vessels is to be either cemented in between floors or secured by steel strongbacks, attached to the ships framing or structure so as not to pierce the outer bottom plating or watertight bulkheads, etc.

4. Careful stowing of ballast with this object in view is to be kept in mind when inspecting the ballasting at each refit.

5. Where permanent ballast is not efficiently secured or properly stowed, Commanding Officers concerned are to insert an item in their Defect Lists for this to be undertaken.

(C.-in-C., S.A., 14.9.41, No. 1255/1219.)

1803.—Bilge Pumping Arrangements and Clearing of Bilges

Minor Auxiliary War Vessels.

(D. 4402/42.—16.4.1942.)

Administrative authorities are to impress on Commanding Officers of the above-mentioned vessels the importance of keeping bilges clear and particularly of seeing them clear before setting out on long passages.

2. Opportunities for clearing bilges are always to be afforded when arranging programmes for such vessels.

3. Attention is invited to A.F.Os. 1436/40 and 144/41, and Articles 93 and 121 of the Royal Naval Patrol Service Engineering Handbook, 1941.

(Articles 93 and 121 of Royal Naval Control Service Engineering Handbook, 1941.)

(C.-in-C., S.A., 14.9.41, No. 1255/1219.)

(A.F.Os. 1436/40 and 144/41.)

1804.—D.G. Equipment—Fitting of Rudder Post Windings—A. and A.

H.M. Trawlers, Drifters and Whalers

(S.D.G.—16.4.1942.)

To improve the D.G. equipment of steel trawlers, drifters and whalers they are to be fitted with rudder post windings.

2. Commercial steel trawlers, drifters and whalers are to insert the following item in their next list of As. and As. quoting this Order as authority :

“ To fit Rudder Post Winding ”—Classification A*

3. Priority is to be given to fitting “ LL ” M/S, but every opportunity is to be taken to progress this work, which is not extensive, in all the above vessels.

4. It is not anticipated that rudder post windings will generally be necessary for Admiralty designed trawlers, but, should D.G. measurement show that the fitting of a rudder post winding is desirable to any particular Admiralty designed vessel, the D.G. Authority making the measurement is to include a recommendation to this effect in his Setting Signal. Action should then be taken as ordered above for vessels of commercial design.

5. The following D.G. specifications refer :—

Trawler D.G. Specification No. 5, dated 17th July, 1941.

Addendum No. 1 to above, dated December, 1941.

Addendum No. 2 to above, dated March 1942.

Trawler D.G. Specification No. 6, dated 20th October, 1941.

Addendum to above, dated February 1942.

1805.—Arrangements for Life Saving in H.M. Naval Service—Amendment

(D. 4655/42.—16.4.1942.)

The following amendments are to be made to A.F.O. 1220/42 :—
Paragraph 7. *Add* :—

The paddles of all Carley floats are to be lashed to the sides of the floats in order that they may be made accessible when required. A knife well greased is to be secured in an accessible position on each Carley float. (A.F.O. 2972/41.)
Paragraph 13. *Add* :—

For indication of position of rafts by day, suitably coloured flags should be used and kept attached to selected rafts. (C.A.F.O. 1618a/40.)

(C.A.F.O. 1618a/40, A.F.Os. 2972/41 and 1220/42.)

1806.—Emergency Repairs to Electrical Equipment in Main Machinery Compartments

(D. 4013/42.—16.4.1942.)

See A.F.O. 1750/42 in Section 2 of this issue.

(A.F.O. 1750/42.)

1807.—Provision of Cold Chamber

H.M. Ships “ Keppel ” and “ Broke ”

(D. 2998/42.—16.4.1942.)

The instructions contained in A.F.O. 1168/42, concerning the provision of a cold chamber in “ Veas ” converted to convoy escort vessels are also applicable to H.M. Ships “ Keppel ” and “ Broke ”.

(A.F.O. 1168/42.)

1808.—Ice Cabinets, Pattern 242—Allowance

Flotilla Leaders and Destroyers—"M", "N", "O" and "P" Classes

(N.S./P. 010433/41.—16.4.1942.)

Pending the fitting of a 10 cu. ft. capacity domestic automatic refrigerator for use on mess decks, each flotilla leader and destroyer of "M", "N", "O" and "P" classes in commission should forward a demand to the storing yard for two or three ice cabinets, Pattern 242 (38½-in. x 23-in. x 21-in.), the number depending on the stowage space available.

These ice cabinets are to be supplied in addition to any already allowed by establishment, but should be returned to store when the 10 cu. ft. D.A.R. is installed.

2. Separate action is being taken for vessels of the above and "Q" and "R" classes still under construction.

(A.F.O. 1298/42 is cancelled.)

1809.—Torpedo Loading Davits

"Town" Class Destroyers

(T. 324/42.—16.4.1942.)

New torpedo davits for fitting in "Town" class destroyers, in accordance with requirements of A.F.O. 457/41, are now available and should be demanded from H.M. Dockyard, Chatham, when required.

(A.F.O. 457/41.)

1810.—Motor Boat Davits—REPORTS

"Town" Class Destroyers

(D. 18333/41.—16.4.1942.)

With reference to paragraph 2 of A.F.O. 457/41, arrangements have been made for the supply of 15 sets of crescent type davits to Messrs. Welin-Maclachlan's Drawing No. 3890, and 15 sets of Admiralty standard destroyer type davits.

2. The crescent type davits are to be fitted in the "Town" class destroyers under the command of the R.A. (M), and as they will be available before the Admiralty standard destroyer type they should also be fitted in the next "Town" class destroyers to come to hand.

3. Crescent type davits should be set inboard as far as possible consistent with maintaining a clearance of 18 inches between the boat and ship's side when lowering the boat.

4. Demands for the above davits should be forwarded to the Admiralty as soon as the vessels come in hand.

5. Commanding Officers of "Town" class destroyers fitted with crescent type davits are to forward reports on their suitability after sea experience has been obtained.

(F.O. i/c, Liverpool, 13.12.41, No. 265b/229.)

(A.F.O. 457/41.)

1811.—105-ft. M.M.S.S.—Proximity of Derrick to Standard Compass

(D. 4464/42.—16.4.1942.)

In several of the above vessels the derrick on the foremast has been adapted to stow horizontally with its head in close proximity to the standard compass. The Commanding Officers of all vessels are instructed that these derricks must not be stowed in the horizontal position but must be stowed against the mast.

1812.—Airborne Fire-fighting Equipment—Transfer from Section 21F to 27N

(N.S. Air 713/42.—16.4.1942.)

The undermentioned items of Airborne Fire-fighting Equipment have been transferred from Section 21F to Section 27N of A.P. 1086, and will in future be held on charge under the new stores references shown, which are to be quoted on all demands:—

2. Ships and Stations and R.N. Store Depôts are to amend their Naval Store Ledgers accordingly.

Present Stores Ref.	Description	New Stores Ref.
21F/1	Axe	27N/1
21F/305	Extinguishers, methyl bromide, No. 3	27N/2
21F/306	Charges for methyl bromide, No. 3 extinguishers	27N/3
21F/323	Bodies for connections, bucket	27N/26
21F/324	Connections, bucket	27N/6
21F/325	Connections, pipe	27N/8
21F/328	Connections, heads, spray	27N/9
21F/327	Locknuts, bucket connection	27N/28
21F/328	Nipples	27N/29
21F/329	Nozzles, spray head	27N/30
21F/330	Nuts, union	27N/31
21F/331	Pieces, jet, spray head	27N/32
21F/332	Pieces, Y	27N/10
21F/333	Unions, pipe connection	27N/35
21F/334	Unions, spray head	27N/36
21F/335	Washers, bucket connection	27N/37
21F/337	Tubing, copper $\frac{3}{16}$ in. out. diam. by $\frac{1}{8}$ in. int. diam.	27N/11
21F/338	Brackets, type B	27N/4
21F/341	Brackets, type C	27N/5
21F/358	Connections, bulkhead	27N/7
21F/359	Unions, flanged	27N/34
21F/360	Washers, plate	27N/38
21F/361	Tabs, locking	27N/33
21F/371	Extinguishers, automatic, Mark II	27N/14
21F/372	Brackets for automatic extinguishers	27N/16
21F/373	Switches, flame	27N/18
21F/374	Switches, inertia	27N/20
21F/386	Extinguishers, automatic, Mark I	27N/15
21F/387	Switches, gravity, Mark M	27N/21
21F/388	Covers for push buttons	27N/17
21F/404	Extinguishers, M.B., No. 4, large	27N/22
21F/405	Extinguishers, M.B., No. 5, small	27N/12
21F/406	Brackets, type D	27N/13
21F/412	Bodies, Y piece	27N/27
21F/415	Caps, rubber	27N/23
21F/416	Nozzles	27N/25
21F/450	Containers, aircraft stowage	27N/24
21F/592	Switches, gravity, Mark M.I.	27N/19

3. The relevant Aircraft Stores Establishments will be amended.

1813.—Naval Aircraft—Compasses, Type 02, Stores Ref. 6A/380, and/or Type 02A, Stores Ref. 6A/392

(N.S. Air 1794/41.—16.4.1942.)

Owing to shortage of stock certain aircraft have left the production line fitted with one Observer's compass only.

2. Stocks which have now become available will permit the fitting of two per aircraft, where allowed by the relevant Appendix "A".

3. Services at home are requested to forward demands quoting aircraft numbers to complete all aircraft to the full Appendix "A" allowance, to the Director of Stores, Dorland House, Regent Street, London, S.W.1, when issue will be made in order of urgency. Demands for aircraft abroad should be sent to the appropriate (Superintending) Naval Store Officer.

1814.—Crash Gear—Equipment for Boats Attending on Flying Operations

"Vees" in course of conversion or to be converted.

(N.S. 18368/41.—16.4.1942.)

The reduced equipment of crash gear applicable to destroyers not attending on aircraft carriers will not be allowed to "Vees" mentioned in C.A.F.O. 2473/41.

2. Ships concerned should therefore return to the nearest dockyard or naval store depôt any of the unstarred items shown in the list given in paragraph 3 of A.F.O. 3502/40. In the event of any of these ships being required to attend upon aircraft carriers, the crash boat gear should be obtained from the aircraft carrier.

3. B.R. 332a—Establishment of Naval Stores for Flotilla Leaders and Destroyers—will be amended.

(C.A.F.O. 2473/41, A.F.Os. 3502/40 and 932/42.)

1815.—Bombs, Aircraft—Time to Cook Off

(G. 03232/42.—16.4.1942.)

Trials have been carried out to discover the probable "cooking off" time for bombs in intense heat. A 100-lb. A.S. bomb will cook off in 2½ minutes: in heavier cased bombs the interval will probably be between 4½ and 5½ minutes.

2. Personnel should be warned that no approach should be made to crashed aircraft which are on fire, except for the purpose of saving life, until any bombs carried have had time to cool.

(A.F.O. 4149/40 is cancelled.)

1816.—Tools for De-icing

Destroyers and smaller vessels

(N.S. 012238/42.—16.4.1942.)

Destroyers and smaller vessels proceeding to Northern waters should carry 3 picks, Pattern 90a, 3 shovels, Pattern 756b, and 3 marline spikes, Pattern 2433, or other suitable pattern, for de-icing purposes.

2. The above requirements of shovels and marline spikes should, where possible, be met from existing allowances, or should be demanded from the nearest storing yard or base, as necessary.

1817.—Copper Jointing Sleeves and Ferrule Clamping Tools—Introduction

(N.S. Air 368/42.—16.4.1942.)

Sleeves, Copper Jointing, Ref. 11B/54, and Tool, Ferrule Clamping Ref. 11B/55, have been introduced for use with Naval Aircraft, and will be allowed to Aircraft Carriers in accordance with the scales indicated below:—

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
<i>O.U. 6328 General A.S.E.</i>													
54	Section 11B Sleeves, Copper, Jointing.*	—	No.	500	500	500	500	500		C		*	
55	Tool, Ferrule Clamping.	—	No.	1	1	1	1	1		A			

* Allowance to auxiliary carriers, 100 in No.

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

	Ref. 11B/54	Ref. 11B/55
Gibraltar ...	1,200	3
Simonstown ...	600	2
Trincomalee ...	1,800	5

3. Ships should forward demands to their respective Storing yards abroad or Store depôts at home, quoting this Order as the authority for supply. Supplies to new ships will be made with their initial outfits of stores.

4. Aircraft Stores Establishment, O.U. 6328, Part I, will be amended in due course; meanwhile all existing Establishments held by H.M. Ships, Stations, R.N. Store Depôts, H.M. Dockyards, etc., should be amended in manuscript.

1818.—Spares for Transmitter T.1115

(N.S. Air 5708/41.—16.4.1942.)

