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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
29th April, 1943.

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

A list of these Orders is enclosed.

By Command of their Lordships,

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 Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

Head of "P" Branch

P1 *for H.A. [unclear]*
for H. [unclear]

P2 *[unclear]*

P3 *[unclear]*

P4 *[unclear]*

ADMIRALTY FLEET ORDERS

- No. Subject.
- 29th April, 1943.
- * SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.
- (Station Limits: Fighting Efficiency of Ships: Naval Aircraft Administration: Internal Organisation of Ships: Navigation and Seamanship: Fleet Exercises and Practices, etc.)
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- SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.
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1886. Officers engaged on H/F D/F Duties—Rate of Pay.
1887. Officers' Marriage Allowance—Officers holding Acting or Temporary Higher Rank to be allowed further election to receive revised Rates of Marriage Allowance.
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1893. Entry of Men for Harbour Service Duties—REPORTS.
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1895. Sailmakers' Mates—Difference of Pay.
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1897. Naval Ratings embarked in Merchant Ships for Duty or Passage.
1898. Royal New Zealand Navy—Increase in Pay and certain Allowances.
1899. Complement Amendment.
1900. W.R.N.S.—R.D.F. Operators.
1901. W.R.N.S.—Categories authorised.
1902. W.R.N.S.—National Health, Pensions and Unemployment Insurance.
1903. Meal Orders for W.R.N.S.—Value.
1904. Good Service Badges—R.N.R. and R.N.V.R. Ratings.
1905. Provision of T. 124T. Personnel—Arrangements.
1906. Sea Cadet Corps—Policy.
1907. Overtime and extra Payments to Crews of Non-commissioned Mercantile Fleet Auxiliaries operating under Charter Parties T.97A or T.99A.
1908. Merchant Navy Rescue Kits—Extension of Basis of Supply.
1909. Action Rations.
1910. Domestic Staffs in Naval Shore Establishments (Naval, W.R.N.S. and Civilian)—Revised Scales.
1911. Issue of Short Leave Passes to Naval Ratings and Wrens in London.
1912. Portable Electric Apparatus with Flexible Cables—Precautions in Use. (See A.F.O. 1937/43.)
1913. Children Under Five of Naval Ratings Left Without Parental Care—Admission to Residential Nurseries.
1914. Fleet Air Arm—Bugle Calls.
1915. Officiating Ministers of Religion.
1916. Navy, Army and Air Force Institutes—Corps Representative for R.M. Establishments.
1917. Royal Naval War Amenities Fund—Donations.
- 1917a. R.N. Fire Force—Transfers of Ratings to Stoker F.F. Branch, Initial Advancements and Draftings—REPORT.
- SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS.
- Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)
1918. Guns and Breech Mechanisms—General—Tampoons—Supply and Use.
1919. Guns and Breech Mechanisms, 6-in., B.L., Mark XXIII—Tool for Retaining Guns in Action Prior to Fitting Spare Catch Breech Mechanism Lever.
1920. Guns and Breech Mechanisms, 20-mm., Hispano—Excess Length of Return Springs.
1921. Guns, S.B., 3-in., Mark I—Elevation Lock Clamp—Modification by Fitting a New Pattern Lock Catch.
1922. Guns, Machine, 0.30-in., Savage Lewis, Mounted in Modified Single Marlin Mountings—Introduction of Mark II (200-knot), A.A. Sights.
1923. Naval Aircraft Guns, etc.—Inspection.
1924. Ammunition, S.A., Vickers, 0.5-in., "F", Mark IZ, R.L.—Withdrawal Instructions.
1925. Small Arms—Rifles, D.P.—Revised Allowances.
1926. Holman Projectors—Abolition of Memoranda of Inspection.
1927. Diving—Particulars of Method of "Gas Mask Diving".
1928. Diving—Shallow Water Diving—Single Line Signals.

- SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—contd.
- Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)—contd.
1929. Drawing Instruments for Gunnery Purposes—Supply.
1930. A.A. Verifying Cameras—Supply.
- Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
1931. 21-in., Marks VIII and IX Type Torpedoes—Liners Charging Valve.
1932. Internal Torpedo Tubes—Draining and Flooding Gear—As. and As.
1933. Depth Charge Pistols, Marks VII-VII**, VIII**-VIII***, IX-IX*, XIII*, XIV and XVI—Modification.
1934. Depth Charge Thrower Pistols—Spares.
1935. Depth Charge Trolley—Supply.
1936. Chernikeeff Logs—Locking of Watertight Gland Securing Nuts for Log Tubes.
1937. Portable Electric Apparatus with Flexible Cables—Precautions in Use.
- Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)
1938. Electric Light and Dimmer Fittings, Pattern 211, 212 and 213 for Binnacles, Pattern 196—Introduction.
- Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
1939. B.4 Impulse Sets—Oil for Hydraulic Couplings.
- Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)
1940. Cancelled.
1941. Transmitter 5G (Type 65)—Breakdown of Smoothing Condensers.
1942. R.D.F. Type 281—Modification to Control Unit—Ships fitted with Control Unit 20BX, Pattern W.1981 or 20CX, Pattern W.1982.
1943. R.D.F. Types 286P/PQ—Disposal of Gear when Type 291 is fitted.
1944. R.D.F. Type 291—A.C. Supply Outfits DUE/F/G/L/M—Use of Diverter Resistance.
1945. A.C. Supply Outfit DPB—Fitting-out Information.
- Naval Aircraft.—(Technical.)
1946. Naval Aircraft—Conditions on issue to First Line A.R. or Transfer Abroad.
1947. Bristol Sleeve Valve Engines Cylinder Nut Locking Device.
1948. Martlet Aircraft with Folding Wings—Adjustment of Wing Locking Indicator flags.
1949. Martlet IV Aircraft—Emergency Fuel Tank—Self sealing Liner.
1950. Merlin Engines—Magneto Drive—Gears.
1951. Running, Testing and Handling of Aero-Engines on the Ground.
- Fleet Air Arm (Technical)
1952. Discrepancies in Appendix "A" Equipment.
- General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
1953. Welding and Burning Operations in H.M. Ships—Precautions.
1954. Ballast.
1955. Towing Arrangements—As. and As.
1956. 16-mm. Projectors for Gunnery and A/S Instructional Films.
1957. Boats' Davits—Stiffening to—As. and As.
1958. D.G. Inspection and Adjustment of Compass Corrector Coils.
1959. Position of Siren—As. and As.
1960. Gunmetals and Bronzes for Valves and Fittings, etc.
1961. R.D.F. Offices—Fire Extinguishers.
1962. Perspex Screen and Desiccator—Fitting to Dash Panel.
1963. Boiler Tube Cleaning Apparatus—"Trident" type.
1964. Low Pressure Distilling Plants—Precautions necessary when Distilling to Ship's Tanks—As. and As.
1965. Adaptor for 70-ton Portable Electric Pump.
1966. Fuseholder, Pattern 645—Withdrawal from Service.
1967. Electric Cables, Patterns 13995 to 13998—Introduction of.
1968. Clips for Electric Cables.
1969. Stereoscopes for Aircraft Recognition.
1970. Thermometers, Cylinder Temperature for Naval Aircraft—Introduction.
1971. Aircraft Engine Instrument Bezels—Marking of Working Ranges.
1972. Application of Debecote.
1973. Mark VI Balloons—Instructions to Reduce Losses.

