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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
23rd April, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

H. V. Markham

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

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

HPB JUN 1942
Head of "P" Branch

REC.
P I
H. V. Markham
H. V. Markham

ADMIRALTY FLEET ORDERS

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 1913. Q.F. 2-pdr., Mark XIV Guns—Rectification of Defects.
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 1915. Machine Guns and Equipment—Lewis Gun Mountings—Racks for Spare Magazines.
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- Naval Aircraft.—(Technical.)*
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 1947. Naval Aircraft—Oxygen Economisers, Marks I and II—Breakage of Pressure Plates—Replacement of Outlet Connections.
 1948. Albacore Aircraft—Increase in Allowance of Coolers, Oil.
 1949. Logs, "Trident", Non-Electric, Pattern 330—Allowance.
 1950. Clocks, Chronometers, and Cases of Certain Patterns—Change of Subhead.
 1951. Night Life Buoys—Pattern 1500—Omission of.
 1952. Portable Electric Self-Priming Pumps—Supply of Basket and Cylindrical Strainer.
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- 1957. Admiralty Pattern B.A. Thread Screws—Suspension of Supply of Certain Patterns.
- 1958. "Model Elliot" Woodworking Machine—Spares.
- 1959. H.S.S. Hacksaw Blades.
- 1960. Furniture—Timber to be used in Construction.
- 1961. Bristles—Economy in Use.

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

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

- 1962. Admiralty Coal—Stocktaking—REPORTS.
- 1963. Naval Stores for H.M. Naval Base, Londonderry—Method of Addressing.
- 1964. Naval Aircraft—Film F.46 Extra High Speed—Introduction.
- 1965. Handpieces for Dental Engines—Care of.
- 1966. W.R.N.S.—Badges for Ratings in Communications Branch.
- 1967. Mess Gear—Discontinuance of Supply of Certain Items.
- 1968. Contracts for Oxygen, Hydrogen, Dissolved Acetylene and Compressed Air.
- 1969. Edible Oils—Return of Empty Drums.
- 1970. Tubunic Ampoules of Omnopon—Issue to Non-Medical Personnel.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 1971. Amendments to Books.
- 1972. Privilege Envelopes—Extension of Use to All H.M. Ships Abroad.
- 1973. Books—Handbooks in English for Certain French Guns and Mountings.
- 1974. Tuberculosis, Fibrosis—Rendering of Form S.220.
- 1975. B.R. 269/41—Notes on the 12-pdr. 12-cwt. Gun on the H.A./L.A. Mounting, Mark IX, 1941.
- 1976. B.R. 272—Drill for 4.7-in. Q.F., Mark XII, and XII*, Guns, on C.P. Twin, Mark XIX Mountings—Issue.
- 1977. Form B.39—Abolition.
- 1978. Form D.283—Abolition.
- 1979. Form D.352C—Abolition.
- 1980. Form O.6—Ammunition Labels—Additions.
- 1981. O.U. 5324, etc.—Removal from B.R. 1.
- 1982. O.U. 6090 (Q) (1)—Star Shell Range Table No. 533, Trajectory Charts, O.B. Diagram No. 98 and Ordnance Data Sketch No. 78815, for American 5-in. 38 Calibre Gun—Issue.
- 1983. Forms S.423(A)—Rendered by Catapult Ships.
- 1984. Form S.539—Discontinuance.

SECTION 6.—SHORE ESTABLISHMENTS

- 1985. Civilian Personnel Proceeding Abroad for Short Periods—Payment of Salary, etc.
- 1986. Civilian Personnel Returning Home from Service Abroad—Continuance of Payment of Allotments during Period on Passage and Revised Procedure for Settlement of Claims to Pay on Passage by Agreement Workmen.
- 1987. Reinstatement of Former Established Women Civil Servants.
- 1988. Workmen Approaching the Age of 60—Notification of Retention in Admiralty Service.
- 1989. Employees Engaged Full Time on Stoking Duties in Admiralty Establishments—Pay Arrangements..
- 1990. Clothing Coupons for Civilian Uniforms—Procedure for Claiming Refund.
- 1991. Area Cash Office, Liverpool—Address.
- 1992. Fuel, Gas, and Electricity Economy—REPORTS.
- 1993. Repainting of R.N. Motor Transport Vehicles—Colour.

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

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

1861.—Accurate Adjustment of D.G. Gear

Minesweepers

(S.D.G. 95/42.—23.4.1942.)

Requirements.—It is required that minesweepers should have their D.G. coils adjusted to give as great a protection as possible against magnetic mines.

2. *Treatment.*—Minesweepers as given in paragraph 3 will, therefore, be magnetically surveyed by D.G. officers who will adjust the D.G. equipment fitted in these vessels and deperm or dewipe if necessary. Ships will then be open ranged whenever suitable facilities are available for the purpose of making final adjustments.

3. *Priority.*—Priority in the treatment is to be given as follows:—

<i>First Priority</i>	"LL" minesweepers.
<i>Second Priority</i>	All other minesweepers.

Note.—Minesweepers of the "Aberdare," "Halcyon," "Bangor," "Bathurst" and "Algerine" classes, paddle minesweepers, corvettes and M.D. ships will be excluded until further detail arrangements have been made.

4. *Arrangements.*—Minesweeping authorities should arrange with the local S.I.D.G. for magnetic surveys, adjustments and any other treatment to be carried out as convenient on all minesweepers given in paragraph 3 in their administration. This will require making the ships available to D.G. mobile units or fixed stations.

Paragraphs 8 and 9 refer to ships in ports where no such D.G. facilities exist.

5. Should extra D.G. equipment be fitted or the existing installation in the vessel be modified, then arrangements are to be made for the ships to be resurveyed and readjusted as in paragraph 2.

6. *Periodical Re-Survey.*—Once the D.G. equipments have been adjusted or re-adjusted according to paragraphs 2 or 5, the ship is to be re-surveyed every three months. A re-survey should also be carried out after any shock or explosion which has caused appreciable material damage to the ship.

7. *Delay in Treatment.*—Should the survey indicate the need for treatment which cannot be applied immediately, the S.I.D.G. will inform the minesweeping authorities who should make the ship available for such treatment as soon as convenient.

8. *Minesweepers based on Ports without D.G. Facilities.*—Minesweepers based on ports where D.G. facilities do not exist are to be notified by the minesweeping authorities to the S.I.D.G. of the Area or the local D.G. authority abroad. Parties will be sent to such bases to carry out surveys and adjustments as necessary.

9. In some cases given in the preceding paragraph deperming or dewiping, if required, may have to be deferred until the ship becomes available to a D.G. mobile unit or fixed station. "LL" vessels may be used to supply current for deperming themselves or other small minesweepers, and so obviate the necessity for special D.G. facilities.

10. *Extra D.G. Equipment.*—In certain classes of minesweepers, additional D.G. equipment, such as rudder post windings (R.P.W.) or S.A. frame magnets (S.A.F.M.) may be fitted. R.P.Ws. or S.A.F.Ms. are only to be adjusted by qualified D.G. officers and should on no account be altered afterwards by ship's staffs except to switch "ON" and "OFF".

11. Except in the special cases mentioned in paragraph 12, the R.P.W., if fitted, is always to be "ON" at the recommended value when the D.G. coils are "ON", and the S.A.F.M., if fitted, is also to be "ON" when the S.A. frame is down, and "OFF" when the S.A. frame is up.

12. *Change of Latitude.*—The R.P.W. and S.A.F.M. (when down) are to be left set at the value given by the D.G. authorities, except when the ship has changed her locality to such an extent as to experience a change of earth's vertical force V.

of 0.2 gauss or more from the V. of the locality where they were adjusted, when they are to be switched "OFF" until they can be re-adjusted by a qualified D.G. officer. (See Chart of Earth's Vertical Magnetism—O.U. 6384—Section III.)

13. *Alteration of Ship's Main Voltage.*—(a) Should an S.A. ranging or other consideration require the alteration of the ship's main voltage, the appropriate resistances should at once be adjusted by ship's staffs to give the recommended currents in coils other than R.P.W. or S.A.F.M. In this connection attention is drawn to A.F.O. 567/42.

(b) Should either an R.P.W. or S.A.F.M. be fitted and energised, the settings of these should not be altered except by D.G. authorities.

14. *Facilities.*—S.I.D.Gs. will nominate qualified D.G. officers to make the necessary magnetic surveys and adjustments and Base Staffs are to render every facility to the officers detailed for this duty.

(A.F.O. 567/42.)

Section 1

ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

1862.—Defence Regulations—Order Issued by Admiralty

(N.L./M. 07978/41.—23.4.1942.)

The following Order has been issued under Regulation 8 of the Defence (General) Regulations, 1939 :—

WIRELESS TELEGRAPHY (SHIPS) No. 2 ORDER, 1942,

By Command of the Lords Commissioners
of the Admiralty

In pursuance of the powers conferred on them by Regulation 8 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

- (1) All wireless transmitting apparatus on board any ship or vessel (not being a ship of war) within the territorial waters of the United Kingdom of Great Britain and Northern Ireland, shall be contained in a compartment or receptacle capable of being locked.
- (2) Such compartment or receptacle shall be kept locked while such ship or vessel is within any port in Great Britain or Northern Ireland (including any harbour, river or inland waterway) except when underway or when specially authorised to be opened as hereinafter provided.
- (3) The key of the said compartment or receptacle shall be retained in the personal custody of the Senior Deck Officer on board such ship or vessel (the expression "Senior Deck Officer" shall mean the officer in executive charge of the ship or vessel for the time being).
- (4) The Senior Deck Officer is authorised to unlock the said compartment or receptacle to enable the apparatus to be inspected or tested by a person duly authorised in that behalf by the Admiralty, by the Minister of War Transport or by the Postmaster-General or for any other lawful purpose.
- (5) All wireless aerials installed in any ship or vessel to which the provisions of this Order apply shall (except when such ship is underway or testing or will stay in port for a period of less than 24 hours duration) be lowered and disconnected whilst such ships or vessels are in port as aforesaid, provided always that the following receiving aerials may be used to enable the crew to listen to wireless broadcast programmes whilst such ships are in port, namely one aerial not exceeding 40 ft. in length for each receiver fitted in the ship or vessel in accordance with the requirements of the Wireless Receivers (Ships) No. 2 Order, 1941 (D.R. & O. No. 1285/41).
- (6) This Order shall come into force forthwith and may be cited as the Wireless Telegraphy (Ships) No. 2 Order, 1942.

By Command of Their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.

9th April, 1942.

1863.—Warship Weeks—Ships Adopted

(M. 1271/42.—23.4.1942.)

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

Week ended 24th October, 1941

<i>Name of ship.</i>	<i>Adopting town or area.</i>
H.M.S. "Inglefield" ...	Argyllshire.

Week ended 15th November, 1941

H.M.S. "Pandora" ...	Selkirkshire.
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Week ended 6th December, 1941

H.M.S. "Elm" ...	Inverkeithing, Fife.
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Week ended 13th December, 1941

H.M.S. "Howe" ...	Edinburgh.
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H.M.S. "Rothesay" ...	Buteshire.
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Week ended 7th February, 1942

H.M.S. "Ceylon" ...	Dundee.
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H.M. M.L. "135" ...	Dunure (Ayrshire).
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Week ended 7th March, 1942

H.M.S. "Brissenden" ...	Barnes (Surrey).
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H.M.S. "Cockatrice" ...	Daventry Municipal Borough and Rural District, (Northampton).
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H.M.S. "Dunbar" ...	East Lothian.
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H.M.S. "Porcupine" ...	Thurrock Urban District and Rural District (Essex).
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H.M.S. "Rapid" ...	Sutton and Cheam (Surrey).
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H.M.S. "Scylla" ...	Aberdeen City.
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H.M.S. "Upright" ...	Bury St. Edmunds, Thingoe, and Thedwastre (Suffolk).
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Week ended 14th March, 1942

H.M.S. "Athenian" ...	Haslingden (Lancs.).
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H.M.S. "Atherstone" ...	Long Eaton Urban District (Derby).
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H.M.S. "Azalea" ...	Beverley and District (Yorks.).
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H.M.S. "Badsworth" ...	Batley (Yorks.).
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H.M.S. "Bleasdale" ...	Garstang Rural District (Lancs.).
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H.M.S. "Blencathra" ...	Keswick (Cumberland).
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H.M.S. "Blyth" ...	Blyth (Northumberland).
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H.M.S. "Bradford" ...	Hebden, Royd and Hepton (Yorks.).
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H.M.S. "Burnham" ...	Burnham-on-Sea Urban District.
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H.M.S. "Burwell" ...	Dunstable (Bedford.).
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H.M.S. "Cape Town" ...	Watford Borough and Rural District (Herts.).
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H.M.S. "Cape Warwiek" ...	Chepstow and District (Mon.).
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H.M.S. "Caradoc" ...	Chester and District.
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H.M.S. "Ceres" ...	Luton Municipal Borough (Bedford.).
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H.M.S. "Charybdis" ...	Birkenhead (Cheshire).
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H.M.S. "Colne" ...	Colne and District (Lancs.).
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H.M.S. "Coral" ...	Monmouth Municipal Borough and Rural District.
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H.M.S. "Devonshire" ...	Torquay Municipal Borough (Devon).
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H.M.S. "Dulverton" ...	Dulverton Rural District, (Somerset).
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H.M.S. "Eskdale" ...	Kendal Municipal Borough and S. Westmorland Rural District.
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H.M.S. "Espíégle" ...	Ellesmere Port Urban District (Salop).
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H.M.S. "Faulknor" ...	Stourbridge and Amblecote (Worcester.).
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H.M.S. "Fleetwood" ...	Wells Borough and most of Rural District (Somerset.).
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H.M.S. "Frobisher" ...	Rochdale (Lancs.).
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H.M.S. "Guardian" ...	Henley Borough and Rural District.
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H.M.S. "H.28" ...	Dover Rural District (Kent.).
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H.M.S. "Hastings" ...	Hastings Municipal Borough (Sussex).
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Week ended 14th March, 1942—contd.

Name of ship.	Adopting town or area.
H.M.S. "Honeysuckle" ...	Goole and District (Yorks.).
H.M.S. "Hound" ...	Wellingborough Rural District (Northampton.).
H.M.S. "Hursley" ...	Ringwood (Hampshire).
H.M.S. "Hurworth" ...	Stockton-on-Tees Municipal Borough (Durham).
H.M.S. "Hydra" ...	Wellingborough Urban District and Irthlingborough Urban District (Northampton).
H.M.S. "Ilex" ...	Eccles (Lanes.).
H.M.S. "Kingston Amber" ...	Weardale Rural District.
H.M.S. "Kingston Beryl" ...	Ongar (Essex).
H.M.S. "Kingston Chrysolite" ...	Fordingbridge and District (Hampshire).
H.M.S. "Kingston Jacynth" ...	Swinton Urban District (Yorks.).
H.M.S. "Kirkella" ...	Baldock, Ashwell and District (Herts.).
H.M.S. "Lady Beryl" ...	Loddon Rural District (Norfolk).
H.M.S. "Lady Elsa" ...	Ulverston Rural District (Lanes.).
H.M.S. "Laertes" ...	Dideot (Berks.).
H.M.S. "Laurel" ...	Lutterworth Rural District (Leicester).
H.M.S. "Lavender" ...	Willenhall (Staffs.).
H.M.S. "Leamington" ...	Leamington Spa, (Warwick).
H.M.S. "Leyland" ...	Leiston Urban District and District (Suffolk).
H.M.S. "Lydd" ...	Hailsham Rural District, (Sussex).
H.M.S. "Mallard" ...	North Kesteven Rural District.
H.M.S. "Mantis" ...	Morpeth and Rural District (Northumb.).
H.M.S. "Matchless" ...	Maidenhead Borough and Cookham Rural District (Berks.).
H.M.S. "Melbreak" ...	Cockermouth and District (Cumberland).
H.M. M.L. "107" ...	Alford Urban District (Lincs.)
H.M. M.L. "152" ...	Littlehampton.
H.M. M.T.B. "78" ...	Kiveton Park Rural District (Yorks.).
H.M. M.T.B. "86" ...	Hurstpierpoint (Sussex).
H.M. M.T.B. "87" ...	Neston and District (Cheshire).
H.M. M.T.B. "88" ...	Malden and Coombe (Surrey).
H.M. M.T.B. "92" ...	Ottery St. Mary Urban District and District (Devon.).
H.M. M.T.B. "93" ...	Sedbergh Rural District (Yorks.).
H.M. M.T.B. "102" ...	Shepshed Urban District (Leicester.).
H.M. M.T.B. "103" ...	Little Lever.
H.M. M.T.B. "226" ...	Hay Urban District.
H.M. M.T.B. "237" ...	Isles of Scilly Rural District.
H.M. M.T.B. "238" ...	Thrapston Rural District (Northampton.).
H.M. M.T.B. "346" ...	Cheadle Rural District, East and West (Staffs.).
H.M.S. "Newmarket" ...	Newmarket Urban District (Cambridge and Suffolk).
H.M.S. "Olive" ...	Wath-upon-Deerne (Yorks.).
H.M.S. "Ophelia" ...	Wirral (Cheshire).
H.M.S. "Orestes" ...	Egham (Surrey).
H.M.S. "P.31" ...	Cirencester (Glos.).
H.M.S. "P.37" ...	Chesterfield Rural District (Derby.).
H.M.S. "P.39" ...	Worksop Rural District (Notts.).
H.M.S. "P.211" ...	E. Dereham Urban District, Mitford and Launditch (Norfolk).
H.M.S. "Pakenham" ...	Wallasey (Cheshire).
H.M.S. "Pirouette" ...	Clutton (Somerset).
H.M.S. "Polruan" ...	Budleigh Salterton Urban District and District (Devon.).
H.M.S. "Quannet" ...	Ogmore Valley (Glamorgan.).
H.M.S. "Regal" ...	Newport (Salop).
H.M.S. "Rinaldo" ...	Rotherham Rural District (Yorks.).
H.M.S. "Romney" ...	Romney Marsh and District (Kent).
H.M.S. "Rosario" ...	Carlton Urban District and District.
H.M.S. "Rosemary" ...	Seisdon Rural District, South
H.M.S. "Rotherham" ...	Rotherham County Borough (Yorks.).
H.M.S. "Ruby" ...	Chester-le-Street (Durham).

Week ended 14th March, 1942—contd.

Name of ship.	Adopting town or area.
H.M.S. "Rye" ...	Rye Borough (Sussex).
H.M.S. "Sabre" ...	Bebington Borough (Cheshire).
H.M.S. "Sapphire" ...	Melton Mowbray (Leicester).
H.M.S. "Sandwich" ...	Sandwich (Kent).
H.M.S. "Savage" ...	Burton-on-Trent (Staffs.).
H.M.S. "Scourge" ...	Bexhill-on-Sea (Sussex).
H.M.S. "Sharpshooter" ...	Penarth Urban District (Glamorgan.).
H.M.S. "Shropshire" (Part)	Bishops Castle and Clun (Salop).
H.M.S. "Shropshire" (Part)	Ludlow (Salop).
H.M.S. "Spanker" ...	Staleybridge (Cheshire).
H.M.S. "Speedwell" ...	Otley and Wharfedale (Yorks.).
H.M.S. "Stafness" ...	Kirbymoorside and District (Yorks.).
H.M.S. "Sutton" ...	Welwyn Garden City (Herts.).
H.M.S. "Swift" ...	Edenbridge (Kent).
H.M.S. "Taku" ...	Spalding Urban District and Rural District (Lines.).
H.M.S. "Tetcott" ...	Williton Rural District and Watchett Urban District (Somerset).
H.M.S. "Titania" ...	Dorking Urban District and District (Surrey).
H.M.S. "Trusty" ...	Aylesbury (Bucks.).
H.M.S. "Valentine" ...	Dorchester and District.
H.M.S. "Velox" ...	Rhondda Urban District (Glam.).
H.M.S. "Verdun" ...	Hoyleake and District (Cheshire).
H.M.S. "Vestal" ...	Frimley and Camberley (Surrey).
H.M.S. "Vivacious" ...	Solihull (Warwick.).
H.M.S. "Walpole" ...	Ely Municipal Borough and Rural District (Cambridge.).
H.M.S. "Winchelsea" ...	Wilmslow Urban District and District (Cheshire).
H.M.S. "Windsor" ...	Windsor (Berks.).
H.M.S. "Witch" ...	Northwich Urban District and District (Cheshire).
H.M.S. "Worcester" ...	Worcester.

Week ended 21st March, 1942

H.M. M.L. "148" ... Kelso (Roxburgh).

In A.F.O. 1328/42 the name of the area adopting H.M.S. "Clarkia" should read:—

Crook, Willington and Tow Law (Co. Durham).

The following amendments are to be made to A.F.O. 1488/42:—

After H.M.S. "Gnat" ...	Gelligaer and Pontlottyn (Glam.).
Insert H.M.S. "Hardy" ...	Chelmsford Municipal Borough (Essex).
Delete H.M.S. "Cyclamen" ...	Chelmsford Municipal Borough and Rural District (Essex).
After H.M.S. "Coventry" ...	
Insert H.M.S. "Cyclamen" ...	Chelmsford Rural District (Essex).
Delete H.M.S. "Otus" ...	Diss and Depwade (Norfolk).
After H.M. M.T.B. "335" ...	Tonbridge Rural District.
Insert H.M.S. "Otus" ...	Diss (Norfolk).

The name of the area adopting H.M.S. "Anchusa" should read Stanley (Co. Durham).

(A.F.Os. 4826/41, 1328/42 and 1488/42.)

1864.—Requisitioned Tugs—Management and Maintenance

(Pt.T.M. 3968/41.—23.4.1942.)

In order to bring the treatment of requisitioned tugs (non-commissioned) into line with the management and maintenance of Ministry of War Transport Tugs ("Empire" series) allocated to Admiralty service, facilitate transfers of tugs from one base to another when this becomes necessary and reduce the demands on the time of the Naval Authorities concerned with maintenance, arrangements are being made for the owners of certain requisitioned tugs, who are already providing and paying the crews, to assume full responsibility for the management and maintenance of their tugs.

2. The names of the tugs and owners in question, full details of the management arrangements and the dates from which these will take effect, will be communicated by the Director of Sea Transport to the Naval Authorities concerned as soon as possible.

3. As an essential part of the scheme and particularly to facilitate crewing arrangements, it is the ultimate intention that so far as possible tugs employed at a particular base shall be under the same management.

4. The above applies only to bases in home waters.

1865.—Entertainment of Survivors of Shipwrecked Vessels—Recovery of Cost of Victualling, etc.

(N.L. 12612/41.—23.4.1942.)

As a war-time measure the following has been approved :—

- (1) The cost of entertaining survivors of shipwrecked vessels need not be recovered from them. Voluntary contributions should, however, be welcomed, and credited to Vote 11Z.
- (2) The existing allowances payable to the mess concerned as laid down in K.R. & A.I., Chapter XLVII are to be suspended as regards survivors and the following arrangements are to be applied in respect of survivors, whether Navy, Army, Air Force, Mercantile Marine or passengers :—
 - (a) Survivors accommodated in officers' messes should be borne for victualling and included in the numbers victualled for the purpose of payment of victualling allowance. In addition, an allowance of 3s. 6d. per head per day is to be paid to the mess and brought to account on a separate cash voucher as a charge to Vote 11 N.3.
 - (b) Survivors accommodated in ship's company messes should be borne for victualling and included in the numbers victualled for the purpose of payment of messing or victualling allowances, or issue of standard ration, or meals from the general mess, and an allowance of 1s. per head per day should be paid to the mess to which they are allocated to cover expenses incurred in providing minor comforts. In the event of large numbers of survivors being embarked and formed into separate messes it may be found convenient to provide comforts from the ship's fund, and in this case the allowance of 1s. per day normally payable to the messes may be paid to the ship's fund instead. The allowance should be brought to account on a separate cash voucher as a charge to Vote 11, N.3.
- (3) Expenses incurred through the issue of clothing to survivors of the Mercantile Marine will continue to be recovered where possible by the Admiralty and particulars of the supply of any articles of clothing to the Mercantile Marine should be forwarded to the Admiralty.

(A.F.O. 2869/40 is cancelled.)

1866.—Refugees—Arrival in United Kingdom—REPORTS

(M. 03527/42.—23.4.1942.)

With reference to A.F.O. 1367/42, any ship which brings refugees to the United Kingdom is to report the fact to the Admiralty and to the Naval authorities at the port of arrival before sailing. The Officer-in-Charge of the port of arrival is to inform the local representative of the Ministry of Health of the anticipated arrival of the refugees at least three days beforehand. The importance of secrecy concerning the ship's movement should be stressed.

2. The Admiralty will inform the Ministry of Health.

(A.F.O. 1367/42.)

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

*1867.—Honours and Awards—“London Gazette” Supplement of
14th April, 1942

(H. & A.—23.4.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

14th April, 1942.

The KING has been graciously pleased to approve the award of the George Medal for courage and coolness, to :
Petty Officer Henry William Robinson, D/JX.133428.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

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

14th April, 1942.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) for sustained courage and devotion to duty in the protection of Convoys from enemy air attack, to :

Temporary Sub-Lieutenant (then Acting Leading Seaman) Arthur Thomas William McKevitt, R.N.V.R.

Acting Leading Seaman Norman Cecil Rose, D/JX.165382.

Acting Leading Seaman William Frankland Smith, P/SS.9535.

Acting Able Seaman William John Edney, C/JX.165251.

ADMIRALTY.