A range of spares has been introduced for use with Transmitter T.1115, and will be allowed to ships and services in accordance with the following scales:—

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
1387	Section 5J. Accumulator, 2 volt, 20 ohm, lead acid (increase present allowance to read)	No.	6	12	24	48	96	C			48	6	48
8038	Section 10A. Ammeters, thermo, 0-215, type A.	..	1	1	2	3	3	A			3	1	3
10489	Brackets, type D ...	..	1	1	2	3	3	C			3	1	3
10492	Cradles, valve ...	..	1	2	3	3	4	C			3	1	3
10493	Guides, valve ...	..	1	2	3	3	4	C			3	1	3
10525	Knobs, slow motion, green	..	1	1	2	3	3	C			3	1	3
10410	Knobs, slow motion, green, insulated.	..	1	1	1	1	1	C			1	1	1
10411	Knobs, slow motion, yellow, intermediate.	..	1	1	2	3	3	C			3	1	3
10409	Knobs, slow motion, yellow, MO.	..	1	1	1	1	1	C			1	1	1
10517	Milliameters, 0-200 ...	..	1	1	2	3	3	A			3	1	3
9879	Springs, contact ...	..	5	5	10	20	30	C			20	5	20

O.U. 6328—General A.S.E.

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
<i>Section 10C.</i>													
8484	Chokes, H.F., type 19 ...	No.	1	1	2	3	3	C			3	1	3
10504	Chokes, H.F., type H.1 ...	..	1	1	2	3	3	C			3	1	3
10505	Chokes, H.F., type H.2 ...	..	1	1	2	3	3	C			3	1	3
7912	Chokes, L.F., type G ...	..	1	2	4	6	8	C			6	1	6
10385	Condenser, type 395 ...	..	1	2	4	6	8	C			6	1	6
10386	Condenser, type 396 ...	..	1	2	4	6	8	C			6	1	6
10389	Condenser, type 399 ...	..	1	2	3	4	8	C			4	1	4
10390	Condenser, type 400 ...	..	1	2	3	4	8	C			4	1	4
10392	Condenser, type 402 ...	..	1	2	4	6	8	C			6	1	6
10394	Condenser, type 404 ...	..	1	2	4	6	8	C			6	1	6
10395	Condenser, type 405 ...	..	1	2	4	6	8	C			6	1	6
8201	Condenser, type 161 ...	..	1	2	4	6	8	C			6	1	6
10507	Condenser, type 374 ...	..	1	2	4	6	8	C			6	1	6
10508	Condenser, type 375 ...	..	1	2	4	6	8	C			6	1	6
10509	Condenser, type 376 ...	..	1	2	4	6	8	C			6	1	6
10510	Condenser, type 377 ...	..	1	2	4	6	8	C			6	1	6
10511	Condenser, type 378 ...	..	1	2	4	6	8	C			6	1	6
10512	Condenser, type 379 ...	..	1	2	4	6	8	C			6	1	6
10513	Condenser, type 380 ...	..	1	2	4	6	8	C			6	1	6

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
<i>Section 10C—contd.</i>													
10391	Condenser, type 401	...	No.	1	2	4	6	8	C		6	1	6
10393	Condenser, type 403	...	"	1	2	4	6	8	C		6	1	6
10562	Condenser, type 424	...	"	1	2	4	6	8	C		6	1	6
7267	Resistances, type 29	...	"	1	2	4	6	8	C		6	1	6
7602	Resistances, type 72	...	"	1	2	4	6	8	C		6	1	6
8017	Resistances, type 109	...	"	1	2	4	6	8	C		6	1	6
10139	Resistances, type 367	...	"	1	2	4	6	8	C		6	1	6
10416	Resistances, type 386	...	"	1	2	4	6	8	C		6	1	6
208	Resistances, type 676	...	"	1	2	4	6	8	C		6	1	6
7316	Resistances, type 30	...	"	1	2	4	6	8	C		6	1	6
7603	Resistances, type 73	...	"	1	2	4	6	8	C		6	1	6
10413	Resistances, type 383	...	"	1	2	4	6	8	C		6	1	6
10414	Resistances, type 384	...	"	1	2	4	6	8	C		6	1	6
10415	Resistances, type 385	...	"	1	2	4	6	8	C		6	1	6
10416	Resistances, type 386	...	"	1	1	1	1	1	C		1	1	1
10417	Resistances, type 387	...	"	1	1	1	1	1	C		1	1	1
<i>Section 10D</i>													
10506	Coils, aerial F	...	No.	1	2	3	3	4	A		3	1	3
10421	Coils, type A	...	sets	1	2	2	3	3	A		3	1	3
10422	Coils, type B	...	"	1	2	2	3	3	A		3	1	3
10423	Coils, type C	...	"	1	2	2	3	3	A		3	1	3
10424	Coils, type D	...	"	1	2	2	3	3	A		3	1	3
10425	Coils, type E	...	"	1	2	2	3	3	A		3	1	3
10426	Coils, type G	...	"	1	2	2	3	3	A		3	1	3
10427	Coils, type H	...	"	1	2	2	3	3	A		3	1	3
10428	Coils, type J	...	"	1	2	2	3	3	A		3	1	3
10429	Coils, type K	...	"	1	2	2	3	3	A		3	1	3
10430	Coils, type L	...	"	1	2	2	3	3	A		3	1	3
10431	Coils, type M	...	"	1	2	2	3	3	A		3	1	3
10432	Coils, type N	...	"	1	2	2	3	3	A		3	1	3
10433	Coils, type P	...	"	1	2	2	3	3	A		3	1	3
10434	Coils, type Q1	...	"	1	2	2	3	3	A		3	1	3
10435	Coils, type Q2	...	"	1	2	2	3	3	A		3	1	3
10436	Coils, type R	...	"	1	2	2	3	3	A		3	1	3
10437	Coils, type S	...	"	1	2	2	3	3	A		3	1	3
10403	Covers, top	...	No.	1	2	3	3	4	C		3	1	3
10514	Grid bias units, type 6	...	"	2	2	4	6	8	C		6	2	6
10481	Mouldings, frame, No. 1	...	"	1	1	2	3	3	C				3
10482	Mouldings, frame, No. 2	...	"	1	1	2	3	3	C				3
10483	Mouldings, frame, No. 3	...	"	1	1	2	3	3	C				3
10484	Mouldings, frame, No. 4	...	"	1	1	2	3	3	C				3
10485	Mouldings, frame, No. 5	...	"	1	1	2	3	3	C				3
10486	Mouldings, frame, No. 6	...	"	1	1	2	3	3	C				3
10487	Mouldings, frame, No. 7	...	"	1	1	2	3	3	C				3
10488	Mouldings, frame, No. 8	...	"	1	1	2	3	3	C				3
<i>Section 10F</i>													
10338	Switches, type 152	...	"	1	2	3	3	4	C		3	1	3
10451	Switches, type 140	...	"	1	1	1	1	1	C		1	1	1
10418	Switches, type 147	...	"	1	1	1	1	1	C		1	1	1
<i>Section 10H</i>													
10399	Holder, valve, type V	...	"	1	2	4	6	8	C		6	1	6
10400	Holder, valve, type W	...	"	1	2	4	6	8	C		6	1	6
10397	Holder, resistance, 1-watt	...	"	1	2	4	6	8	C		6	1	6
10398	Holder, resistance, 3-watts	...	"	1	2	4	6	8	C		6	1	6
3412	Holder, valve, VT.13	...	"	1	2	4	6	8	C		6	1	6

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
<i>Section 10H—contd.</i>													
10516	Holder, valve, type Y	...	No.	1	2	4	6	8	C		6	1	6
7543	Plugs, type 55	...	"	1	2	4	6	8	C		6	1	6
10490	Terminals, block, type 16, 3-way.	...	"	1	2	4	6	8	C		6	1	6
10491	Terminals, block, type 17, 11-way.	...	"	1	2	4	6	8	C		6	1	6
7276	Sockets, type 11	...	"	1	2	4	6	8	C		6	1	6
10384	Bases, M.O., coil mounting	...	"	1	1	2	3	3	C		3	1	3
10438	Bases, resistance and condenser unit.	...	"	1	1	2	3	3	C		3	1	3
<i>Section 10K.</i>													
10518	Transformers, type 54	...	"	1	1	2	3	3	A		3	1	3

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

R.N. Air Stations, Class "A"—to the scale detailed in Col. X.

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

R.N. Aircraft repair yards and "Unicorn"—to the scale detailed in col. Z.

2. To meet initial issues, stocks, and reserves, arrangements have been made for supplies, on receipt of deliveries, to be made to Alexandria, Bermuda, Gibraltar, Simonstown, and Trincomalee; details of quantities have been forwarded separately.

3. Arrangements have also been made to supply H.M. ships "Formidable", "Illustrious", and "Eagle," without demand.

4. The following Services will be supplied by R.N. Store Depot, Stafford, without demand:—

R.N. Air Station, Piarco (O.U.6328).

R.N. Air Station, Palisadoes (O.U.6328).

R.N. Air Section, Hastings, Freetown (O.U.6328).

R.N. Air Section, Dartmouth, Nova Scotia (O.U.6328).

Supply will be made to the remaining ships and Services concerned, on demand, by their respective R.N. store depôts at home or storing yards abroad. Demands should quote this order as the authority for supply.

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

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

1819.—Spares for T.1115/R.1116—Appendix "A" Items only

(N.S. Air 1712/41.—16.4.1942.)

A range of spares introduced for use with T.1115/R.1116 W/T set will be allowed to ships and services in according with the following scale:—

O.U. 6328											Shore Establishments						
1	2	3	4	5	6	7	8	9	10	11	12	13	20	21	X	Y	Z
<i>Section 10E</i>																	
4	Valves, V.R.82	...	No.							12	24	36	48	A	36	12	48
5	Valves, V.R.83	...	"							12	24	36	48	A	36	12	48
9779	Valves, V.R.35	...	"							6	12	18	24	A	18	6	24
10542	Valves, V.R.44	...	"							6	12	18	24	A	18	6	24
10557	Valves, V.T.45	...	"							12	24	36	48	A	36	12	48
10558	Valves, V.T.46	...	"							6	12	18	24	A	18	6	24
10559	Valves, V.T.47	...	"							6	12	18	24	A	18	6	24

O.U. 6328		Shore Establishments														X	Y	Z
1	2	3	4	5	6	7	8	9	10	11	12	13	20	21	X	Y	Z	
<i>Section 10D</i>																		
10310	Receivers, Type R.1116 ...	No.							2	4	6	8	A		6	2	8	
10380	Transmitter, Type T.1115 ...	"							2	4	6	8	A		6	2	8	
<i>Section 10H</i>																		
7432	Disc, indicating, P/51/A ...	"							1	2	3	3	C		3	1	3	
7742	Disc, indicating, P/51/C ...	"							1	2	4	4	C		4	1	4	
7961	Disc, indicating, P/51/D ...	"							1	2	3	3	C		3	1	3	
8530	Disc, indicating, S/39/A ...	"							1	2	3	3	C		3	1	3	
10213	Disc, indicating, P/69/Q ...	"							1	2	3	3	C		3	1	3	
9001	Disc, indicating ...	"							1	2	4	4	C		4	1	4	
10966	Disc, indicating, P/51/P ...	"							1	2	3	3	C		3	1	3	
8118	Plugs, Type 62 ...	"							2	3	4	4	A		4	2	4	
8529	Sockets, Type 39 ...	"							1	2	3	3	A		3	1	3	

O.U. 6328 (A) Swordfish		Shore Establishments														X	Y	Z
1	2	3	4	5	6	7	8	9	10	11	12	13	20	21	X	Y	Z	
<i>Section 10K</i>																		
9994	Generator, Motor, 80 W., type G.	No.							2	4	6	8	A		2	2	3	

O.U. 6328 (E) Albacore		Shore Establishments														X	Y	Z
1	2	3	4	5	6	7	8	9	10	11	12	13	20	21	X	Y	Z	
9998	Generator, Motor, 80 W., type H.	No.							2	4	6	8	A		2	2	3	

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

Class "A" stations ... To the scale detailed in column X
 Class "B" and "C" stations To the scale detailed in column Y
 R.N. aircraft repair yards and H.M.S. "Unicorn" To the scale detailed in column Z.