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

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

1974. Thread Protectors for Rubber Oil Fuel Hose Couplings.
1975. Working Suits—Issue of Brown Jean to Commissioned and Warrant Telegraphists.
1976. W.R.N.S. Ratings Working on Aircraft—Uniform Kit.
1977. Vegetables—Addition to Schedule 1019 (List of Contracts).
1978. Sera and Antitoxins—Keeping Qualities.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1979. Amendments to Books.
1980. A.M.S.Is.
1981. B.Rs. 423, 445, 447, 448, 448A, 449, 450—Religious Books.
1982. B.R. 795—Maintenance Routines for Torpedo Tubes in H.M.S. "Graph".
1983. B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII** Torpedoes—Issue.
1984. B.R. 822—Handbook for Ordnance, Q.F., 40-mm., Mark I, on Mounting, 40-mm., A.A., Mark I; B.R. 823—Gun Drill for 40-mm., A.A. Gun and Predictor A.A., No. 3; B.R. 824—A.A. Equipment Maintenance Task Tables, No. 7 (Light) Ordnance, Q.F., 40-mm., A.A.
1985. Books—O.U. 6090 (J)—Revised pages 1 and 3 dated February, 1943, to Range Table, No. 473, for 6-in., B.L. Gun, Mark XII—Issue.
1986. Royal Naval Medical Bulletin. Nos. 1 and 2—Issue.
1987. The British Pharmacopoeia—Supply.
1988. Mails Lost Through Enemy Action.
1989. Mails Lost.
1990. Diversion and Redirection of Mail for Combined Operations Personnel.
1991. Naval Armament Outfit Stores Vouchered to Admiralty Overseers.
1992. Coastal Forces Drafting—Correspondence.
1993. Parcel Mails from H.M. Ships and Fleet Mail Offices—Despatch to G.P.O., London.
1994. "Official Paid" Parcel Post Label—Issue of, as Form S.518 E.

SECTION 6.—SHORE ESTABLISHMENTS

1995. Admiralty Administrative Whitley Council—Composition for the Year 1942–43.
1996. Subsistence Allowance—Civilian Non-Industrial Staff.
1997. Changes in Bonus, etc., for Workpeople in Admiralty Establishments at Home and Abroad.
1998. V.A.D. Personnel—Pay Vouchers.
1999. Admiralty Civil Police—Sick Pay.
2000. Clothes Rationing—"Iron Ration" Coupon Pools for Workers in Certain Heavy Industries.
2001. R.N. Motor Transport—Disposal of Vehicles When Beyond Economical Repair.

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

Section 1
ADMINISTRATION OF THE FLEET, CEREMONIES,
FOREIGN PORT REGULATIONS, etc.

1884.—Naval School of Air Combat—Formation of

(A./A.W.D. 54/43.—29.4.1943.)

In view of the limited opportunities presented to naval air squadrons of gaining operational experience against enemy fighters, a Naval School of Air Combat is being set up whose function will be to give instruction in air firing, in the tactics of air fighting, and in leading aircraft formations and controlling their fire in action.

2. Squadron No. 736 has been allotted to the Naval School of Air Combat and will form, on or soon after the 1st May, 1943, at the R.N. Air Station, Inskip, where it will be located for the time being.

3. The school will train instructors for the Fighter and T.B.R. Schools and Naval Operational Training Units. Also, recommended pilots and observers will be withdrawn from first line squadrons, trained, and returned to the same units as "Combat Instructors". Candidates recommended for the course, whose names should be submitted by Squadron Commanders through the usual channels, will be selected for their flying ability and for their ability to impart knowledge to others. The intention is that whenever possible prospective Squadron Commanders should undergo this course before taking up their commands.

4. In the first instance, the course, for which about six weeks will be allowed, will consist of four Fighter Pilots (two sections) and three T.B.R. Pilots and three Observers (one flight), the Fighter and T.B.R. courses being separate, except for advanced air combat, where they will work together.

5. It is not intended that the Naval School of Air Combat should be in any way a substitute for the "Tactical Demonstration Flight" of the N.A.F.D.U., and it is essential that these two units should keep in close touch.

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

*1885.—Honours and Awards—"London Gazette" Supplement of 20th April, 1943

(H. & A.—29.4.1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

20th April, 1943.

The KING has been graciously pleased to give orders for the following promotion in, and appointments to, the Most Excellent Order of the British Empire, for skill and judgment in the organisation of the landing of the Allied Forces in North Africa:

To be Additional Commanders of the Military Division of the said Most Excellent Order:
Captain (Commodore Second Class) Royer Mylius Dick, D.S.C., R.N.
Commander Manley Laurence Power, O.B.E., R.N.