Whitehall,

14th 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 skill and enterprise in action against enemy submarines, while serving in H.M. Ships “Exmoor”, “Croome” and “Westcott” :

To be a Companion of the Distinguished Service Order

Commander Ian Hamilton Bockett-Pugh, R.N.

The Distinguished Service Cross

Mr. Morris Daniels, Acting Gunner (T), R.N.

Mr. Alfred Frederick Stapleton, Temporary Acting Warrant Engineer, R.N.

The Distinguished Service Medal

Acting Chief Petty Officer Leslie James Mills, C/JX.129653.

Chief Engine Room Artificer Cyril Ward, C/M.34511.

Chief Stoker Charles Henry Harvey, C/K.64421.

Leading Seaman James Charles Fuller, P/J.110428.

Mention in Despatches

Lieutenant-Commander John Douglas Hayes, D.S.O., R.N.

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

Lieutenant Charles Peter d'Auvergne Aplin, R.N.R.

Petty Officer Edward Smith, C/JX.128551.

Stoker Petty Officer Henry Alfred Cranfield, C/K.64587.

Stoker Petty Officer Harry Grimsley, C/K.66873.

Engine Room Artificer Third Class Arthur Edward Sandford, C/MX.53614.

Able Seaman William Ernest James Clark, C/SSX.32954.

Able Seaman Albert William Salter, C/SSX.15970.

Ordinary Seaman Ian James Lang, D/JX.255007.

Seaman Joseph Stephen McDermott, D/X.20434.

For good services in H.M.S. “Jervis” :

Mention in Despatches

Lieutenant Peter Aylwin, R.N.

For good services when a Merchantman was lost :

Mention in Despatches

Commander Aubrey Richard Courteney Douton, R.N.R. (Retd.)

For resolution and endurance :

Mention in Despatches

Lieutenant-Commander William Gordon Everitt, R.N. (Retd.)

Temporary Lieutenant John Francis William Fletcher, R.N.R.

Seaman William James Fletcher, LT/JX.195994.

Amendment (where underlined) to previous Orders of Honours and Awards under heading :—

Mention in Despatches

A.F.O. 5490/41, Telegraphist Walter Leonard Jackson, P/JX.146787, H.M.S. "Formidable".

***1868.—Honours and Awards—Officers of the Chinese Navy**

(H. & A.—23.4.1942.)

The KING has been graciously pleased to approve the following honorary appointments :—

K.B.E.

Admiral Chang Chak, Chinese Navy.

O.B.E.

Lieutenant-Commander Hsu Heng, Chinese Navy.

2. These appointments will not be gazetted.

***1869.—The Lord Mayor's National Air Raid Distress Fund—Donation**

(N. 4/42.—23.4.1942.)

In acknowledging the receipt of a cheque for £65 18s. 4d. sent to the Lord Mayor's National Air Raid Distress Fund by the Ship's Company of H.M.S. "Circassia," the Lord Mayor has expressed his deep gratitude for the gift, and requests that his sincere thanks be conveyed to all contributors to this donation.

†1870.—Temporary Chaplains—Uniform and Tropical Outfit Allowances

(C.W. 2744/42.—23.4.1942.)

It is notified that the uniform allowance for Chaplains, R.N.V.R., of £17 10s. 0d. authorised on appointment under A.F.O. 951/40, and subsequently increased to £20 0s. 0d., with effect from 1st January, 1941, under A.F.O. 5228/41, is equally applicable to all Temporary Chaplains, who provide themselves with uniform of naval type, irrespective of denomination or whether entered in the R.N. or R.N.V.R.

2. A grant of £5 0s. 0d. for tropical outfit, when required, is also payable to all Temporary Chaplains under the conditions defined in A.F.O. 5027/41.

3. Payment of these allowances will be authorised on application to the Director of Navy Accounts.

(R.N.V.R. Regs., Art. 181.)

(A.F.Os. 951/40, 5027/41 and 5228/41.)

1871.—Dental Officers—Change of Title of Certain Appointments

(C.W. 745/42.—23.4.1942.)

In order to avoid confusion with the short titles of Fighter Directing Officers and Passive Defence Officers and for the sake of uniformity, the following changes in the titles of Dental Officers have been made as a temporary measure for the duration of the war :—

Present title.

New Title.

Fleet Dental Officer (F.D.O.)

Fleet Dental Surgeon (F.D.S.)

Port Dental Officer (P.D.O.)

Port Dental Surgeon (P.D.S.)

Senior Dental Officer (S.D.O.)

Senior Dental Surgeon (S.D.S.)

1872.—R.C.N.V.R. Officers—Compensatory Allowances when on Leave

(C.W. 11199/42.—23.4.1942.)

Under arrangement with the Canadian Government, Officers of the R.C.N.V.R. who are lent for service with the Royal Navy, may be granted lodging allowance at the rate laid down in K.R. and A.I., Article 1669, in addition to provision allowance for such periods, when under R.N. Regulations they would ordinarily be eligible for provision allowance only, in the following circumstances :—

(a) when compulsorily sent on leave between appointments ;

(b) when appointed to a Naval Depôt (not to join) ;

(c) when compulsorily sent on full pay sick leave.

2. This allowance is to be paid automatically without application being made in writing.

3. A.F.Os. 3238/41 and 983/42 are superseded with effect from the date of this Order.

(A.F.O. 4657/40.)

(A.F.Os. 3238/41 and 983/42 are cancelled.)

1873.—Command Money—Payment in R.N.P.S.

(N/D.N.A. 1759/42.—23.4.1942.)

Command money is payable to ratings in command of small craft, irrespective of the tonnage of the vessels concerned or the service on which they are engaged, provided the vessels are manned from the Patrol Service Central Depôt, Lowestoft.

2. The daily rates payable are as follows :—

<i>Second Hands</i>	...	...	...	...	...	1s. 6d.
<i>All other R.N.P.S. Ratings</i>	...	...	...	...	...	9d.

3. For this purpose, possession of a Skipper's Certificate will be regarded as the same as, though superior to, that of a Second Hand.

(A.F.O. 337/42.)

(A.F.O. 1679/41 is cancelled.)

1874.—Promotion of Selected Warrant Officers and Commissioned Officers from Warrant Rank Direct to Lieutenant—Procedure

(C.W. 43487/41.—23.4.1942.)

The various A.F.Os. on this subject have been consolidated, and the procedure for the selection of officers will be as follows :—

2. These rules apply only to the promotion of selected Warrant Officers and Commissioned Officers from Warrant Rank under the age of 36 direct to the rank or relative rank of Lieutenant. The promotion of Warrant Officers to Commissioned Officer from Warrant Rank and of the latter to Lieutenant on a selective basis, or for long and zealous service, is dealt with in A.F.O. 1875/42.

3. Commissioned Officers from Warrant Rank and Warrant Officers of the branches indicated in paragraph 4, who are between the ages of 25 and 36, are eligible for consideration. Selections will be made twice yearly to date 1st April and 1st October, and will be based on the recommendations of an Admiralty Selection Board. The dates for determining eligibility by age will be 31st January for the April Selections and 31st July for the October Selections, i.e. Officers who have attained the age of 25, but have not attained the age of 36 on those dates will be eligible.

4. (a) *Lieutenant (Executive)*.—Commissioned Officers from Warrant Rank and Warrant Officers of the following categories are eligible for consideration :—

Gunners.

Gunners (T).

Boatswains.

Boatswains A/S.

Signal Boatswains.

Warrant Telegraphists.

Warrant Observers.

Warrant Pilots (when the rank comes into existence).

The number of Officers to be selected on each occasion will be governed by the number of suitable candidates forthcoming and the requirements of the Service.

(b) *Lieutenants (E)*.—Commissioned Engineers and Commissioned Mechanics and Warrant Engineers and Warrant Mechanics are eligible. Warrant Officers must have been confirmed in rank before recommendation.

The number of Officers to be selected on each occasion will be governed by the number of suitable candidates forthcoming and the requirements of the Service.

(c) *Ordnance Lieutenant*.—Commissioned Ordnance Officers and Warrant Ordnance Officers are eligible.

Promotion under this scheme has been a temporary arrangement until officers promoted direct from Ordnance Artificer rating under A.F.O. 4369/40 became available, *vide* A.F.O. 1390/40. The first of these promotions from Ordnance Artificer has now been made, and consequently the direct promotion of Warrant or Commissioned Ordnance Officers to Ordnance Lieutenant will in future only be considered if the Ordnance Artificers in any one year fail to obtain a promotion to commissioned rank.

(d) *Lieutenant (A)*.—Commissioned Aircraft Officers and Warrant Aircraft Officers are eligible. Warrant Aircraft Officers must have been confirmed in rank before recommendation. Preference will be given to Officers who have qualified as pilots or express their willingness to do so. The number of promotions made each year will be strictly limited, and a selection will not necessarily be made on each half-yearly occasion.

5. *Courses*.—Officers provisionally selected for this promotion will undergo special courses. During these courses they will retain their existing rank, and if not recommended for promotion on termination of the course they will revert to their former duties as Warrant Officer or Commissioned Officer from Warrant Rank.

Executive Officers recommended on completion of their courses will be promoted to Acting Lieutenant and sent to sea to obtain experience in watchkeeping. At the end of three months sea service, they may be awarded the certificates laid down in Clause 2 of Article 261, K.R. & A.I. and will then be confirmed as Lieutenant.

Engineer Officers, Ordnance Officers and Aircraft Officers will be promoted to the confirmed rank of Lieutenant (E), Ordnance Lieutenant or Lieutenant (A), as the case may be, on completion of their courses provided that they are recommended.

6. *Seniority as Lieutenant or equivalent rank*.—On promotion to the rank of Lieutenant, Officers will be permitted to count half their service from the date of promotion to Warrant Rank towards their seniority as Lieutenant. As it is not possible for the courses for the rank of Lieutenant all to take place concurrently, or to terminate on the same date, the ante-dated seniority as Lieutenant will be calculated as from the date of selection, *i.e.* 1st April or 1st October.

7. *Rate of Full Pay*.—Officers will be paid on the scale laid down for Cadet-entered officers, and will enter that scale in accordance with their seniority as defined in paragraph 6 above. Lieutenants (E), Ordnance Lieutenants and Lieutenants (A) will be paid on the scale laid down for Cadet-entered officers of the Engineering Branch. In order, however, to prevent any loss on promotion, officers will receive the rate of full pay which they had received as Warrant Officers or Commissioned Officers from Warrant rank, together with the difference of Mess subscription (*viz.* 1s. 10d. a day), if this is greater than pay on the Lieutenants scale.

Pay under this paragraph will commence from date of promotion to acting Lieutenant (Executive Officers) or confirmed equivalent rank of Lieutenant in the case of other officers.

8. *Marriage Allowance*.—Officers selected will be eligible for marriage allowance under the ordinary conditions for Cadet-entered officers.

9. *Uniform Allowance*.—£45 will be paid on promotion to Lieutenant subject to the usual regulations.

10. *Executive Officers—Specialisation*.—Officers will be eligible to specialise under the conditions laid down for ex-Cadet Officers but Lieutenants ex-Instructional Gunner and ex-Gunner (T) will be eligible for full qualification as (G) specialists and (T) specialists subject to the following conditions:—

(i) (G) *Officers*.

(a) Must formerly have been Instructional Gunners.

(b) Must have served one year at sea (not necessarily in a Specialist appointment) and have proved themselves to be satisfactory Lieutenants, and be recommended for specialisation.

(ii) (T) *Officers*.

(a) Must volunteer to become (T) Specialists.

(b) Must have served one year at sea (not necessarily in a Specialist appointment), and have proved themselves to be satisfactory Lieutenants, and be recommended for specialisation.

(c) Must be selected by the Captain, H.M.S. "Vernon" for duty as Torpedo specialists.

(d) Such Officers will undergo a special course in torpedo control prior to taking up their first appointment as a Torpedo officer. Those officers who have already been appointed to ships for Torpedo duties in lieu of (T) specialists and who have not had an opportunity of completing such a course will be given the full (T) qualification subject to (a), (b) and (c) above.

Officers who qualify as Specialists under (i) and (ii) above will be eligible for Specialist Allowance at the rate of 2s. 6d. a day as prescribed in Article 1566 and Appendix I, Part 3, K.R. and A.I.

11. *Rates of Retired Pay, Gratuities, Widows Pensions and Half Pay*.—These are published in the Appendix to the Navy List.

12. *Retirement*.—Officers who are not promoted to Commander will be compulsorily retired as Lieutenant-Commanders on attaining the age of 45.

13. *General*.—Commanding Officers are to forward special reports on Form S.206, through their Administrative Authorities to reach the Admiralty by 1st February and 1st August, on all officers within the zone who are definitely recommended for direct promotion to Lieutenant under this order.

If an officer was recommended for direct promotion to Lieutenant on the previous occasion, and is still serving in the same command, a report on Form S.206 should be rendered even though he may no longer be recommended for direct promotion.

It is not anticipated that under war conditions the Administrative Authorities will always be able to place candidates in order of merit, but it is important that such an order of merit—or some confirmation of individual reports—should be made by the Administrative Authority, when conditions of service enable this to be done by a suitable Board or other means. It should be clearly stated whether or not officers are willing to be promoted.

14. Considerable importance is attached to the prompt announcement of the selections on 1st April and 1st October, and should there be any doubt owing to delay in mails, etc., as to whether the reports will reach the Admiralty by the 1st February or 1st August, a report should be rendered by signal as follows, stating whether the officer is:—

(a) Strongly recommended.

(b) Recommended.

(c) Not recommended.

The report at (c) should only be rendered when the officer has previously been recommended, *see* paragraph 13).

It should be realised, however, that such telegraphic reports cannot be regarded as equally satisfactory to the receipt of the proper report on Form S.206.

15. Half-yearly recommendations of officers for direct promotion to Lieutenant should include a mention of sea-watchkeeping capabilities where these have been tested.

(A.F.Os. 1390/40, 2327/40, 4367/40, 4369/40, 4462/40, 4464/40, 4746/40, 307/41, 2903/41, 4361/41 and 1875/42 are cancelled.)

1875.—*Selective Promotion of Warrant Officers to Commissioned Officer from Warrant Rank and to Lieutenant—Procedure*

(C.W. 43487/41.—23.4.1942.)

The various A.F.Os. on this subject have been consolidated, and the procedure for the selection of officers will be as follows :—

2. These rules apply only to the promotion of Warrant Officers to Commissioned Officer from Warrant Rank and of the latter to Lieutenant, either on a selective basis or for long and zealous service. The promotion of selected Warrant Officers and Commissioned Officers from Warrant Rank under the age of 36 direct to Lieutenant is dealt with in A.F.O. 1874/42.

3. Selective promotion will continue for the following categories :—

Gunner
Gunner (T)
Boatswain
Boatswain A/S
Signal Boatswain
Telegraphist
Master-at-Arms
Warrant Observer
Engineer
Mechanician
Shipwright
Ordnance
Electrical
Warrant Aircraft Officer

4. *Promotion to Commissioned Officer from Warrant Rank.*—Promotions will be made twice yearly to date 1st April and 1st October and will be based on the recommendations of an Admiralty Selection Board.

5. The zone for promotion of officers of the following categories will be between eight and 12 years seniority as a Warrant Officer :—

Gunner
Gunner (T)
Boatswain
Signal Boatswain
Telegraphist
Warrant Observer
Engineer
Mechanician
Warrant Aircraft Officer

The average officer will be promoted at ten years seniority, and those who are not regarded as fit for promotion at 12 years seniority will be liable, at Admiralty discretion, to be placed on the retired list.

6. In the following categories Warrant Officers may be promoted in vacancies at less than eight years seniority, and the zones for promotion, which are liable to alteration, are as indicated :—

Rank	Seniority
Boatswain A/S	Down to 1936 (inclusive).
Ordnance	Down to 1938 (inclusive).
Electrical	Down to 1937 (inclusive).
Master-at-Arms	Down to 1938 (inclusive).
Shipwright	Down to 1934 (inclusive).

7. *Promotion to Lieutenant.*—Selections are made for vacancies which will occur during the six months following 1st April and 1st October each year. The zone for promotion will be between five years seniority on 1st April and 1st October and the age of 49. In the Engineering Category the minimum of the zone has been four years seniority on those dates, but in future it will be five years seniority.

8. The number of Lieutenants promoted from Commissioned Officer from Warrant Rank under this scheme is based on requirements; a percentage of 10 per cent. is being worked to for the time being.

9. Subject to paragraph 10 below, two-fifths of the total numbers of Lieutenants in each branch will be taken from the top of the list, and these vacancies will be allotted to Commissioned Officers from Warrant Rank, who have attained the age of 49, for long and zealous service. The remaining three-fifths will be selected.

10. In the following categories, promotions are necessarily made at less than five years seniority. Promotions in such cases will in general be made by selection, but the Admiralty Selection Board have discretion to nominate Officers for promotion for long and zealous service. The zones for promotion, which are liable to alteration are indicated below :—

Rank	Seniority
Commissioned Boatswain	1937.
Commissioned Signal Boatswain	Down to 1938 (inclusive).
Commissioned Telegraphist	Down to 1937 (inclusive).
Commissioned Master-at-Arms	All Officers.
Commissioned Ordnance Officers	Down to 1939 (inclusive).
Commissioned Electricians	Down to 1938 (inclusive).
Commissioned Aircraft Officers	At least one years seniority on 1st April and 1st October.

11. *General.*—Commanding Officers are to forward special reports on Form S. 206, through their Administrative Authorities to reach the Admiralty by 1st February and 1st August, on all Warrant Officers and Commissioned Officers from Warrant Rank, who are above the minimum of the zone. Reports should also be furnished for Commissioned Officers from Warrant Rank who have attained the age of 49 as they remain eligible for promotion for long and zealous service. If an Officer has been in a ship or establishment for an insufficient period for the assessment of his qualities a report marked "I.K." under the appropriate headings should be forwarded.

12. It is not anticipated that under war conditions the Administrative Authorities will always be able to place candidates in order of merit, but it is important that such an order of merit—or some confirmation of individual reports—should be made by the Administrative Authorities when conditions of service enable this to be done by a suitable Board or other means.

13. Considerable importance is attached to the prompt announcement of the selections on 1st April and 1st October, and care should be taken that the Forms S. 206 do not fail to reach the Admiralty by 1st February and 1st August. Should there be any doubt, owing to the delay in mails, etc., as to whether the reports will reach the Admiralty in time, a report should be rendered by signal as follows :—

- Recommended for accelerated advancement.
- Recommended for advancement in due course.
- Not recommended.

It should be realised, however, that such telegraphic reports cannot be regarded as equally satisfactory to the receipt of the proper report on Form S. 206.

(A.F.Os. 1763/40, 4746/40 and 1874/42 are cancelled.)

1876.—*Patrol Service Manned Vessels—Complements—Second Hands and P.Os. (P.S.)*

(N. 8970/42.—23.4.1942.)

With reference to A.F.O. 337/42, steps will be taken in due course to make appropriate amendments to schemes of complement to include the upgraded rating of Second Hand and the new rating of Petty Officer (P.S.), and also to effect any drafting adjustments that may be necessary.

2. Meanwhile the presence of a Second Hand in an existing scheme of complement is not to be taken alone as authority for bearing one of the new upgraded Second Hands. The rating actually borne, after adjustment under A.F.O. 337/42, will normally be the rating properly allowable in complement, but if it becomes a matter of practical importance which rating, a Second Hand or a Petty Officer (P.S.) is in fact allowable, the question should be submitted for decision through the Commodore, Patrol Service, Central Depôt, Lowestoft.

(A.F.O. 337/42.)

1877.—Applications for, and Results of, Professional Examinations for Advancement in Rating

(N. 26150/41.—23.4.1942.)

The following forms are no longer to be rendered in duplicate :—

S.441—Application for, and result of, professional examination for Seaman Petty Officer and Leading Seaman.

S.442—Application for examination (other than Seaman or Sick Berth branch.)

S.1236—Application for examination for Sick Berth Chief Petty Officer.

S.1237—Application for examination for other Sick Berth Ratings.

2. In future, when examinations are passed, the single copies of these forms are to be forwarded to the Commodores of the appropriate depôts (S.441 is no longer to be forwarded to the Admiralty) care being taken that the passing of the examinations is noted on the candidates' service certificates or history sheets, and in the ledger. Forms relating to men who fail are to be retained with the men's service certificates.

(K.R. & A.I., App. XII, Part 22A, App. XVII, Part 1, Nos. 107-110 and App. XXII, Part 1—Occasional.)

(A.F.O. 1122/40.)

1878.—Air Armament Officer—Change of Title to Air Gunnery Officer

(C.W. 2878/42.—23.4.1942.)

The title "Air Armament Officer" has been changed to "Air Gunnery Officer" (short title—A.G.O.).

2. Officers qualified for this duty will be distinguished in the Navy List in future by the symbol (A.G.O.), instead of as at present by the symbol (Arm).

(A.F.Os. 1764/40 and 632/41.)

1879.—Training of "Hostilities only" Ratings for Service as Aircraft Technical Officers

(C.W. 5127/42.—23.4.1942.)

Suitable candidates are to be trained for duty as Aircraft Technical Officers in the Fleet Air Arm. Arrangements have been made for training courses to be started at intervals of three months at Loughborough College, the syllabus being prepared by the Admiralty. Candidates should attend these courses in the rank of Naval airmen and should be advanced to leading rate after three months at Loughborough, and granted Probationary Commissions in the Air Branch of the R.N.V.R. on the satisfactory completion of their courses, which will last about a year. These commissions will not be on a "Hostilities Only" basis, but those holding them will retain a Reserve liability after the war. In some cases it may also be necessary for accepted candidates to spend a period up to a maximum of three months at a Naval air station before being forwarded to Loughborough.

2. Before attempts are made to enter young men for these courses direct from outside life, it is desired to make a thorough search for suitable candidates from amongst "Hostilities Only" ratings already in the Navy and Marines, whether or not they now have Form C.W.1, and particularly from Naval airmen who have failed their Pilot or Observer training for reasons purely connected with their flying. Ratings already undergoing training in H.M.S. "King Alfred" are also eligible to be considered as volunteers. Volunteers should, therefore, be sought, possessed of the following medical and educational standard :—

- (a) Medical Grade I.—
Hearing III.
Vision III.
Colour Vision II.

(b) School Certificate in (i) mathematics and (ii) physics or science.

3. Names of volunteers, together with the Forms C.W.1 of those for whom these forms have already been started, and who are considered suitable for inclusion in one of the courses at Loughborough should be forwarded to the Secretary of the Admiralty, C.W.520. Arrangements will then be made for their attendance before Selection Board No. 4. In the case of volunteers not now in possession of Form C.W.1, names should also be forwarded in the same way, together with the Forms C.W.1, which should be started.

*1880.—Air Gunners—Candidates from the Fleet

(N. 4700/42.—23.4.1942.)

Ample volunteers for training as Air Gunner have been reported under A.F.O. 5234/41, and no further names should be sent. As there will be a considerable surplus over requirements, those ratings who have already volunteered should not defer training for other non-substantive rates while selection for courses is being arranged.

2. Commanding Officers will be notified as soon as possible of the names of those men who are not required for Air Gunner training.

(Admiralty Message A.1639/10th April.)

(A.F.O. 5234/41.)

1881.—Ordnance Mechanics—Employment of

(G. 2420/42.—23.4.1942.)

Ordnance Mechanics are borne in lieu of Ordnance Artificers. Their primary duty is ordnance maintenance. They are not to be employed on ship's and seamen's duties which interfere with their important task of maintaining the armament in an efficient condition. Commanding Officers are to ensure that the Ordnance Mechanics carry out a maintenance routine and that this routine is not interfered with by duties other than those essential for the fighting organisation of the ship.

2. The reason for this order is that it has become apparent that in certain ships maintenance has suffered owing to Ordnance Mechanics being employed on ordinary ship's work in harbour.

3. C.Os. should also bear in mind that it is desired that Ordnance Mechanics should improve their technical knowledge and ability and gain experience in order to increase their qualifications for employment in lieu of Ordnance Artificers.

4. The attention of Commanding Officers is called to C.A.F.O. 860/40 and C.A.F.O. 595/41, paragraph (B). The responsibility of Commanding Officers for the efficiency of the armament of their ships is emphasised.

(C.A.F.Os. 860/40 and 595/41.)

*1882.—Naval Ratings Detailed for Flights in Aircraft

(N. 2346/42.—23.4.1942.)

Attention is drawn to K.R. & A.I., Article 35b, under which Naval and Royal Marine personnel may be required to make flights in aircraft in the course of their duties, without receiving extra pay or an allowance.

2. Ratings who have a regular flying duty as pilot, observer or air gunner, are eligible for the additional non-substantive pay for their air duties. Other ratings employed on Drogue Towing may be credited with extra pay at the rate appropriate to their rating under K.R. & A.I., Article 1621, for each day of duty.

3. Apart from the occasions referred to in para. 2 of this Order, no additional payment for flights in aircraft is permissible. Aircraft maintenance ratings, when required to make flights for the purpose of tests, inspection, communications, etc., will do so as part of their duties, and will not be eligible for additional remuneration for flying.

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

(A.F.O. 1659/39.)

*1883.—Supply Ratings Experienced in Naval Aircraft Stores Duties—Drafting—REPORT

(N. 15098/41.—23.4.1942.)