2. Arrangements have been made for the following quantities to be supplied to dockyards abroad :—

		Alex- andria	Ber- muda	Gib- raltar	Malta	Simons- town	Trin- comalee
10E/4	Valves, V.R.82 ...	120	18	18	—	18	—
5	Valves, V.R.83 ...	120	18	18	—	18	—
9779	Valves, V.R.35 ...	60	9	9	—	9	—
10542	Valves, V.R.44 ...	60	9	9	—	9	—
10557	Valves, V.T.45 ...	120	18	18	—	18	—
10558	Valves, V.T.46 ...	60	9	9	—	9	—
10559	Valves, V.T.47 ...	60	9	9	—	9	—
10D/10310	Receiver, type R.1116 ...	28	8	6	8	6	6
10380	Transmitter, type T.1115 ...	28	8	6	8	6	6
10H/7432	Disc, indicating, P/51/A ...	15	5	4	5	4	4
7742	Disc, indicating, P/51/C ...	20	6	4	5	4	5
7961	Disc, indicating, P/51/D ...	15	5	4	5	4	4
8530	Disc, indicating, S/39/A ...	15	5	4	5	4	4
10213	Disc, indicating, P/69/Q ...	15	5	4	5	4	4
9001	Disc, indicating ...	20	5	4	5	4	5
10966	Disc, indicating, P/51/P ...	15	5	4	5	4	4
8118	Plugs, type 62 ...	20	8	6	8	6	5
8529	Sockets, type 39 ...	15	5	4	5	4	4
10K/9994	Generator, Nulon, 8D.W.T.G.	8	3	6	3	6	3
9998	Generator, Nulon, 8D.T.H.	8	3	—	3	—	—

3. Supply will be made from Stafford to the undermentioned Services without demand :—

R.N. Air Station, Piarco ... O.U. 6328 (E) and O.U. 6328
 R.N. Air Section, Dartmouth ... O.U. 6328 (A) and O.U. 6328
 R.N. Air Section, Hastings ... O.U. 6328 (A) and (E) and O.U. 6328
 R.N. Air Station, Palisadoes ... O.U. 6328 (A) and (E) and O.U. 6328

Ships and other Services concerned, with the exception of H.M. Ships "Argus," "Eagle," "Formidable," "Illustrious" and "Victorious" (arrangements for which have already been made), should render demands to complete to the appropriate scale, to their respective storing yards abroad or R.N. store depôts at home, quoting this Order as authority for supply.

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

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

1820.—Closing of Naval Store Accounts and Disposal of Stores

Requisitioned Vessels Discharged from Service and Defensively Equipped Merchant Ships and Fast Liners

(N.S. 3569/40.—16.4.1942.)

A.F.O. 1295/42 is to be amended as follows :—

The reference "A.F.O. 1951/40 is cancelled" shown under paragraph 5 is to be inserted at the foot of the order.

(A.F.O. 1295/42.)

1821.—Acetylene Generating Plants

Auxiliary Vessels

(D./N.L.3648/42.—16.4.1942.)

An explosion and fire has occurred in the engine room of an auxiliary vessel, owing to the ignition of gas leaking from a defective pipe-joint of an acetylene generator.

2. Commanding Officers of all vessels fitted with acetylene generating plants are to examine the whole system periodically for leakage and make good any defects without delay.

3. Naked lights are not to be allowed adjacent to the generator at any time and, where possible, are to be at least 20 feet from it.

4. If the generator is situated in the same compartment as a boiler, particular care is required to avoid leakage when the boiler is lit up.

1822.—Telemotor System—"Lolos" Filter in Return Line

"U", "S" and "T" Class Submarines

(D. 4104/42.—16.4.1942.)

To avoid draining the telemotor replenishing tank, when removing the Lolo-filter in the return line in "U", "S" and "T" Class submarines, a suitable stop valve (locked or wired open) is to be fitted between the tank and the filter, adjacent to the filter.

2. For vessels in service, an item, classification A, is to be inserted in the next list of As. and As. to cover the work involved.

3. For vessels under construction the work is to be carried out before completion where no delay is involved.

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

1823.—Coaling Scuttles—Locking Arrangement

Rescue Tugs, Boom Defence Vessels, Boom Working Trawlers

(D. 05207/42.—16.4.1942.)

An instance has recently occurred of coaling scuttles working loose, causing partial flooding of the boiler room by water entering through the coal bunkers.

2. All coaling scuttles in these vessels are to be examined, and where found to be worn and liable to work loose, locking arrangements are to be fitted to the scuttles.

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

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

1824.—Naval Brass for Hull Fittings and Items for Main and Auxiliary Machinery
New Construction and Reconstruction

(D. 2034/42.—16.4.1942.)

In order to permit the use of good quality scrap in manufacture, during hostilities, "Naval Brass (Admiralty Mixture) Bars and Sections (suitable for Machining and Forging) and Forgings" are to be supplied in accordance with B.S. specification 251/40.

2. "Naval Brass Plates, Sheets and Strip (excluding Naval Brass Condenser Plates)" are to be supplied in accordance with B.S. specification 409/31, except that the composition of the material is to be as specified in B.S. specification 251/40.

3. The composition of Naval Brass Condenser Plates is to be that specified in B.S. specification 251/40, but the plates are to comply in other respects with Specification of Materials for Marine Engineering.

4. The amount of lead present in Naval Brass Studs for Stud Welding is not to exceed 0.05 per cent.

1825.—Signal Flags, Size 3A

"Hunt" Class Destroyers

(N.S. 012317/42.—16.4.1942.)

Owing to the short hoists in "Hunt" Class destroyers resulting from the reduction in the height of the foremast, etc., it has been decided to revert to size 4 flags in this class.

2. All "Hunt" Class destroyers supplied with size 3A flags should forward demands for size 4 flags to storing yards and return their present sets on receipt of the new flags.

3. Publications and the sea store establishment concerned will be amended accordingly.

(A.F.Os. 4778/41 and 5306/41.)

1826.—Defective Key Terminals in T. 1115 Transmitters

(N.S. Air 774/42.—16.4.1942.)

Reports have been received that key terminals, 13 of which are fitted in each transmitter, type T. 1115, Reference 10D/10380, are liable to fracture.

2. It has been ascertained that a batch of these terminals is of inferior design, and an equivalent quantity of modified terminals has been obtained for issue in replacement.

3. Services at Home holding T. 1115 transmitters bearing serial numbers between 50 and 830 should demand sufficient quantities of the modified terminals from the Superintending Naval Store Officer (Midland Area) to replace all key terminals fitted, quoting this Order as authority for demand. Services abroad should demand on the local (S) N.S.O. who should signal combined requirements to Stafford.

1827.—Mineral Jelly G.S.

(N.S./S.R.E. 1183/41.—16.4.1942.)

The following descriptions of mineral jelly are at present in use in the Naval Service:—

Mineral grease
Mineral jelly, petroleum K.476
Vasogene A (Messrs. Price's)

2. Basically, these products are all the same, and future requirements will be purchased to Admiralty Specification K.1001 for Mineral Jelly, G.S., "Lead Free",

(co-ordinated with Ministry of Supply Specification C.S.1317), which meets all Admiralty requirements for a good quality lead-free jelly suitable for lubrication or anti-corrosion.

3. The rate book of Naval Stores and Sea Store Establishments will be amended.

1828.—Air Publications—Distribution During February, 1942

(N.S. Air 18/42.—16.4.1942.)

The undermentioned Air Publications, Leaflets, etc., were distributed during February, 1942.

2. Any service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherd's Bush, W.12, with a statement of the actual number of copies required.

3. Services which have not yet received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Shepherd's Bush.

Description.

<i>Air Publication No.</i>	<i>Airframes and Engines</i>
1451A.—Vol. II, Part I—Pegasus I M.3 Engine—Leaflet No. Z.52.	
1451B.—Vol. II, Part I—Pegasus II L.3 Engine—Leaflet No. Z.45.	
1451D.—Vol. II, Part I—Pegasus II and VI Engines—Leaflet No. Z.32.	
1451E.—Vol. II, Part I—Pegasus X Engine—Leaflets Nos. C.5 (A/L.1), Z.31.	
1451F.—Vol. II, Part I—Pegasus XX Engine—Leaflets Nos. C.4 (A/L.1), H.4, L.26.	
1451G.—Vol. II, Part I—Pegasus XXII Engine—Leaflets Nos. C.15, H.6, Z.23.	
1451H.—Vol. II, Part I—Pegasus XVIII Engine—Leaflets Nos. B.3, H.5, Z.17.	
1491A.—Vol. II, Part I—Mercury VIS Engine—Leaflet No. Z.43.	
1491B.—Vol. II, Part I—Mercury VIII and IX Engines—Leaflets Nos. C.7 (A/L.1), H.6, M.8 (A/L.1).	
1491C.—Vol. II, Part I—Mercury XII Engine—Leaflets Nos. C.1 (A/L.1), Z.19.	
1491D.—Vol. II, Part I—Mercury XV and XX Engines—Leaflets Nos. C.3, H.1.	
1500.—Vol. II, Part I—Gipsy Major Engine—Leaflets Nos. A.1, B.2.	
1511B.—Vol. II, Part I—Tiger VI Engine—Leaflet No. Z.20.	
1511D.—Vol. II, Part I—Tiger VIII Engine—Leaflet No. Z.12.	
1515A.—Vol. I—Walrus Aircraft—Amendment List No. 4.	
1515A.—Vol. II, Part I—Walrus Aircraft—Leaflets Nos. M.8 (A.L. 2), M.24.	
1517.—Vol. II, Part I—Swordfish Aircraft—Leaflet No. Q.15.	
1525.—Vol. II, Part I—Anson Aircraft—Amendment List No. 6.	
1526A.—Vol. I—Cheetah IX Engine—Amendment List No. 2.	
1526A.—Vol. II, Part 3—Cheetah IX Engine—Amendment List No. 2.	
1526A.—Vol. III, Part I—Cheetah IX Engine—Amendment List No. 15.	
1527A.—Vol. II, Part I—Battle I Towed Target and Trainer—Leaflets Nos. A.6, B.14, C.23, C.24, H.10, J.25, M.22, O.3, P.18 (A/L.2), Z.23 (A/L.3), Z.34 (A/L.2), Z.35 (A/L.1), Z.36 (A/L.1), Z.40 (A/L.1).	
1530A.—Vol. II, Part I—Blenheim I Aircraft—Leaflets Nos. B.39, C.33, D.17, J.36, K.11, M.17, N.9.	
1530B.—Vol. I—Blenheim IV Aircraft—Amendment List No. 41.	
1564A.—Vol. II, Part I—Hurricane I Airframe—Leaflets Nos. D.6, D.8, F.8, H.9 (A/L.1), J.25, Q.13, Q.14, Q.15, Z.38, Z.40, Z.41 (A/L.1), Z.43, Z.44.	
1570A.—Vol. II, Part I—Skua I Aircraft—Leaflet No. Z.23.	
1570A.—Vol. III, Part I—Skua I Aircraft—Amendment List No. 4.	
1571A.—Vol. II, Part I—Roc Aircraft—Leaflets Nos. M.12, M.12 (A/L.1), Z.20.	
1577A.—Vol. II, Part I—Henley I Aircraft—Leaflets Nos. B.3, D.1, J.1.	
1582C.—Vol. I—Lysander III Aircraft—Amendment List No. 5.	
1582C.—Vol. II, Part I—Lysander III Aircraft—Leaflets Nos. A.1 (A/L.1), J.4, Q.4. Special distribution.	
1585A.—Vol. II, Part I—Magister Aircraft—Leaflet No. K.7.	
1589B.—Vol. II, Part I—Perseus X and XA Engines—Leaflet No. Z.14.	
1589B.—Vol. II, Part II—Perseus X and XA Engines—Amendment List No. 1.	
1589C.—Vol. II, Part I—Perseus XII Engine—Leaflets Nos. B.2, B.3.	

Description.

Airframes and Engines—contd.

Air Publication No.

- 1590B.—Vol. II, Part I—Merlin II, III and V Engines—Leaflet No. B.2.
 1590B.—Vol. II, Part 3—Merlin II, III and IV Engines—Amendment List No. 5.
 1590C.—Vol. II, Part I—Merlin IV Engine—Leaflets Nos. G.2, M.1 (A/L.2).
 1590D.—Vol. II, Part I—Merlin VIII and XXX Engines—Leaflet No. G.2.
 1590E.—Vol. II, Part I—Merlin X Engine—Leaflets Nos. B.1, G.2.
 1590G.—Vol. II, Part I—Merlin XX Engine—Leaflet No. G.2.
 1590G.—Vol. II, Part 3—Merlin XX Engine—Amendment List No. 2.
 1593B.—Vol. III, Part I—Gipsy Queen II Engine—Amendment List No. 1.
 1593C.—Vol. III, Part I—Gipsy Queen III Engine—Amendment List No. 1.
 1595A.—Vol. II, Part I—Seafox I Seaplane—Leaflet No. Z.27.
 1665A.—Vol. I, Pilot's Notes—Albacore I Aircraft—Amendment List No. 27E.
 1665A.—Vol. II, Part I—Albacore I Aircraft—Leaflets Nos. A.6, B.1, C.8 (A/L.1), H.2 (A/L.1), H.7 (A/L.1), H.16 (A/L.1), P.8, Z.19, Z.20, X.21.
 1665A.—Vol. III, Part I—Albacore I Aircraft—Amendment List No. 4-5.
 1669A.—Vol. I, Pilot's Notes—Master I Aircraft—Leaflets Nos. C.2, C.2 (A/L.1), Z.25, Z.26.
 1669A.—Vol. II, Part I—Master I Aircraft—Leaflets Nos. A.9, B.13, C.2, C.2 (A/L.1), C.3, J.16, O.1, Z.25, Z.26.
 1707A.—Vol. I—Taurus II Engine—Amendment List No. 2.
 1707A.—Vol. II, Part I—Taurus II Engine—Leaflets Nos. B.1, D.13, F.4, Z.13.
 1707B.—Vol. II, Part I—Taurus IIA Engine—Leaflets Nos. D.13, F.2, Z.13.
 1708A.—Vol. II, Part I—Proctor I and II Aircraft—Leaflets Nos. A.2, B.2, B.7, D.2, F.1, J.7, Q.1, Z.3, Z.12 (Drawing P.3).
 1714A.—Vol. II, Part I—Sea Gladiator Aircraft—Leaflets Nos. O.1, Z.11.
 1717D.—Vol. II, Part I—Wright Cyclone G.205A Engine—Leaflet No. F.2 (Special Dist.).
 1760A.—Vol. II, Part I—Fulmar I and II Aircraft—Leaflets Nos. B.3, B.4, B.4 (A/L.1), C.9, F.2, J.10, K.5, M.7 (A/L.1), P.8 (A/L.1), P.9 (A/L.1), Q.5.
 1760A.—Vol. III, Part I—Fulmar I and II Aircraft—Amendment List No. 4.
 1763A.—Vol. II, Part I—Dominie Aircraft—Leaflets Nos. K.2, Z.9.
 1847B.—Vol. III, Part I—Twin Wasp C.4 Engine—Initial Distribution.
 2031A.—Pilot's Notes—Martlet I Aircraft—Amendment List No. 4.
 2031A.—Vol. I—Martlet I Aircraft—Gummed Labels.
 2031A.—Vol. III, Part I—Martlet I Aircraft—Initial Distribution.
 2031B.—Vol. I—Martlet II Aircraft—Gummed Labels.
 2031B.—Vol. I (and Vol. II, Part 3)—Martlet II Aircraft—Initial Distribution.
 2031B.—Vol. II, Part I—Martlet II Aircraft—Leaflets Nos. B.1, Z.1 (A/L.1), Z.2, Z.3, Z.4.
 2035A.—Vol. II, Part I—Chesapeake Aircraft—Leaflets Nos. D.1, F.1, F.2, M.1, Z.4.