To be an Additional Member of the Military Division of the said Most Excellent Order:
Paymaster Lieutenant Ernest Richard Wheeler, R.N.

The KING has been graciously pleased to approve the award of the George Medal, for gallantry and undaunted devotion to duty, to:
Temporary Lieutenant Charles Graham Tanner, R.N.V.R.

The KING has been graciously pleased to approve the award of the British Empire Medal, for gallantry and devotion to duty, to:
Acting Able Seaman Percy Fouracre, P/JX.219932.

ADMIRALTY,

Whitehall,

20th April, 1943.

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

For distinguished services in the operations which led to the landing of the Allied Forces in North Africa:

Bar to the Distinguished Service Order

Rear-Admiral Sir Harold Martin Burrough, K.B.E., C.B., D.S.O.

Captain (Commodore First Class) Thomas Hope Troubridge, D.S.O., R.N.

Mention in Despatches

Admiral of the Fleet Sir Andrew Browne Cunningham, Bart., G.C.B., D.S.O.

Vice-Admiral (Acting Admiral) Sir Bertram Home Ramsay, K.C.B., M.V.O. (Retd.).

Captain (Commodore Second Class) Cyril Eustace Douglas-Pennant, D.S.C., R.N.

Captain Geoffrey Barnard, D.S.O., R.N.

Captain Cecil Robert McCrum, O.B.E., R.N. (Retd.).

Captain Richard Pike Pim, V.D., R.N.V.R.

Captain (E) Lionel Arthur Taylor, R.N.

Commander Thomas Marcus Brownrigg, O.B.E., R.N.

Commander Lawrence George Durlacher, R.N.

Lieutenant-Commander Arthur John Talbot Roe, D.S.O., R.N.

Lieutenant-Commander James Bertram Everard Wainwright, D.S.O., R.N.

For gallantry in saving life at sea:

The Albert Medal in Gold

Temporary Surgeon Lieutenant Malcolm Joseph Clow, M.B., B.Ch., R.N.V.R.

Surgeon Lieutenant Clow was between decks when H.M.S. "Ibis" was hit and badly damaged. Wounded men were brought to him in the Sick Bay, among them an Engine Room Artificer badly burnt about the arm. Surgeon Lieutenant Clow gave him an injection of morphia, and, as the ship was now sinking, helped the man up the ladder and out on to the upper deck. As the man had no life belt, he put his own on him. Then he got him into the water, and made sure he was free of the ship before he himself abandoned it. In doing this Surgeon Lieutenant Clow became entangled in the rigging and was taken down some way before he got clear. He then swam for three hours without a life belt before he was picked up.

The Albert Medal in Gold (Posthumous)

Sick Berth Attendant George William Beeching, C/MX.65180.

Sick Berth Attendant Beeching was between decks when H.M.S. "Ibis" was hit. The explosion caused serious damage and the ship took a list to starboard of about 15°. The Emergency Lighting partly failed and the Mess Decks were deep in oil fuel. Sick Berth Attendant Beeching showed great courage and presence of mind. He helped those who came forward with wounds, among them one man very badly burned about the face and hands. Sick Berth Attendant Beeching took him to the Sick Bay and gave him morphia. When the ship began to heel over, and it was apparent that she would capsize, he helped the man to the deck, gave him a life belt, and got him into the water before abandoning ship himself. Sick Berth Attendant Beeching was not seen again.

The Albert Medal in Bronze (Posthumous)

Sick Berth Attendant James William Thorpe, D/SBR/X.7813.

In a hazardous operation off the North African Coast, H.M.S. "Broke" came under heavy fire. Many of her company were wounded. Sick Berth Attendant Thorpe showed great courage in tending the wounded and getting them to places of greater safety. He himself was then badly hit, but he spent his last strength in the care of others, working till he could no longer stand. He died of his wounds.

For courage and seamanship in North African waters in H.M.S. "Ibis":

The Distinguished Service Cross

Commander Henry Maxwell Darell-Brown, R.N.

For sustained bravery in air attacks at Malta:

The Distinguished Service Cross

Lieutenant Michael Arthur Baillie-Grohman, R.N.

Bar to the Distinguished Service Medal

Chief Petty Officer Walter Henry Panrucker, D.S.M., P/J.98172.

The Distinguished Service Medal

Able Seaman John Edmund Dodds, C/SSX.21525.

Mention in Despatches (Posthumous)

Mr. Cedric Martin Radcliffe, Boatswain, R.N.

For bravery and resolution when H.M.T. "Jasper" was lost:

The Distinguished Service Medal

Signalman George Cyril Flinders, D/JX.176126.

Mention in Despatches (Posthumous)

Seaman Walter Percy Shepherd, LT/JX.179718, R.N.P.S.

Mention in Despatches

Temporary Lieutenant Bayford Donald Patrick Bennett, R.N.V.R.

Temporary Lieutenant Peter Edward Charles Reuben Main, R.N.V.R.

Stoker First Class Charles James, LT/KX.139519, R.N.P.S.

Stoker First Class John Sutton, LT/KX.148758, R.N.P.S.

For bravery when H.M.S. "Zulu" was lost:

The Distinguished Service Medal

Corporal (Temporary) John Watson Meegan, Ex.2749, R.M.

For good services when H.M.S. "Snapdragon" was lost:

Mention in Despatches

Able Seaman John McSweeney, D/JX.174335.

For good services in action against enemy aircraft in H.M.S. "Redwood":

Mention in Despatches

Seaman Leslie Hadfield, LT/JX.191711, R.N.P.S.

For skill and resource in tending the wounded:

Mention in Despatches

Acting Chief Petty Officer Frederick Robert William Flack, C/JX.140361.

For resource in salvage work:

Mention in Despatches

Temporary Lieutenant Christian John Ollard, R.N.V.R.

For brave conduct:

Commendation

Temporary Lieutenant Roger Ernest Peers, R.N.V.R.