With a view to promoting the efficiency of Naval aircraft storekeeping and accounting, the following measures have been approved in regard to the drafting, employment, etc., of supply ratings experienced in Naval aircraft stores; these

measures are for the period of the war, being subject to review on the conclusion of hostilities :—

- (a) All ratings now employed on aircraft stores duties at Naval air stations, in aircraft carriers and in Naval aircraft squadrons are to be regarded, until further orders, as having their draft restricted for duty with the Fleet Air Arm.
- (b) The men under (a) above are to continue to belong to their original Port Divisions and are to obtain their advancement on the rosters of their Port Divisions, but their drafting will be carried out by the Commanding Officer, R.N. Barracks, Lee-on-Solent. The position of these men will be very similar to that of naval ratings serving in submarines.
- (c) In qualifying for advancement, the normal rules in A.F.O. 1198/40 will apply, except that a practical examination in Naval aircraft stores duties will be substituted for Naval stores duties and the men concerned must possess a reasonable theoretical knowledge of victualling duties.
- (d) Requirements for supply ratings for aircraft stores duties in Naval Air Stations, Carrier Headquarters and all squadrons will be met from men attached to Lee-on-Solent.
- (e) Each ship carrying aircraft, other than carriers, to have an L.S.A. trained in aircraft stores drafted by Lee-on-Solent. This rating will not be additional to complement, but will be in lieu of one of the L.S.A.'s drafted by the normal manning port of the ship. When not employed on aircraft stores duties, this rating should assist in the victualling duties of the ship.
- (f) In the event of it being found at any time that a surplus of senior ratings accrues in the Fleet Air Arm, the position is to be reported to the Director of Personal Services with a view to a proportion or all, of the surplus being withdrawn for general service. Correspondingly, in the event of the Fleet Air Arm becoming appreciably undermanned in relation to the general service commitments, representation is to be made to the Director of Personal Services with a view to Chatham, Devonport and Portsmouth being called upon to assist in providing senior ratings. It is recognised that at present it is more likely that assistance will be required by the Fleet Air Arm than that the Fleet Air Arm will be in a position to release men for General Service.
- (g) The Commanding Officer, R.N. Barracks, Lee-on-Solent, is to requisition on the depôts at Portsmouth, Chatham and Devonport for new entry Supply Assistants who will be trained at Lee-on-Solent in aircraft stores. These Supply Assistants should have completed training at the Accountant Ratings School at Highgate.

2. Reports should be rendered by all Naval air stations, Aircraft Carriers, detached squadrons and ships with aircraft, to the Commanding Officer, R.N. Barracks, Lee-on-Solent, and the Commodores of the depôts concerned, giving names, ratings, depôts and official numbers of supply ratings now employed on aircraft stores duties, so that arrangements for their future drafting can be made. Supply ratings will have no option in this matter.

3. It will be necessary for drafting authorities abroad to ensure that ratings employed on aircraft stores duties are not diverted to other supply duties, and similarly, that supply ratings employed on Naval stores and victualling duties, are not transferred to aircraft stores duties, except in the case of Supply Assistants drafted abroad for disposal, who obviously can be allocated to aircraft stores duties where necessary, their names being reported to Lee-on-Solent and the depôts.

(A.F.O. 1198/40.)

1884.—Royal Marines—Gunnery Non-Substantive Ratings

(R.M./G.D. 0420/42.—23.4.1942.)

As a wartime measure, Sergeants, R.M., holding the non-substantive rating of C.R.1 may retain the rating on promotion to Colour Sergeant.

2. A.F.O. 627/42 is to be amended as follows :—

Paragraph 7. Serial No. 41. Column 9.—

Delete Note (1).

Notes (2), (3) and (4) are to be re-numbered (1) (2) and (3).

(A.F.O. 627/42.)

1885.—Dependant's Allowance—Lower Deck Ratings—Qualifying Allotment

(N. 17488/41.—23.4.1942.)

A considerable number of men in respect of whom dependant's allowance is in issue have failed to increase their allotments to the higher qualifying minimum rate on being advanced in rating or on receiving increased rates of pay, with the result that the portion of the allowance which is chargeable to Navy funds has been overissued.

2. The ratings concerned are liable for the repayment of these overissues (A.F.O. 1774/40, paragraph 7), but recovery will not necessarily be made in full in all cases. Appropriate recoveries will, however, be made and may be related to pay. For this purpose pay will exclude war bonus and compensatory allowances such as kit upkeep allowance, lodging and provision allowances, etc. (*vide* K.R. & A.I., Article 1756, Cl. 3 (a) (iii)), also hard lying money and any allowances which though themselves in the nature of pay are payable purely on a casual or intermittent basis.

3. Requests for charges against men's pay accounts will be made on D.N.A. Form 503. The upper portion of the form will be an enclosure to the ledger, the lower is to be completed and returned to the Director of Navy Accounts.

4. In future, Accountant Officers will be informed by D.N.A. Form 501 of awards of dependant's allowance and by D.N.A. Form 502 of their withdrawal. In the event of an allowance being restored after withdrawal, a new D.N.A. Form 501 will be supplied.

5. Accountant Officers should (a) immediately review allotments of men in respect of whom it is known that dependant's allowance has been awarded and render Forms S.63 showing appropriate higher charges where necessary from a current date.

(b) Insert on Forms S.63 the date from which the pay quoted thereon has been effective in all future cases where dependant's allowance is known to have been awarded.

(c) Upon receipt of D.N.A. Form No. 501 insert in the allotment column in the ledger the notation "Q.A."

(d) Upon receipt of D.N.A. Form No. 502, delete the ledger notation "Q.A.", and destroy D.N.A. Form 501A.

(e) Insert the number of this order on all Forms S.63 rendered in connection therewith.

6. In future, where it is known that dependant's allowance is in issue (*see* (c) above), Accountant Officers will be responsible for explaining to ratings who receive an increase of pay, the necessity for a higher qualifying allotment, where applicable, and that refusal to increase the allotment as necessary will involve withdrawal of the allowance. If a rating persists in refusal the fact is to be reported to D.N.A., by signal if necessary. If an increase of pay is antedated the increase in qualifying allotment must also be antedated.

7. If a rating who has been allotting more than the rate of qualifying allotment does not wish, in spite of advice, to maintain the excess when his rate of qualifying allotment increases this is to be reported, by signal if necessary, so that the appropriate reduction in the payment to the dependant can be made.

(A.F.Os. 1774/40 and 3200/40.)

*1886.—Ratings' Marriage Allowance—Exemption from Income Tax of Children's Allowance

(D.N.A./N. 6557/42.—23.4.1942.)

It is notified that commencing with the Tax Year 1942/43 ratings' children's allowance will, for the duration of the war, be exempt from Income Tax.

2. This concession will apply to all assessments made for 1942/43 irrespective of the basis of assessment, i.e., where the ratings are taxed on current year's emoluments the allowance will be excluded from the 1942/43 figures on which the assessment for 1942/43 is made; where ratings are taxed on prior year's emoluments the allowance will be excluded from the 1941/42 figures which form the basis of the 1942/43 assessment.

3. Income Tax returns rendered for 1942/43 should continue to show, as a separate figure in the space provided on page 2, the amount of the children's allowance paid in 1941/42, as the figure may be required in the assessment of 1941/42 tax. In that connection, attention is drawn to paragraph 40, Section VI, of the Income Tax Circular (A.F.O. 3898/41).

(A.F.O. 3898/41.)

1887.—Hard Lying Money—Payment during the War

(C.W./N. 26557/42.—23.4.1942.)

The provisions of K.R. & A.I., Article 1638, in respect of the payment of hard lying money to officers and ratings on Naval scales of pay, have been extended as follows during the period of hostilities:—

Class of Vessel.	Rates.		Remarks.
	Officers.	Ratings.	
(a) Leaders—			
Pre-“Codrington” and to include “Scott” and “Shakespeare” classes	Nil	Half rates	
Destroyers—			
Pre-“A” class ...	Nil	Half rates	
“Town” class (ex U.S.A.)—			
(i) Not modernised ...	Half rates	Full rates	
(ii) modernised ...	Nil	Half rates	
(b) Minesweepers—			
“Halcyon” class ...	Half rates	Half rates	Twin screw type to get full rates when working in same flotilla as “Halcyon” and “Bangor” class, and when their operational programme is based on the same time-table for fuelling.
“Bangor” class ...			
Twin screw type ...			
(c) Small craft—			
Trawlers (engaged on M/S and A/S work).	Full rates	Full rates	
Northern patrol trawlers (engaged on contraband control service).	Full rates	Full rates	
Examination vessels and picket boats.	Full rates	Full rates	
Drifters ...	Full rates	Full rates	
Auxiliary yachts (under 100 tons).	Full rates	Full rates	
Harbour defence patrol craft (launches).	Full rates	Full rates	
Boom vessels ...	Full rates	Full rates	Except when working at Scapa, Clyde, Forth (east of Forth Bridge), Aultbae and Iceland (C), when half rates are payable in summer, i.e. 1st May–30th September.
Controlled minelayers ...	Full rates	Full rates	During actual operational periods on a minefield in open waters.

Class of Vessel.	Rates.		Remarks.
	Officers.	Ratings.	
Corvettes—			
“Flower” class (Periwinkle type).	Nil	Half rates	
	Half rates	Full rates	When vessels are employed in N. Atlantic (north of Cape Hatteras—Gibraltar) during winter months, 1st Oct. to 31st March.
“Guillemot” class ...	Half rates	Full rates	
“Kingfisher” class ...			

2. Attention is particularly drawn to K.R. & A.I., Article 1638, Clause 1 (b), i.e., that the vessels must operate in open waters as opposed to smooth waters. If any doubt exists whether the vessels are operating in smooth or open waters or whether the “mainly sea-service” qualification is fulfilled, application is to be made to the Admiralty with a view to special consideration.

Clyde, Scapa, Forth (east of Forth Bridge) may be regarded as open waters, except that in no circumstances may more than half rates be issued during the summer months (1st May to 30th September) to vessels operating in these waters.

3. M.T.Bs., M.G.Bs., M.A./S.Bs., M.Ls. and Steam Gunboats are covered by A.F.O. 1754/42.

4. Payment of hard lying money may be extended during periods of refit or whilst in dockyard hands, for periods up to 14 days, for any individual. Such payments to be confined to days on which the personnel live and sleep on board.

5. This Order is to take effect from date of issue.

(K.R. & A.I., Article 1638.)

(A.F.O. 1754/42.)

(A.F.Os. 3787/39, 348/40, 657/40, 955/40, 3716/40 and 4300/40 are cancelled.)

1888.—Officiating Minister of Religion

Newport, Mon.

(C.E. 52892/42.—23.4.1942.)

The Rev. David Owen, Presbyterian Church, Malpas Road, Newport, Mon., has been appointed Officiating Minister to Presbyterian personnel of the Royal Navy at Newport, Monmouthshire. The usual facilities are to be afforded.

1889.—Officiating Minister of Religion

Emsworth

(C.E. 52901/42.—23.4.1942.)

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 Emsworth. The usual facilities are to be afforded.

1890.—Officiating Minister of Religion

Faringdon

(C.E. 52386/42.—23.4.1942.)

The Rev. Whatley White, The Manse, Faringdon, Berks., has been appointed Officiating Minister to Baptist and Congregational personnel of the Royal Navy and Royal Marines at Faringdon, Berkshire. The usual facilities are to be afforded.

1891.—Officiating Minister of Religion

H.M.S. “Volcano”

(C.E. 52998/42.—23.4.1942.)

The appointment of the Rev. H. A. Meek, B.A., as Officiating Minister to Methodist Naval personnel in H.M.S. “Volcano,” has been extended to include Baptist and Congregational personnel.

(A.F.O. 1514/42.)

1892.—Religious Ministrations to Members of the Salvation Army serving in H.M. Forces

(C.E. 52563/42.—23.4.1942.)

Arrangements have been concluded whereby the cost of providing religious ministrations to members of the Salvation Army serving in the Royal Navy, Army and Royal Air Force will be met by an annual grant of £500 payable from Army Funds to the Salvation Army Headquarters.

2. Capitation allowance authorised by K.R. & A.I., Article 1575, will therefore cease to be payable in respect of religious ministrations to Salvationist naval personnel.

(K.R. & A.I., Article 1575.)

1893.—Admiralty Surgeons and Agents

(C.E. 4854/42.—23.4.1942.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved :—

Place	Name	Address	Remarks
London district, comprising Tottenham, South, Tottenham, Edmonton, Wood Green, Palmers Green and Winchmore Hill.	Mr. A. Wilson, O.B.E., M.C., M.B., Ch.B.	Moselle House, 707, High Road, Tottenham, N.17. (Telephone : Tottenham 1220)	Vice Mr. W. E. Foy.
Flint, N. Wales	Mr. O. W. Bate- man, L.R.C.P. & S.	"St. Mary's Mount," Flint, N. Wales. (Telephone : 3215)	—

(A.F.O. 3617/40.)

1894.—Naval Personnel on Passage from Abroad—Nominal Lists

(N. 8728/42.—23.4.1942.)

The following amendment is to be made to A.F.O. 232/42 :—

Add to the list in paragraph 2 :—

Director of Anti-Submarine Warfare (London) (when drafts include ratings serving under Admiralty Cable Ship Agreement) ... One copy.

(A.F.Os. 232/42 and 1653/42.)

1895.—Leave journeys between Great Britain and Northern Ireland and vice versa—Arrangements for United States Naval Personnel

(N.L. 187/42.—23.4.1942.)

The following arrangements have been made in regard to United States Naval personnel travelling between Great Britain and Northern Ireland and vice versa on leave :—

- Journeys from Northern Ireland to Great Britain (and return).*—United States Naval personnel will be allowed to embark on production of their U.S. Service Identity Cards (with photographs) and their leave papers.
- Journeys from Great Britain to Northern Ireland (and return)*—(i) United States Naval personnel will be allowed to embark for Northern Ireland on production of their Service Identity Cards (with photographs) and leave papers endorsed by the local British Naval Authority to the effect that there is no objection to the man's visit to Northern Ireland.
(ii) As British personnel are only allowed to proceed on leave to Northern Ireland if they have homes there or in urgent compassionate cases, it has been agreed with the United States Authorities that United States personnel should only proceed on leave to Northern Ireland in exceptional cases such as where they wish to visit relatives or for other good reasons. Local British naval authorities should therefore enquire the reasons why an officer or rating of the United States Navy desires

to proceed to Northern Ireland on leave and if he considers that such a reason would justify a British Naval officer or rating proceeding to Northern Ireland (bearing in mind that United States personnel will not have "homes" in Ireland) he should endorse the leave papers to the effect that there is no objection to the visit.

(iii) Any cases of difficulty should be referred to the Admiralty.

(A.F.O. 28/42.)

1896.—Medical Establishments of the Free French Naval Forces

(M.D.G. 16344/42.—23.4.1942.)

The Free French Naval Forces possess the following medical establishments in Great Britain :—

- Medical Centre,
25, St. Edmund's Terrace,
London, N.W.8.

Telephone : PRImrose 4525.

All Officers, Warrant Officers, Petty Officers, and men of the Free French Naval Forces can be admitted for special and routine examinations.

- Nursing and Convalescent Home,
Butler's Court,
Beaconsfield, Bucks.

Telephone : Beaconsfield 10.

All Officers, Warrant Officers, Petty Officers, and men of the Free French Naval Forces can be admitted for convalescence, for medical treatment of long duration, and for ante- and post-operative care.

- Sanatorium,
Highfield, Grove Road,
Beaconsfield, Bucks.

Telephone : Beaconsfield 111.

All Officers, Warrant Officers, Petty Officers, and men of the Free French Naval Forces who have contracted pulmonary tuberculosis, or who are suspected of having contracted pulmonary tuberculosis, can be admitted.

2. Excepting cases where patients are in hospital for a short time only, it is preferable to send all sick personnel of the Free French Naval Forces to these establishments.

3. Applications for admission should be made to :—

The Senior Medical Officer,
Free French Naval Staff Headquarters,
Westminster House,

2, Dean Stanley Street,
London, S.W.1.

Telephone : ABBey 5600.

or, in emergency, directly to the Medical Officer-in-Charge of the establishment concerned.

1897.—Naval Detention Quarters—Use of H.M. Prisons, Canterbury and Preston

(N.L. 4597/42.—23.4.1942.)

H.M. Prison, Canterbury, has been taken over as naval detention quarters and will eventually accommodate about 200 offenders. H.M. Prison, Preston, is to be similarly taken over, and will ultimately accommodate about 240 offenders, but is not yet available. The date from which prisoners can be accepted there for detention will be announced in due course.

2. The Royal Naval Detention Quarters, Canterbury, will be administered by the Commodore, R.N. Barracks, Chatham, and the R.N. Detention Quarters, Preston, by the Flag Officer-in-Charge, Liverpool.

3. Offenders sent to these establishments are to be transferred to the books of H.M.S. "Pembroke" and H.M.S. "Eaglet" respectively.

4. As soon as the R.N. Detention Quarters, Preston, is available, H.M. ships and establishments in Northern Ireland, Scotland and in England in the area north of a line joining Liverpool and Newcastle (and including these towns) are normally to send offenders to Preston. Offenders from other ships and establishments are to be sent to the R.N. Barracks, Chatham, for the R.N. Detention Quarters, Canterbury, or the Naval Wing of the Military Detention Barracks, Fort Darland. At home, the senior officer approving the punishment, or in cases of sentence by Court Martial, the committing authority, is to ascertain from the Commodore, R.N. Barracks, Chatham, to which establishment the offender should be committed so that the committal warrant can be completed accordingly. Committal warrants from abroad should be made out to the R.N. Detention Quarters, Canterbury.

5. Offenders are to be accompanied by:—

- (a) Committal warrant and Medical History Sheet.
- (b) Bag and Hammock (K.R. & A.I., Article 553 (5)).
- (c) Anti-gas respirator.

6. Clothing list, transfer list, service certificate and conduct sheet, together with the particulars called for in A.F.O. 3920/41, paragraph 1, are to be forwarded to the Commodore, Royal Naval Barracks, Chatham, or the Commanding Officer, H.M.S. "Eaglet".

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

(A.F.O. 631/42 is cancelled.)

*1898.—Representation of Grievances

(N.L. 6806/42.—23.4.1942.)

The attention of Naval personnel is again called to the correct method of making representations about conditions of service and complaints of unfair treatment. The procedure in this respect is laid down in K.R. & A.I., Articles 9 and 10, and is explained in the printed Notice (Form S.272) which is posted in a conspicuous position in all H.M. ships and Naval establishments.

2. It is an offence against Naval discipline to seek redress or to ventilate a grievance by any other means than those thus authorised; for example, it is an offence to solicit the influence of persons in positions of authority, or to write to newspapers or other periodicals on such matters. On the latter point attention is also drawn to K.R. & A.I., Article 17(2), which forbids all communications to the Press on any matters relating to the Naval service without specific Admiralty authority.

3. A copy of this Order is to be posted adjacent to copies of Form S.272.

(A.F.Os. 3978/40 and 4497/41.)

1899.—Medical Consultants

(M.D.G. 14637/42.—23.4.1942.)

The following amendment is to be made to the list of Naval Medical Consultants contained in A.F.O. 4257/41, paragraph 1:—

Surgery—

Surgeon Rear-Admiral Sir William I. de C. Wheeler, M.D., F.R.C.S.(I).
Address:—

Delete "R.N. Auxiliary Hospital, Kingsseat."
Add "H.M. Naval Base, Aberdeen."

(A.F.O. 4257/41.)

*1900.—Radio Location Operators—Supposed Ill Effects from Exposure to High Frequency Radiations

(M.D.G. 13512/42.—23.4.1942.)

An erroneous conception has arisen that personnel engaged upon R.D.F. duties suffer ill effects from exposure to high frequency radiation.

2. The Medical Director-General of the Navy emphasises that, in expert opinion, there is no foundation for this belief.

1901.—Salvage Awards Offered by Receivers of Wreck—Delegation of Authority to Sanction Acceptance

(S. 394/41.—23.4.1942.)

It has been decided to delegate to Flag Officers and Naval Officers-in-Charge the authority to grant permission under K.R. & A.I., Article 903 (1) for the acceptance of salvage awards offered by Receivers of Wreck, in respect of salvaged cargo, stores or ships' equipment. In granting this permission the following conditions must be observed:—

- (a) Permission is not to be granted where the aforesaid salvaged property is owned by or entirely at the risk of the Crown (including the Government War Risks Insurance Office). It will usually be found that the Receiver of Wreck, before making the offer, has confirmed that the ownership and insurance of the salvaged property are private or not entirely at Government risk.
- (b) Permission is not to be granted without Admiralty approval where the awards would be payable from Lease-Lend or from Russian funds.
- (c) Any awards sanctioned are to be taken on charge by the Accountant Officer and reported to the Director of Navy Accounts for distribution in accordance with K.R. & A.I., Article 903 (2).
- (d) Any cases, except under (a) above, where permission has been withheld are to be referred to the Admiralty for covering approval.
- (e) Where permission is granted, the awards tendered by the Receivers of Wreck are to be accepted without question as to the amount of any such award.

(K.R. & A.I., Article 903.)

1902.—W.R.N.S.—Disclosure of Medical Information

(M.D.G. 10931/42.—23.4.1942.)

Medical information regarding personnel of W.R.N.S. is only to be communicated to the Flag Officer or Naval Officer-in-Charge of the area in which the officer or rating is serving; or Medical Officers-in-Charge, W.R.N.S., or Superintendents of W.R.N.S.

2. The information so imparted is to be treated as "confidential".

1903.—W.R.N.S.—Revised Rates of Pay

(N. 8017/42.—23.4.1942.)

The last sentence of paragraph 1 of A.F.O. 197/40 is to be amended to read:—

"Specialised Wrens will be on the lower rates for a minimum of three months (91 days) from date of enrolment before becoming eligible to be recommended for advancement to the higher rates."

2. If, in any instances, to date of receipt of this Order, the qualifying period has been calculated from the date of commencing probation, no action need be taken.

1904.—W.R.N.S. Quarters

(N. 12569/41.—23.4.1942.)

The following list of W.R.N.S. Quarters contains additions and corrections to the list promulgated in A.F.O. 1123/42.

Address of Quarters.	Type of Accommodation.	Fleet Establishment to which attached for Accounts.	Command.
Ainsdale-on-Sea, Lancs.— W.R.N.S. Quarters (C) ...	Q.	"Queen Charlotte"	Western Approaches.
Ardglass, Co. Down, Ireland— Burford Cottage ...	Q.*	"Caroline", R.N.O.	Western Approaches. (C).

Address of Quarters.	Type of Accommodation.	Fleet Establishment to which attached for Accounts.	Command.
<i>Bristol—</i>			
Redland Bank, Redland Hill	Q.	"Lucifer" (C) ...	Western Approaches (C).
<i>Crail, Fife—</i>			
Crail House (A)	Q.	"Jackdaw" ...	Rosyth.
<i>Dover, Kent—</i>			
Dover College	Q. & S.B.	"Lynx" (C) ...	Dover.
<i>Dunfermline, Fife—</i>			
St. Leonards :	} Tr. & Dr. Depôt & S.B. (C)	"Cochrane II" ...	Rosyth.
Hartley House			
Viewfield House			
<i>Fareham, Hants (A)—</i>			
The Old Manor	Q.	"Victory III" ...	Portsmouth.
<i>Flowerdown, Hants—</i>			
Included under Winchester (C).			
<i>Gillingham, Kent—</i>			
257, Napier Road (A) ...	Officers' Q.	"Pembroke" ...	Nore.
<i>Great Yarmouth, Norfolk—</i>			
W.R.N.S. Quarters, 48, Queens Road (A).	Q.	"Watchful" ...	Nore.
<i>Greenock, Renfrew—</i>			
Naval Officers' Club, 70, Newark Street (A).	Q.*	"Orlando" ...	Western Approaches.
<i>Hambledown, Hants—</i>			
White Dale (A)	Q.	"Mercury" ...	Portsmouth.
Hambledown House (A) ...	Q.	"Mercury" ...	Portsmouth.
<i>Haslemere, Surrey—</i>			
Higher Combe (A)	Q.	"Mercury II" ...	Portsmouth.
<i>Holyhead—</i>			
Craig-y-Don, Brynocolen Avenue North (C).	Q.	"Torch" ...	Western Approaches.
<i>Hove, Sussex (A)—</i>			
5, San Remo... ..	Q.	"King Alfred" ...	Portsmouth.
<i>Isle of Man—</i>			
W.R.N.S. Quarters, c/o G.P.O. (C).	Q.	"Valkyrie" ...	Western Approaches.
<i>Kilmalkolm, Renfrew (A)—</i>			
Royal Naval Auxiliary Hospital.	Q.*	"Spartiate" ...	Western Approaches.
<i>Lee-on-Solent, Hants—</i>			
Married Quarters, Royal Naval Air Station (A).	Q.	"Daedalus" ...	Portsmouth.
Dene House, Manor Way (A)	Q.	"Daedalus" ...	Portsmouth.
<i>Liverpool, Lancs.—</i>			
Greenbank House, Greenbank Lane, Sefton Park.	} Q. & S.B.	"Eaglet" ...	Western Approaches.
"Oakfield," Penny Lane, Sefton Park (C).			
Ackerley House, Greenbank Lane, Sefton Park (C).	} Q. & S.B.	"Eaglet" ...	Western Approaches.
"Gledhill," Greenbank Drive, Sefton Park.			