General Publications

- 26.—Vol. I—Air Ministry List of Ledger Headings (Vote subheads with Auxiliary Subheads. Suspense and Personnel Accounts. For Accountant Officers only)—Amendment List No. 1—Special Distribution.
 132.—Vol. I—Scale of Medical and Dental Equipment—Amendment List No. 2—Special Distribution.
 826.—Vol. I—Regulations for Civilian Employees of Air Ministry Establishments—Amendment List No. 7.
 830.—Vol. III, Part B—R.A.F. Equipment Regulations.—Scales and Schedules of Equipment—Amendment List No. 1.
 830.—Vol. III, Part C—R.A.F. Equipment Regulations—Scales and Schedules of Equipment—Amendment List No. 1.
 830.—Vol. III, Part E—R.A.F. Equipment Regulations—Scales and Schedules of Equipment. Initial Distribution.
 1086.—Vol. I, Part I—Memo. of Instructions. Table of Contents. Lists of Sections and General Index—Revised Edition, December, 1941. Initial Distribution.
 1086.—Vol. I, Part 3A—Wireless, Telephone and Telegraph Stores—Amendment List No. 1.

Description

General Publications

Air Publication No.

- 1086.—Vol. I, Part 4A—Cameras and Photographic Stores (Sections 14A-14C)—Amendment List No. 3.
 1086.—Vol. I, Part 9—Clothing and Accoutrements, Revised Edition. January, 1942. Initial Distribution.
 1086.—Vol. I, Part 10—Barrack, Camp and Hospital Stores—Amendment List No. 1.
 1086.—Vol. I, Part 12—A.G.S. and General Hardware—Amendment List No. 1.
 1086.—Vol. I, Part 13—Materials—Amendment List No. 1.
 1086C, Vol. I, Part 5—Armament Stores and Explosives—Amendment List No. 1.
 1095.—Vol. II, Part I—Electrical Equipment Manual—Leaflets Nos. A.33, F.12, G.48, G.49, H.16.
 1095.—Vol. II, Part 3—Electrical Equipment Manual—Amendment Lists Nos. 6, 7, 8.
 1180, Vol. I—Supplies Dropping Apparatus, Mark VB and VI—Initial Distribution.
 1180.—Vol. II, Part I—Supplies Dropping Apparatus, Mark VB and VI—Initial Distribution.
 1181.—Vol. I—Starting System for Aero-Engines—Amendment Lists Nos. 5, 6, 7, 8.
 1182.—Vol. II, Part I—Safety Equipment Manual—Leaflets Nos. B.19, B.20.
 1186.—Vol. I—R.A.F. Signal Manual, Part IV (Instruments)—Leaflets Nos. B.52, E.78.
 1269A.—Vol. I—Appendices to Manual for Medical Officer of R.A.F.—Amendment List No. 5.
 1275.—Vol. I—Instrument Manual—Amendment Lists Nos. 42, 46, 47, 48, 49, 50.
 1355.—Photographic Equipment Manual—Amendment List No. 5.
 1355.—Vol. II, Part I—Photographic Equipment Manual—Leaflet No. B.26.
 1374.—Vol. II, Part I—Aero-Engine Magnetos—Leaflets Nos. N.42, P.1 (A/L.1), V.19, V.20, V.21, V.22, V.23, V.24.
 1464A.—Vol. I—Engineering Manual for the Royal Air Force (General Principles, Workshop Layout and Practices)—Amendment Lists Nos. 3, 15, 25, 26, 28, 29.
 1464.—Vol. II, Part I—Engineering Manual for R.A.F.—Leaflets Nos. C.37 (A/L.6), C.41, C.42, D.98, D.167 (A/L.1), D.177, G.144, G.116, G.117.
 1464B.—Vol. I—Engineering Manual for the Royal Air Force, Aerodrome, Aircraft and Workshop Equipment—Amendment Lists Nos. 10, 31.
 1464B.—Vol. III, Part 8, Section 42H—Engineering Manual for the R.A.F. General Aerodrome, Aircraft and Workshop Equipment. Initial Distribution.
 1480B.—Vol. I—Silhouettes of German Aircraft—Amendment Lists Nos. 17, App. to A.L. 17. Gummed Labels and Title Page. Market Cards.
 1480X.—British Experimental Aircraft—Amendment List No. X.5.
 1507A.—Vol. II, Part I—A.B.C. Auxiliary Power Unit, Type II (Air Cooled)—Leaflet No. Z.3. Special Distribution.
 1507A.—Vol. II, Part II—A.B.C. Auxiliary Power Unit, Type II, Air Cooled—Leaflet No. Index 1940.
 1512.—Vol. II, Part I—Queen Bee Rigging and Maintenance Notes—Leaflet No. Z.16.
 1538.—Vol. II, Part I—Adjustable and Variable Pitch Airscrews—Leaflet No. B.55.
 1641E.—Vol. I—Firing Control Mechanisms—Amendment List No. 10.
 1641E.—Vol. II, Part 3—Firing Control Mechanisms—Amendment Lists Nos. 15, 16.
 1641F.—Vol. II, Part 3—Hispano 20-mm. Guns, Marks I and II—Amendment Lists Nos. 17, 18, 19.
 1641L.—Vol. I—American Machine Guns. Initial Distribution.
 1641N, Vol. II, Part I—American Machine Gun Firing Control Mechanisms—Amendment List No. 2.
 1641N, Vol. II, Part 3—American Machine Gun Firing Control Mechanisms—Amendment List No. 8.

Description.

- Air Publication No.* *General Publications—contd.*
- 1647.—Vol. II, Part I—Albion (Model A.M.463), 30-cwt. Chassis—Index 1940.
 1651.—Vol. II, Part I—Singer 5-cwt. Van—Index 1940.
 1655.—Vol. II, Part I—Fordson Industrial Tractor—Index 1940.
 1659B.—Vol. II, Part 3—Bristol Gun Turrets—Amendment Lists Nos. 15, 16, 17.
 1659C.—Vol. II, Part I—Boulton and Paul Gun Turrets—Leaflets Nos. D.1, F.3, F.4, F.5, M.8, M.9, M.10.
 1659F.—Vol. I—Gun Mountings—Amendment List No. 2.
 1661.—Vol. II, Part I—Explosives, Bombs, Bomb Components, Ammunition and Pyrotechnics—Leaflet No. C.3.
 1661E.—Vol. I—Pyrotechnics—Amendment Lists Nos. 17, 18, 19, 20, 21, 22.
 1664.—Vol. I—Bomb Carriers—Amendment Lists Nos. 18, 19.
 1664C.—Vol. I—Bomb Winches.—Amendment List No. 2. Initial Distribution with Gummed Labels.
 1664C.—Vol. II, Part 3—Bomb Winches—Amendment Lists Nos. 1, 2, 3.
 1664G.—Vol. II, Part 3—Bomb Winches—Amendment Lists Nos. 4, 5, 6, 7.
 1668C.—Vol. I—Instructional Equipment for Armament Turretry—Amendment List No. 11.
 1730A.—Vol. I—Bomb Sights—Amendment Lists Nos. 9, 10.
 1730B.—Vol. I—Gun Sights—Amendment Lists Nos. 10, 11, 12, 13, 14.
 1749.—Vol. I—Aircraft Cine-Cameras (Gunnery) and Ancillary Equipment. Initial Distribution.
 1803.—Vol. I—Aeroplane Hydraulic Equipment—Initial Distribution.
 1847B.—Twin Wasp C.4 Engine—Initial Distribution.
 1922.—Vol. I—Notes on Casualty Procedure in War—Amendment List No. 1.
 2058A.—Provisional Ammunition Memorandum—Pages B.2, E.2 and 3. Initial Distribution.
 2111A.—Vol. I—Aircraft Depth Charges and Equipment—Amendment Lists Nos. 6, 7, 8, 9, 10, 11.
 2111A.—Vol. II, Part 3—Aircraft Depth Charges and Equipment—Amendment Lists Nos. 1, 2, 3, 4, 5, 6, 7.

Appendices "A"

- 853.—Seafox Aircraft—Amendment List No. 17.
 903.—Gladiator Aircraft—Amendment List No. 19.
 946.—Tiger Moth II Aircraft—Amendment List No. 14.
 977.—Roc Aircraft—Amendment Lists Nos. 45, 46, 47.
 992.—Dominie W/T—Amendment List No. 24.
 1036.—Battle Aircraft—Amendment List No. 19.
 1044.—Walrus.—Amendment Lists Nos. 50, 51, 52, 53.
 1058.—Magister Aircraft—Amendment Lists Nos. 9, 10. Special Distribution.
 1065.—Fulmar Aircraft—Amendment Lists Nos. 66, 67.
 1070.—Swordfish Aircraft—Amendment List No. 51.
 1084.—Lysander III Aircraft—Amendment Lists Nos. 26, 27, 28, 29, 30, 31.
 1087.—Buffalo I Aircraft—Amendment Lists No. 7A. Special Distribution.
 1144.—Proctor II Aircraft—Amendment Lists Nos. 10, 11.
 1189.—Spitfire V Aircraft—Amendment Lists Nos. 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19. Special Distribution.
 1191.—Barracuda Aircraft—Amendment Lists Nos. 9, 10.
 1209.—Sea Hurricane Aircraft—Amendment Lists Nos. 15, 16, 17, 18, 19, 20.
 1253. (This supersedes A.P.P. "A" 3008).—Martlet I Aircraft—Initial Distribution.
 1261.—Hurricane Aircraft—Initial Distribution.

Air Diagrams

- 2040.—K. Dinghy—Initial Distribution. Special Distribution.
 2087.—Issue I—Carbon Pile Voltage Regulators—Types E and G—Initial Distribution.
 2115.—Camera Electrical Control, Type 35—Initial Distribution. Special Distribution.
 2116.—Smoke Floats—Initial Distribution. Special Distribution.
 2118.—Rocket Signal, 1 lb. Service, Mark III—Initial Distribution.
 2119.—Bomb, Incendiary, Aircraft, 25 lb., Mark I, with Attachment Parachute Aircraft Bomb No. 1, Mark II—Initial Distribution.

Description.

- Air Publication No.* *Weight Sheet Summaries*
- 767.—Fulmar—Amendment List No. 3.
 840.—Master I—Amendment List No. 1.
 841.—Lysander III—Initial Distribution.
 848. (This supersedes W.S.S. 704.).—Magister Trainer—Initial Distribution. Special Distribution.

Miscellaneous

- O.U. 6328.—A.S.E.—Amendment Lists Nos. 4, P.72/42 Series.
 O.U. 6328A.—Swordfish—2 "P" Series 89/42.
 Pamphlets on D.7 Inspect of K. Type Dinghies, with Type A and F Packs. Initial Distribution.
 Draft Leaflet and Drawings on Target Towing and Towed Target Flag. 5-in., Type Y. Initial Distribution.
 O.U. 6328E.—Albacore—Amendment Lists Nos. 1 P.73/42 Series.
 O.U. 6328F.—Fulmar. Amendment List No. 1, P.84/82 Series. Checking List No. 106—Initial Distribution. Tee Emm. No. 11, February 7th, 1942—Initial Distribution.

Section 4

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

1829.—Officers' Mess Traps—Allowances of Table Cloths for 1942 for Officers' Messes

(V. 1643/42.—16.4.1942.)