For bravery in Defensively Equipped Merchant Ships during the hazardous passage to North Africa:

The Distinguished Service Cross

Captain Peter Elder, Master.

Captain Lewis Parfitt, Master.

Mr. Henry Sinclair Clarke, Second Officer.

Mr. John Ian Allister, Supernumerary Fourth Engineer Officer.

The Distinguished Service Medal

Mr. Walter Easton, B.E.M., Boatswain.
 Mr. Chan Yau, Boatswain.
 Mr. Herbert Bailey, Carpenter.
 Acting Able Seaman Thomas James Bater, D/JX.291339.
 Temporary Acting Petty Officer Frank Caseley Haskett, P/J.52329.

Mention in Despatches

Mr. Paul Watson Bardon, Third Engineer Officer.
 Mr. James Barron Lakin, Fourth Engineer Officer.
 Mr. James Gordon Bradley, Assistant Engineer Officer.
 Mr. Thomas Aldebert, Quartermaster.
 Mr. Robert Dowman, Quartermaster.
 Mr. George Gaston Tostee, Apprentice.
 Convoy Leading Signalman Edward Albert Dalley, C/JX.232557.
 Convoy Signalman Robert George Thompson, C/JX.232598.

For good services in Defensively Equipped Merchant Ships on passage to North Russia:

Mention in Despatches

Mr. Charles Trevor Graham Lennard, D.S.C., Second Officer.
 Mr. Robert Irvine, Second Officer.

For good services in a Defensively Equipped Merchant Ship:

Mention in Despatches

Acting Able Seaman Vincent Atkinson, P/JX.335207.
 Acting Able Seaman Charles Chamberlain, P/JX.210361.
 Acting Able Seaman Albert Wood, D/JX.253552.

The KING has been graciously pleased to grant unrestricted permission for the wearing of the Norwegian War Medal bestowed by King Haakon of Norway upon the following Officer and Men of the Royal Navy for good services in ships of the Royal Norwegian Navy.

Norwegian War Medal

Temporary Lieutenant Desmond Courtenay Frederick Lloyd, R.N.V.R.
 Signalman John Clinton Bagshawe, D/JX.197897.
 Acting Leading Telegraphist Christopher Toman, D/JX.150924.
 Acting Leading Telegraphist William Gillespie, D/JX.224729.
 Ordinary Coder John Everitt Uttin, C/JX.293165.

A.F.O.

308/46

1886.—Officers Engaged on H/F D/F Duties—Rate of Pay

(C.W. 2023/43.—29.4.1943.)

Officers who are technically qualified in and carrying out H/F D/F duties are to be paid on the scale appropriate to qualified Engineer Officers in the same way as officers of the electrical branch.

2. This rate is payable to all R.N.R. and R.N.V.R. officers on R.N. scales of pay, whether or not they are members of the Special Branch, R.N.V.R., provided they possess the necessary qualifications.

3. The term "technically qualified" should be taken as indicating that an officer has passed H.M. Signal School H/F D/F qualifying course. The Captain, H.M. Signal School, may, however, certify an officer to be "technically qualified" without his having taken this course.

4. Payment of this higher rate is to take effect from the 14th January, 1943, or from the date of qualifying, if later.

***1887.—Officers' Marriage Allowance—Officers Holding Acting or Temporary Higher Rank to be Allowed Further Election to Receive Revised Rates of Marriage Allowance.**

(C.W. 42802/42.—29.4.1943.)

With reference to A.F.O. 4481/42, paragraph 1, it is notified that officers of the substantive rank or relative rank of Lieutenant, R.N., R.N.R., R.N.V.R., or Captain, R.M. and below, whether married or single, who held on 1st October, 1942, or have since been granted acting or temporary rank higher than that of Lieutenant, R.N., R.N.R., R.N.V.R. or Captain, R.M., and who have hitherto been precluded

from electing to receive the revised rates of marriage allowance promulgated in A.F.O. 5608/41 because of the holding of the higher acting or temporary rank, may now elect to receive these revised rates by completing the declaration specified in A.F.O. 4481/42, paragraph 3 (b).

2. Such election must be made within one month of the date of receipt of this Order, and once made will be irrevocable.

3. In the case of officers who exercise the above option the revised rates of marriage allowance will be effective from the 1st October, 1942, or from date of marriage if later, subject to the proviso that the rate of children's allowance of 3s. a day authorised by A.F.O. 4481/42 will not be issuable concurrently with the full pay of any rank or relative rank higher than that of Lieutenant, R.N., R.N.R., R.N.V.R. or Captain, R.M. Thus, a Lieutenant holding the paid acting rank of Lieutenant Commander and now electing the revised rates of marriage allowance will receive children's allowance for the first child at the rate of 2s. 0d. a day whilst serving as a Lieutenant-Commander, but at 3s. 0d. a day on reverting to his substantive rank of Lieutenant.

4. Paymaster Lieutenants and below who hold temporary higher rank of Paymaster Lieutenant-Commander and above as secretaries under K.R. & A.I., Article 304, receive marriage allowance at the rates appropriate to their temporary higher rank, irrespective of their rate of pay.

5. Accountant Officers are to bring this Order to the notice of any Officer, whether married or single, who is now entitled to a further option under paragraph 1 of this Order.

(A.F.Os. 403/39, 2805/39, 5608/41, 4481/42 and 1034/43.)

1888.—Temporary Engineering Commissions—Selection of Ratings from the Lower Deck

(C.W. 40990/42.—29.4.1943.)

The following instructions amend and consolidate the previous Orders issued for the selection of engineering ratings for temporary commissions as Engineer Officers.

(A) GENERAL

2. The undermentioned ratings are eligible to be recommended for temporary commissions as Engineer Officers, R.N.V.R. T.124 ratings are not eligible.

- Chief and E.R.As., R.N.R., R.N.V.R. or H.O. irrespective of their Service experience.
- Chief and Enginemen (Patrol Service) with not less than one year's service as Enginemen or Chief Enginemen.
- Chief and Motor Mechanics with not less than one year's service as Motor Mechanic or Chief Motor Mechanic.