Address of Quarters.	Type of Accommodation.	Fleet Establishment to which attached for Accounts.	Command.
"Netherton," Church Road, Litherland (C).	Q. & S.B.	"Eaglet" ...	Western Approaches.
Royal Southern Hospital, Caryl Street (C).	Q. & S.B.	"Wellesley" ...	Western Approaches.
<i>London—</i>			
W.R.N.S. Quarters, Englands Lane (A).	Q. & S.B.	"Pembroke III" ...	Nore.
New College, Finchley Road, N.W.3 (A).	Q. & S.B.	"Pembroke III" ...	Nore.
"Rosedale," 32, Victoria Drive, Wimbledon, S.W.19 (A).	Q. & S.B.	"Pembroke III" ...	Nore.
<i>Lowestoft, Suffolk—</i>			
St. Mary's Convent (A) ...	Q.	"Europa" ...	Nore.
<i>Malpas, Cheshire (A)—</i>			
Royal Naval Hospital, Cholmondeley Castle.	Q.	"Eaglet" ...	Western Approaches.
<i>Milford Haven, Pembrokeshire—</i>			
22, Hamilton Terrace ...	Officers' Q. & S.B. (C).	"Skirmisher" ...	Western Approaches.
3, Murray Crescent ...	Q. (C)	"Skirmisher" ...	Western Approaches.
<i>North Queensferry, Fife—</i>			
North Cliff (C)	Officers' Q.	"Cochrane II" ...	Rosyth.
<i>Plymstock, Devon (A)—</i>			
H.A. Range, Wembury ...	Q.	"Drake" ...	Plymouth.
<i>Portsmouth, Hants.—</i>			
"Downend," Brading Ave., Southsea (A).	Q.	"Excellent" ...	Portsmouth.
<i>Ravenglass, Cumberland—</i>			
Holmbrook Hall	Q.	"Clio" (C) ...	Western Approaches.
<i>Stornoway, Ross and Cromarty—</i>			
Royal Hotel (A)	Q.	"Mentor" ...	Western Approaches.
<i>Wantage, Berks.—</i>			
Woolley Park (C)	Q.	"Victory III" ...	Portsmouth.
<i>Winchester, Hants.—</i>			
Courtenay House, Park Road (C).	S.Q.	"Kestrel" ...	Portsmouth.
Flowerdown House	Q.	"Victory III" ...	Portsmouth.
North Hill House, Andover Road (C).	Q.	"Victory III" ...	Portsmouth.
R.N. W/T Station, Flowerdown.	Q.	"Victory III" ...	Portsmouth.

Abbreviations :—

- (A) = Addition.
(C) = Correction.
Q. = Quarters.
S.Q. = Sick Quarters.
S.B. = Sick Bay.
Tr. = Training.
Dr. = Drafting.
* = Less than 10 Wrens.

1905.—Tuberculosis Fibrosis—Rendering of Form S.220

(M.D.G. 4720/42.—23.4.1942.)

Attention is drawn to the importance of the report on Form S.220 being rendered in every case of tuberculosis, suspected tuberculosis or pulmonary fibrosis, discharged to hospital.

2. If, for any reason, the completed form has not been received by the hospital at the time of invaliding, a HOSPITAL COPY compiled from the man's own statement is to be made out at the hospital and marked in red ink as words underlined and included with the invaliding documents.

1906.—Liquid Milk—Supplies during May, June and July, 1942

(V. 20497/42.—23.4.1942.)

With reference to A.F.O. 4148/41, paragraph 4, it has been found possible, after discussion with the Ministry of Food, to arrange supplies of liquid milk to all Naval shore establishments and messes for personnel victualled from Service sources during the months of May, June, and July, 1942.

2. The arrangements for obtaining these supplies are set out below, and during these three months the existing instructions for obtaining liquid milk for those classes of personnel who have been receiving it during the winter are suspended, viz: A.F.O. 4148/41, paragraphs 2 and 3, A.F.O. 4382/41, paragraph 2, and Admiralty Message 2208 of 13th January, 1942, to Commanders-in-Chief at Home.

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

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

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

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

"An order for ... gallons of liquid milk weekly has been placed* with Messrs of for the period May, June and July, 1942. This will be a regular requirement for this establishment for the period so far as can be foreseen, but any material change in the requirement will be notified to you. Messrs have been requested to effect delivery daily at . . . (insert time of day).

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

(a) Officers and ratings (men) at not more than 3 pints per head weekly	... ..	gallons
(b) Officers and ratings (women) at not more than 3 pints per head weekly	... ..	gallons
(c) Additional allowance for boys at 3½ pints per head weekly	... ..	gallons
(d) Additional allowance authorised for dietetic reasons (e.g. to operational crews of aircraft, to aircraft "dopers" etc.) on Medical Officer's recommendation—at 3½ pints per head weekly	... ..	gallons

(e) Sick personnel (not included at (a) or (b) above) entitled to 7 pints a head weekly	... ..	gallons
(f) Sick personnel (not included at (a) or (b) above) entitled to 14 pints a head weekly	... ..	gallons
		Total
		gallons

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

(Signed)

Accountant Officer

or

Commanding Officer "

7. The classes of sick personnel entitled to 1 or 2 pints of liquid milk daily are given on Ministry of Food form MK/PT/HMFI which can be obtained by medical officers from local food offices if this has not already been done in connection with priority supplies during the past winter.

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

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

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

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

(Admiralty Message to Home Commands 2208/13/1/42.)

(A.F.Os. 4148/41, 4329/41, 4382/41 and 698/42.)

1907.—*†Sailors' Homes

(P.M/D.P.S. 766/42/P.—23.4.1942.)

The following amendments are to be made to A.F.O. 4851/41:—

		Home Stations.
APPLEDORE	... ..	Sailors' Rest (Seamens' Christian Friend Society.
POOLE	... ..	Delete "Methodist and United Board" and substitute "Church's Canteen Mount Street."
SHEERNESS	Delete	Royal Naval Boy's Club.
	Add	Y.W.C.A.
		Foreign Stations.
ICELAND (C)	... ..	Add British Sailors Society (The Trefoil Rest). Salvation Army Hostel.
LEGHORN	... ..	Delete all reference.
RANGOON	... ..	Delete all reference.

Foreign Stations—contd.

BERMUDA	} Delete entries. and substitute :—
(IRELAND ISLAND)	...	
BERMUDA	} Hamilton Sailors' Home. R.N. Canteen. R.N. Chief and Petty Officers' Club. Seafarers' Hall. I.O.D.E. Recreation Rooms, Somerset.
(IRELAND ISLAND)	...	
TRINIDAD ...	Delete	
	Add	
HONG KONG...	...	} Delete all reference.
SHANGHAI ...	...
SINGAPORE ...	...
CANTON ...	...
HANKOW ...	...
ICHANG	

2. Commanders-in-Chief are requested to inform the Admiralty of any further alterations when they occur.

(A.F.O. 4851/41.)

1908.—R.N. War Amenities Fund—Donation

(Included in Notice Boards Issue only.)

1909.—Annual General Meeting of the National Association for the Employment of Regular Sailors, Soldiers and Airmen

(Included in Notice Boards Issue only.)

Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS**1910.—Gun Mountings—Bearing of "A" Turret in Heavy Weather.**

"Kent," "London" and "Norfolk" Classes

(G. 2754/42.—23.4.1942.)

Commanding Officers of H.M. ships of the above classes should bear in mind, when deciding the bearing on which "A" turret is housed in heavy weather, that, until the stiffening provided for in A.F.O. 1008/42, has been fitted, there is risk of damage to the shield if the side is presented to a really heavy sea.

2. There is the additional probability that the training gear will be damaged, which probability will remain after the stiffening has been fitted.

3. The risks are negligible if the front of the turret is presented to the weather, and this should be weighed against the disadvantages of possible entry of water through inefficient water excluders and the necessity of keeping muzzle covers on.

(A.F.O. 1008/42.)

1911.—Gun Mountings, 4-in., Twin, Mark XIX—Filling Recoil Cylinders

Ships Concerned

(G. 03271/42.—23.4.1942.)

The attention of commanding officers of all ships fitted with 4-in., twin, Mark XIX, mountings, is drawn to the importance of ensuring that the instructions for filling recoil cylinders, which are given in the old handbook O.U. 6361/1937, as amended by C.A.F.O. P.233/39, or the new handbook B.R. 257 just published, are strictly carried out.

2. These instructions amplify those on the instruction plate on the mounting, and the following should be stamped on all instruction plates in the space below the words "REPLACE DRAIN PLUGS":—

"SEE DETAIL INSTRUCTIONS IN HANDBOOK".

3. Failure to carry out these instructions correctly may result in abnormal stresses being set up in the mounting, which will lead to serious defects.

4. The work of modification of the instruction plates should be done by the ship's staff.

(O.U. 6361/1937 and B.R.257.)

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

1912.—Gun Mountings—2-pdr., Mark VIII*—Water Excluding Cover for the Elevating Worm Gear Box

Ships and Establishments concerned

(G. 6878/41.—23.4.1942.)

To prevent water entering the elevating gear box of 2-pdr., Mark VIII*, mountings, a water excluding cover should be fitted to the lower end of the elevating shaft in accordance with A.F.O. Diagram 101/42.

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

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

(A.F.O. 1532/42 is cancelled.)

1913.—Q.F., 2-pdr. Mark XIV Guns—Rectification of Defects

(A.S. 01461/42.—23.4.1942.)

Requests for spare parts for Q.F., 2-pdr., Mark XIV guns are still being made direct to the gun makers.

2. The attention of Commanding Officers of H.M. ships is drawn to C.A.F.O. 2255/41 prohibiting this practice.

3. All spares for 2-pdr., Mark XIV guns are to be obtained through Royal Naval Armament Depôts or Officers-in-Charge of Armament Supply.

(C.A.F.Os. 691/41 and 2255/41.)

1914.—Guns, Sub-Machine, Thompson—Bulging of Barrels Due to Defective Ammunition

(Part C.I.N.O. 1496/42.—23.4.1942.)

Several cases have recently been reported of Thompson sub-machine gun barrels being bulged at the muzzle due to puff shots caused by ingress of water or oil into the cartridge case and/or cartridge case cap of 0.45-in. ball ammunition manufactured by W.R.A. & Co., 45 A.C. (American).

2. Every possible precaution should be taken to keep the ammunition dry and free from oil, when in opened boxes or when loaded into the gun magazines.

3. As far as practicable, opened ammunition should also be kept in a dry atmosphere.

1915.—Machine Guns and Equipment—Lewis Gun Mountings—Racks for Spare Magazines

Ships, Dockyards and depôts concerned

(G. 1777/42.—23.4.1942.)

Racks for spare magazines for Lewis guns have been fitted to the shields of some mountings, and have been found to facilitate the stowage and handling of these magazines.

2. A.F.O. Diagram 93/42 (Drg. No. G.R.5985) shows the arrangement and details of racks, and is for guidance in the manufacture and fitting of these racks where considered desirable.

3. The work should be carried out by ships' staffs, but where this is not possible arrangements should be made for it to be done at Dockyards or repair depôts.

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

1916.—Guns and Breech Mechanisms—Lubrication—Preservation of Bores

(G. 02838/42.—23.4.1942.)

The following instructions are to be observed and the approved lubricants as shown in the table appended adopted by all H.M. ships:—

Nature of gun.	For Breech screw or breech block (exterior rubbing surfaces). (b) Crank journals, lock platform and recoil plate guides.		For Remainder of mechanism.	
	Lubricant.		Lubricant.	
	(c) Normal weather.	(d) Below 20° F.	(e) Normal weather.	(f) Below 20° F.
I O.B.L., 16 in., Mark I.	Colloidal graphited grease Z.E. or Z.P., or grease-graph No. 3 (a).	Colloidal graphited grease Z.E.	G.S. mineral oil.	Oil, mineral, non-freezing.
II O.B.L., 14 in., Mark VII.	Colloidal graphited grease Z.E. or Z.P., or grease-graph No. 3 (a).	Colloidalgraphited grease Z.E.	G.S. mineral oil.	Oil, mineral, non-freezing.
III O.B.L., 6 in., Mark XXIII.	Colloidal graphited grease Z.E. or Z.P., or grease-graph No. 3 (a).	Colloidal graphited grease Z.E.	G.S. mineral oil.	Oil, mineral, non-freezing.
IV O.B.L., other natures	G.S. mineral oil (a)	Oil, mineral, non-freezing	G.S. mineral oil.	Oil, mineral, non-freezing.
V O.Q.F., 5.25 in. to 4 in.	Colloidal graphited oil Z.A. (c).	Colloidal graphited oil Z.A.	G.S. mineral oil.	Oil, mineral, non-freezing.
VI O.Q.F., 2-pdr., Mark VIII, II* and II* C.	Colloidal graphited oil Z.A. (b).	Colloidal graphited oil Z.A.	G.S. mineral oil.	Oil, mineral, non-freezing.
VII O.Q.F. types other than V and VI.	G.S. mineral oil (a)	Oil, mineral, non-freezing	G.S. mineral oil.	Oil, mineral, non-freezing.

2. The quantities shown as "estimated annual expenditure per gun" should be adhered to as far as possible. Where it is found, however, that the quantity actually required is considerably in excess of or less than that stipulated above the matter should be reported to Admiralty (Director of Armament Supply).

3. The use of Cooper's grease No. 4 as a protective coating in bad weather is also approved for breech blocks of Q.F. semi-automatic guns, but should not be used as a lubricant for drills or firings.

4. Quantities of the lubricants required should be demanded by ships as naval stores on the basis of the scales shown.

5. The Sea Store Establishments and Lists of Particulars will be amended.

6. In ships employed in low temperature conditions the attention of ships' officers is drawn to the special precautions given in A.F.O. 3802/39.

7. Recent inspection of the bores and chambers of guns mounted in destroyers has shown that while those in the after mountings are generally in fairly good condition on return to harbour, those in the foremost mountings are invariably in extremely bad condition, particularly at No. 1 mounting, which in bad weather is almost continually under water.

8. In the case of bores of guns, serious pitting by rust can be prevented by the use of the brush piasaba.

9. No special brush is provided for the cleaning of chambers of guns and arrangements should therefore be made for their thorough scrubbing from time to time by an improvisation consisting of brushes, steel wire, file card type, Pattern 205, suitably attached to a wooden stave, with subsequent cleaning by the use of the bore brush piasaba wrapped with a rag or cotton waste.

10. Further, when guns are kept loaded at sea, the loaded cartridge case should be lightly greased with Cooper's grease No. 4 for the full extent of its sides.

11. This Order applies to all guns which are liable to heavy washing down.

12. The possibility of supplying a larger piasaba as a chamber brush is under investigation.

(A.F.O. 3802/39)

(C.A.F.Os. 1339/40 and 1684/40 are cancelled.)

1917.—Ammunition for Hedgehog Equipments

(A.S.—23.4.1942.)

With reference to C.A.F.O. 104/42, it has now been decided to issue fuzed projectiles to ships.

2. Supply of fuze keys and depth gauges will only, therefore, be made to armament depôts.

(C.A.F.O. 104/42.)

1918.—Lay-out of Star Shell Control Equipment on Bridges

(G. 2422/42.—23.4.1942.)

It has been found that certain of the $\frac{3}{8}$ -in. flexible shafting now being used by shipbuilders for interconnecting star shell sights, deflection calculators and bearing transmitters, is much too stiff to be fully serviceable. The use of this material imposes undue load, wear and tear on the internal gearing of the instruments joined together, which reduce their reliability and working life.

2. In consequence, an improved quality of shafting of a very flexible nature, $\frac{3}{8}$ -in. diameter, Pattern No. 10464, has been introduced. This pattern of shafting is to be used for all drives in star shell calculator installations, or when repairs are carried out on these installations, necessitating replacement of flexible shafting.

3. When the shafting is being secured into the end connections (which are provided as components of the respective instruments), the outer layer of wire strands should be stripped back and clipped off for a distance of about $\frac{1}{4}$ -in. before tinning. This will ensure that, on the sweating of the shafting into the end connections, a secure hold will be made on strands wound in each direction.

4. Copper protective tubing $\frac{7}{8}$ -in. internal by $\frac{9}{8}$ -in. external diameter, Pattern 10628, should be used as formerly.

5. The layout of this equipment is equally important, and shipbuilders or dockyards concerned in mounting the instruments on the bulkhead should obviate all sharp and unnecessary bends in the flexible shafts and should try to approach as closely as possible to the layout shown in A.F.O. Diagram 100/42 to reduce to a minimum the turning effort and backlash in the mechanical transmission.

6. Duplicate drives are provided in all the instruments to enable the calculator and bearing transmitter to be mounted either forward or aft of the ADO/Star-shell sight, and the internal gearing is arranged so that the shortest and most direct run of flexible shafting produces correct relative rotation of the dials and mechanism in the calculator and transmitter.

7. Future sights will be supplied with a detachable gear box on the shaft outlet which will enable the flexible shaft to be taken away at 45°, as shown in red.

8. It is important that each flexible shaft when made up inside its copper tube should not project too far at each end of the tube, otherwise the tightening of the outside gland nuts will bind the flexible shaft, as a whole, between the connection sockets of the instruments at each end. The steel adaptors, soldered to each end of the flexible shaft, must not be more than $\frac{1}{4}$ in. clear, at their butt ends, from the adjacent ends of the copper tube, i.e., the flexible shaft must not have more than $\frac{1}{2}$ -in. total end-long free movement inside the copper tube after final assembly, and the soldering of the flexible shaft must be properly cleaned away to allow each steel adaptor to touch the end of the copper tube without binding when the flexible shaft is pushed that way. The copper tube must be brazed fairly into the ferrule provided with the instrument at each end; those provided with the deflection calculator need to be drilled or bored $\frac{3}{16}$ -in. diameter to take the tube. When brazed up, each end of the tube must finish flush with the inside face of each ferrule. On final assembly, these ferrules must be set up hard in the respective sockets of each instrument, by tightening the gland nuts, in order to make a weathertight joint and protect the inside of the instrument. Before the flexible shaft is made up in its tube, it must be freely oiled over its whole length with light torpoil and an excess of oil should be provided inside the tube.

(A.F.Os. 653/41 and 3608/41 are cancelled.)

1919.—Torpedoes, 21-in., Mark VIIC—Modification to Engine Oil Bottle

H.M. Ships "London," "Norfolk," "Devonshire," "Shropshire"
and "Sussex"

(A.S. 01179/41.—23.4.1942.)

To prevent the loss of lubricating oil due to leaky starting valves when 21-in., Mark VIIC torpedoes are in "action" and "ready" condition, it has been decided to fit a relief valve plug in the oil bottles of these torpedoes in lieu of the existing cap, St. No. 530, for filling plug, but utilising the existing washer, St. No. 189A.

2. Arrangements have been made for plugs, St. No. 1103A or 311A, either of which is suitable, to be supplied without demand to the ships concerned for fitment on board.

3. Caps, St. No. 530, removed from torpedoes modified afloat, are to be returned to torpedo depôt.

4. There is a possibility that, with this new fitting in place, the oil bottle may flood at the end of a practice run, but this disadvantage is not serious, and can be accepted.

1920.—18-in., Mark VIII*, F.A.A. Torpedoes—Surface Runs—Fitting of Horizontal Rudder Rod Guide Plates

(T. 545/42.—23.4.1942.)

A number of surface runs have recently been traced to accumulated backlash in the horizontal rudder rod transmission system (due to worn pins and bearings in these old torpedoes). This allows sufficient sideways movement, resulting from the oblique push and pull of the diving rod, for the horizontal rudder rods abaft the crosshead to foul the after crown wheel of tail gearing.

2. As a consequence of this, cases have occurred of diving rods carrying away, and horizontal rudder rods being fractured and distorted.

3. The tails of all 18-in., Mark VIII*, F.A.A. torpedoes are to be examined, and, where excessive backlash is found which cannot be eliminated by renewal of pins and bearings, "Horizontal Rudder Rod Guide Plates," to restrict sideway movement, are to be made and fitted to the ring bearer as shown on A.F.O. Diagram 94/42.

4. A notation is to be made on the history sheet of each torpedo when these guide plates are fitted, quoting T.D.I. No. 1203 as authority.

1921.—Paravane Towing Arrangements—Bow Chains

(N.S./T. 515/42.—23.4.1942.)

Considerable stretching of the 1-in. bow chains has occurred in ships after steaming at speed in excess of about 25 knots. The stretching may have been aggravated by raising or lowering the point of tow at too high a speed.

2. Chains which have become stretched are likely to jam in the forefoot, or to get crossed in themselves, and in either case an unfair strain may be put on them by the capstan and further stretching occur.

3. The following arrangements should therefore be made:—

(a) If the measured stretch in a chain exceeds one foot the chains should be changed for chains fitted with six studless links adjacent to the 3-eyed plate on the next occasion of refit or repair. This work should be treated as a defect and carried out by the shipyard or dockyard concerned.

(b) First supplies of bow chains should, in future, be modified accordingly.

Note.—The supply position of 1 in. lugless joining shackles is acute and the full number of these shackles referred to in A.F.O. 4001/40 is not likely to become immediately available. Action has been taken to obtain small stocks for Portsmouth, Chatham and Rosyth, which can be drawn upon to meet urgent and essential requirements and will be replenished as quickly as possible. Arrangements will be made to allocate supplies to the other home yards as they become available.

(H.M.S. "Vernon"—No. S/1339/S.P.—13.2.42.)

(A.F.O. 4001/40.)

1922.—Bench and Vice for Electrical Artificer

"Hunt" Class Destroyers

(T. 3256/41.—23.4.1942.)

A wooden bench is to be fitted in the low power room of all "Hunt" Class destroyers for the use of the E.A. Where possible this bench should be fitted over the 2.5 kw. L.P. motor generator and roll unit gyro M/A.

2. If a permanent bench is found impracticable a collapsible one should be fitted.

3. One vice of either Pattern C.515 or C.516 from the number of vices already allowed is to be fitted to this bench.

4. Where possible the work should be carried out by the Depôt Ship or Base Staff.

5. Separate instructions have been issued concerning "Hunt" class destroyer under construction.

6. A separate A.F.O. revising the allowances of vices to all classes of destroyers is being issued.

1923.—Cartridges, Impulse, Torpedo—Types and Services for which required

(A.S. 2615/42.—23.4.1942.)

The following further amendment is to be made to A.F.O. 775/41:—
Footnote (ii). Amend to read:—

"Cartridges fitted No. 9 primer will continue to be issued for services shown with cartridges fitted 'No. 9 or No. 19' primer until breech blocks of torpedo tubes

have been modified by increasing the blow and protrusion of striker. Cartridges fitted No. 19 primer are not to be used for these services until torpedo tubes have been modified. Cartridges fitted No. 9 primer must not be issued to services for which cartridges fitted No. 19 primer are specified."

2. The following amendment is to be made to A.F.O. 2278/41:—

Table A.

Delete "Note.—Above cartridges are all fitted No. 19 (combined electric-percussion) primer."

Insert "(b) Breach blocks of D.R. VI (A), D.R. VI (B), D.R. VI (E), D.R. VII (A), D.R. VII (E) torpedo tubes are to be modified by increasing the blow and protrusion of striker before cartridges fitted No. 19 (electric and percussion) primer can be used. Until these tubes have been modified cartridges fitted No. 9 (percussion) primer only are to be used. Cartridges for remaining services are all fitted No. 19 primers."

(A.F.Os. 775/41 and 2278/41.)

1924.—Blowing Heads, K Type and Hydrostatic Types—Precautions when Charging Air Bottles

(T. 05516/42.—23.4.1942.)

Recent recoveries of torpedoes which have sunk as a result of blowing head failures have indicated that "bottle not charged" is possibly a more frequent cause of failure, in the case of heads blown from bottles, than would be suspected.

2. The instructions contained in the chapter "Notes on Maintenance" in the relevant torpedo maintenance regulations, under the heading "Instructions for Charging" apply generally to blowing heads as well as torpedoes, except that modern heads are not fitted with stop valves.

3. The important point is to make sure that the outlet valve from the column is open when charging the blowing head. Due to the small capacity of the air bottle in a blowing head the fact that the outlet valve has been overlooked is not immediately obvious, and if the gauge on the column is used for checking pressure, the pressure in the column will be assumed to be in the head, which will be, in fact, uncharged.

4. Another possibility is that the faulty charging nozzle may prevent the charging valve re-seating and drain or partially drain the bottle when the column is drained before removing the charging pipe.

5. For the above reasons the pressure should always be checked after charging by a discharging nozzle St. No. T.152 or T.152A and separate gauge.

6. A third possible cause of an uncharged air bottle in a blowing head is a defective copper washer, St. No. 5948, in the charging valve cap of the head. If worn thin, this washer may permit the central spindle or nut of the charging valve cap to force the charging valve off its seat as the cap is screwed home. This may not be immediately obvious as, if the cap is hard home, the copper washer seating may temporarily seal the orifice. Leakage past the copper washer may then occur later.

7. Special attention must therefore be paid to the condition of the copper washer, St. No. 5948.

1925.—Equaliser Switches

"Hunt" Class Destroyers fitted with 60 kw. compound wound turbo generators

(T. 897/42.—23.4.1942.)

"Hunt" class destroyers fitted with 60 kw. compound wound turbo generators have the equaliser switches interlocked with the supply breakers, such that the supply breakers cannot be made until the equaliser switches are made.

2. In these circumstances conditions may arise with both steam dynamos running as single units, the supply breakers locked on and equaliser switches closed, whereby an earth on one dynamo may affect the other through an opposite earth on the board.

3. To avoid this, ships concerned are to remove the interlock between equaliser and supply breaker.

4. In addition, a tally plate is to be fixed on or near the equaliser, engraved as follows:—

"Equaliser Switch to be closed when dynamos are running in parallel".