For the financial year 1942 the authorised allowances for first supplies of made-up table cloths to Officers' Messes are:—

	<i>Sea-going Ships</i>			<i>Stationary Ships and Establishments</i>		
	£	s.	d.	£	s.	d.
Flag Officer	22	10	0	20	0	0
Commodore or Captain	17	0	0	15	0	0
Flag Captain, Commander or Lieutenant-Commander-in-Command	8	10	0	7	10	0

Ward Room Messes

Mess of one officer	1	15	0	1	10	0
Mess of two officers	3	2	0	2	15	0
For each officer permanently borne in excess of two	15	6		13	6	

Gun Room and Warrant Officers' Messes

Mess of one officer	1	8	0	1	5	0
For every officer permanently borne in excess of one	12	6		11	0	

2. The table cloths drawn against these allowances are to be valued at 5s. 6d. per yard.

3. The conditions under which table mats may be purchased are set out in B.R. 93—Manual of Victualling, Vol. I, Chapter XIII, A, paragraph 26. Cash vouchers for table mats purchased are to show:—

- the mess for which the mats are intended;
- the full value of table cloths to which the mess is entitled under paragraph 2 above; and
- the value of the table cloths retained after table mats have been purchased.

(B.R. 93—Manual of Victualling, Vol. I, Chapter XIII, Section A, paragraphs 3 and 26.) (A.F.O. 94/42.)

1830.—Warm Clothing—Supply to R.F.A. Personnel Employed in Northern Waters

(N.S. Fuel 3552/41.—16.4.1942.)

Each officer and rating employed in Royal Fleet auxiliaries in Northern waters is to be allowed to obtain for himself the following items of winter clothing from Naval stocks on repayment at Service issuing prices (A.F.O. 2227/41):—

Woollen gloves	...	...	1 pair
Woollen mitts	...	...	1 pair
Winter drawers	...	...	2 pairs
Comforters	...	...	1 No.
Balaclava helmets	...	...	1 No.

2. The Master should ascertain the initial requirements of the articles from the crew and arrange through the local (Superintending) Naval Store Officer for supply to be obtained from the Victualling Department resources. Subsequent requirements should be obtained periodically in a similar manner. The Naval Store Officer will inform the Master of the issuing prices. The Master will recover the amount due from each individual concerned at the time of the supply, and debit himself with the amount in his cash account, which will include the detail of the transactions in supporting vouchers.

3. Each member of the deck complement of Royal Fleet auxiliaries in *Scottish* waters is to be provided with one Duffel coat, and for officers and ratings employed on Royal Fleet auxiliaries in *Icelandic waters* to be issued with the following unless already in possession of suitable articles from other sources:—

<i>For each Officer or Rating employed on the upper deck</i>		<i>For all Officers and Ratings</i>	
Sheepskin coat	... 1 No.	Balaclava helmet	... 1 No.
Rubber sea boots	... 1 pair	Pullover or jersey	... 1 No.
Stockings, sea-boots, short	... 2 pairs	Winter drawers	... 2 pairs
		Gloves, fleece lined	... 1 pair
		Stockings, thick	... 2 pairs
		Blanket	... 1 No.

Add for R.F.As. proceeding to Murmansk and North Russia:—

<i>For each Officer or Rating employed on the upper deck</i>		<i>For all Officers and Ratings</i>	
Leather jerkin, sheepskin lined	1 No.	Duffel coat	... 1 No.
Hood, sheepskin lined	... 1 No.		

These articles will be supplied on loan. In the event of a vessel employed in *Scottish waters* being transferred to *Icelandic* or *North Russian waters*, the Duffel coats already held may be exchanged for sheepskin coats if so desired. On no account must individuals be in possession of both Duffel and sheepskin coats on loan.

4. The initial requirements of the articles should be ascertained by the Master, who should arrange for supply to be obtained from the Victualling Department resources. In the case of vessels now in *Icelandic waters*, arrangements have already been made for supply of the loan clothing. Vessels ordered to these waters in future should obtain their requirements before leaving United Kingdom. The cost will be charged to Vote 8/IIK on Form V.108. The articles should be taken on charge in the ship's store account (Chief Officer's Permanent Account) and issued on loan to the individuals approved to receive them in the same way as bedding loaned to ratings.

5. When an officer or rating is about to be paid off the ship, the helmet, jersey, drawers and stockings of the loan clothing may be sold to the wearer at two-thirds of the current purchase-tax free Service issuing price, failing which the garments are to be retained on board and returned in due course to a (Superintending) Naval Store Officer who should arrange for their disposal in accordance with A.F.O. 3128/40 or return to a Victualling Yard, as may be appropriate, after furnishing the Master with a receipt for them. Particular care should be taken to ensure that the other loan items referred to, sheepskin coat, rubber sea-boots, gloves, blanket, are returned before the officer or rating is paid off the ship. Arrangements should be made for these articles to be washed or cleaned, as a charge to Navy Votes, before reissue. An officer or rating failing to return any of these articles is to be charged the full issuing price.

A.F.Os. 3128/40 and 2227/41.

(A.F.O. 4790/41 is cancelled.)

1831.—W.R.N.S.—Arrangements for Supply of Uniform

(V. 1581/42.—16.4.1942.)

Until further notice all demands for W.R.N.S. uniform are to be forwarded in duplicate by Accountant Officers to the Director, W.R.N.S., Admiralty, London, who will inform the officer demanding of the source from which supply will be made.

2. Supplies are normally to be demanded monthly and on the basis of completing existing stocks to two months' requirements if stowage is available. The date to which the demand will complete is to be stated on it.

3. Badges are to be demanded by pattern numbers and on a separate demand note; a list for this purpose is obtainable from the Director, W.R.N.S., Admiralty, London.

4. Demands are dealt with in chronological order; priority is only given where the result of enemy action makes it essential. In these cases the demand note should indicate that the clothing is required to replace such losses.

5. Any items not available for supply when the demand is dealt with will be supplied without further demand if they become available within one month after the date shown on the Store Issue Note. Thereafter they will not be considered as outstanding and should be re-demanded if still required.

6. *Special Sizes*.—The following procedure is to be followed in demanding special size overcoats, raincoats, jackets, skirts and overalls:—

(a) All demands for the above items are to be forwarded to the Director, W.R.N.S., Admiralty, London, from whom measurement forms may be obtained. Great care should be exercised when measuring for special sizes, since in a number of cases garments have been unsatisfactory owing to incorrect measurements having been given.

(b) Special size garments are delivered direct from the manufacturers to the Accountant Officer of the Establishment demanding. Full instructions are sent out from W.R.N.S. Headquarters in respect of any special sizes ordered, including details of the action to be taken in the event of the garments being unsatisfactory through negligence on the part of the contractors.

(c) Special sizes should be received within twenty-one days from date of demand, and the Director, W.R.N.S., should be notified if they are not delivered within this time.

7. Special size shoes are normally to be demanded from the Director, W.R.N.S., Admiralty, London, who will, if practicable, arrange purchase and supply. Full particulars of the measurements required are to be given on a special form obtainable from Director, W.R.N.S., together with outline tracing of each foot. W.R.N.S. ratings who on entry cannot be fitted with shoes may, if they provide their own shoes, be credited with the value of two pairs of W.R.N.S. shoes at the current issuing price, instead of receiving a free issue. Shoes must conform to the sealed pattern and no deviations will be permitted.

8. Special size shirt blouses may be purchased locally if requirements cannot be met from the sizes stocked (12-in. to 15½-in., rising by half sizes) or by the supply of soft white shirts and collars as provided for issue to men in Class I and Class III uniform. If local purchase is made, two collars should be obtained with each shirt, and no additional collars will be issued. In no case should the price for the shirt and two collars exceed 9s. 6d.

(A.F.Os. 3870/41 and 5094/41 are cancelled.)

1832.—Naval Store Equipment—Naval Service Rescue Boats and Air/Sea Rescue Boats

(N.S. 14751/42.—16.4.1942.)

The following amendments are to be made to A.F.O. 3978/41:—
Appendix I. Amend note "G" to read:—

"Boats 35 ft. in length and over, Pattern 5110D Aldis Lantern is to be supplied in addition to 10 in. S/P. Boats under 35 ft. in length, either Pattern 5110D Aldis Lantern or Pattern W.1060/1 Lantern-outfit to be supplied."

(A.F.O. 3978/41.)

1833.—Used Aero-Engine Lubricating Oil—Disposal

(N.S. Fuel 11936/40.—16.4.1942.)

Until further notice used aero-engine lubricating oil of all grades will be reclaimed by two contractors, one operating north of a line running along the northern boundaries of Gloucestershire, Oxfordshire, Northamptonshire, Cambridgeshire and Norfolk, and the other south of that line.

2. The contractor for the area north of the line is Messrs. Dalton & Co., Ltd., The Oil Works, Belper, Derby (A.M. Contract No. A.298539/41/C.10B), and for the area south of the line, Messrs. Stevinson, Hardy & Co., Ltd., Stevinson House, 155, Fenchurch Street, London, E.C.3 (A.M. Contract No. A.318943/41/C.10B).

3. (Superintending) Naval Store Officers, Storekeeping Officers of Naval Air Stations, or other store officers concerned, are to notify the appropriate contractor on the first day of each month of the quantity of used oil in stock and the anticipated arisings during the ensuing month. The notification (one copy only) should be forwarded in the following form:—

Stock on hand as at	How held, i.e. bulk, barrels, etc.	Estimated arisings during month of	Amount despatched or collected by contractor during previous month.
.....

It should be noted that Headquarters, No. 42 Group, R.A.F., are no longer to be supplied with this information.

4. Notification of intention to collect the used oil or a request for its despatch to the appropriate works will be received direct from the contractor concerned. In the event of its being sent by rail it is important that the containers in which the oil is despatched should be sound and free from leakage, and the bungs securely wired down. S.M.L.O. or I.C.E. drums may be used for this purpose if aero-engine lubricating oil drums are not available. If drums of these types are unobtainable locally application for drums required should be made to the Admiralty (Director of Stores), London. Consignments should be sent carriage paid, and R.A.F. Form 603 should be raised in quintuplicate for each consignment of oil issued to contractors, four copies being given to the firm who will receipt and return three copies. One receipted copy should be retained as a voucher to local accounts and the other two forwarded to Headquarters, No. 42 Group, R.A.F., Highwoods, Burghfield Common, near Reading.

5. Under the terms of the contract contractors normally return to establishments from whom quantities of used oil are received an equivalent number of empty drums for further arisings. If constant supply of suitable empty drums is available locally and the return of empty drums is not therefore required R.A.F. Form 603 should be prominently endorsed in red ink: "DRUMS NOT TO BE RETURNED. TO BE HELD ON AIR MINISTRY LOAN."

6. Until further notice, Northern Ireland is excluded from this Order.

(A.F.O. 391/42 is cancelled.)

1834.—Frozen Beef—Cutting by Service Agents

(C.P. 5/13425/42.—16.4.1942.)

With reference to A.F.O. 4098/40, frozen hinds and fores can now be cut by the Service Agents of the Ministry of Food up to three straight cuts per hind or fore; the cutting is done by bandsaw.

2. As the cost shows an appreciable saving over the charges made by Admiralty contractors, full advantage should be taken of the Service Agents' facilities whenever that method of cutting is acceptable.

3. Cutting-up of meat by Admiralty contractors should be resorted to only when more than three cuts per quarter of beef are necessary, or in cases where meat is required ready cut into joints because no butcher rating is available or the quantity drawn is small.

(A.F.O. 4098/40.)

1835.—Quinine—Restriction in Use

(M.D.G. 17010/42.—16.4.1942.)

Owing to the necessity for conservation of stocks for its essential purpose, quinine, as far as possible, is not to be used for the treatment of diseases other than malaria.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1836.—Amendments to Books

(E.F.O.—16.4.1942.)

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

The total numbers required by Shore Establishments at home and abroad are, however, to be demanded by the establishments concerned direct from the R.N. Store Depôt, Elveden Road, Park Royal, N.W.10.

A.F.O. P.189/42.—B.R. 50 (41)—War Regulations for V.A.Ds. in Naval Hospitals—Amendment No. 1.

P.190/42.—B.R. 93—Manual of Victualling—Amendment No. 8.

B.R. 93A—Manual of Victualling—Amendment No. 4.

P.191/42.—B.R. 150A—Notes for Instructors on Aircraft Recognition—Amendment No. 1.

P.192/42.—O.U. 6280—Equipment of Naval Stores for Armed Merchant Cruisers, etc.—Amendment No. 3.

P.193/42.—O.U. 6377—Description, Adjustment and Maintenance of 21-in. U.S.A. Torpedoes—Amendment No. 18.

(A.F.O. 1715/42.)

1837.—R.N. Auxiliary Hospital, Sherborne, Dorset—Address

(M.D.G. 17953/42.—16.4.1942.)

The above-named establishment is now open. All correspondence should be addressed as follows:—

The Medical Officer-in-Charge,
R.N. Auxiliary Hospital,
Sherborne,
Dorset.

Telephone Number:—Sherborne 534.