Where, however, Enginemen or Motor Mechanics show exceptional technical ability and suitability for commissions, they may be recommended after completing at least three months' service in their branch.

3. They should possess a reasonable standard of education, knowledge and experience of an engineering trade or profession and show promise of ability to bear engineering responsibilities of the character indicated below. H.O. and Reserve ratings of Dominion navies serving in R.N. ships are eligible to be recommended under these arrangements, similarly foreign naval ratings who are serving on R.N. "Hostilities Only" engagements, provided they possess a very good knowledge of English.

4. To meet the greatly increased requirements for temporary Engineer Officers it is essential that Commanding Officers ensure that all potentially suitable ratings of the above categories are recommended. It is the duty of all officers to see that no potentially suitable candidate is overlooked, and the fact that his removal from his ship or establishment may cause some inconvenience must not be allowed to influence the question of his recommendation.

5. All candidates before recommendation must be interviewed by an Engineer Officer of not less than Lieutenant-Commander's rank who is to provide a detailed statement of the technical knowledge and experience possessed by the candidate concerned. Other than for Chief and Enginemen (Patrol Service) this statement

should be forwarded with Form C.W.1 (T) to the Secretary of the Admiralty (C.W. Branch) for the benefit of a Selection Board when determining the future training and employment of the successful candidates. The recommendations of Chief and Enginemen (Patrol Service) should be forwarded to the Secretary of the Admiralty (C.W. Branch) through the Commodore, R.N. Central Depot, Lowestoft.

6. On the completion of a Form C.W.1 (T) candidates, other than Patrol Service ratings, are to be discharged immediately to R.N. Barracks, Portsmouth, without awaiting instructions from the Admiralty; where a relief is required this should be obtained direct from the depot. Arrivals in depot should be communicated weekly to the Secretary of the Admiralty (C.W. Branch). They should be accompanied by their C.W. forms and should bring their full kit.

Arrangements will then be made for a Selection Board to interview the candidates at Portsmouth at suitable intervals, the attendance of Patrol Service ratings being arranged with the Commodore, R.N. Central Depot, Lowestoft.

7. All successful candidates will be medically examined in Portsmouth Barracks before acceptance for commissioned rank.

(B) SELECTION AND TRAINING FOR SEAGOING DUTIES

8. Ratings who are considered by the Selection Board to be immediately fit for seagoing appointments in Temporary Commissioned rank in Diesel-driven craft will be drafted to the Diesel School, M.T.E., Chatham, to undergo a course of three weeks' duration in the operation and maintenance of American types of Diesel engines. On satisfactory completion of this course and recommendation, candidates will be promoted to Temporary Acting Sub-Lieutenant (E), R.N.V.R., and appointed to a one-week's "charge" course and Divisional Course at Portsmouth.

9. Selected candidates who require intensive technical training will be drafted to the R.N. Engineering Training Establishment, St. Mark's, Chelsea, to undergo a course of six months' duration, to fit them for service in small Diesel vessels, viz., B.Y.M.S., B.A.M., B.D.E. and L.S.T. and for steam vessels, viz., frigates, corvettes, sloops and minesweepers.

The Admiralty Selection Board will earmark candidates for "Steam" or "Diesel" but the Commander (E)-in-Charge at Chelsea (see paragraph 10) is empowered to vary the allocation during the course of training, if he considers it desirable.

10. A Commander (E)-in-Charge has been appointed to the R.N. Engineering Training Establishment, St. Mark's, King's Road, Chelsea, London, S.W.10; the establishment will be under the administrative command of the Commander-in-Chief, Nore, and the F.O.I.C., London.

11. The Commander (E)-in-Charge is authorised to communicate direct with Admiralty Departments concerned on purely technical matters concerned with the training.

12. The naval staff and trainees are borne on the books of H.M.S. "Shrapnel" and the W.R.N.S. on the books of "Pembroke III".

13. The "Diesel" course will consist of four months' instruction in elementary thermodynamics, electrical subjects (dynamoes, motors, wiring diagrams and batteries) fuel and lubricating oils, Diesel engine practice, fuel injection systems. This will be followed by the three weeks' course at the Diesel School, M.T.E., Chatham.

14. The "Steam" course will consist of five months' instruction in general marine engineering subjects, main engines and shafting, auxiliary machinery as fitted in frigates, etc.

15. The above courses will conclude with one month's "Charge" course covering the duties of an Engineer Officer, K.R. & A.I., Engineering Manual, defect lists, docking procedure, E.R. registers, alterations and additions, stores and spare gear.

(C) COASTAL FORCE MAINTENANCE DUTIES

16. Candidates considered by the Selection Board fit for these duties will be appointed to H.M.S. "Attack" additional for three months' training.

(D) COMBINED OPERATIONS MAINTENANCE DUTIES

17. Those considered by the Selection Board fit for these duties will be appointed to H.M.S. "Rosneath" additional for three months' training.

(E) PROMOTION

18. On satisfactory completion of the technical courses laid down under (B), (C), (D) above and recommendation, candidates will be promoted to Temporary Midshipmen (E), R.N.V.R., if under the age of 20, and Temporary Acting Sub-Lieutenants (E), R.N.V.R., if over 20, and appointed to the Divisional Course at Portsmouth.

19. Candidates who fail to attain a sufficiently high standard at the end of any of the above courses or who show they are unsuitable for promotion during the courses, will revert to their previous duties.

(A.F.Os. 2597/42, 3202/42 and 5633/42 are cancelled.)

1889.—Close Range A.A. Officers—Duties and Courses

(G.D. 075/43.—29.4.1943)

All ships down to and including destroyers are to detail one officer as the ship's Close Range A.A. Officer. This officer should be reasonably free of other duties during A.A. practices so that he can devote time to the training of the close range armament. He should not be the ship's gunnery officer.