5. This modification is to be carried out by ship's staff with Depot ship assistance.

1926.—Temporary D.G. Installations in H.M. Ships—Shortage of Multicore Cable for

(D. 4379/42.—23.4.1942.)

On account of the present shortage of rubber, tough rubber sheathed multicore cable of all types is in short supply, and pending the production of cables having substitute insulants, lead alloy sheathed rubber insulated cable is being used in all permanent D.G. installations, subject to over-riding considerations of top weight.

2. The tough rubber sheathed multicore cables referred to in A.F.O. 5398/41 are, therefore, no longer to be used for temporary D.G. installations.

3. There are, however, limited stocks of single core tough rubber sheathed cable available, and, as lead alloy sheathed cable is less suitable for temporary deck coils owing to its vulnerability to damage, these single core cables are to be used in temporary D.G. installations in H.M. ships in the form of a "sausage" coil pending suitable substitute cable becoming available.

4. The tough rubber sheathed single core cable referred to in paragraph 3 is to be installed as laid down in O.U. 6384, Section II. Short lengths of cable are to be utilised wherever possible to avoid waste, all joints being made by means of the Harvey Frost process. Every effort is to be made to fit an installation which will have as long a life as possible.

5. The supplies of these single core cable will continue to be allocated by S.D.G. and S.I.D.Gs. will arrange for it to be used to the best advantage in H.M. ships and merchant ships.

(O.U. 6384, Section II.)

(A.F.O. 5398/41 is cancelled.)

1927.—Torpedo Stores—Coupling Screws

(A.S. 2303/42.—23.4.1942.)

Hitherto coupling screws for torpedoes have been supplied:—

- (i) One set—A.B. to A.V. and B.C.—as part of the torpedo.
- (ii) One set—head to A.V.—as separate chargeable components.
- (iii) Spares—as allowed by Naval Proportion Book, Part IV (C.B. 1990 (c)).

2. The set at (ii) above is also to be regarded as part of the torpedo and not as components of separate charge.

3. Every torpedo issued in future will therefore be complete with screws as follows:—

- (i) *Torpedoes supplied in coupled condition.* For head to A.V.—in canvas, or other suitable, bag attached to the torpedo.
- (ii) *Torpedoes supplied in uncoupled condition.* For head to A.V. and B.C. to A.B.—in canvas, or other suitable, bag attached to the torpedo.

4. Exceptions to the above procedure are 21-in., Marks X-X** torpedoes which are coupled up by means of bayonet joints.

5. Care is to be taken to ensure that torpedoes are always accompanied by their full set of coupling screws.

6. No alteration will be made in the allowance of spares referred to in paragraph 1 (iii) above.

1928.—Gyro-compass Repeater Circuits

Destroyers, Miscellaneous and Small Craft

(C.D. 387/41.—23.4.1942.)

The number of repeater motors which can be supplied from various gyro-compass transmitters are given in the following table. Loads in excess of those

shown will entail greatly increased care and maintenance and may cause failure of transmission to all repeaters.

(i) Admiralty gyro-compass, Sperry type :—

Transmitter, Pattern 1501, Sperry type ...	6 repeaters, Pattern 1730.
Transmitter, Pattern 1504, Sperry type ...	10 repeaters, Pattern 1730.
Transmitter, Pattern 1515, "M" type ...	18 repeaters, Pattern 9298.
Multiple transmitter, Pattern 4350, "M" type.	5 repeaters, Pattern 9298. (each transmitter).
Bottle transmitter, Pattern 4356, "M" type.	15 repeaters, Pattern 9298.

(ii) Brown gyro-compass :—

Compass transmitter, Sperry type ...	5 repeaters, Pattern 1719, or Brown.
Relay transmitter, Pattern 4301, Sperry type.	6 repeaters, Pattern 1730 (each transmitter).

(iii) Sperry, commercial type, gyro-compass, Marks VI, VIII and XIV :—

Compass transmitter, Sperry type ...	5 repeaters, Pattern 1719, or Sperry.
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2. Whenever additional equipment is installed which will increase the repeater load beyond the limits given in paragraph 1, and where other repeaters cannot be relinquished in compensation, it is necessary to increase the transmission capacity at the same time or as soon after as possible.

The Director, Compass Department, Admiralty Compass Observatory, Slough, should be informed as early as possible whenever the installation of additional equipment requiring gyro-compass transmission is contemplated so that he may make suitable arrangements in each instance.

3. Increased capacity of transmission can be provided by the following means :—

(a) Admiralty gyro-compass, Sperry type transmission.

- (i) Conversion to "M" type by substitution of transmitter, Pattern 1515, for transmitter, Pattern 1504, and substitution of all Sperry type repeater motors by "M" type motors.
- (ii) Fitting of bottle transmitter to supply additional circuits. Normally, bottle transmitter, Pattern 4356S, will be fitted, giving "M" type output transmission, but in some instances, bottle transmitter, Pattern 4355S, can be fitted, giving Sperry type output transmission.

Where practicable, a proportion of the existing repeater load will be transferred to the bottle circuits to relieve the compass transmitter, repeater motors "M" type being substituted for Sperry type where necessary.

An additional repeater panel will generally be required.

(b) Admiralty gyro-compass, "M" type transmission.

- (i) Fitting of multiple transmitter, Pattern 4350. This transmitter is provided with six transmitters and may be fitted where electrical separation of circuits is considered essential. It is fitted in "Tribal" class destroyers (see A.F.O. 3831/41).
- (ii) Fitting of bottle transmitter, Pattern 4356M. This transmitter is being fitted in "M", "Q", "R" and later destroyers which have standard type panels, Patterns 901 and 902, with fuses in all repeater lines. Essential navigational repeaters are supplied direct from the compass transmitter, and the remainder from the bottle transmitter.

(c) Brown gyro-compass.

Fitting of Brown relay transmitter, Pattern 4350. This transmitter is provided with two output transmitters and has adjustable backlash between driving motor and transmitters to remove hunt. 20-volt L.P. supply is required to supply these transmitters, which give Sperry type transmission at 20 volts.

An additional repeater panel will be required.

(d) Sperry commercial gyro-compass.

(i) Fitting of improved anti-sparking condenser unit. This unit comprises three condensers, 80 m.f.d., Pattern 1164, with starpoint resistances, and allows some small increase of repeater load.

(ii) Fitting of double-decker Sperry transmitter in lieu of existing transmitter on compass and carrying additional wiring to it.

This transmitter has two sets of contact segments, one below the other, with a common feed to the brush carriages by a centre contact. Three additional leads are required from the transmitter to additional terminals in the binnacle and out to an additional repeater panel. A second set of condensers and resistances will be required.

(iii) Fitting of bottle transmitter, Pattern 4355, S.50 volt or Pattern 4356, S.50 volt. Transmitter, Pattern 4355, gives Sperry type output and Pattern 4356 "M" type output. The driving motor, Pattern 1719P, Sperry type, 50 volt, must be supplied through three 150 ohm resistances, one in each line.

20 volt L.P. supply is required to supply the transmitter.

An additional repeater panel will be required.

(A.F.O. 3831/41.)

1929.—Boiler Tubes, etc.

H.M.S. "Croome"

(N.S./P. 5843/42.—23.4.1942.)

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

Type and No. of boilers ...	Admiralty 3-drum water tube type, with Melesco super-heaters.	2 No.
Total No. of tubes fitted ...	Generator ...	4,312 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{4}$	128	9 4 $\frac{13}{16}$	144	All tubes are bent.
B	1 $\frac{3}{4}$	128	9 0 $\frac{1}{4}$	140	
C	1 $\frac{3}{8}$	116	8 9 $\frac{9}{16}$	224	
D	1 $\frac{3}{8}$	116	8 8 $\frac{3}{16}$	220	
E	1 $\frac{3}{8}$	116	8 6 $\frac{11}{16}$	224	
F	1	104	8 3 $\frac{7}{16}$	252	
G	1	104	8 2 $\frac{15}{16}$	248	
H	1	104	8 2 $\frac{1}{2}$	244	
J	1	104	8 2 $\frac{7}{16}$	240	
K	1	104	8 2 $\frac{5}{8}$	236	
L	1	104	8 2 $\frac{15}{16}$	232	
M	1	104	8 3 $\frac{9}{16}$	228	
N	1	104	8 4 $\frac{7}{16}$	224	
O	1	104	8 5 $\frac{3}{8}$	220	
P	1	104	8 6 $\frac{7}{8}$	216	
Q	1	104	8 8 $\frac{1}{16}$	212	
R	1	104	8 9 $\frac{3}{4}$	208	
S	1	104	8 11 $\frac{3}{4}$	204	
T	1	104	9 1 $\frac{1}{2}$	200	
U	1	104	9 4 $\frac{1}{8}$	196	

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

(This Order will not be reprinted.)

1930.—Boiler Tubes, etc.

H.M. Ships "Barfount" and "Lightning"

(N.S./P. 4858/42.—23.4.1942.)

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

"A"	"B"	
"Barfount"	"Barfoam"	A.F.O. 5543/41
"Lightning"	"Legion"	A.F.O. 3508/41

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

(This Order will not be reprinted.)

(A.F.Os. 3508/41 and 5543/41.)

1931.—W/T Equipment—Fitting D/F Outfit F.M.7. Marconi H/F Transceiver C.N.S.1, etc., A. and A.

"Flower" Class Corvettes

(S.D. 01772/41.—23.4.1942.)

Commanding Officers of ships concerned are to insert items in their next list of As. and As. quoting this Order as authority. "To fit D/F Outfit F.M.7", "To fit Marconi Transceiver C.N.S.1", and "To fit new Charging Board, etc., and additional 12-volt battery for Types T.W.12 and C.N.S.1".—Classification A.

2. When Marconi transceiver C.N.S.1 is fitted it will be necessary to fit concurrently a new Marconi charging board and an additional 12-volt battery.

3. The layout of the office, and position of battery cupboard are to be in accordance with A.F.O. Diagram 97/42 (A.S.E. Drawing No. 30444). Care is to be taken that the battery cupboard is made watertight when fitted outside the office. In ships with original sheer and low bridge a sponson is to be fitted to the bridge deck in way of the battery cupboard to provide a gangway fore and aft. In vessels with increased sheer and flare and high bridge, the searchlight platform is to be extended forward to provide the necessary support for the battery cupboard.

4. When ships are taken in hand for rearrangement of bridge deck and enlarging of W/T office, these items are to be taken in hand concurrently in accordance with paragraphs 2 and 3 of this Order. In all cases the battery cupboard should be fitted as close to the W/T sets as possible.

5. Work in ships with high bridges is to be undertaken in ships building, provided no delay in completion is involved. If stores are not available the work is to be progressed as far as possible and the layout arranged so as to facilitate subsequent fitting.

6. The D/F frame coil is to be mounted, except for vessels fitted with water-tube boilers, on a bracket at the fore end of the 2-pdr. gun crews shelter in accordance with A.F.O. Diagram 97/42 (A.S.E. Drawing No. 30354). Separate instructions will be promulgated for water tube boiler type.

1932.—Wa/T Types 405 and 406—Improved Alarm Equipment

(S.D. 328/42.—23.4.1942.)

With reference to A.F.O. 157/42, the stores required for fitting the improved alarm device will not be available before July, 1942. Fitting out instructions will be available about mid-May. This information is promulgated for the information of the authorities concerned at fitting-out and re-fitting ports.

(A.F.O. 157/42.)

1933.—Wa/T Type 406—Additional Allowances of Spares

(N.S. 16122/42.—23.4.1942.)

Ships fitted with Type 406 Wa/T will be supplied by Superintending Naval Store Officer, Haslemere, without demand, with the following quantities of additional spares:—

Pattern No.	Description	Quantity
PERMANENT STORES		
W.4509	Transformer, output	2
CONSUMABLE STORES		
W.4548	Condenser, special electrolytic, 25 mfd. $\pm 2\frac{1}{2}$ per cent., 25 V.D.C. working	2
W.4549	Condenser, electrolytic, 8 mfd., $\pm 2\frac{1}{2}$ per cent. 450 V.D.C. working	3
W.4550	Condenser, electrolytic, 4 mfd., $\pm 2\frac{1}{2}$ per cent. 450 V.D.C. working	3
W.4551	Condenser, electrolytic, 50 mfd., $\pm 2\frac{1}{2}$ per cent. 500 V.D.C. working	2
W.4552	Condenser, special, paper, 0.024 mfd., $\pm 2\frac{1}{2}$ per cent., 250 V test	1
W.4553	Condenser, special, paper, 0.0037 mfd., $\pm 2\frac{1}{2}$ per cent., 250 V. test	1
W.4554	Condenser, special, paper, 0.033 mfd., $\pm 2\frac{1}{2}$ per cent. 250 V. test	1
W.4555	Condenser, special, paper, 0.05 mfd., 250 V.D.C. working	1
W.4556	Condenser, special, paper, 0.0007 mfd., 500 V.D.C. working	1
W.4557	Condenser, special, paper, 0.005 mfd., 500 V.D.C. working	1
W.4558	Condenser, special, paper, 0.01 mfd., 500 V.D.C. working	2
W.4559	Condenser, special, paper, 0.1 mfd., 500 V.D.C. working	2
W.4561	Condenser, special, paper, 0.002 mfd., 500 V.D.C. working	1
W.4562	Condenser, special, paper, 0.0025 mfd., 250 V.D.C. test	1
W.4563	Condenser, special, paper, 1.0 mfd., 750 V.D.C. working	1
W.4564	Condenser, special, paper, 4 mfd., 750 V.D.C. working	2
W.4565	Condenser, special, paper, 4 mfd., 1500 V.D.C. working	1
W.4566	Condenser, special, paper, 4 mfd., 2000 V.D.C. test	1
W.4567	Condenser, special, paper, 0.01 mfd., 375 V.D.C. working	1
8462A	Condenser, paper with feet, 2 mfd., 500 V.D.C. test	1
646	Fuse, cartridge type "B", 0.25 amps.	6
7148	Fuse, cartridge type "B", 0.5 amps.	6
Resistance rods, metallised type, 1-in. :—		
W.4531	120 ohms	1
4024	500 ohms	1
W.4572	3000 ohms	1
W.4573	6000 ohms	1
6970	20000 ohms	1
W.4532	25000 ohms	1
W.4533	40000 ohms	1
W.4574	41000 ohms	1
6971	50000 ohms	2
W.4534	80000 ohms	1
6972	100000 ohms	1
W.4535	170000 ohms	1
W.4536	500000 ohms.	1
6974	1 megohm	1
4317	2 megohms	1
Resistance rods, metallised type, 1½-in. :—		
4906	100 ohms	1
W.4537	600 ohms	1
W. 591	700 ohms	1
8856	1000 ohms	3
8857	5000 ohms	1
7098	10000 ohms	1
7097	20000 ohms	1

Pattern No.	Description	Quantity
<i>Resistance rods, metallised type, 1½-in.—contd.</i>		
8809 ...	50000 ohms	1
W. 707 ...	75000 ohms	1
1234 ...	250000 ohms	1
8414 ...	500000 ohms	1
<i>Resistance rods, metallised type, 2.5/16-in. :—</i>		
W.4538 ...	2500 ohms	1
W.4539 ...	25000 ohms	1
<i>Resistance rods, metallised type, 2.13/16-in. :—</i>		
W. 183 ...	100 ohms	2
4364 ...	20000 ohms	1
W.4540 ...	50000 ohms	1
W.4541 ...	200000 ohms	1
<i>Resistances, cartridge type :—</i>		
W.4543 ...	2.5/16-in., 25 ohms, 10 watts	1
W.4542 ...	2.5/16-in., 300 ohms, 10 watts	1
W.4544 ...	3-in., 1490 ohms, 20 watts	1
8560 ...	5-in., 2000 ohms, 25 watts	1
W.4546 ...	5½-in., 24000 ohms, tapped at 11000 ohms, 55 watts	2
W.4547 ...	5½-in., 24000 ohms, tapped at 17000 ohms, 55 watts	2
W.4545 ...	9¾-in. 50000 ohms; 120 watts	3
2926 ...	9¾-in. 100000 ohms, 120 watts	1

2. The majority of the "W" pattern articles are of new design and are not likely to be available for some months.

3. Establishment List No. W.7 will be amended.

1934.—Variable Pitch Airscrews, Hamilton Standard—Allocation of A.M. Type Numbers—Amendments

(A.M.R. 268/42.—23.4.1942.)

A.F.O. 794/42 is to be amended as follows :—

Paragraph 1, table—

Against Master III amend pitch settings to read 37° 37'—17°.

Add new column headed "Stores Reference" and insert stores reference against each A.M. type number as indicated below :—

Type No.	Stores Ref.
A4/101	125A/410
A3/101	125A/428
A5/118	125A/375
A4/105	125A/385

Paragraph 3.—After "A.M. type number" insert "and Stores Reference number".

(A.F.O. 794/42.)

1935.—Naval Aircraft—Caudel Hobson Boost Controls—Renewal of Diaphragm Pins

(A.M.R. 2032/42.—23.4.1942.)

Defect reports have been received showing that the pins securing the boost control piston valve to the aneroid are subject to wear.

2. Leaflets giving details of stripping the carburettor for the purpose of pin renewal and sizes of pin to be refitted are in course of preparation.

3. Pending the issue of these leaflets, R.N. aircraft repair yards, air stations and aircraft carriers may fit new pins in accordance with A.F.O. Diagram No. 95/42, taking care that the carburettor adjustments are disturbed as little as possible.

1936.—Naval Aircraft Oxygen Masks, Type E*—Introduction

(A.M. 3995/42.—23.4.1942.)

The undermentioned item is hereby introduced :—

Stores Ref.	Nomenclature.	Detail.	Qty.	Class of Store.
6D/624	Mask, oxygen, type E*, complete.			A.
	Consisting of :—			
6D/625	Mask, type E*		1	A.
	Consisting of :—			
6D/626	Face piece		1	A.
6D/616	Inspiratory valve		1	A.
6D/627	Expiratory valve		1	A.
6D/628	Strap assembly		1	A.
6D/629	Hook		1	A.
—	Tubing, flexible, Mark IV	See Stores Ref. 6D/528	1	B.
—	Plug, union, bayonet, Mark IV.	See Stores Ref. 6D/526	1	A.

2. The oxygen mask, type E*, is an improved model of the oxygen mask, type E (Stores Ref. 6D/473), the main alterations being as follows :—

(i) The addition of an inspiratory valve in order to reduce the resistance to breathing, especially at low altitudes.

(ii) A new type of strap assembly to improve the comfort of the mask and to give better support, especially under high "G" conditions.

3. In view of the extent to which the type E mask is improved by the fitting of the inspiratory valve and new strap assembly, it has been decided that initial supplies of these items will be issued for the retrospective modification of type E masks already in the service. Supplies of new type E* masks will, therefore, not be available for a few months.

4. *Inspiratory valve, description and instructions for fitting* (see A.F.O. Diagram 96/42 (1) A.)—(a) The reed valve fitted to the mask, type E, was designed to function both as an expiratory and also as an inspiratory valve. It has been found, however, that the resistance of the valve to inspiration is excessive, especially at low altitudes.

(b) The new inspiratory valve, which has a negligible resistance to breathing consists of a spring-loaded mica disc housed in an ebonite or moulded body made in two parts. In a small number of valves the body components will be screwed together but in the majority of valves they will be held together by means of a circular brass clip. The latter serves to distinguish the two types.

(c) To enable the inspiratory valve to be fitted a $\frac{9}{16}$ -in. diameter hole should be made in the rubber facepiece of the mask in the position shown in the diagram. This may be done by means of a No. 9 cork borer or with any piece of tube approximately $\frac{9}{16}$ -in. inside diameter sharpened at the end. It is important that this hole is circular and is in the position indicated in A.F.O. Diagram 96/42 (1) A. so as not to interfere with the subsequent fitting of the new strap assembly.

(d) The valve should be inserted in the mask from the outside so that the gauze faces outwards as shown in the diagram and the rubber of the facepiece sprung over the outside edge of the valve. Care should be taken not to press in the gauze.

(e) After fitting to the mask the inspiratory valve should be checked by sucking and blowing through it from the outside, when negligible leakage should be felt in one direction and negligible resistance in the other.

5. *Strap assembly, instructions for fitting* (see A.F.O. Diagram 96/42 (2) B.)—(a) The following items are required :—

6D/628	Strap assembly, 1 per mask.
6D/629	Hook, 1 per mask.
22C/77	Fasteners, snap, spigot portion, 6 per mask for flying helmet, type B.

(b) Remove existing straps and lower pair of rivets passing through the mask, if present.

(c) Fill the rivet holes with Bostick cement (Stores Ref. 6D/609) or similar compound.

(d) Remove the binding holding the valve unit in place, taking care not to damage the reed valve.

(e) Fit the new strap assembly as shown in the diagram, taking care that the wire ring grips the mask all round before tightening the screw.

(f) Replace the valve unit in the mask, taking care to push it in as far as it will go and ensuring that the valve faces downwards when the mask is in position on the face.

(g) Re-bind the valve unit to the mask.

6. *Instructions for fitting oxygen masks, type E*, to flying helmet, type B (see A.F.O. Diagram No. 96/42 (3) C) :—*

(a) *Right hand side.*

(i) Fit one snap fastener, spigot half (Stores Ref. 22C/77) to the outside of the helmet, on the same level as the existing fastener and 1 in. from the edge of the helmet.

(ii) Add a second snap fastener $\frac{3}{4}$ in. vertically below the centre of the first.

(iii) Add a third snap fastener $\frac{3}{4}$ in. below the centre of the second one and $1\frac{1}{2}$ in. from the edge of the helmet.

(iv) Determine which pair of fasteners provides the more satisfactory position for the hook and fix the latter in position with the nuts and bolts provided.

(b) *Left hand side.*

(i) Add one snap fastener spigot half at the same level as the existing fastener, button half and $1\frac{1}{2}$ in. from the edge of the helmet.

(ii) Add two more snap fasteners vertically below the first with centres $\frac{3}{4}$ in. apart.

7. *Oxygen regulators, Mark VIIIA*—Calibration when used with economisers Mark II.*—Oxygen regulators, Mark VIIIA* must be re-calibrated when used with economisers, Mark. II. Full instructions for this are given in Leaflet A.P.1275/M.36-W.

8. Arrangements have been made for the items stated below to be available at R.N. Store Depôts at home and storing yards abroad for the conversion of oxygen masks, type E, to the improved model.

6D/616	Inspiratory valve	...	...	...	1 off.
6D/629	Hook	...	...	...	1 off.
6D/628	Strap, assembly	...	...	...	1 off.
22C/77	Fasteners, snap, spigot portion	...	...	...	6 per mask for helmet, type "B".

The following items will also be available for the recalibration of oxygen regulators Mark VIIIA when used with economisers, Mark II on Fulmar aircraft.

6D/543	Mask, plate, calibrated.
6D/572	Rings, sealing.

Demands should be raised as necessary quoting this Order as authority for supply. Allowances of spare masks (Ref. 6D/543) and rings (6D/572) will be promulgated in due course.

Accurate Adjustment of D.G. Gear

See A.F.O. 1861—page 5.

1937.—Alterations and Additions—Co-ordination and Procedure

"Hunt" Class Destroyers

(D. 02733/42.—23.4.1942.)

The authorities responsible for the co-ordination of alterations and additions to H.M. destroyers of the "Hunt" class in accordance with the nomenclature published in C.A.F.O. 468/42 are :—

Commander-in-Chief, The Nore—Type I.
Rear-Admiral (D), Home Fleet—Types II, III and IV.

2. All correspondence concerning alterations and additions to these ships is to be addressed accordingly.

3. Lists of As. and As. are not required from individual ships and Forms S.1182 are not to be forwarded.

4. Class lists for the different types are forwarded to the Admiralty by the two co-ordinating authorities concerned, and decisions on these lists are promulgated periodically by C.A.F.O. The commanding officers of each individual ship should know which items have not been completed and are applicable to his ship. In cases where an item is known to be applicable to certain ships only, a remark to that effect is added to the published decisions.

5. This procedure applies to all "Hunt" class destroyers whether at home or abroad. Any proposed items or comments on approved items from ships on foreign stations should be put forward by their administrative authorities through Commander-in-Chief, The Nore, or Rear-Admiral (D), Home Fleet, according to the type concerned, who allot numbers to new items, adding any remarks such as "applicable to Mediterranean ships only" and submit them to the Admiralty when forwarding their class lists, thereby ensuring uniformity of numbering and decisions.

6. Each ship when working-up is supplied by Rear-Admiral, (D), Home Fleet, with an up-to-date copy of the list.

(R.A. (D), Home Fleet, 30.1.42, No. 114/H.D.386a.)

(C.A.F.O. 463/42.)

(A.F.Os. 4698/40, 4064/41 and 4420/41 are cancelled.)

1938.—Alterations and Additions—Fleet Minesweepers

"Bangor" and "Algerine" Classes in Home Waters

(D. 07113/42.—23.4.1942.)

For the duration of the war, Forms S.1182 are not required to be rendered for approved items for vessels of the "Bangor" class.

2. Instead, a list of outstanding items is to be forwarded periodically as laid down in C.A.F.O. 186/41, paragraph 7.

3. These lists, and Forms S.1182 for proposed items, are to be forwarded to the Admiralty through the Squadron Engineer Officer for Fleet Minesweepers, in accordance with C.A.F.O. 136/42, paragraph 3.