1838.—O.U. and B.R. Books for Boom Carriers—Establishment of

(Sta. 12796/42.—16.4.1942.)

The following establishment of O.U. and B.R. books, etc., for boom carriers has been approved, and copies, required to complete, will be issued on demands addressed to the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10:—

O.U. 2a	1	Stamp "Passed by Censor" ...	1
O.U. 5339a	1	O.U. 5339	1
O.U. 5459	1	O.U. 5427	1
O.U. 5534	1	O.U. 5516	1
B.R. 1	1	O.U. 6335	1
B.R. 3	2	B.R. 2	1
B.R. 10	1	B.R. 7	1
B.R. 16	1	B.R. 12	1
B.R. 31	1	B.R. 25	6
B.R. 32a	1	B.R. 32	1
B.R. 46	1	B.R. 45	1
B.R. 49	1	B.R. 46a	1
B.R. 52	1	B.R. 51	1
B.R. 63	1	B.R. 62	1
B.R. 67	1	B.R. 65	1
B.R. 68 (2)	1	B.R. 68	1
B.R. 93	1	B.R. 81	1
B.R. 97	1	B.R. 93a	1
B.R. 266	1	B.R. 142	1
B.R. 371	1	B.R. 292	1
B.R. 888	1	B.R. 404	1

1839.—O.U. and B.R. Publications—Distribution during March, 1942

(N.S. 36/42.—16.4.1942.)

- B.R. 22—Oxford War Atlas.
 B.R. 70—Cumulative December Supplement, Signal Letters of British Ships.
 B.R. 125—Supplements Nos. 8 and 9, Lloyd's Register of Shipping 1941/42 (only to Holders of Registered Copies).
 B.R. 257 } Maintenance of Torpedo Tubes in Submarines fitted with Low
 B.R. 270 } Pressure Firing Gear.
 B.R. 283—Turret Gun Drill for 5.25-in. Q.F. Guns, Mark I, on Twin HA/LA Mark I Mounting.
 B.R. 288—Drill Book for the Smith 3-in. Smooth Bore Lightweight Gun, Mark I.
 B.R. 290—Ballistic Tables for the Rapid Calculation of the Elements of a Trajectory at the Point of Fall—Elevations from 0°30' to 10°.
 B.R. 376—Establishment of Naval Stores for Diesel Rescue Tugs.
 B.R. 502—Geographical Handbook of Spain and Portugal.
 O.U. 5484—Page 2 B. Block Sketch Cards of Italian War Vessels.
 O.U. 5494A—Amendment Nos. 73, 74, 75, 76, and Appendix 77, 78 and 79.
 A.P. 1480A—Silhouettes of Aircraft, Royal Air Force.
 O.U. 5494B—Amendment Nos. 18, 19 and 20.
 A.P. 1480B—Silhouettes of Aircraft, German.
 O.U. 5494C—Amendment No. 15 and Marker Cards A-D, E-J.
 A.P. 1480C—Silhouettes of Aircraft, Italian.
 O.U. 5513 (2) 42—Navy List.
 O.U. 6090 (J)—R.T. 530 and 531, for 6-in. Guns.
 O.U. 6090 (Q) (1)—Ordnance Pamphlet No. 551, for American 5-in. 38 Calibre Gun.
 O.U. 6090 (R)—R.T. 532, for 40-mm. Bofors Gun.
 O.U. 6326—Syllabuses for the Specialised Training of Naval Flying Personnel.

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

- A.F.O. "P" 98 to "P" 111 inclusive—see A.F.O. 947/42.
 A.F.O. "P" 112 to "P" 136 inclusive—see A.F.O. 1065/42.
 A.F.O. "P" 137 to "P" 150 inclusive—see A.F.O. 1189/42.
 A.F.O. "P" 151 to "P" 163 inclusive—see A.F.O. 1306/42.
 A.F.O. "P" 164 to "P" 166 inclusive—see A.F.O. 1452/42.

Corrections to Signal Publications—O.U. Series

- C.A.F.O. "S.C." 6—Correction No. 10 to O.U. 5516.
 C.A.F.O. "S.C." 7—Correction No. 12 to O.U. 5371.
 C.A.F.O. "S.C." 9—Correction No. 12 to O.U. 5339/41.
 C.A.F.O. "S.C." 10—Correction No. 11 to O.U. 5516.

Miscellaneous

- Special Army Orders, February, 1942, No. 16 (17-18).
 Special Army Orders, A.O. 20/42, A.O. 21/42.
 Army Orders, January, 1942 (1-15).
 British Survey, Vol. III, Supplements Nos. 15, 16 and 17.

(A.F.O. 1198/42.)

1840.—B.R. 120 (3)—War Vessels Identification Book—Complete Revision—Re-issue in Bound Form

(N.I.D. 4/42.—16.4.1942.)

B.R. 120 (3) has been completely revised and printed as a bound volume, dated January, 1942. It will shortly be issued by the Naval Store Officer, Park Royal, N.W., and supersedes the old loose leaf volume dated prior to January, 1942, which is to be disposed of in accordance with B.R.1, paragraph 9.

1841.—B.R. 256/42—Handbook and Drill for the 6-pdr. Hotchkiss Gun on H.A./L.A., Mark VI Mounting, 1942—Issue

(G. 6300/41.—16.4.1942.)

The above-mentioned book is now in the press and copies will be distributed without demand by the Naval Store Officer, R.N. Store Depot, Elveden Road, N.W.10, as soon as supplies become available, as follows:—

	<i>Copies</i>	<i>Remarks</i>
Flag Officers and Naval Officers-in-Charge of ports at home and abroad.	1	
<i>H.M. Ships—</i>		
“Rochevellen”	1	
“Chasse Marie”	1	
“Dulcibelle”	1	
Others	1	If fitted with the gun.
<i>Dockyards—</i>		
Portsmouth	8	
Devonport	7	
Chatham	7	
Sheerness	7	
Rosyth	6	
Gibraltar	3	
Bermuda	3	
Simonstown	10	6 for S.D.F.
Alexandria	3	
<i>D.E.M.S. Staff Officers—</i>		
London	30	
Southampton	10	
Devonport	10	
Falmouth	10	
Cardiff	30	
Liverpool	30	
Belfast	20	
Lyness	10	
Aberdeen	10	
Leith	20	
Newcastle	20	
Sunderland	15	
Middlesbrough	15	
Hull	20	
Gibraltar	1	
Freetown	2	1 for F.O.G.M.O.
Simonstown	3	} 1 each for F.O.G.M.O. and F.O.G.O.
Port Said	100	
Aden	3	
Abadan	2	
Bombay	10	1 for F.O.G.O.
Colombo	10	
Kingston (Ja.)	1	
Trinidad	1	
New York	5	1 each for F.O.G.O. and F.O.G.M.O.).
Buenos Aires	1	
<i>D.E.M.S. Training Establishments—</i>		
H.M.S. “Chrysanthemum”	} 1 each	
H.M.S. “Flying Fox”		
Cardiff		
Liverpool		
Manchester		
Belfast		
Glasgow		
Greenock		

D.E.M.S. Training Establishments—

H.M.S. “Chrysanthemum”	} 1 each
H.M.S. “Flying Fox”	
Cardiff	
Liverpool	
Manchester	
Belfast	
Glasgow	
Greenock	

D.E.M.S. Training Establishments—contd. Copies

Leith	} 1 each
Newcastle	...	...	...	...
Middlesbrough	...	...	...	...
Sunderland	...	...	...	...
Hull	...	...	...	...
Grimsby	...	...	...	...
H.M.S. "Glendower"	...	...	...	...
H.M.S. "Wellesley"	...	...	...	...
H.M.S. "Safeguard"	...	...	...	...

Gunnery Schools—

Excellent	...	...	...	...	50
Chatham	...	...	...	...	25
Devonport	...	...	...	...	25
Fitting-out Gunnery Officers	...	...	...	...	2
Fitting-out Gun Mounting Overseers	...	...	...	...	2
Armament Depôts	...	...	...	...	1

2. B.R. 256/41—Preliminary Pamphlet for the 6-pdr. HA/LA Recoil Mounting—is hereby superseded and copies should be disposed of on receipt of the new edition.

1842.—B.R. 287—Turret Gun Drill for 5·25-in. Q.F. Guns, Mark I, on Twin H.A/L.A. Mark II Mounting—Issue

(G. 357/42.—16.4.1942.)

The above-mentioned drill book is now in the press, and copies will be issued to all concerned, without demand, by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, London, N.W.10, as soon as supplies become available, in accordance with the following establishment, viz. :—

	<i>Copies</i>
Flag Officers	1 each
Cruisers	20*
H.M.S. "Excellent"	20
Capt. (G), Devonport	6
Capt. (G), Chatham	12
Adjutant General, R.M.	36
D.C.I.A. (1), Red Barracks, Woolwich	1
I.N.O., Woolwich	1
R.N. College, Greenwich	1
R.A. College, Greenwich	1
Loan Libraries	1
Ministry of Supply S.S.2B (for A.1)	1

* Ships fitted or to be fitted with 5·25-in. Q.F. guns, Mark I, on Twin H.A/L.A. Mark II mountings only.

1843.—Form D.126—List of Particulars for Submarines of "Oberon" and later Classes

(N.S. 19170/41.—16.4.1942.)

Form D.126 "List of Particulars in regard to Naval Stores allowed by scale" has been introduced for use in connection with the storing of new construction submarines of "Oberon" and later classes, and will be added to D.1 "Annual Demand for Printed Forms for H.M. Dockyards, etc."

2. The list of particulars is arranged as follows :—

Table I.—General information as to ship's fittings, etc.

Table II.—Details of sea stores (permanent).

Table III.—Details of sea stores (essential consumable stores).

Table IV.—First outfit of consumable stores.

Tables I to III are in triplicate and Table IV in quadruplicate. The eventual distribution of the various copies is indicated in paragraph 11 of the "Memorandum of Instructions" included in the form, to which attention is specially directed.

3. Table IV of Form D.126 replaces Form S.1099C, which thus becomes obsolete and will be deleted from S.1, "Establishment List of Printed Forms for Issue to H.M. Ships or Vessels". The purpose of the table is to provide particulars of the complete outfit of general consumable stores (i.e., excluding those for W/T., Asdic and similar equipment) supplied to the submarine on commissioning. Against most of the items in the table definite quantities are shown as a proposed "first supply". Normally officers preparing the table will only be required to furnish information (a) where requirements are dependent upon the submarine's fittings, (b) where the "Basis of First Supply", printed in the table, is considered inadequate or excessive, (c) where it is considered necessary to add items of consumable stores not printed in the table. When completed, one copy of Table IV is supplied to the Accountant Officer of the depôt ship to which the submarine is attached for information and guidance in connection with replenishment. The procedure in regard to consumable stores (including "essential" consumable stores) is set out more fully in paragraphs 9 and 10 of the Memorandum of Instructions.

4. Warrant Yards for submarines under construction should forward demands to the Naval Store Officer, Park Royal, to cover six months' anticipated requirements of Form D.126. The position should be reviewed every three months and replenishment quantities then obtained from Park Royal, as requisite.

5. The form will be amended by lists of errata from time to time, and copies should be corrected at the Warrant Yards before despatch to new construction services. Similarly, where a copy of the form has been provided already for a new construction service, the Warrant Yards should forward three complete copies of subsequent lists of errata and an extra copy of the errata to Table IV, to the officer preparing the list of particulars so that it may be brought up to date.

6. Ships' Officers, etc., concerned with the preparation of the "List of Particulars" should not demand blank forms from R.N. Store Depôt, Park Royal, as these should be supplied in good time and without demand by the Superintending Naval Store Officer at the Warrant Yard, to whom any correspondence on the subject should be addressed. The forms are not suitable for the preparation of "Lists of Special Stores" for which Form D.122 (in pads of 50 forms) should continue to be used, these being obtainable from R.N. Store Depôt, Park Royal, and not from the Warrant Yards.

7. Submarines in commission are *not* required to prepare revised "List of Particulars" in consequence of the introduction of Form D.126, as the "Lists of Particulars" originally provided are still applicable. The Forms S.1099C for these submarines should also remain in use.

8. Stocks of Form S.1099C (blank forms) at the R.N. Store Depôt, Park Royal, or elsewhere, should be disposed of.

9. The memorandum of instructions contained in the Establishment of Naval Stores, B.R. 363, has already been amended by errata 3 to that publication. B.R.4 (Appendix III and XXII), Naval Storekeeping Manual, will be amended.

(A.F.O. 2776/41 and 78/42.)

1844.—Form D.185A—Abolition

(Sta. 10093/42.—16.4.1942.)

The following has been *abolished* :—

D.185a—Summary of the Value of Stores Issued and Received.

1845.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 13433/42.—16.4.1942.)

Serial No.	Description.	Where Used.	Page in Form O.6.	Sta. No.
N.800	Apparatus, A. D., Type L ...	End of box B.374	1	13433/42

2. Demands should be made as necessary in accordance with A.F.O. 708/42, paragraph 3.

(A.F.O. 708/42.)