2. The duty of the Close Range A.A. Officer is to assist the ship's gunnery Officer in the training of the close range armament in his ship, and in the organisation of watch-keeping, etc., at the close range weapons. He should be an expert at eyeshooting, in the use of tachymetric sights, and particularly in methods of teaching and verifying. During dummy attacks and close range firings he should assist in the verification and assessment of the ship's A.A. ratings.

3. Courses for ship's Close Range A.A. Officers are held regularly at H.M.S. "Queen Charlotte," the A.A. range, Ainsdale, Lancs (near Liverpool). Applications for these courses should be made direct to the Commanding Officer, H.M.S. "Queen Charlotte." The length of the course is a fortnight but officers can be sent for shorter periods if it is impossible for them to be spared for longer.

4. It is particularly important that whenever possible an officer should be sent to take this course before a new ship commissions.

5. The dates of forthcoming courses, which start on alternate Mondays, are as follows:—

17th May, 1943	— 30th May, 1943.
31st May, 1943	— 13th June, 1943.
14th June, 1943	— 27th June, 1943.
28th June, 1943	— 11th July, 1943.
12th July, 1943	— 25th July, 1943.
26th July, 1943	— 8th August, 1943.
9th August, 1943	— 22nd August, 1943.
23rd August, 1943	— 5th September, 1943.
6th September, 1943	— 19th September, 1943.
20th September, 1943	— 3rd October, 1943, <i>et seq.</i>

Applications for this course should only be made for the dates given above. Numbers on course at one time are limited to ten.

(A.F.O. 596/43.)

1890.—Royal Marines—Temporary Commissions

(A.G.R.M./C.W. 16288/43.—29.4.1943.)

Further requirement exists for Temporary Officers, Royal Marines.

2. Commanding Officers are to ensure that all potential officer material in R.M. detachments embarked and in shore establishments is made available for training at the Royal Marine Military School for temporary commissions.

3. Selected candidates are to be disembarked to their appropriate headquarters for training.

4. Ranks eligible are all H.O. ranks and those C.S. ranks to whom A.F.O. 3444/40 applies.

5. Misconception appears to exist as to the financial position of a Second Lieutenant, R.M., on appointment. It should be brought to the notice of any in doubt on this point that an officer of whatever rank can live on his pay and the vast majority do so.

(A.F.O. 3444/40—not in annual volume.)

1891.—Temporary Boatswain (B.D.)

(C.W. 49234/42.—29.4.1943.)

To augment the number of officers available for the Boom Defence Service, a limited number of promotions to temporary warrant rank will be made from among existing personnel in that Service. Selected ratings will be promoted to the rank of Boatswain, and in order to distinguish them from general service Boatswains, they will be known as Boatswains (B.D.). They will be employed on laying and maintaining small booms, or in command of a small boom depot or detached party. They will not have the qualifications to command Boom Defence Vessels, nor will they be regarded in any way as substitutes for Skippers or Temporary Boom Skippers.

2. Pensioner ratings of the Royal Navy and R.F.R. ratings, Class B and D, will be promoted to Temporary Acting Boatswain (B.D.) R.N., under the conditions of A.F.Os. 1107/40 and 4123/40, except that the eighteen years' combined R.N. and R.F.R. service required by A.F.O. 2131/42 may be waived, if necessary, when the R.F.R. rating is otherwise suitable for promotion.

3. Boom Defence C.P.Os. and P.Os. (includes Rigger ratings), and ratings entered for the period of hostilities, will be promoted to Temporary Acting Boatswain (B.D.), R.N.V.R.

4. Rates of pay will be the same as for Boatswains R.N. Pensioner ratings and R.F.R. ratings will be eligible for the special addition of 2s. a day (paragraph 9 (a) of A.F.O. 1107/40 and paragraph 2 of A.F.O. 4123/40).

5. Recommendations should be forwarded as soon as possible on Form S.198, suitably amended, to the Superintendent of Boom Defences, H.M. Boom Depot, Rosyth, Fife, subsequent recommendations being forwarded at quarterly intervals commencing on 1st August, 1943. Recommendations should be accompanied by a certificate of medical fitness for promotion to warrant rank.

6. On the first occasion on which a candidate is recommended on Form S.198, a copy of his service certificate is to accompany the form with the column of efficiency carefully filled in, together with a copy of his history sheet, where applicable, *vide* K.R. and A.I., Article 306, Clause 7.

7. The Superintendent of Boom Defences is to arrange for the recommendations and records of the ratings concerned, to be scrutinised, and for ratings considered suitable for promotion to be recalled to the Boom Defence Depot, Rosyth, for a short course of instruction, as follows:—

Boom refresher course.

Instruction on fixing positions by sextant angles, compass and other methods.

8. On the termination of this course, recommendations should be forwarded by the Superintendent of Boom Defences to the Admiralty for the promotion to Temporary Acting Boatswain (B.D.) of those who are considered suitable and are medically fit for promotion. On promotion, successful candidates will be appointed to a Divisional Course at R.N. Barracks, Portsmouth.

9. Subject to recommendation, Temporary Acting Boatswains (B.D.) will be eligible for confirmation with original seniority after one year's service.

(K.R. & A.I., Article 306 (7).)

(A.F.Os. 1107/40, 4123/40 and 2131/42.)

1892.—Flying Accidents—Procedure for Reporting and Investigating

(A/N.A.D.4088/43.—29.4.1943.)

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

Paragraph 11, sub-paragraph (ii). *Delete and Substitute*:—

(ii) "Rendering Form A.21 (dealing with defects or failures) in accordance with A.F.O. 5929/42.

In addition, a copy of Form A.21 and any subsequent reports rendered in connection with it, is to be forwarded to the Naval Liaison Officer, C.I. (Accidents), Air Ministry.

Note.—Copies of defect forms not arising out of flying accidents should not be forwarded to the Naval Liaison Officer."

(A.F.Os. 2476/42, 5633/42 and 1668/43.)

1893.—Entry of Men for Harbour Service Duties—REPORTS

(N.9731/43.—29.4.1943.)