4. The Squadron Engineer Officer will allocate numbers for all items in continuation of those already issued, forwarding such items to the Director of Naval Equipment, Admiralty, for approval and publication by C.A.F.O. in continuation of class list.

5. It is intended to compile a class list of approved alterations and additions for the "Algerine" class of Fleet minesweepers in due course, and this list will be dealt with in a similar manner to that for the "Bangor" class.

(C.A.F.Os. 186/41 and 136/42.)

1939.—Cancelled

1940.—Deck Leakage

105 ft. M.M.Ss.

(D. 07248/42.—23.4.1942.)

Where leakage in the superstructure decks of 105 ft. M.M.Ss. is persistent, the decks are to be coated with a heavy coating of white lead, which is to be overlaid with No. "O" canvas, also heavily coated with white lead. Over this canvas again is to be laid another layer of No. "O" canvas painted grey; the surface of this upper canvas is to be protected where there is heavy traffic by light wooden battens, four inches apart.

2. Leaks in the upper decks are to be cured by caulking. Care is to be taken that the caulking is even and that the seams are well filled with oakum. The seams are to be properly hardened down and then payed with marine glue.

1941.—Nitro (Saltpetre)—Stowage Precautions

(M. 993/42.—23.4.1942.)

A fire recently occurred in one of H.M. Ships through bags of Nitro having been left on a wood deck and exposed to the weather for some time. Under the action of rain the wood deck in the vicinity became impregnated with nitro and, in consequence, extremely inflammable.

2. Precautions are in future to be taken for nitro to be invariably stored in a covered, dry position away from fire.

1942.—Shackles Special for Towing

"L," "M," "N," "O," "P," *Third and Later Emergency Classes of Destroyers and Canadian Tribals*

(P. 3965/42.—23.4.1942.)

To facilitate towing arrangements "aft" in destroyers (e.g. for towing by cable alone, or towing stern first using towing ship's cable), a new type shackle has been designed as shown in A.F.O. Diagram 99/42. This special shackle will be suitable either for use with F.S.W.R. or chain cable, 1½-in. to 1⅞-in. diameter (inclusive), and will also engage the plain link of the cable adaptor piece to the towing slip.

2. Arrangements are being made to purchase first for new construction vessels, and then completed vessels in the above classes.

3. The present type shackle on completed vessels should be retained until replaced and then surrendered.

1943.—D.G. Equipment—Adjustment of "M" Coil and Supply of "M" Coil Calculators

(S.D.G. 101/42.—23.4.1942.)

The following revised instructions are issued for guidance in the use and adjustment of "M" coils and are to supersede those given in A.F.O. 5019/41. The D.G. Manual, O.U. 6384, Part III, will be amended in due course.

2. *Settings prior to ranging.*—In all cases when ships are fitted for the first time with D.G. coils, or where major alterations are made in the design or position of coils, the Commanding Officer of the ship if in commission, or if not in commission, the Naval Authority responsible for the ship, should apply to the A.S.D.G., Helensburgh, at least two weeks before the completion of the work, for preliminary settings to be used prior to the ranging of the ship over a D.G. range.

3. In default of the receipt of preliminary settings from the A.S.D.G. the ampere turns to be used in the "M" coil only, should be :—

$$A.T. = 1.5 mb V$$

where m = the factor given in paragraph 9.

b = the beam of the ship in feet.

V = the strength of the earth's vertical field in the locality ($V = 0.44$ in home waters).

Note.—Other D.G. coils should be kept OFF.

Alteration of "M" coil for change of latitude.

4. "M" coils without adjustment.—If no means are provided for adjusting the strength of the "M" coil, the following rules should be observed :—

(i) Use full current when North of the line $V = 0.15$. The current is to circulate round the "M" coil in an anticlockwise direction when viewed from above, i.e. to give a "Red" pole UP.

(ii) Switch OFF the current in the "M" coil when between $V = 0.15$ and $V = -0.45$.

(iii) Reverse the current in the "M" coil in higher Southern latitudes.

5. "M" coils with adjustment.—The adjustment of the "M" coil for change of latitude is based on the assumption that the vertical magnetism of the ship consists of two types, namely :—

(i) Permanent vertical magnetism.

(ii) Induced vertical magnetism.

Further, it is assumed that the ampere turns required to compensate for the induced vertical magnetism are proportional to the beam of the ship and also to the strength of the earth's vertical magnetism in the locality of the ship.

6. When changing latitude, or after arrival in a new latitude, the following procedure should be used for adjustment of the strength of "M" coil :—

(i) When changing latitude, alter the "M" coil in accordance with the formula $X = X_0 - mb(V_0 - V)$ ampere turns, where X = new ampere turns required.

X_0 = ampere turns previously recommended by range.

b = beam in feet.

m = a constant given in the table in paragraph 9.

V_0 = Earth's vertical force at the range.

V = Earth's vertical force at your present locality. (See example.)

(ii) After changing latitude, range at once if possible and continue to range each month until it is confirmed that the "M" coil ampere turns have reached a steady value.

(iii) When the "M" coil has reached a steady value and the ship is not changing her latitude, she need not range more than once each three months unless an alteration to her magnetic condition is known or suspected.

Note.—A Change in magnetic state may be produced by shock suffered by bombing, near miss, collision, etc. Any ships so affected should range as soon as possible afterwards.

7. *Supply of "M" coil calculators.*—To facilitate the calculation of the correct setting of "M" coil when changing latitude, an "M" coil calculator (which solves the formula $X = X_0 - mb(V_0 - V)$ in one setting), has been introduced for supply as follows :—

"M" Coil Calculator, Mark I, Pattern 13310.—To capital ships, aircraft carriers, A.M.Cs. and large depôt and repair ships, etc., whose mb value exceeds 1800.

"M" Coil Calculator, Mark II, Pattern 13311.—To cruisers, fast minelayers, leaders, destroyers, corvettes, sloops and fleet M/S, etc., whose mb value does not exceed 1800. Mark II calculators will also be supplied to M/S trawler bases for advising small vessels administered by them but will not be issued direct to small M/S and trawlers, etc.

Note.— mb value = mx beam in feet.

For instructions how to use the calculator see the back of the instrument and apply these as modified in the "Warning" below.

Warning.—The use of Scale "C" and Scale "D" is now prohibited and paragraphs 6, 7, 8, 9 and 10 of the "Directions for Use" are cancelled. The calculators are to be modified as follows :—

(i) Cut off the bottom of the instrument below paragraph 5 of the directions for use on the back.

(ii) Erase Scale "D" and the words "Setting Table" on the front.

(iii) Erase Scales "C" and the words "This scale to be used each month only" on each side of the disc.

(iv) Amend paragraph 5 of the directions for use to read :—

"Until next ranging you can find the right setting for your "M" coil for different parts of the world as follows :—

(a) Set the disc so that the ampere turns recommended on ranging (Scale "B") are against the Earth's Vertical Force at the range (Scale "A").

(b) The ampere turns to use in any locality will be shown on Scale "B" against the Earth's Vertical Force in that locality.

Note.—The Earth's Vertical Force is shown on the chart on the back of the calculator."

Note 1.—Instruments still under manufacture will be modified by the makers.

Note 2.—Instruments in store are being returned to manufacturers for modification.

Example :

A battleship of 100 ft. beam with external strip is ranged at Gibraltar ($V = +0.32$) and is recommended to use 800 AT. What settings should she use—

- (i) in Home Waters ($V = +0.44$) and
(ii) at Capetown ($V = -0.30$) ?

From the table in paragraph 9 " m " = 17, hence the " mb " value for the ship is 1700. Set the index on the back of the calculator to 1700, and then, using the red side of the disc, set the disc so that +800 on Scale " B " is opposite +0.32 on Scale " A ". Keeping the disc still, the answer to (i) is read off opposite +0.44 on Scale " A ", i.e. 1000 AT. and to (ii) opposite -0.30 on Scale " A ", i.e. -250 AT.

8. (i) Except where the low voltage motor generator system is fitted, it will seldom be possible to obtain the exact strength required in the " M " coil. The nearest setting available should be used.

(ii) Ships whose D.G. coils are energised by low voltage generators need not adjust the setting of coil in steps of less than 50 ampere turns.

9. Table of " m " values :—

	Deck Coil Temporary	External Coil or Strip	Internal Coil
Monitors*	11	9	11
Capital ships... ..	16	17	18
Cruisers, leaders, destroyers (except "Town" Class), sloops, minelayers ("Adventure" and "Latona" classes), minesweepers ("Aberdare", "Halcyon" and "Algerine" Classes)	24	21	21
Destroyers, "Town" Class	29	—	23
Minesweepers ("Bangor" and "Bathurst" Classes).	26	—	27
Paddle minesweepers (deck coil inboard for whole run).	27	—	18
Paddle minesweepers (deck coil inboard fore and aft outside round sponsons).	18	—	18
Boom defence vessels ("Bar" and "Net" Classes), surveying vessels.	25	—	23
Corvettes ("Twin Screw", "Flower", "Kittiwake" and "Guillemot" classes).	23	—	25
Coastal minelayers ("Redstart", "Ringdove", "Linnet" and "Plover") tugs and ex-U.S.A. cutters.	20	—	26
†Trawlers (other than Admiralty designed new construction classes).	30	—	35
Trawlers (Admiralty designed new construction classes).	—	—	28
Aircraft carriers,* "Unicorn"*	29 (flight deck)	23	21 (lower hangar deck)
A.M.Cs.*, O.B.Vs.* depôt and repair ships* ...	30	25	25 (waterline) 33 (close up under upper deck).

* Will probably require individual recommendations.

† Trawlers "Q" coils.

In future, trawlers will be fitted with M coil only with the exception of "LL" trawlers being fitted out to operate abroad, in which case they will be equipped with "M" coil and also FI and QI coils for course correction. However, in

trawlers which are still fitted with M and Q coils but no F coil, the value of the Q coil should be adjusted in the same proportion as the M coil.

Note.—(a) The beam is the total beam, including bulges in the case of capital ships. In the case of paddle minesweepers the beam does not include the paddle boxes.

(b) Ships not appearing in this list should apply to Admiralty for a value of " m "

(c) Certain ships may be recommended after ranging to use particular values of " m " if they show peculiarly high or low fields.

10. Provision has been made under subhead F.10 for the following calculators for stock :

	Stroud	Rosyth	Gibraltar	Colombo	Alex- andria	Simons- town
Pattern 13310 ...	200	200	10	5	20	10
Pattern 13311 ...	500	500	30	20	60	20

Demands for the Calculators should be forwarded to the nearest depôt.

11. When no Calculator is available, proceed as in paragraph 6, using the formula in paragraph 6 (i).

Explanation of Formulae

12. Ampere turns to compensate induced vertical magnetism.—It has been found that the field induced in a ship by the vertical magnetism of the Earth is proportional to the beam measured in feet and to the vertical force. This is another way of stating the following equation :—

Ampere turns in M to compensate
Induced vertical magnetism = beam x (a constant) $x V$.

Now, if all ships were similar and all " M " coils in identically the same position, this constant, which is called " m " would be the same for all ships.

In fact, ships vary as regards their shape and coils vary as regards their position. For this reason " m " varies according to the type of vessel and the position of the coil, as will be seen by referring to the table of " m " values in paragraph 9.

Stated as a formula this is

Ampere turns in " M " coil to compensate for I.V.M. in vertical force.
 $V_0 = m x b x V_0$.

Suppose now that a ship changes her position so that V_0 changes to V_1 , then the alteration in the ampere turns in her " M " coil to compensate for the change is $m x b x (V_0 - V_1)$.

If the total ampere turns in her " M " coil at V_0 is given by the range to be M_0 , the ampere turns which she should use on arrival at V_1 is :—

$M_0 - m x b (V_0 - V_1)$,

which is another way of stating the standard formula—

$X = X_0 - mb (V_0 - V_1)$.

It will be seen that only the ampere turns for the induced part of the field have been varied on changing latitude when using this formula.

13. Certain small craft have been fitted with rudder post winding, and/or S.A. frame magnets to compensate for local peaks in the ships' signatures.

14. R.P.Ws. and S.A.F.Ms. are fed from the same supply as the " M " coil and should be energised under the following conditions :—

R.P.W.—R.P.Ws. are to be switched ON whenever the " M " coil is energised, unless the ship has changed her locality to such an extent as to experience a change of Earth's V of .2 gauss or more from the V of the locality where the R.P.W. was adjusted, when it is to be switched OFF, until it can be readjusted by a qualified D.G. officer.

S.A.F.M.—As for the R.P.W. except that it is to be switched OFF when the S.A. frame is UP.

15. R.P.Ws. and S.A.F.Ms. are only to be adjusted during magnetic survey by a qualified D.G. officer.

(A.F.O. 5019/41 is cancelled.)

1944.—Cancelled.

1945.—Permanent D.G. Installations Supplied from Low Voltage Motor Generators—Emergency Supply to the “M” Coil—Cable Clamp Connectors and Motor Generator Connectors.

H.M. ships fitted with Permanent Low Voltage D.G. Installations.

(N.S. 14881/42.—23.4.1942.)

The following arrangements are being made for the provision of the emergency cable clamp connectors and the connectors “normally ‘L’ shaped”, referred to in A.F.O. 2733/41.

2. *Emergency Cable Clamp Connectors (A.F.O. diagram 260/41).*—These have been made Admiralty Pattern articles under the following descriptions and will be added to the Authorised List of Naval Stores under Subhead B, Item 9, Part B:—

Emergency Cable Clamp Connector, Pattern 5631, for “M” coils consisting of one cable.

Emergency Cable Clamp Connector, Pattern 5632, for “M” coils consisting of two cables in parallel.

Emergency Cable Clamp Connector, Pattern 5633, for “M” coils consisting of three cables in parallel.

Emergency Cable Clamp Connector, Pattern 5634, for “M” coils consisting of four cables in parallel.

Connecting links for, Pattern 5635.

(a) Ships’ officers in ships fitted with permanent low voltage D.G. installations are to demand 4 in No. of these cable clamp connectors (each cable clamp connector comprising, front and back clamp plates, nuts, washers, etc.) of the pattern number to suit the number of cables in parallel in the “M” coil, also two connecting links, Pattern 5635 from their storing yards quoting this A.F.O. as authority.

(b) In this connection it should be noted that careful differentiation between cables in parallel and turns in series must be made, e.g. in certain vessels the “M” coil consists of two cables in parallel rove twice around the ship to make two series turns. Thus, to avoid confusion it is desirable to mark beforehand the parallel cables which are intended to be cut in emergency in accordance with A.F.O. 2733/41.

(c) On receipt of the connectors they are to be bored out to suit the conductor diameter or diameters of the cables to be cut in the “M” coil, and all contact surfaces carefully tinned. The clamps as supplied are provided with pilot holes and an $\frac{1}{8}$ -in. thick brass packing plate which will maintain the two halves of the clamp at the correct distance apart whilst the boring operation is being carried out. After boring this packing plate is to be removed.

(d) The two copper connecting links, Pattern No. 5635, are each provided with four cable clamp connectors so that the clamps may be bridged after the normal supply to the “M” coil has been restored.

(e) In ships at present being fitted with permanent low voltage D.G. installations, the supply of the materials for which is an Admiralty liability, the cable clamp connectors and connecting links should be demanded by the Dockyard officers or the Overseer from the (Superintending) Naval Store Officer of the yard concerned.

(g) In ships where the supply of the material for permanent low voltage D.G. is a shipbuilder’s liability, the shipbuilder is to make the necessary arrangements for the provision of the cable clamp connectors and connecting links.

3. *Emergency connectors for motor generators.*—(a) These connectors are being made by the manufacturers of the D.G. motor generators to suit their own make of generators and in view of the varying designs it has not been practicable to make them pattern articles. In lieu, the manufacturer’s name and the M.G.D.G. No. of the motor generator for which the connectors are suitable has been marked thereon.

(b) A set of these connectors will be supplied for each motor generator fitted or to be fitted and will be delivered direct to the ship or fitting out yard without demand.

(c) A drawing will be provided with each set of connectors to show the method of fitting and indicating any modifications which are necessary to the terminal

arrangements for their accommodation. If these modifications are beyond the capabilities of the ships’ staffs, dockyard assistance is to be sought as necessary.

4. When the emergency arrangements as laid down in A.F.O. 2733/41 have been completed in any of the ships concerned it will no longer be necessary for the ship to continue carrying the 5 per cent. spare single coil D.G. cable which was provided after the fitting of the Permanent D.G. Installation, *vide* C.A.F.Os. 1585/40 and 2165/40, as repairs to the coil may be effected by means of standard emergency cables and the cable clamp connectors. Ships’ officers in ships already fitted with the emergency arrangements, outlined in A.F.O. 2733/41 should, on receipt of the cable clamp connectors, return this spare D.G. cable to store. The Lists of Particulars (Form D. 128D etc.) will be amended.

5. In ships fitting out with low voltage D.G. equipments the practice of placing 5 per cent spare D.G. cable aboard is to cease. This does not apply, however, to the multicore cable used in D.G. installations supplied direct from ship’s mains.

6. *Dockyards only.*—An order dated 27.2.42, C.P. 7A/91709/41, has been placed with Messrs. G. Ellison, Ltd., for cable clamps and connecting links for delivery as follows:—

	Pattern.	Rosyth.	Chat- ham.	Ports- mouth.	Devon- port.	Sheer- ness.
5631	Clamps	84	228	36	24	12
5632	Clamps	264	884	204	60	24
5633	Clamps	24	156	24	12	12
5634	Clamps	4	24	4	4	—
5635	Connecting links	188	646	134	50	24

The following quantities should be shipped from Chatham to yards abroad:—

	Pattern 5631.	Pattern 5632.	Pattern 5633.	Pattern 5634.	Pattern 5635.
Gibraltar	8	24	—	—	16
Alexandria	12	60	16	—	44
Bombay	16	16	—	—	16
Colombo	4	60	12	—	38
Simonstown	12	60	12	—	42
Durban	4	24	8	—	18
*U.S.A. (B.A.R.M. for pool)	12	12	12	8	22

* See C.A.F.O. 2016/41 for instructions regarding shipments.

(C.A.F.O. 2016/41 and A.F.O. 2733/41.)

(C.A.F.Os. 1585/40 and 2165/40 are cancelled.)

1946.—Artificial Exhaust Ventilation of “LL” Generator Compartments—A. and A. “LL” Trawlers

(D.N.C./N.L. 22173/41.—23.4.1942.)

As a result of a recent accident it has been found necessary to increase the ventilation of generator compartments in all “LL” trawlers by fitting an artificial exhaust system in addition to the present artificial supply.

2. In trawlers where the “LL” generators are installed in a house built on the upper deck, a 5-in., 110-volt exhaust fan should be fitted with leads carried down to the floor of the compartment, the exhaust being led through the roof and terminated in a French type W.E.M.T. vent.

3. In trawlers where the “LL” generators are fitted in the forecabin, a Drawing D.N.C.24A/A.188 (*see* A.F.O. Diagram No. 98/42) has been prepared showing this additional exhaust vent system. This includes fitting a 7½-in., 110-volt exhaust fan with leads to the generator compartment, the compartment under, and the S.A. gear compartment if of the internal type, the exhaust from the fan being carried above the forecabin deck and terminated in a French type W.E.M.T. vent.

4. The electrical supply for the 5-in. or 7½-in. fan is to be taken from the ship’s supply at 110 volts through a suitable switch and fuses, and a pilot indicating lamp is to be connected across the terminals of the fan motor.

5. The switch and pilot lamp should be positioned in the generator compartment and tallied as follows :—

" CAUTION "

THIS FAN MUST BE SWITCHED ON BEFORE RUNNING
"LL" GENERATORS "

6. C.Os. of ships concerned are to insert an item classification "A" in the next list of As. and As. for this work to be carried out at the next refit. Supply of fan will be arranged by Admiralty.

1947.—Naval Aircraft—Oxygen Economisers Marks I and II—Breakage of Pressure Plates—Replacement of Outlet Connections

(A.M./N.S. Air 282/42.—23.4.1942.)

Instances have been reported of the breaking of the moulded pressure plates of oxygen economisers, Marks I and II (Stores Ref. 6D/478 and 6D/479 respectively). It is unlikely that this could have occurred during normal use in flight, since tests have shown that the only way in which the plates can be deliberately broken is by the blocking of the outlet from the economiser at a time when a high rate of flow is being delivered by the regulator, the pressure of the bag thus causing the plate, which is anchored at one end and touches the lid at the other end, to break across the middle.

2. To obviate this, all economisers supplied from 1st January, 1942, will be fitted with a stop for the centre of the pressure plate. This stop will be fixed to the underside of the cover, and economisers so fitted can, therefore, be identified by the two screw or rivet heads in the centre of the top of the cover.

3. Economisers in service without pressure plate stops will not be fitted with stops until the economisers are returned for repair. It is essential, therefore, that all possible precautions should be taken to avoid the flow from the economiser being stopped, either deliberately during testing or accidentally by kinking the flexible tubing, Mark V, connected to the economiser. It is to be noted, however, that this tubing can be so kinked only by severe external pressure.

4. Oxygen economisers, Mark II (Stores Ref. 6D/479), are now being supplied with 45° steel outlet connections (Stores Ref. 6D/610) in order to facilitate installation. Such instruments are fitted with strengthened valve housings so that, if necessary, the outlet connection may be removed and replaced in the position found to be most convenient on installation.

5. Most of the oxygen economisers, Mark II, fitted with straight outlet connections incorporate unstrengthened valve housings. Straight outlet connections, therefore, are not to be removed and replaced, owing to the possibility of the functioning of the economiser being affected.

6. It is essential that the removal and replacement of 45° outlet connections be carried out with the utmost care, in order to prevent damage to the mica valve or the entry of foreign matter into the instrument.

7. Considerable difficulty has been experienced in obtaining a really satisfactory anti-corrosion finish on steel outlet connections. It has been reported that some cadmium plated connections have been found to rust quickly and this may also apply to the tinned connections.

8. As particles of rust from the interior of the connection may become detached and interfere with the operation of the economiser by holding the valve off its seat, the new outlet connections (Stores Ref. 6D/610) are to be fitted in replacement of any in which appreciable signs of external rusting are found.

9. The finish of steel outlet connections in course of manufacture has been changed to sheradising, which should prove satisfactory. The material will, however, be changed to brass as soon as possible.

10. Demands for the replacement of economisers fitted with pressure plate stops and for replacement 45° outlet connections (Stores Ref. 6D/610) should be forwarded to the appropriate R.N. store depôts at home and storing yards abroad, quoting this order as authority for supply.

1. This order is to be brought to the notice of all concerned.

1948.—Albacore Aircraft—Increase in Allowance of Coolers, Oil

(N.S. Air 380/42.—23.4.1942.)

The allowances of Reference 27B/1917, coolers, oil, for Albacore aircraft have been revised as follows :—

O.U. 6328(E) Albacore A.S.E.

1	2	3	4	10	11	12	13	14	20	21
1917	Section 27B Cooler, oil ...	No.	1	3	6	9	15		19	

Arrangements have been made for the following quantities to be shipped to yards abroad on receipt of supplies to meet the increased requirements :—

Alexandria 8
Simonstown 6
Trincomalee 8

2. Ships concerned, except H.M.S. "Indomitable" (arrangements already made), should forward demands to their nearest Store Dépôt or Dockyard to complete to the above scales, quoting this Order as the authority for supply.

3. Aircraft Stores Establishments, O.U. 6328(E), will be amended; meanwhile all establishments should be corrected in manuscript.

1949.—Logs, "Trident", Non-Electric, Pattern 330—Allowance

(N.S. 12299/42.—23.4.1942.)

A "Trident" non-electric log, Pattern 330, with governor, Pattern 394, is to be allowed as spare for each destroyer flotilla operating or liable to operate in northern waters, and should be carried in the flotilla leader or destroyer depôt ship as directed by the Administrative Authority.

2. Demands are to be forwarded to storing yards or bases as necessary.

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

(Rear-Admiral (D), Home Fleet, 18.1.42, No. 74/H.D. 476.)

1950.—Clocks, Chronometers and Cases of Certain Patterns—Change of Subhead

(N.S. 23109/41.—23.4.1942.)

As clocks, repeater, with buzzer, Pattern 4630, chronometers, for control panel, Pattern 4628, and cases for chronometer, Pattern 4610, are used solely for W/T purposes (i.e., Types 72, 72D/DM and 72S W/T sets), they are to be transferred from subhead F3A to subhead FI (a), Part I, as from the date of this Order.

2. The Authorised List and relevant Establishment Lists will be amended.

1951.—Night Lifebuoys, Pattern 1500—Omission of

New Construction and Existing Ships concerned.

(N.S. 15118/42.—23.4.1942.)

In view of the provisions of A.F.O. 2182/39 whereby all seagoing ships are required to carry one lifebuoy, Pattern 307, with calcium light and one similar buoy with flag attachment, on each side of the ship, it has been decided to dispense with night lifebuoys, Pattern 1500, in New Construction ships. Any existing stocks of the latter lifebuoys are to be used for replacements in existing ships until stocks are exhausted.

2. The following patterns are therefore being made "O" in the Authorised List of Naval Stores and deleted from Contract Schedules:—

Subhead B.8, Part I (Schedule 50).

Pattern 1500, Buoys, night life.
Pattern 3091, Cylinders, calcium for.

Subhead B.9, Part C (Schedule 6.I).

Pattern 540, Bolts, trigger.
Pattern 340C, Escutcheons, brass.
Pattern 340H, Knobs, brass.
Pattern 304I, Pulleys, brass.