1846.—O.U. 6353 (41) and O.U. 6353A (41)—British and Foreign Merchant and Fishing Vessels respectively Sunk or Damaged by the Enemy from Outbreak of War

(T.D. 557/40; T.D. 570/40.—16.4.1942.)

Supplements to the above-named O.U. publications for the months of December, 1941, and January, 1942, are now available for issue without demand, in accordance with the approved distribution list, from the R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10.

Section 6.—SHORE ESTABLISHMENTS

1847.—Balance of Civil Pay

(C.E. 3403/42.—16.4.1942.)

The arrangements governing the issue of and accounting for balance of Civil Pay to Civil Servants Serving with H.M. Forces (including Civil Defence Forces) as set out in A.F.O. 1135/39 have been under consideration, and the following modifications or additions are promulgated for guidance:—

A. RECOVERY OF OVERPAYMENTS OF BALANCE OF CIVIL PAY—DECEASED CIVIL SERVANTS.

1. In the case of a deceased Civil Servant, or a Civil Servant whose death is presumed, paying officers are instructed to notify any overpayment of balance of civil pay when forwarding applications for death gratuity or in "non-gratuity" cases when forwarding notification of death.

B. ACCOUNTING ADJUSTMENT BETWEEN THE CIVIL AND THE SERVICE DEPARTMENT.

2. Attention is drawn to A.F.O. 1848/42 issued concurrently.

It is very important that the relief from obtaining cash adjustment of over issues should not lead to any laxity in dealing with the position arising on notification from the Service Departments of change of service emoluments. There has been complaint of delay in taking action on such notifications, and it is pointed out that this leads in many cases to a heavy and often unmanageable debit arising on the soldier's pay account.

3. Service Departments have represented that the concession by which voluntary deductions may be continued by recovery from military pay where balance of civil pay is not available is resulting in the Service Departments being required to recover very trifling sums. With a view to relieving the burden on Service Paymasters, Establishments are asked in such cases to arrange with the officer concerned that the deduction as such shall be discontinued, payment to the Insurance Company or other body being made by the officer direct.

4. Cashiers and paying officers are not in future precluded from arranging to recover over issues from future balance of civil pay and, indeed, if consent to this course can readily be obtained from the officer concerned cashiers and paying officers are encouraged to adopt this practice rather than to recover through the Service Departments.

C. VOLUNTARY DEDUCTIONS FROM BALANCE OF CIVIL PAY OF CIVIL SERVANTS WHO ARE REPORTED MISSING OR PRISONER OF WAR.

5. Where deductions are made from balance of civil pay, they should continue for as long as balance of civil pay is payable.

6. Where deductions are made from service pay action will be taken as follows:—

(i) In the case of prisoners of war voluntary deductions will be continued indefinitely unless contrary instructions are received from the man concerned.

(ii) In the case of a man reported missing, voluntary deductions will be continued for so long as service pay is in issue. In the case of unmarried officers and other ranks without dependants service pay ceases as from the day following the notification to the next-of-kin that the man is missing (a similar notification is sent to the Civil Establishment concerned on the same day). In the case of married officers and other ranks with dependants as defined in paragraph 6 of A.F.O. 502/41 service pay continues for four weeks after the date of notification to the next-of-kin that the man is missing.

7. In past cases where deductions have been continued for periods different from those set out above, no steps need be taken to secure retrospective adjustment. Where a missing man is reported prisoner of war, deductions should normally be resumed with retrospective effect.

D. INCREMENT CERTIFICATES OF CIVIL SERVANTS SERVING WITH THE FORCES.

8. Incremental Certificates for Civil Servants serving with the Forces who have not been employed on civil duties during the incremental period should continue to be furnished in accordance with the instructions laid down in A.F.O. 3422/40. Establishments may, however, if they consider it convenient, furnish a composite certificate periodically, covering those who are shortly due to receive increments. Such certificates should be signed by the appointing officer and by the Heads of Establishments.

E. BALANCE OF CIVIL PAY DURING UNIVERSITY TRAINING COURSES.

9. Civil Servants serving with the Forces who attend training courses at Universities in connection with the University Training Scheme for potential officers in certain technical branches of the Army and receive board and lodging but no service pay during the period of training should be paid balance of civil pay as if they were still in receipt of service pay.

F. CONSCIENTIOUS OBJECTORS.

10. It should be noted that men and women who are registered as conscientious objectors are not entitled to balance of civil pay unless they are serving in the Royal Navy, Army or Royal Air Force.

G. REVISION OF SERVICE OFFICERS' ALLOWANCES.

11. The following revised allowances, which have been fixed in respect of the families of married officers when quarters are not provided for the family, are notified for provisional calculation or adjustment of balance of civil pay.

Wife only	...	...	4s. 0d. a day
First child	...	...	2s. 0d. a day
Second child	...	...	1s. 6d. a day
Each additional child	...	...	1s. 0d. a day

12. These rates will apply to all officers commissioned on or after 1st January, 1942, irrespective of rank or age.

13. Officers serving before the 1st January, 1942, may retain a reserved right to previous rates of married allowances or may elect to come into the new rates with effect from the 1st September, 1941, the date of commission or the date of marriage, whichever is the latest.

H. CIVIL SERVANTS WHO COMMIT OFFENCES OR ARE REDUCED IN MILITARY, ETC., RANK.

14. Treasury Circular 13/39, which was promulgated in A.F.O. 1135/39, provides that disciplinary stoppages should be ignored in the calculation of balance of civil pay. Absence without leave where the circumstances are not serious is normally dealt with by the service authorities by disciplinary stoppage.

The following procedure, however, is to be followed in more serious cases. Where a Civil Servant serving with the Forces is reduced in military etc. rank, balance of civil pay may be revised on the basis of the revised service emoluments, just as contrary adjustments are made on military etc. promotion, unless instructions are received to the contrary.

15. When a Civil Servant is found guilty of desertion he is to be regarded as forfeiting all title to balance of civil pay and, whatever his family circumstances, no such payment should be made in respect of the period of desertion. Where, however, he resumes military duties before or after a period of military imprisonment he may be granted full balance of civil pay as from the date of resumption of such duties.

16. Any cases of difficulty arising from this Order should be referred to Civil Establishments Branch II, Admiralty, Bath.

(A.F.Os. 1135/39, 3422/40, 502/41 and 1848/42.)

1848.—Civil Servants Serving with H.M. Forces—Revised Accountancy Arrangements

(D.N.A. 4388/42.—16.4.1942.)

In Connection with A.F.O. 1847/42, the following accountancy arrangements are to be observed as from 1st April, 1942:—

(1) Overissues of Civil Pay are to remain as a charge to the pertinent Salary or Wages vote and are not to be debited to Private Individuals "Civil Staff in H.M. Forces" as hitherto.

(2) Cashiers are to continue to report any overissues which are recoverable from Service pay to the appropriate Service Authority, as detailed in A.F.O. 2591/39.

At the same time they are to request that they be notified when the amount has been duly charged against the Service pay account.

(3) Any overissues reported during a financial year to the Service Authorities for recovery are to be entered on a schedule to be maintained and retained by the Cashier. These amounts are to be cleared on the schedule when the notifications mentioned in paragraph 3 are received.

As these notifications are the Cashiers' sole authority for clearing the items on the schedule, care is to be taken to ensure they are carefully filed with the schedule and are readily available for audit purposes.

(4) At the end of each financial year all outstanding amounts remaining uncleared on the schedule are to be adjusted in the cash account by crediting the votes concerned and debiting Private Individuals "Unrecovered overissues of Civil Pay (H.M. Dockyard)". When notification is subsequently received that these amounts have been charged against Service pay a contra adjustment is to be made in the cash account, namely, by crediting the suspense head and debiting the relevant vote.

It is the Cashiers' responsibility to effect clearance of the P.I. charges and to see that notifications from the Service Authorities are received within a reasonable time; when delay occurs hastening action is to be taken.

(5) Claims on the War Office and Air Ministry have been discontinued, and commencing with Midsummer Quarter, 1942, the returns to the Director of Navy Accounts (Branch 5) called for by A.F.Os. 2591/39 and 2990/40 are no longer required.

(A.F.Os. 2591/39, 1847/42 and 2990/40.)

1849.—Re-employed Pensioned Non-industrial Officers and Married Women who were formerly Established Civil Servants—Increments to Evacuated Staff

(C.E. 52515/42.—16.4.1942.)

It has been decided that re-employed pensioners and married women to whom the provisions of A.F.O. 962/42 apply and who before retirement or marriage were, as evacuees, progressing along the London scale, may proceed by increments on that scale to the maximum thereof.

2. This decision rescinds that contained in Sections I and IV of A.F.O. 3544/39 and is effective from 1st April, 1942.

(A.F.Os. 962/42, 3544/39 and 2670/39.)

1850.—Drawing Office Assistants—Recruitment and Rates of Pay

(C.E. 14936/41.—16.4.1942.)

Establishments which are unable, owing to the prevailing shortage, to fill their vacancies for Draughtsmen, are reminded that a supply is available of youths and men who have received an intensified course of instruction at one of the Government Training Centres for employment as Drawing Office Assistants.

2. Local Ministry of Labour and National Service Offices will nominate candidates for such employment on application. In the case of headquarters departments application should be made through C.E. Branch, Admiralty, Bath.

3. The rates of pay for youths and men so employed as Drawing Office Assistants have now been revised with effect from 1st April, 1942, as follows:—

Age 15	...	...	...	17s. 6d. a week
16	...	...	...	21s. 0d. a week
17	...	...	...	31s. 6d. a week
18	...	...	...	40s. 0d. a week
19	...	...	...	50s. 0d. a week
20	...	...	...	55s. 0d. a week
21 and over, up to				70s. 0d. a week, and thereafter, with Admiralty approval, by merit to 85s. 0d. a week at headquarters and 75s. 0d. a week at outposts.

These rates are exclusive of Civil Service war bonus.

1851.—Temporary Clerical and Typing Grades—Employment of Juveniles under 15 years of age

(C.E. 51648/42.—16.4.1942.)

Where difficulty is experienced in recruiting clerical and typing staff over 15 years of age, establishments may, as a temporary wartime measure, enter juveniles in the temporary clerical and typing grades (full time or part time) if they have completed at school the term in which they become 14 and so are legally exempt from the obligations of school attendance.

2. For the present the rates of pay applicable to age 15 should be applied to such entrants.

(A.F.Os. 1890/39, 2882/39, 3102/41, 1725/42.)

1852.—Sick Leave Regulations—Temporary and Unestablished Employees

(C.E. 4466/42.—16.4.1942.)

The Memorandum of Sick Leave Regulations applicable to Temporary and Unestablished Employees has been revised and reprinted.

2. Limited distribution will be made from R.N. Store Depôt, Park Royal, without application, but any authority employing temporary staff not receiving a copy should forward a demand.

3. The supply is limited and demands for extra copies should be kept to a minimum.

4. These Regulations do not apply to local entrants abroad.

1853.—Home Guard—Civil Pay, etc., on Mustering

(C.E. 52337/42.—16.4.1942.)

Paragraph 3 of A.F.O. 714/42 described the arrangements whereby Civil Servants who are members either of Departmental or local Home Guard units become liable for mustering, for the purpose of resisting an actual or apprehended invasion. It is not expected that the period during which the platoon or other part of the Home Guard may be mustered will last beyond a limited period. It has accordingly been decided—

(a) that no mustered Civil Servant or industrial employee in a Government Establishment shall receive less favourable treatment as regards civil pay than he would have received had he been called up for service with His Majesty's Forces;

(b) that all who have received an order to muster, including temporary employees not directly and continuously employed since 3rd March, 1939, who would not have qualified for balance of civil pay, shall be eligible to receive their civil pay after muster for a period of six weeks.

2. For this purpose, as in the case of call-up to the regular Forces, civil pay will consist normally of the basic salary or wages of the post held at the date of mustering, together with bonus (if any) as appropriate. Army rates of pay as such are not payable to the Home Guard, and so long as men are in receipt of their civil emoluments, compensation from Home Guard sources for loss of earnings as prescribed by Army Council Instructions will not be payable.

3. Home Guard members who have been regularly working well-defined periods of overtime may receive an allowance in lieu of overtime based on the average of the twelve weeks prior to mustering.

4. So far as possible, facilities will be provided for the payment of allotments to the nominees of those mustered.

5. Arrangements for feeding when mustering takes place will obviate the payment of subsistence allowances to members of Departmental Home Guard units, and these allowances shall cease to be payable as from the date when the unit in question is mustered.

(A.F.O. 714/42.)

1854.—Fire Bomb Fighters (Industrial Staff)—Absences from Work with Pay

(L. 18296/41.—16.4.1942.)

A request has been under consideration for the grant of a period of absence from their employment without loss of pay to workmen in the evening before proceeding for duty as fire bomb fighters.