To meet the large number of commitments arising for manning craft employed in Harbour Services, for which under present conditions a sufficient number of men for entry as L.D.D. Ratings, or on civilian agreements, cannot be found, approval has been given for the recruitment into the Navy for the period of the present emergency of men for "Harbour Service Duties only". Although as detailed in paragraph 2 (a), certain categories employed on ENG.6 agreements are eligible for transfer, it is not intended that civilian crews should be replaced by H.S.O. ratings until the large number of ratings fit for sea service at present in harbour service craft have been relieved.

2. Men will be entered for "Harbour Service Duties only" by the Naval Recruiting Organisation through the Combined Recruiting Centres. Entry is open to the following categories:—

(a) Yachtsmen and longshoremen with small boat experience, and other volunteers above the registration age, up to the age of 65, including re-entries and men already serving on ENG.6 or similar engagements. Medical Grade II men are eligible.

(b) Sea Cadets from the age of 17 to the date of registration. Medical Grade II only.

(c) Men recommended for discharge from the Navy, Army or Air Force and men being discharged from the Merchant Navy (including men discharged to the Merchant Navy Pools from T.124 agreement and its variants) on medical or compassionate grounds, who are not fit for active service in the Armed Forces of the Crown or the Merchant Navy, particulars of any Grade III candidates being first reported to the Director of Naval Recruiting.

3. Men will be entered as Ordinary Seaman (H.S.O.) or Stoker II (H.S.O.), but men with previous experience may be entered as Seaman (H.S.O.) or Stoker (H.S.O.) or a higher rating provided they have reached the age of 18 (*see also* paragraph 5). Men who on entry are selected for Leading or P.O. rates are to be entered as Seamen and advanced on successive days.

4. The substantive rates will be as follows:—

Ord. Seaman (H.S.O.)	Stoker II (H.S.O.)
Seaman (H.S.O.)	Stoker (H.S.O.)
Ldg. Seaman (H.S.O.)	Ldg. Stoker (H.S.O.)
Act. Petty Officer (H.S.O.)	Act. Engineman (H.S.O.)
Petty Officer (H.S.O.)	Engineman (H.S.O.)

Non-substantive rates will not be required, but men with previous service in the Navy may receive Progressive Pay and Good Conduct Badge Pay where so qualified.

5. The qualifications for higher rates will be:—

Seaman (H.S.O.) One year's upper deck experience at sea or in tidal waters.

- Ldg. Seaman (H.S.O.) ... Eighteen months' upper deck experience at sea or in tidal waters to include time in command.
- Act. Petty Officer (H.S.O.) Two years' upper deck experience at sea or in tidal waters to include time in command.
- Stoker (H.S.O.) ... To have served in any capacity in the engine-room of a steam or motor driven craft for six months.
- Ldg. Stoker (H.S.O.) ... To have served as a driver of a steam or motor driven craft for six months.
- Act. Engineman (H.S.O.)... To have served as an engineman in charge of a steam or motor driven craft for one year.

Acting Petty Officers and Acting Enginemen may be confirmed Petty Officer or Engineman after one year's service in the acting rate subject to being recommended and to conduct. Acting Petty Officers and Acting Enginemen found suitable may, on entry, be given the confirmed rate of Petty Officer or Engineman, if they have previously held the confirmed rate of Petty Officer in the Navy or of Sergeant in the Army or Air Force.

6. All men entered for "H.S.O." duties will be given a three weeks' disciplinary course at Patrol Service Central Depot, Lowestoft, followed in the case of men selected for higher rating by instruction in power of command, care of Naval stores, victualling, etc. In the case of men without previous small craft experience a further three weeks' instruction will be given in seamanship, including boat work; in the case of engine-room branch ratings instructions in the duties for which they will be required.

7. Ordinary Seaman (H.S.O.) and Stoker II (H.S.O.) may be advanced to Seaman (H.S.O.) and Stoker (H.S.O.) on completion of six months' satisfactory service, excluding the time spent under training at Lowestoft. All other advancements will be authorised by the Commodore, P.S.C.D., and will, in the early stages, depend on the requirements of the service. The Commodore, P.S.C.D., will also authorise the termination of the engagement, "medically unfit for service," of any man found on arrival at Lowestoft to be suffering from tuberculosis; but men found to be suffering from other disabilities will not be discharged without the approval of the Admiralty, which should be sought by signal. Men found on entry to be unsuitable for reasons other than medical unfitness may be discharged on the authority of the Commodore, P.S.C.D.

8. In regard to kit, pay, progressive pay, allowances and the award of Good Conduct Badges, "H.S.O." ratings are to be treated in all respects as R.N.P.S. ratings.

9. Medical standards are as follows:—

	Seamen	Stokers
Medical	Grade II	Grade II
Visual	Standard 3	Standard 4
Colour Vision	Grade I	Grade III
Hearing	Standard 2	Standard 3
Selection Grade	D	D

10. On receipt of this A.F.O., Commanders-in-Chief at home and the Admiral Commanding, Orkneys and Shetlands, are to report to the Admiralty the names of all craft in their command employed on harbour service duties, which are at present manned by R.N.P.S. personnel fit for sea service, together with details of the crew. These ratings will be gradually replaced by H.S.O. ratings as they become available.

***1894.—Air Fitters—Conversion to Air Artificer**

(N. 617/43.—29.4.1943.)

The conditions of paragraph 2 of A.F.O. 6255/42 so far as concerns ineligibility for conversion to Air Artificer, apply only to new entries after 31st December, 1942. The rosters for course will remain open for men who were Air Fitters before 1st January, 1943.

(A.F.O. 6255/42.)

1895.—Sailmakers' Mates—Difference of Pay

(N. 4328/43.—29.4.1943.)

With reference to K.R. & A.I., Article 1591, Clause 8 (see K.R. 1/43), prior Admiralty authority will not, in future, be required for the grant of difference of pay as Sailmaker to Sailmakers' Mates serving in lieu of Sailmakers allowed in complement provided they have qualified in all respects for the higher rating.

(K.R. & A.I., Article 1591 (8).)