3. *Home Dockyards and Depôts.*—Provision of the above items in 5th War Demands should now be regarded as cancelled.

4. B.R. 358, Establishment of Naval Stores for Executive Purposes, will be amended.

(A.F.O. 2182/39.)

1952.—Portable Electric Self-priming Pumps—Supply of Basket and Cylindrical Strainer

All ships concerned.

(N.S. 13053/42.—23.4.1942.)

Reports from sea indicate that choking of portable pump suction frequently occurs when pumping out damaged compartments.

2. Provision is therefore being made for the following fittings, on the basis of one of each fitting for each portable pump carried in H.M. ships:—

<i>Fitting.</i>	<i>Admiralty Pattern No. assigned.</i>
(a) 4-in. size basket strainer, complete with canvas sleeve.	5898 (Subhead B, Item 8E.)
(b) 4-in. cylindrical strainer with swing bolt coupling.	5899 (Subhead B, Item 8E.)

3. The 4-in. cylindrical strainer is to be connected to the suction hose, and the basket strainer and canvas sleeve fitted over the cylindrical strainer and lashed to the suction hose by means of the cord provided.

4. Ships concerned in commission should forward demands to their storing yards, but as delivery is not expected for some time, ships should not hasten. Supply to ships of new construction should be arranged by the storing yards.

5. Supply of these fittings has been arranged from the Ministry of Works and Buildings (Admiralty Letter dated 6th March, 1942, N.S.13053/42/16258), under Subhead "B", Item 8, for delivery as follows:—

	<i>Chat- ham</i>	<i>Ports- mouth</i>	<i>Devonport North</i>	<i>Rosyth</i>	<i>Mersey (Leigh)</i>	<i>Severn (Llanishen)</i>	<i>Total</i>
Pattern 5898	200	200	200	400	300	200	1,500
Pattern 5899	200	200	200	400	300	200	1,500

6. The following strainers should be shipped to yards abroad:—

	<i>Pattern 5898</i>	<i>Pattern 5899</i>	
Gibraltar ...	50	50	} By the Superintending Naval Store Officer, Rosyth.
Alexandria ...	100	100	
Colombo ...	50	50	
Durban ...	50	50	} By the Naval Store Officer, Preston.
Bermuda ...	30	30	

Yards abroad should forward telegraphic demands to Admiralty (N.S.) for any additional quantities required.

7. *Chatham only.*—Proposals for the inclusion of these items in the Authorised List of Naval Stores and appropriate Contract Schedule should be forwarded.

8. The Sea Store Establishments concerned will be amended.

(Admiralty Letter N.S.155, 7.3.1942, N.S.13053/42.)

1953.—Firebricks—Shipment "Loose"

(N.S. 14826/42.—23.4.1942.)

In view of the shortage of packing materials, except as indicated in paragraph 2 below, firebricks are, in future, to be shipped abroad loose.

2. Throat bricks, Patterns 391-398 and 833-835, are also those patterns of bricks which, owing to their shape, are particularly susceptible to damage, should continue to be packed for shipment.

1954.—Buoyant Cable Holders

"LL" Minesweepers

(D/P. 58/42.—23.4.1942.)

Trials with a new design of chair for stowing the buoyant cable where the "flaking down" method is used, have been carried out in a "LL" Minesweeper, and have satisfactorily proved that this is a practicable method of stowing the cable along the deck.

2. Drawings of this chair may be obtained on application to the Admiralty.

3. Although the new design does not offer any special advantages over the usual flanged plate type of chair (Drawing D.N.C. 24/A.732), it may be fitted in lieu if preferred.

4. A boltstave rail is to be fitted between the tops of the chairs, and wood battens fitted between and resting on the 12-in. by 10-in. plates as support for the cable when stowed.

5. The chairs are to be spaced approximately six feet apart.

1955.—Stretchers—Revised Allowances

Ships below 2,000 tons

(N.S. 18535/41.—23.4.1942.)

For vessels of below 2,000 tons (excluding coastal force craft) the following fixed allowances of stretchers should be applicable in lieu of the percentage allowances promulgated by paragraph 2 of A.F.O. 4200/41:—

<i>Pattern No.</i>	<i>Description.</i>	<i>Revised allowances to ships with complements of:—</i>			<i>Remarks.</i>
		<i>up to 50.</i>	<i>51 to 100.</i>	<i>Over 100.</i>	
475	Stretchers, Neil Robertson.	3	4	4A	A = 1 in addition for every 25 or less in complement over 100.
—	Stretchers, W.O. type.	1	2	2B	B = 1 in addition for every 50 or less in complement over 100.
—	Stretchers, P.B., Mark IX.				

2. All coastal force craft are to be allowed one Neil Robertson stretcher, Pattern 475. An additional stretcher of this Pattern may also be supplied to such craft of 110 ft. and above as selected by R.A.C.F. One stretcher, Pattern 475, per flotilla attached will be allowed as spare to each coastal force base.

3. Ships concerned, in commission, should adjust the numbers of stretchers on board accordingly. Demands for the stretchers required for C.F. craft and as base spares should be forwarded to storing yards by coastal force bases. Supply to vessels of new construction should be made by storing yards in the usual manner.

4. The Sea Store Establishments concerned will be amended.

(C.-in-C., *The Nore*, 19.10.41, No. 5050/64F/41.)

(C.-in-C., *Western Approaches*, 23.9.41, No. W.A. 2175/1123/25.)

(C.-in-C., *South Atlantic*, 11.11.41, No. 1639/1229.)

(F.O. i/c., *Great Yarmouth*, 29.12.41, No. A.D. 743/10801.)

(A.F.Os. 2186/41 and 4200/41.)

1956.—Photographic Establishment—Amendments

R.N. Air Stations

(N.S. Air 5754/41.—23.4.1942.)

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

R.A.F. Section and Ref. No.	R.N. Subhead and Part No.	Description.	Denomination.	Large Stations.	Small Stations.	Photographic School.	No. 1 Obs. School.	No. 2 Obs. School.	Class of Stores.	Remarks
1	2	3	4	5	6	7	8	9	17	18
	F.3A/2560	Filters, glass, 3-in., full colour.	No.	1	1	1	1	1	C	
	2561	Filters, glass, 3-in., tricolour red.	..	1	1	1	1	1	C	
	2562	Filters, glass, 3 in., partial colour.	..	1	1	1	1	1	C	
	2563	Filters, glass, 3 in., contrast red.	..	1	1	1	1	1	C	
	2569	Filters, holder, adjustable, Eastman	..	1	1	1	1	1	C	

2. Supply will be made from R.N. Store Depôt (Severn Area), Stroud, without demand, to:—

R.N. Air Station, Piarco, to the scale laid down for No. 1 Observers' School.

R.N. Air Station, Dekheila, to the scale laid down for Small Stations.

3. Other services concerned should forward demands to Stroud. Supply to new services will be made with their initial outfit of stores.

4. Boxes for negatives, Patterns F.3/2501, 2502 and 2503, at present shown as permanent stores, should be classed as consumable (R.A.F. Stores Ref. 14B/17, 18 and 19, respectively).

5. The Photographic Establishment for R.N. Air Stations will be amended; meanwhile, all existing Establishments held by R.N. Air Stations and R.N. Store Depôts should be amended in manuscript.

(A.F.O. 4319/41.)

1957.—Admiralty Pattern B.A. Thread Screws—Suspension of Supply of Certain Patterns

(N.S. 10521/42.—23.4.1942.)

With reference to A.F.O. 146/41, it has been decided, owing to the difficulty of manufacture, to substitute, as a wartime measure, countersunk for instrument heads in screws of all B.A. sizes, and cheeseheads for hexagon heads for all screws of B.A. sizes No. 5 and below.

2. Details of patterns which will no longer be purchased, and the corresponding substitute patterns, are as shown below.

3. Purchases on the Home Yard Fifth War Demands (Subhead B.10F) were arranged accordingly. Future demands should be for the substitute patterns only, increased provision being made in order to allow for any past expenditure of the patterns shown in column 1.

Patterns not being Purchased.				Substitute Pattern Screws.	
Pattern No.	Type of Head and Material.	Length (in.).	Gauge.	Pattern No.	Type of Head and Material.
2925B	Hexagon phosphor bronze	1	5	3047B	Cheese phosphor bronze
2926		1	6	2956B	
2927		$1\frac{1}{2}$	7	3048A	
2928		$1\frac{1}{2}$	8	2958A	
2929		$1\frac{1}{2}$	9	3049B	
2930		$1\frac{1}{2}$	10	2960B	
2972C		$1\frac{1}{2}$	0	2961C	
2973		$1\frac{1}{2}$	1	2962	
2974C		$1\frac{1}{2}$	2	2963	
2976B		Instrument phosphor bronze	1	4		2965B	Countersunk phosphor bronze
2977	1		5	2966	
2978B	1		6	2967B	
2979	$\frac{1}{2}$		7	2968	
2981	$\frac{1}{2}$		9	2970	
2982B	$\frac{1}{2}$		10	2971B	
6318	$\frac{7}{16}$		5	6345	
6319	$\frac{9}{16}$		5	6346	
6320	1		5	6347	
6321	Hexagon steel		1	6	6350	Cheese steel
6322		$\frac{1}{2}$	7	6352	
6323		$\frac{1}{2}$	8	6354	
6324		$\frac{1}{2}$	9	6357	
6325		$\frac{1}{2}$	10	6360	
6385		$\frac{1}{2}$	0	6361	
6386		$\frac{1}{2}$	0	6362	
6387		1	0	6363	
6388		$1\frac{1}{2}$	0	6364	
6389		$1\frac{1}{2}$	1	6365	
6390	$\frac{13}{32}$	2	6366		
6391	$\frac{33}{32}$	2	6367		
6392	$\frac{33}{32}$	2	6368		
6393	$1\frac{1}{2}$	2	6369		
6394	$\frac{13}{32}$	4	6371		
6395	$\frac{33}{32}$	4	6372		
6396	Instrument steel	1	4	6373	Countersunk steel
6397		1	5	6374	
6398		$\frac{5}{16}$	6	6375	
6399		$\frac{9}{16}$	6	6376	
6400		1	6	6377	
6401		$\frac{1}{2}$	7	6378	
6402		$\frac{1}{2}$	8	6379	
6403		$\frac{1}{2}$	8	6380	
6404		$\frac{1}{2}$	9	6381	
6405		$\frac{9}{16}$	10	6382	
6406	$\frac{11}{16}$	10	6383		
6407	$\frac{1}{2}$	10	6384		

(A.L. N.S. 7073/40, 1.12.41 to Rosyth, Chatham, Portsmouth and Devonport.)

(A.F.O. 146/41.)

1958.—“ Model Elliot ” Woodworking Machine—Spares

(N.S. 24484/41.—23.4.1942.)

The type of Elliot's woodworking machine now being supplied to H.M. ships of new construction authorised to be so fitted is known as the “ Model ”.

2. The set of spares initially provided with each machine comprises the following items :—

1	...	...	16-in. rip saw.
1	...	...	14-in. rip saw.
1	...	...	12-in. crosscut saw.
1 pair	...	...	Planer irons.
2 pairs	...	...	Irons for $\frac{7}{8}$ -in. dado head.
1	...	...	of each pattern of belt supplied.

3. These spares should be included in the list of Special Stores for Executive Purposes, Form D. 122, for all ships so fitted.

4. Spares for the “ Famous ” Elliot woodworking machine, which is an older type, are shown in A.F.O. 802/40.

(A.F.O. 802/40.)

1959.—H.S.S. Hacksaw Blades

(N.S. 16302/42.—23.4.1942.)

As a war measure, high-speed steel hacksaw blades are only being manufactured in certain sizes and as a result blades, Pattern 4337, 12-in. \times $\frac{3}{4}$ -in. \times 18 gauge, 10 teeth per inch—Subhead B, Item 11, Part D—are unobtainable and no further supplies should be demanded.

2. Stocks should be issued until exhausted and further requirements met by the issue of blades, Pattern 4338, 12-in. \times 1-in. \times 18 gauge, 10 teeth per inch.

3. Standing Contract for these blades should be amended accordingly.

1960.—Furniture—Timber to be used in Construction*New Construction and Existing Ships*

(N.S. 16649/42.—23.4.1942.)

In view of the acute shortage of Borneo red and white hardwood and Honduras mahogany and the need to restrict the use of the present small stocks available to essential work, the following timbers are to be used in the manufacture of furniture and fittings in H.M. Ships under construction, and for replacements in existing ships :—

- The Lagos and Benin species of African mahogany, Australian silky oak or silver spruce (“ Aero-out ” grade) for all purposes where mahogany or Borneo red hardwood has previously been specified, except that silver spruce (“ Aero-out ” grade) should not be used for dining table tops.
- Silver spruce (“ Aero-out ” grade) or some available good quality softwood for cabin, enclosed, and broadside mess furniture and store-room fittings, where Borneo white hardwood has hitherto been used. Care should be taken to ensure that the most suitable timber available is used for those purposes where strength is essential or where exposed surfaces are subject to rough usage.
- Obechi as an alternative to the timbers mentioned in para. 1 (b) above for the internal parts of furniture, e.g. drawer sides and backs, drawer runners and muntins.

2. In view of the possible difficulty in matching the Admiralty standard shade board, when using the above timbers, shipbuilders should be requested to arrange where possible for the exposed parts of the furniture in any one compartment to be constructed from the same species of timber to obtain uniformity of colour and effect.

3. Admiralty approval should be sought where it is proposed to use timbers other than those mentioned above, in the manufacture of furniture.

4. *Dockyards*—Purchase will not be made of the Borneo redwood demanded by home yards in the Fifth War Demands. Requirements of substitute timbers should be included in the Sixth War Demands rendered by yards at home and abroad.

(A.F.Os. 2025/36 and 1218/38—not in annual volume.)

1961.—Bristles—Economy in Use

(D. 4077/42.—23.4.1942.)

Attention is invited to difficulties in the supply of bristles. An order under the Defence Regulations has been issued prohibiting the use of bristles for ordinary civilian purposes.

2. Strict economy is to be observed in the issue, care and maintenance, of all bristle brushes, especially paint brushes, which should be carefully cleaned after use, and kept in service as long as possible.

3. Where spraying equipment is available it is to be used wherever practicable in preference to brushes, due regard being given to economy of material and efficiency of the finished coat.

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****1962.—Admiralty Coal—Stocktaking—REPORTS***Naval Bases and Shore Establishments at Home and Abroad.*

(N.S. Fuel 11588/40.—23.4.1942.)

To ensure that discrepancies do not exist between the quantities of Admiralty-owned coal on charge at Naval bases and the *actual stocks* on hand in the stacks, hulks, or railway wagons, early action is to be taken to verify these quantities by actual stocktaking, and to effect an immediate adjustment in the daily or weekly stock reports if necessary.

2. All replenishments are based on these reports, and it is most important that they should be accurate and not merely book-keeping balances.

3. Stacks and ullages in craft should be measured in accordance with K.R. & A.I., Article 1960, and any material difference adjusted in the accounts, a report being forwarded at the same time explaining the discrepancy. Small differences are inevitable in handling coal, and may be disregarded.

4. Similar steps should be taken at shore establishments holding stocks of coal and coke for their own use.

(A.F.O. 3070/40.)

1963.—Naval Stores for H.M. Naval Base, Londonderry—Method of Addressing

(N.S. 01406/42.—23.4.1942.)

In future, Naval stores for H.M. ships and services based on Londonderry, as well as stores to replenish stock, should be consigned as follows :—

Stores for H.M. Ships and Services—

c/o Naval Store Officer,

No. 2 Warehouse,

Watts Distillery,

William Street, Londonderry.

Stores for Stock (except inflammables, oils, paints, and Subhead K)—

Naval Store Officer,
Gallaher's Bonded Warehouse,
Abbey Street, Londonderry.

Inflammables, Oils, Paints, and Subhead K Items—

Naval Store Officer,
McMullan's Depôt,
Foyle Road, Londonderry.

2. Correspondence, Invoices, etc., should continue to be addressed to the :—

Naval Store Officer,
8, Foyle Street, Londonderry.

3. Packages for other departments, e.g. Naval Officer-in-Charge, Captain (D),
Base Engineer Officer, etc., etc., should be consigned :—

c/o The Naval Store Officer,
No. 2 Warehouse,
Watts Distillery,
William Street, Londonderry,

and *not* direct to the individual officers concerned.

(A.F.O. 3861/41 is cancelled.)

1964.—Naval Aircraft—Film F.46 Extra High Speed—Introduction

(A.M. 3977/42.—23.4.1942.)

The undermentioned item is hereby introduced :—

Ref. No.	Nomenclature.	Class of Store
14B/1343	Film F.46, extra high speed	C.

2. This item replaces 14B/751, Film F.46, daylight loading—which is now
obsolescent.

3. Film 14B/1343 will be coated with an emulsion corresponding in speed
with standard panchromatic film and exposures should be adjusted accordingly.
The emulsion will be approximately three times the speed of the present coating.
The cartons will be overprinted in red, "Extra High Speed."

4. Existing stocks of Film 14B/751 may be available in two speeds as follows :—

(a) Films bearing R.A.F. identification Nos. A.283, A.288 or A.302 are
approximately one third of the speed of standard panchromatic
emulsion.

(b) Films bearing R.A.F. identification No. A.304, packed in cartons
overprinted in red "High Speed," are approximately one half the
speed of standard panchromatic emulsion.

These films should be demanded when light conditions are suitable until the
present stocks are exhausted.

(A.F.O. 5666/41 is cancelled.)

1965.—Handpieces for Dental Engines—Care of

(M.D.G. 17112/42.—23.4.1942.)

Examination of handpieces returned into store for repair or replacement shows
that the defect is frequently due to misuse or neglect. Care is to be taken to ensure
that the delicate mechanism is thoroughly cleansed, dried and oiled after use ;
and that burs are clean and dry before insertion. The sheath of straight handpieces
should be carefully removed after each day's use and special care is to be taken to
remove all trace of saliva and moisture from the head of the angle handpiece before
placing it in a suitable oil bath.

2. Reserve handpieces are to be thoroughly oiled and suitably protected from
damp.

1966.—W.R.N.S.—Badges for Ratings in Communications Branch

(V. 5364/40.—23.4.1942.)

The issuing price of badges, Patterns 618 and 634, is 7d. each.

(A.F.Os. 2200/41, 5258/41 and 696/42.)

1967.—Mess Gear—Discontinuance of Supply of Certain Items

(V. 1495/42.—23.4.1942.)

As a further war-time measure of economy the issue of the following additional
items of mess gear will be discontinued when present stocks are exhausted :—

Pattern No.	Article
40	Baskets, knife, large.
40a	Baskets, knife, small.
43c	Baskets, market, large.
43e	Baskets, market, small.
45b	Boxes, cash.
C.230	Brushes, dish.
88	Covers, dish, 16-in.
89	Covers, dish, 14-in.
90	Covers, dish, 12-in.
91	Covers, dish, 10-in.
C.976E	Cups, egg, earthenware.
—	Cutters, egg.
94	Cutters, paste, fluted.
95	Cutters, paste, plain.
C.966E	Dredges, flour.
316	Graters, bread.
100	Graters, nutmeg.
123f	Kettles, tin, for flour.
87b	Kids, flour, 2-gall.
87c	Kids, flour, 1-gall.
144	Knives, mincing.
C.1799	Knives, palette.
313	Mashers, potato.
189	Mills, coffee.
C.973E	Moulds, dariol.
C.999E	Moulds, jelly, ½-pint.
C.1002E	Moulds, jelly, 1-quart.
123	Moulds, jelly, tin.
C.1846	Nutcrackers.
C.938	Pans, omelette.
C.924	Pans, patty, small.
C.939	Skimmers, cooks'.
C.941	Slices, cooks'.
305	Whisks, egg, plain.

2. No further purchases of the following items will be made and when stocks
are exhausted substitutes will be issued as shown :—

Pattern No.	Present Pattern	Pattern No.	Substitute
317	Pots, tea, E.P., 1-pint.	35	Pots, tea, Rockingham Ware, 1 pint.*
218	Pots, tea, E.P., 1-quart.	218E	Pots, tea, earthenware, 1-qt.*
214	Pots, coffee, E.P., 1-quart.	214E	Pots, coffee, earthenware, 1 qt.*
92	Pumps, spirit, copper.	92E	Pumps, spirit.
103	Scoops, hand, flour, large.	104	Scoops, hand, flour, medium.
179C-181	Weights, brass, 7 lb.—4 oz.	125-130	Weights, iron, 7-lb.—4 oz.
C.241	Brushes, plate, 4-row.	C.240	Brushes, plate, 2-row.
C.1812	Knives, carving, N.S. handles.	C.1812E	Knives, carving, black handles.
C.1820	Forks, carving, N.S. handles.	C.1820E	Forks, carving, black handles.
C.1822	Steels, table, N.S. handles.	C.1822E	Steels, table, black handles. (These steels can be issued in lieu of Pattern C.1810 to officers' messes, if necessary.)

* The scale of allowances will be as follows:—

	Flag Officer	Commodore or Captain	Flag Captain	Commander or Lieut.-Commander in command of a detached Independent Command.
Scale No.:	1	2	3	4
<i>Consumable Stores</i>				
<i>Pattern China and Earthenware.</i>				
214E Pots, coffee, 1-quart ...	2	2	2	2
218E Pots, tea, 1-quart ...	2	2	2	2
35 Pots, tea, 1-pint ...	2	—	—	—

(A.F.Os. 479/41, 997/41, 1841/41, 94/42 and 95/42.)

1968.—Contracts for Oxygen, Hydrogen, Dissolved Acetylene and Compressed Air

(C.P. 34835/42.—23.4.1942.)

The revision of the prices ruling under the above contracts is under consideration but in the meantime provisional prices have been arranged for the periods 1st July to 31st December, 1941, and from 1st January, 1942, onwards. For the first period where claims have been rendered on the basis of the previous prices, however, the British Oxygen Co., Ltd., will send a bulk/debit credit note to Director of Navy Contracts with full details showing how it is made up.

2. Where deliveries have been made in the second period and copies of the revised prices have not been received by establishments, application should be made to the Director of Navy Contracts, Bath.

1969.—Edible Oils—Return of Empty Drums

(V. 1768/42.—23.4.1942.)

The Admiralty contractors for edible oils have reported a serious shortage of returnable drums owing to the failure of some of H.M. Ships and Establishments to return all the drums supplied to them. As new drums are becoming increasingly difficult to obtain, the contractors are unable to meet demands for these oils without delay.

2. The contractors also report that returnable type drums are being returned without the screw stoppers.

3. It is essential that all empty returnable type edible oil drums should be returned to the contractors at the earliest opportunity complete with Screw Stoppers.

4. H.M. Ships should return empty drums, complete with screw stoppers, to the nearest victualling yard or depôt at every opportunity.

5. These drums are not to be used for other purposes.

6. When empty drums are returned to the contractors a label should be attached to each drum indicating the Establishment from which despatched, and the number of drums in the consignment.

(A.F.O. 1222/41.)

(A.F.O. 3546/41 is cancelled.)

1970.—Tubunic Ampoules of Omnopon—Issue to Non-Medical Personnel

(M.D.G. 5982/42.—23.4.1942.)

To avoid duplication of supply, the issue of tubunic ampoules of omnopon to flying personnel of the Fleet Air Arm is to be recorded in red ink on the back page of the individual's Pay and Identity Book, stating the date and place of issue.

2. The use or loss of the tubunic ampoules should be reported to a medical officer so that replacement may be arranged.

(A.F.O. 944/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1971.—Amendments to Books

(E.F.O.—23.4.1942.)

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.194/42.—B.R. 194—Drill for 4.7-in., Q.F., Mark VIII, Gun, on Mark XII H.A. Mounting, 1935—Amendment No. 14.

P.195/42.—B.R. 203 (34)—Drill for 4.7-in., B.L., and 4-in., B.L., Guns, 1934—Amendment No. 10.

P.196/42.—B.R. 214—Drill for 4.7-in., R.F., Marks IX and IX* Guns, on C.P., Marks XIV and XVII Mountings, 1934—Amendment No. 15.

P.197/42.—B.R. 245—Handbook of the 2-pdr., Q.F., Gun, Mark II* C, on H.A., Mark II* C, Mounting, 1940—Amendment No. 4.

P.198/42.—B.R. 279—Drill for 4.7-in., Q.F., Mark IX**, Gun, on C.P. XVIII, Mounting, 1942—Amendment No. 1.

P.199/42.—B.R. 283 (41)—Turret Gun Drill for 5.25-in., Q.F. Gun, Mark I, on Twin H.A./L.A., Mark I Mounting, 1941—Amendment No. 1.

P.200/42.—O.U. 5454—Regulations for Maintenance of Above-Water Torpedo Tubes—Powder and Air Impulse (D.R., II-IV, and T.R., I)—Amendment

P.201/42.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 14.

P.202/42.—O.U. 5501—Drill for 4.5-in., Mark I, Q.F., Semi-automatic Guns, on Twin, H.A./L.A., B.D., Mark II, Mounting, 1938—Amendment No. 8.

P.203/42.—O.U. 5509—Drill for 4.5-in., Mark I, Q.F., Semi-automatic Guns, on Twin, H.A./L.A., U. D., Mark III, Mounting, 1939—Amendment No. 6.

P.204/42.—O.U. 5543—Drill for the 4-in. American Mark IX Gun on Mark XII Mounting, 1941—Amendment No. 2.