2. The matter has been discussed on the Admiralty Industrial Council and agreement has been effected on the following arrangement which will take the place of that prescribed in A.F.O. 2677/41 (paragraph 4) whereby an absence of 1½ hours without loss of pay is allowed to enable the fire bomb fighter to take breakfast:—

Local consideration, through the medium of the Yard Committees or other appropriate joint Whitley bodies, should be given to the question of what intervals are necessary between work and fire guard duty, both in the

evening and the morning. The varying factors in each case should be taken into account, e.g. the availability of canteen services, facilities for washing and changing, the distances at which men live from work. Generally, the intervals determined should be as short as will suit the convenience of the majority of the workpeople and they must not, even in the winter, be so long as to have a deleterious effect on production.

Men detailed for fire prevention duties will not be checked pay in respect of absence from work during such intervals, subject to a maximum of 1½ hours for each turn of fire prevention duty.

3. Reports as to the arrangements agreed locally in this matter should be forwarded to the Secretary of the Admiralty (Labour Branch).

(A.F.O. 2677/41.)

1855.—Civilian Industrial Personnel in Dispersal Centres—Medical Treatment

(C.E. 3601/42.—16.4.1942.)

The question of providing industrial employees dispersed from their normal place of duty with the medical services ordinarily undertaken by Dockyard Medical Officers has been under consideration. In order that any necessary arrangements in this matter may be made, officers in charge of staff dispersed should furnish the following particulars to the Admiralty (C.E. Branch II), Bath, through the usual Service channels:—

(i) The number of civilian industrial employees (men and women) employed.

(ii) Details of the arrangements for medical services at present in force and whether they are considered satisfactory.

(iii) Information whether the local Admiralty Surgeon and Agent is willing either to have these employees included in the scope of his present appointment, or alternatively under a further agreement. If not, it should be stated whether the services of another local doctor are available.

(iv) The distance between the doctor's residence and the place where the industrial staff are employed.

1856.—The Workmen's Compensation (Supplementary Allowances) Act, 1940—Periodic Declarations in connection with Continuance of Supplementary Allowances

(L. 2436/41.—16.4.1942.)

Attention is drawn to paragraph 4 of A.F.O. 2335/41. All outstanding statements of the estimated annual requirements of the three forms referred to therein (viz., Form D-W.C.A.5, Form D-W.C.A.6, and Form of Periodic Declaration by a workman) should be forwarded to the Secretary of the Admiralty, Labour Branch, Bath, as early as practicable.

(A.F.O. 2335/41.)

1857.—Privately-owned Cars Driven by Members of Voluntary Organisations for Naval Services—Insurance

(N.S.M.T. 916/41.—16.4.1942.)

Privately-owned cars driven by members of a voluntary organisation and employed on Naval duties are required to be covered by insurance indemnifying the driver against all possible claims.

2. The usual insurance policy of the comprehensive type affords cover for social, domestic and pleasure purposes only. *The employment of privately-owned cars available through the agency of voluntary organisations, for duty journeys undertaken by Naval personnel, should be restricted to vehicles for which adequate cover for such Service use has been secured by means of the requisite extra premium.*

3. Authorities at all Establishments, Bases, etc., which utilise the services of vehicles available from voluntary sources are to ensure by inspection of the policy relative to each car so employed that the requirements of paragraph 2 of this Order are satisfactorily met. *Cars which are not properly insured are not to be accepted for service.*

1858.—Privately-owned Cars Engaged on Admiralty Duties—Tyres

(N.S.M.T. 553/42.—16.4.1942.)

Naval and civilian personnel using their cars for official journeys and supplied with "E" petrol coupons by Admiralty Issuing Authorities in accordance with A.F.O. 3001/40 are entitled to apply for replacement of tyres as necessity arises.

2. Applications will require to be made on Ministry of Supply forms T.F.B.1, obtainable from Admiralty Issuing Authorities. First supplies of form T.F.B.1 are being forwarded to issuing authorities. Subsequent requirements should be demanded from the Branch Store Officer, Park Royal.

3. The form, after being completed by the applicant, is to be certified by the head of the department or establishment and forwarded to the Divisional Petroleum Officer for the area in which the applicant resides (*see* Appendix II of A.F.O. 3001/40). The form should be accompanied by the applicant's car registration book.

4. The Divisional Petroleum Officer will then forward to the applicant a form T.F.A.2 which will bear a serial number and date of issue and which will be valid for a period not exceeding two months.

5. This form T.F.A.2, after completion by the applicant, should be taken with the applicant's car to the Ministry of Supply Authorised Tyre Depôt named on the form, where the existing tyres on the car will be inspected. If replacements are considered essential, the tyre (or tyres), if in stock, will be fitted. If the required size of tyre is not in stock the form will be retained by the tyre depôt, who will advise the user when a suitable tyre (or tyres) is (or are) available for issue. No charge for fitting will be made.

6. Worn tyres replaced will be required to be surrendered to the tyre depôt, no allowance being made to the applicant. The applicant will be required to pay cash for new tyres fitted.

7. Replacement tyres will be new, retreaded, or partly worn, and will be supplied at controlled prices.

8. In the event of an applicant being refused a tyre by the tyre depôt, i.e., because existing tyres are considered to be serviceable, the form T.F.A.2 may be retained by the applicant and presented to the same tyre depôt later, within the validity period of two months. If no tyre is supplied by the end of this period, the form must be returned by the applicant to the Divisional Petroleum Officer.

9. In view of the acute shortage of rubber, heads of departments and establishments are to limit applications from Naval and civilian personnel to absolute essential Service needs.

10. Applicants who receive an allowance of "E" supplementary petrol coupons from a Divisional Petroleum Office as well as from an Admiralty Issuing Authority, are required to apply direct to the Divisional Petroleum Office, if the Petroleum Office allowance is greater than the Admiralty allowance. In such circumstances, applications should be made direct to the Divisional Petroleum Office, supplying the supplementary petrol coupons, on Form T.F.A.1 obtainable from any Post Office.

11. Motor bicycle and pedal bicycle tyres are not included in the above arrangements and will continue to be available in limited quantities from the usual sources of supply.

12. The term "tyre" referred to in this order relates to both covers and tubes.

(A.F.O. 3001/40.)

1859.—Voluntary Workers, Members of Women's Voluntary Service and Mechanised Transport Corps—Mileage Allowance, etc.

(C.E. 3854/42.—16.4.1942.)

The mileage rates at present payable to voluntary workers and members of the Mechanised Transport Corps and Women's Voluntary Service have been revised and the following rates may be fixed with effect from 1st March, 1942 :—

	Where the regular use of the car is essential.		Casual use of car.
	Mileage up to 250 a calendar month.	Mileage in excess of 250 a calendar month.	
	Rate I.	Rate II.	Rate III.
* Motor cycles with or without side car.	2½d.	2½d.	2d.
Motor cars up to and including 8 h.p.	4½d.	2½d.	2½d.
Motor cars over 8 H.P. and up to and including 10 h.p.	5½d.	2½d.	2¾d.
Motor cars over 10 h.p. ...	6d.	2¾d.	3d.

* The rate for motor assisted bicycles or similar vehicles will be 1½d. a mile.

2. Rates I and II should be applied only where the car is regularly used, and its use is essential for official purposes. Rate III should be paid where the use of the car is occasional or intermittent.

3. Cases may arise where a driver works for more than one department. Enquiry should, therefore, be made in all cases where rates I and II are being paid, and steps taken to ensure that rate I is not paid for more than 250 miles a month.

4. Wherever possible, arrangements should be made for claims to be rendered monthly so as to avoid the keeping of mileage records.

5. Drivers of the M.T.C. and the W.V.S. may be granted, in addition to the mileage for the official journey, an allowance of up to 10 miles in the London district for the double journey from the garage to the place at which the official journey begins, and to the garage from the place at which the official journey ends. In the provinces a similar allowance may be granted up to a limit of 20 miles.

6. Subsistence allowance at the following rates may be paid to members of the W.V.S. and M.T.C. :—

(i) When absent the night on official journeys ...	12s. 6d. a night
(ii) For daily absences of 6 hours or more ...	2s. 0d.

7. Claims for payment of mileage allowance and/or subsistence allowance should be certified by the officer authorising the use of the car and should be accompanied by a statement where applicable that the claimant is a regular user.

8. Attention is called to the urgent necessity in present circumstance for reducing the use of cars to a minimum. Long journeys should be performed by public transport whenever possible, even if this causes some inconvenience to the traveller.

(A.F.O. 26/42, paragraph 8.)

(A.F.O. 4821/41 is cancelled.)

1860.—Rubber—Recovery of Scrap

(N.S. 25192/41.—16.4.1942.)

The following are the arrangements made in conjunction with the Rubber Control, Ministry of Supply, for recovery of rubber from the sources indicated, and for conservation of supplies :—

I.—ELECTRIC CABLES.

(a) *Serviceable cables.*—Particulars of stocks of any surplus serviceable cables are to be reported on the first of each month to Director of Stores, Bath, who will give instructions as to disposal, after consultation with—
The Cable Planning Officer,
Ministry of Supply,
Iron Trades House,
Grosvenor Place, London, S.W.1.

(Note.—Directions for utilization of short lengths of multicore D/G Cables were issued to S.I.D.Gs. in D.G.A. Memorandum 5051/41 of 13th December, 1941. Surplus short lengths (not under 40 yards) of single core D/G Cables are to be segregated for possible future use, and stocks reported as above.)

(b) *Unserviceable cables—D/G Cables.*—Short lengths (not under 40 yards) of single core cable in reasonably sound condition should be segregated for possible reconditioning. All accumulations of old electric cables, including the above, should in future be sent to the works of the following firms:—

- (i) *Callenders Cable and Construction Co., Ltd.*, at Erith (consigned to Woolwich station if sent by rail) from Southern and Western areas, covering Chatham, Portsmouth, Devonport, Portland, Sheerness, London, Dover and Cardiff.
- (ii) *British Insulated Cables, Ltd.*, at Prescott, Lancs., for Northern areas, covering Lyness, Rosyth, Clyde, Greenock, Newcastle, Hull, Mersey, Belfast and Londonderry (after 27 April, 1942).

As each firm can deal with only 20 tons a day, it is important that the arrangements for despatch communicated separately to supply depôts should be adhered to, and that all consignments sent *by rail* should be notified, with details of Truck Nos., to:—

Consignee,

P.R.T.O., London,
D. of S. 6C.

Deliveries *by water* to Messrs. Callenders Cable and Construction Co. can be accepted from Chatham, Sheerness and London, in barge loads of 50–100 tons, from each depôt every third week in the order mentioned, until existing accumulations are disposed of.

(c) *Buoyant electric cable* is excluded from the above arrangements and separate instructions are being issued.

II.—OTHER SCRAP RUBBER MATERIALS (EXCLUDING TYRES).

Accumulations of not less than 5 tons to be reported on the first of each month to the Director of Stores, Bath, for notification to the Rubber Control, who will advise as to disposal. If inconvenience or storage difficulties are experienced by having to await the accumulation of 5 tons, the facts may be reported to the Director of Stores, Bath, for instructions.

Pending further instructions, arisings containing metal insertions or considerable proportions of cotton or other fabrics should not be included.

III.—OLD MOTOR TYRES

All *surplus* old motor tyres unsuitable for remoulding or retreading are to be handed over to the nearest convenient Ministry of Supply W.D. dumps, a list of which is appended.

2. All the accumulations under I (B), II and III, will be dealt with as a transfer without financial charge from the Admiralty to the Ministry of Supply, who will make all necessary arrangements with the firms concerned for the recovery of the raw materials for the subsequent use of industry.

List of W.D. Dumps for Old Motor Tyres

<i>London</i>	...	Sheds 40/41, White City, Shepherds Bush, W.14.
<i>Tonbridge</i>	...	Quarry Hill Parade, Tonbridge, Kent.
<i>Ashford</i>	...	Hothfield, Ashford, Kent.
<i>Abingdon</i>	...	Station Road, Abingdon, Berks.
<i>Tongham</i>	...	Tongham, near Farnham, Surrey.
<i>Newmarket</i>	...	No. 9 Salvage Unit, Boyce House, Albert Road, Newmarket.
<i>Bulford</i>	...	Ward Barracks, Bulford, Wilts.
<i>Langford</i>	...	Langford, Somerset.
<i>Copplestone</i>	...	Copplestone, Devon.
<i>Bridgend</i>	...	Cardiff Road, Bridgend.
<i>Pembroke Dock</i>	...	Bush Camp, Pembroke Dock.
<i>Wigan</i>	...	Douglas Banks Sidings, Wigan.
<i>Ludlow</i>	...	Bromfield Racecourse, Ludlow.
<i>Selby</i>	...	Ordnance Depôt, Barlow, Selby, Yorks.
<i>Newcastle-on-Tyne</i>	...	No. 39 Salvage Unit, 7, The Drive, Gosforth, Newcastle-on-Tyne.
<i>Glasgow</i>	...	Palace of Industry, Bellahouston Park, Glasgow.
<i>Perth</i>	...	No. 24 Salvage Unit Depôt, Old Glass Works, Shore Road, Perth.
<i>Inverness</i>	...	Telford Bakery, Telford Road, Inverness.

(A.F.O. 1525/40.)

(A.F.O. 4824/41 is cancelled.)