P.205/42.—O.U. 6332 (5)—Care and Maintenance Routines of 21-in., Q.R.E., Torpedo Tubes—Amendment No. 8.

P.206/42.—O.U. 6378—Description of Torpedo Tube, Torpedo Control Arrangements and Tube Drill and Maintenance in "Town" Class Destroyers—Amendment No. 5.

(A.F.O. 1836/42.)

1972.—Privilege Envelopes—Extension of Use to all H.M. Ships Abroad

(M. 018462/42.—23.4.1942.)

Approval has now been given for the use of privilege envelopes (Form S.1324) to be extended to all H.M. ships in foreign waters.

2. The privilege envelope is to be issued on the basis of one weekly to each officer and rating as soon as the necessary envelopes become available. The attention of all concerned is to be directed to the notice at the end of B.R.7/41 (formerly O.U.6128/33) now printed as Form S.1298 for posting on ships' notice boards.

3. A supply of envelopes is being forwarded at the earliest possible date to the (Superintending) Naval Store Officers at Gibraltar, Alexandria, Trincomalee, Simonstown, Freetown, Bermuda, and to the Captain (D), Newfoundland Force, to one of whom, ships should address their demands.

1973.—Books—Handbooks in English for Certain French Guns and Mountings

(G. 6790/41.—23.4.1942.)

A.F.O. 1600/42 is to be amended as follows:—

Item (e) 13.2 m.m. Browning, amend remarks to read:—

“Very few of these guns are in service; no book is contemplated”.

Item (g) for “75 m.m. Darne” read “7.5 m.m. Darne”.

(A.F.O. 1600/42.)

1974.—Tuberculosis, Fibrosis—Rendering of Form S.230

(M.D.G. 4720/42.—23.6.1942.)

Attention is called to A.F.O. 1905/42 in Section 2 of this issue.

(A.F.O. 1905/42.)

1975.—B.R. 269/41—Notes on the 12-pdr. 12-cwt. Gun on the HA/LA Mounting, Mark IX, 1941

(G. 6650/41.—23.4.1942.)

With reference to A.F.O. 402/42, the distribution of B.R. 269/41 is to be extended to D.E.M.S. Staff Officers at home and abroad and D.E.M.S. Training Centres.

2. Copies will be issued, without demand, by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, as follows:—

<i>D.E.M.S. Staff Officers at Home.</i>	<i>Copies.</i>	<i>D.E.M.S. Staff Officers Abroad.—contd.</i>	<i>Copies.</i>
London	50	Abadan	50
Southampton	20	Bombay	50
Devonport	20	Colombo	20
Falmouth	20	Bermuda	5
Cardiff	50	Kingston (Ja.)	5
Liverpool	60	Trinidad	10
Belfast	30	New York	50
Glasgow	60	Buenos Aires	10
Lyness	10	<i>D.E.M.S. Training Centres.</i>	
Aberdeen	10	H.M.S. “Glendower”	4
Dundee	10	H.M.S. “Wellesley”	4
Leith	40	H.M.S. “Safeguard”	4
Newcastle	40	H.M.S. “Chrysanthemum”	4
Sunderland	20	H.M.S. “Flying Fox”	4
Middlesbrough	25	Cardiff	4
Hull	35	Liverpool	4
<i>D.E.M.S. Staff Officers Abroad.</i>		Manchester	2
Ottawa (R.C.N.S.H.Q.)	100	Belfast	3
Melbourne (Sec. N.B.)	50	Glasgow	4
Wellington (Sec. N.B.)	30	Greenock	2
Gibraltar	20	Leith	4
Freetown	20	Newcastle	4
Simonstown	50	Middlesbrough	2
Port Said	100	Sunderland	2
Aden	20	Hull	4
		Grimsby	2

3. The copies supplied to D.E.M.S. Staff Officers are intended for issue to D.E.M.S. fitted with the gun and mounting on the basis of one copy per vessel.

(A.F.O. 402/42.)

1976.—B.R. 272—Drill for 4.7-in. Q.F., Mark XII and XII* Guns on C.P. Twin, Mark XIX, Mountings—Issue

(G. 7185/41.—23.4.1942.)

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

	<i>Copies.</i>
Flag Officers	1
Flotilla Leaders	6*
Destroyers	4*
H.M.S. “Excellent”	50
Captain (G), H.M. Gunnery School, Devonport	15
Captain (G), H.M. Gunnery School, Chatham	6
Adjutant General, Royal Marines	12
R.N. College, Greenwich	2
R.A. College, Woolwich	2
Ministry of Supply (S.S. 2B) (for D. of A. A.1)	2
I.N.O., Woolwich	1
Australian Authorities	20
New Zealand Authorities	2

* Ships fitted with 4.7-in. Q.F., Mark XII and XII* Guns on C.P. Twin, Mark XIX mountings only.

2. This book supersedes O.U. 5498/37—Drill for 4.7-in. Q.F., Marks XII and XII* Guns on C.P. Twin, Mark XIX Mountings, copies of which should be disposed of in accordance with the instructions in Form O.U.2A—O.U. Catalogue, when copies of B.R. 272 are received.

1977.—Form B.39—Abolition

(Sta. 10120/42.—23.4.1942.)

The following has been abolished:—

B.39.—Special subsistence allowance paid.

1978.—Form D.283—Abolition

(Sta. 10107/42.—23.4.1942.)

The following has been abolished: D.283—Report of Vacancies.

1979.—Form D.352c—Abolition

(Sta. 10103/42.—23.4.1942.)

Form D.352c—Demand Voucher for Castings—is obsolete, and Form D.1031—Demand for Castings—is to be used in lieu.

1980.—Form O.6—Ammunition Labels—Additions

(A.S.—23.4.1942.)

Serial No.	Description	Where used	Page in Form O.6 (Revised October, 1941)	Sta. No.
N. 645	Cartridges, Q.F., 5.25-in., 21 lb. 13 oz.	In lid recess of container C. 227.	4	13603/42
N.646	Cartridges, Q.F., 4.7-in., Mark XI gun, 15 lb. 6 oz.	In lid recess of container C. 228.	5	13603/42

Demands should be made as necessary in accordance with A.F.O. 708/42 (paragraph 3).

(A.F.O. 708/42.)

1981.—O.U. 5324, Etc.—Removal from B.R. 1

(Sta. 10238/41.—23.4.1942.)

The stocks of the following are exhausted and they will not be reprinted. They have accordingly been removed from O.U. 2a—Catalogue of Books Printed for Official Use only:—

O.U. 5324—Textbook of Service Ordnance (War Office Publication); O.U. 5330A and B—Textbook of Anti-Aircraft Gunnery, Volumes I and II (War Office Publication).

1982.—O.U. 6090 (Q) (1)—Star Shell Range Table No. 533, Trajectory Charts O.B., Diagram No. 98 and Ordnance Data Sketch No. 78815, for American 5-in. 38-calibre Gun—Issue.

(G. 01925/42.—23.4.1942.)

The above-mentioned star shell range table and trajectory charts are now in the press. Copies will be issued to all concerned, without demand, by the Naval Store Officer, R.N. Store Depôt, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

1983.—Forms S. 423(A)—Rendered by Catapult Ships

(A.M. 4226/42.—23.4.1942.)

Scrutiny of Forms S.423A rendered from catapult ships shows that in many cases the particulars asked for in Item 4, page 1, i.e. :—

(4) Total number of launches since ropes were renewed

Date of renewal

have either been omitted or incorrectly completed.

2. In order that these returns should be of any value, it is essential that ships' officers should complete this item correctly.

3. Attention is called to A.F.O. 4545/41, paragraphs 2 and 3, which states that catapult ships should use Form S.423 (A) and not Form S.423.

(A.F.O. 4545/41.)

1984.—Form S.539—Discontinuance

(Sta. 10044/42.—23.4.1942.)

Form S.539—Officers' Application for Leave of Absence—will not be reprinted for the period of the war. When application in writing is required, this should be done by reference sheet (Form S.546).

Section 6.—SHORE ESTABLISHMENTS**1985.—Civilian Personnel Proceeding Abroad for Short Periods—Payment of Salary, etc.**

(D.N.A. 5044/42.—23.4.1942.)

Civilian officers who are about to proceed abroad for short periods of duty should invariably make contact with the cashier of the establishment to which they are attached for pay in order that suitable arrangements may be made for payment of salary, etc., whilst they are abroad.

2. Normally the cashier will arrange for such monthly advances of salary as may be required by an officer whilst he is abroad to be issued by a local paying officer. With regard to the balance of salary remaining due each month, written instructions should be left with the cashier as to the desired method of disposal, e.g. payment to a bank.

3. Under normal conditions it would be necessary for the cashier of the home establishment to be furnished each month with "evidence of life" but as such an arrangement is not generally practicable under present conditions it is important

that in the event of any contingency arising which would affect payment of salary, e.g. death, the notification by the foreign establishment to which the officer is temporarily attached, to the home establishment, should be immediately brought to the notice of the cashier.

4. These arrangements are also applicable to workpeople and other weekly paid personnel who may proceed abroad for short periods, and remain on the books of their home establishments, and heads of departments are to take steps to ensure that such persons report to the cashier prior to their departure. In cases where personal contact with the cashier is not possible the necessary particulars should be forwarded to him by the employee's superior officer.

1986.—Civilian Personnel Returning Home from Service Abroad—Continuance of Payment of Allotments during Period on Passage and Revised Procedure for Settlement of Claims to Pay on Passage by Agreement Workmen.

(D.N.A. 5372/42.—23.4.1942.)

The following message has been addressed to all Establishments abroad:—

"Allotments of Civilian Personnel, industrial and non-industrial, returning from service abroad, will in future be continued during passage and stop action taken at home on arrival.

Each individual to be given copy of D.135 which should indicate any temporary increases abroad which are not reviewable before arrival at Home. Original D.135 to be sent as usual".

2. On the day on which a person reports at his Home Establishment the Employing Department is immediately to notify the Cashier and to inform the person concerned that payment of his allotment will be stopped forthwith. The Cashier is to inform the Director of Navy Accounts (Branch 9) by means of Form S.54, or by telegram if necessary, bearing in mind the instructions contained in K.R. & A.I., Article 1764. Forms D.135 should be surrendered to the Cashier without delay.

3. Payment of wages for the period of passage of Agreement Workmen is in future to be calculated and paid by the Cashier of the Home Establishment, subject to the provisions of Article 437 (19), Home Dockyard Regulations, and to such adjustments as may be necessary in respect of (a) allotment payments made subsequent to the date charged at the Foreign Establishment and (b) any advances of pay received prior to embarkation or whilst on passage (see paragraph 12 below).

4. Whilst on passage, Storehousemen and Laboratorymen are eligible for pay for 6 days a week at 6/7ths of their 7 days rates.

5. The normal working hours of Foreign Establishments are shown in the appendix to this Order.

6. If an Agreement Workman is invalided home, through no fault of his own, the period of his homeward passage is to be regarded for pay purposes as a period of sick leave and he is entitled to receive such pay for this period as may be allowed to him under the provisions of his agreement.

7. Charge pay granted to Agreement Workmen subsequent to arrival at a Foreign Establishment is not to be regarded in the same category as temporary increases in rates of wages (vide Article 437 (19), Home Dockyard Regulations) and is not reckonable, therefore, for purposes of pay on passage.

8. No Foreign Service (or Colonial) Allowance or House Allowance is payable, in whole or in part, during passage. Civil Service War Bonus should, however, be credited to non-industrial staff during passage home under the normal rules governing entitlement.

9. Any cases of doubt are to be submitted to the Director of Navy Accounts (Branch 5) before payment.

10. Notifications of Income Tax Charges (Form No. 377), with details required, are to be returned direct to the Chief Inspector of Taxes, Departmental Claims Branch, and not to the Director of Navy Accounts as previously (vide paragraph 39 of the Income Tax Circular—A.F.O. 3898/41).

11. Employment at Admiralty establishments abroad is scheduled as a war employment under the National Insurance Acts and contributions for the period

of passage should continue to be paid at the rates applicable (*vide* A.F.Os. 3929/39, 1219/40, 1521/40, 3091/40 and 5112/41). The current rates are, Health and Pensions Insurance, 1s. 5d. (employee's contribution 6½d.), Unemployment Insurance, 1s. 8d. (employee's contribution, 10d.).

12. In the event of an advance of wages, etc., being made to a person whilst on passage home, the amount of the advance is to be noted on the Form D.135 (*vide* paragraph 1 above) by the Paying Officer, and reported independently to the Director of Navy Accounts (Branch 5).

APPENDIX.

Table of Working Hours for Workmen at Yards Abroad.

Day.	Malta.		Gibraltar.		Bermuda.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Monday ...	7. 0-12. 0	*1.30-5. 0	7. 0-12. 0	1. 0-4.30	7. 0-12. 0	1.30-5. 0
Tuesday ...	7. 0-12. 0	*1.30-5. 0	7. 0-12. 0	1. 0-4.30	7. 0-12. 0	1.30-5. 0
Wednesday ...	7. 0-12. 0	*1.30-5. 0	7. 0-12. 0	1. 0-4.30	7. 0-12. 0	1.30-5. 0
Thursday ...	7. 0-12. 0	*1.30-5. 0	7. 0-12. 0	1. 0-4.30	7. 0-12. 0	1.30-5. 0
Friday ...	7. 0-12. 0	12.45-3.45	7. 0-12. 0	1. 0-4.30	7. 0-12. 0	1.30-4.30
Saturday ...	7. 0-12. 0	—	7. 0-11.30	—	7. 0-12. 0	—

* 1.0-4.30 in the Dockyard during the winter months, and in the Victualling Yard throughout the year.

Day.	Hong Kong.		*Trincomalee.		Simonstown.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Monday ...	7. 0-12. 0	1.30-4.45	6.30-12.15	1. 0-3.30	7. 0-12. 0	1.30-5. 0
Tuesday ...	7. 0-12. 0	1.30-4.45	6.30-12.15	1. 0-3.30	7. 0-12. 0	1.30-5. 0
Wednesday ...	7. 0-12. 0	1.30-4.45	6.30-12.15	1. 0-3.30	7. 0-12. 0	1.30-5. 0
Thursday ...	7. 0-12. 0	1.30-4.45	6.30-12.15	1. 0-3.30	7. 0-12. 0	1.30-5. 0
Friday ...	7. 0-12. 0	1.30-4.45	6.30-12. 0	1. 0-3.30	7. 0-12. 0	1.30-5. 0
Saturday ...	7. 0-12.15	—	6.30-12.30	—	7. 0-11.30	—

* Except S.C.E.'s. Department.

Day.	Singapore.	
	a.m.	p.m.
Monday ...	6.30-11.30	12.30-4. 0
Tuesday ...	6.30-11.30	12.30-4. 0
Wednesday ...	6.30-11.30	12.30-4. 0
Thursday ...	6.30-11.30	12.30-4. 0
Friday ...	6.30-11.30	12.30-4. 0
Saturday ...	6.30-11. 0	—

(A.F.Os. 3929/39, 1219/40, 1521/40, 3091/40, 3898/41 and 5112/41.)

1987.—Reinstatement of Former Established Women Civil Servants

(C.E. 51650/42.—23.4.1942.)

A woman who resigned on marriage and has since become a widow or divorced from her husband may be presented to the Civil Service Commissioners for re-certification in the grade held by her on resignation provided—

- she is under 50 years of age,
- the Admiralty are satisfied that reinstatement is in the public interest,
- her application is made reasonably soon after she became a widow or divorced,
- the date of her resignation was not more than seven years ago,
- the period of her former established service was longer than her subsequent period of absence from established Civil Service employment, and
- the maximum salary (basic) of the grade in which she is reinstated does not exceed £420 a year.

2. Applications for reinstatement by women who have been re-employed in a temporary capacity should be forwarded through the Head of the Establishment to C.E. Branch I (London) or C.E. Branch II (Bath), as appropriate.

1988.—Workmen Approaching the Age of 60—Notification of Retention in Admiralty Service

(L. 4354/42.—23.4.1942.)

Care should be taken to ensure in every case that workmen who are approaching the age of 60 are informed, in writing, at least three months before their sixtieth birthday, whether or not their services will be required in the present emergency after they have attained the age of 60.

2. Workmen, who are already too near their sixtieth birthday to enable them to be given three months' notice, should be informed forthwith, in writing, whether they are to be retained in the Admiralty service.

(Devonport Yard letter 2310 of 4.4.42.)

1989.—Employees Engaged Full Time on Stoking Duties in Admiralty Establishments—Pay Arrangements

(L.—23.4.1942.)

The conditions of service of employees engaged on full time stoking duties in Admiralty establishments who work a normal weekly shift in excess of 47 hours, and who are at present paid on a plain time basis to cover all shift hours worked (for example, 56/47ths or 7/6ths of the ordinary labourer's rate plus appropriate lead for a weekly shift of 56 hours) have been under consideration.

2. These men should now be conditioned to a normal week of 47 weekday hours or, where a rotational shift system is in operation, to a normal week of 47 weekday hours on average when calculated over the cycle of duty.

3. The wages of the men concerned should accordingly be adjusted to a six-day rate, i.e. they should be paid the appropriate ordinary labourer's rate for 47 hours plus such existing lead as they now have over the ordinary labourer's rate. For example where the ordinary labourer's rate is 29s., plus bonus (now 35s. 6d.) for 47 hours per week, and the Stokers are at present paid, e.g. 56/47ths of (29s. plus lead plus bonus) to cover 7 shifts of 8 hours, their rate should be adjusted to 29s. plus existing lead plus bonus (now 35s. 6d.) for 47 hours per week.

4. For extra hours worked on weekdays outside the normal week of 47 hours, and for all Sunday work, overtime should be paid in accordance with Cash Duties Instructions, Appendix IV, Section A (*see* A.F.O. 5347/41, paragraph 3), always provided that, where a rotational shift system is in operation, overtime rates will not be payable for any attendance which may be required in order to provide a changeover within the normal cycle of shifts.

5. This new system of payment is to be introduced as from the first full pay period following the date of this Order.

6. Employees of the Stoker-Handyman type attending small domestic boilers are excluded from the above arrangements.

7. These arrangements will apply in Admiralty establishments generally (other than the dockyards) where the ordinary labourer's rate is based on A.F.O. 5347/41, and will include, e.g. R.N. Air Stations, R.N. Auxiliary Hospitals, Training Establishments, etc. They will not apply in the pre-war R.N. Hospitals, or in Fleet establishments where the scheme of payment for civilians and pensioner civilians (as in A.F.O. 5464/41) is operative, or in any establishment where overtime, etc. for the grades in question is paid in accordance with Cash Duties Instructions, Appendix IV, Section C.

8. Any cases of doubt or difficulty should be referred to the Admiralty (Labour Branch) with full particulars as to present rate of pay of the men concerned and basis of assessment, hours worked on weekdays and Sundays, and duties involved, e.g. whether employed on high pressure plant over sixteen pounds per sq. in. working pressure, or on low pressure plant.

(A.F.Os. 5347/41 and 5464/41.)

1990.—Clothing Coupons for Civilian Uniforms—Procedure for Claiming Refund

(C.E. 52269/42.—23.4.1942.)

Arrangements have been made with the Board of Trade for the return of clothing coupons to whole-time civilian uniformed employees who leave Admiralty service for purposes *other* than joining one of H.M. Forces.

2. Refunds will be made by the appropriate department to which surrendered coupons are forwarded (*see* paragraph 3 below), from coupons obtained for this purpose from the Board of Trade, and such refund will be in respect of each unexpired quarter for which the employee has surrendered coupons. Thus an employee who surrendered 16 coupons for the uniform year (1st September—31st August) and who leaves on 31st March, will be entitled to a refund of 4 coupons for the quarter (1st June—31st August). Refunds will be made only in respect of coupons surrendered for the items of uniform set out in paragraph 1 of A.F.O. 89/42. No refund will be made in respect of coupons surrendered for clothing purchased from Service sources under the arrangements shown in paragraph 8 of A.F.O. 89/42.

3. Coupons will not be refundable to employees who leave to join H.M. Forces. Any applications for refund of coupons should be made through the department to which surrendered coupons are forwarded. In this connection, paragraph 9 of A.F.O. 89/42 showing departments to which surrendered coupons should be sent, is amended as follows:—

In respect of non-industrial uniformed staff at Bath and outports—to the Under Secretary's Office, Admiralty, Bath. In respect of non-industrial uniformed staff at Admiralty, London—to the Deputy Secretary's Office Admiralty, London. In respect of industrial uniformed staff generally—to Labour Branch, Admiralty, Bath. In respect of R.M. Police and R.M. Police Special Reserve—to Area Police Officers.

4. On no account should loose coupons collected from employees be used for refunds as they are not valid for over-the-counter purchases.

(A.F.Os. 2785/41, 3471/41 and 89/42.)

1991.—Area Cash Office, Liverpool—Address

(D.N.A. 6054/42.—23.4.1942.)

With reference to A.F.O. 603/42, the following is the address and telephone number of the Area Cashier, Liverpool:—

The Area Cashier,
Room 357—3rd Floor,
Royal Liver Building, Liverpool, 3.

Tel.: Liverpool Advance 8221, Ext. 309.

(A.F.Os. 603/42 and 963/42.)

1992.—Fuel, Gas, and Electricity—Economy—REPORTS

(N.S. Fuel 819/42.—23.4.1942.)

The utmost economy in the use of all forms of fuel, whether coal, coke, oil, gas or electricity, is still more urgently necessary in view of increasing consumption by war industries and of the great demands being made on all forms of transport used for its distribution by sea or rail.

2. Attention of all concerned is to be drawn to the matter by the display of appropriate instructions on all Notice Boards, embodying invitation to make suggestions for economy in fuel in the operation carried out in the particular building or ship, including heating, lighting and ventilating arrangements.

It should be emphasised that individual small economies will in the aggregate, produce substantial results. Also that whilst economy in the use of electricity is important at all times, it is of particular importance during hours of peak load demands.

3. In workshops, foundries, smitheries, etc., the Officer in Charge or a responsible deputy is to be allotted the duty of ensuring that the minimum amount of fuel consistent with the work in hand is consumed. He is also to check waste and suggest economies. Heads of Departments are to give this matter their personal attention.

4. *Offices and living quarters.*—Whenever the weather permits, open fires should not be allowed at all. Cleaners should not light fires before the occupants of rooms arrive, except on instructions from the Officer in Charge of the premises or a responsible official to whom he has delegated this authority. Cinders remaining in the grate should not be removed but should be used when relighting the fire. A scuttle of coal should be made to last at least two normal working days, and fires should not be replenished within three hours of the time when the occupants go off duty. Coal dust should not be allowed to accumulate but should be used for banking up fires or for making briquettes as described in A.F.O. 5113/41.

Only in exceptional circumstances should a fire be allowed in a room provided with a radiator.

Coal stores should be kept locked, and where scuttles or skips are filled for use next day, they should be kept under lock and key to prevent unauthorised access to supplies.

5. *Central heating, hot-water systems and domestic boilers.*—A room temperature of 60° F. should be aimed at and should never exceed 62° F. Whenever possible, corridor heating should be reduced so that the temperature is slightly lower than that in the rooms, and systems should be operated at reduced temperatures or shut off altogether for fixed periods, e.g. at night.

6. *Gas.*—Economies should be made in the use of gas for cooking and the preparation of tea in offices, the latter being allowed only at approved hours, and then if possible, under the supervision of a responsible person. Where open fires are available, the use of gas for tea-making should be discontinued.

7. *Electricity.*—Every member of the staff should exercise the strictest care in the use of electricity, switching off lights whenever they are not actually required. One officer in each room should be held responsible for the economical use of fuel and light in that room. The use of lighting by the cleaning staff should be reduced to what is actually necessary for their work. Corridor and lavatory lighting should be reduced to a minimum, both by the removal of unnecessary lamps and by reduction of the wattage of the remainder.

8. Except for operational and industrial purposes a reduction of 20 per cent. in last year's expenditure of coal, gas and electricity is to be aimed at forthwith, and returns forwarded the first Monday in every month by all shore establishments, through Administrative Authorities, of the quantities consumed in corresponding months of the two years, with explanations when the full saving has not been effected.

9. A general rationing scheme is being introduced to curtail supplies of coal, gas and electricity to the general public for domestic purposes, and restrictions have already been imposed in certain areas. Such orders do not bind the Crown and are not in consequence applied directly to Establishments under the Admiralty. It is nevertheless imperative in the national interest that corresponding restriction should also be imposed on similar issues of coal from Admiralty stocks whether on repayment or otherwise. All published orders on the subject are therefore to be complied with and enforced, suitable records and control being maintained by the supplying officers for the purpose until relaxed or modified by Admiralty order.

10. Particular attention is to be paid on all daily routine inspections to this question of fuel economy whether involving the direct consumption of fuel, gas, or electricity or indirect consumption such as the use of hot-water and central-heating systems.

11. The reserve of coal to be built up in accordance with paragraph 2 of A.F.O. 969/42 should be limited to eight weeks' winter expenditure, and full allowance should be made both for this and for expected economies when reporting requirements in accordance with paragraph 4.

(A.F.Os. 5113/41 and 969/42.)

1993.—Repainting of R.N. Motor Transport Vehicles—Colour cancelled(N.S./M.T.853/42.—23.4.1942.) *by AFO 6804/46.*

All R.N. motor transport vehicles (goods and passenger-carrying) when due for repainting are to be painted "khaki-green No. 3" (Ministry of Supply Specification CS.1429) or, if not available, "brown No. 2, special" (Ministry of Supply Specification CS.1733) and all external bright parts are to be coated.