***1896.—Special Repair Ratings (D)**

(N. 20759/42.—29.4.1943.)

The following amendments are to be made to the list showing Analysis of Trades at the end of A.F.O. 574/43:—

Under heading ELECTRICAL add:—

Civil Nomenclature	Naval Code No.	Naval Nomenclature	Abbreviated Title
Tester	N.217A	Acting E.A., 4th class	DLBF 1
Bench fitter	N.217B	Acting E.A., 4th class	DLBF 2
General fitter (elec.) shop ...	N.217C	Acting E.A., 4th class	DLBF 3

2. Classifications will remain the same, as well as the minimum experience required.

3. Volunteers may be accepted for these trades.

(A.F.O. 574/43.)

1897.—Naval Ratings Embarked in Merchant Ships for Duty or Passage

(N. 9051/42.—29.4.1943.)

The following instructions are issued for guidance when Naval ratings are embarked in Merchant Ships.

2. Such ratings fall into three main categories:—

(i) Ratings embarked for permanent duties such as D.E.M.S. and Convoy Personnel.

(ii) Ratings embarked for passage as members of Merchant Ship crews. The need for this procedure should be rare, and should only be adopted either (a) at request of Master when a rating is required to replace a member of the crew; or (b) when the ship is without a passenger certificate and it is desired to carry more than 12 passengers.

(iii) Ratings embarked as ordinary passengers.

3. Ratings under (i) are signed on Ship's Articles and are borne on the books of "President III" for victualling and pay. Their movements, etc., are recorded and reported as necessary by the Director of Trade Division, Admiralty (C.A.F.O. 2512/39, A.F.Os. 3059/39 and 3109/40). No payment is made for passage, but claims for victualling and advances of pay are met by H.M.S. "President III".

4. Ratings under (ii) (a) and (b) are signed on Ship's Articles. For personnel embarked as at (ii) (a), see K.R. & A.I., Article 1771. Payment is made for passage in respect of personnel coming within (ii) (b).

5. Ratings under (iii) are not signed on Ship's Articles. Payment is made for passage.

6. Passage for ratings under (ii) (b) and (iii) should be requisitioned on Form S.533. Payment of passage money (which includes victualling) is made by the Director of Sea Transport, Ministry of War Transport, to whom Form T.397 should be forwarded.

7. To avoid confusion between ratings in categories (i) and (ii) (a) and bearing in mind that there is no financial advantage as between categories (ii) (b) and (iii), category (ii) (b) should only be adopted when suitable passages under (iii) are not available.

8. On the occasion of the embarkation of ratings for passage, instructions should be given to the Masters and ratings concerned to ensure that it is understood that—

- ratings are embarked for passage and victualling claims as for D.E.M.S. ratings are not to be made since passage claims are payable by the Director of Sea Transport (see paragraph 6);
- that during passage they are under the orders of the Master and are expected to perform such duties as are required by the Master, unless they are in charge of an officer or rating, in which case the officer or rating in charge will arrange with the Master for such duties to be performed as may be required by the Master;
- that no advances of pay or payments are to be made to such ratings.

(C.A.F.O. 2512/39; A.F.Os. 3059/39 and 3109/40.)

1898.—Royal New Zealand Navy—Increase in Pay and Certain Allowances

(C.W. 12971/43.—29.4.1943.)

New Zealand Navy Order 747 dated 16th February, 1943

With reference to A.F.Os. 3216/42 and 2702/37, the New Zealand Naval Board have approved the following revised rates of pay for junior officers and ratings of the Royal New Zealand Navy with effect from 1st November, 1942 :—

Officers of the Executive, Special Branch R.D.F., Air Branch and Accountant Branch

	Per Diem	
	£	s. d.
Midshipman	0	8 6
Acting Sub-Lieutenant	0	14 6
Sub-Lieutenant	0	15 6
Lieutenant—		
On promotion	0	18 0
After six years	1	2 0
<i>Engineer Officers</i>		
Midshipman (E)	0	8 6
Acting Sub-Lieutenant (E)	0	14 6
Sub-Lieutenant (E) not qualified in (E)	0	14 6
Sub-Lieutenant (E) qualified in (E)	0	15 6
Lieutenant (E) Acting	0	18 0
Engineer Lieutenant and Lieutenant (E)—		
On promotion	0	18 0
After 4 years	1	1 0
After 6 years	1	5 0
<i>Electrical Officers</i>		
Probationary Electrical Sub-Lieutenant	0	14 6
Electrical Sub-Lieutenant	0	15 6

The above rates are not applicable to T.124 personnel.

Air branch officers who are qualified in A/E and performing technical duties are entitled to the rate of pay appropriate to engineer officers. Aeronautical engineering allowance of 3s. 6d. a day is only payable to officers who possess both the A/E and (P) qualifications.

Ratings	1939	1940
	Scale Per Diem.	Scale Per Diem.
	s. d.	s. d.
Boy, 1st Class, Signal Boy and Boy Telegraphist	2 0	2 3
Boy, 1st Class (over 17 years of age)	2 9	3 0
All "ordinary" ratings	Increased by 6d. per diem.	

2. *Domestic Allowance.*—With reference to A.F.O. 1307/43, the rates of domestic allowance have been increased to the following with effect from 1st November, 1942 :—

- Wives with one or more children 2s. 6d. per diem.
- Wives with no children or whose children are over the age of 16 6d. per diem.

3. *Overseas Bonus.*—With effect from 3rd September, 1939, an "overseas" bonus of 1s. per day has been approved for all officers and ratings (including officers and men on loan from the Royal Navy and also T.124 personnel) in respect of each day they are engaged on overseas service, i.e., away from the coasts of New Zealand.

Credit will be effected by the Navy Office, Wellington, in New Zealand currency and will only become payable as follows :—

- On final discharge from the New Zealand Forces if prior to the end of the war.
- On final demobilisation at the end of the war.
- In the case of loan personnel through the High Commissioner for New Zealand as soon as possible after completion of loan service.

Members of the Women's Royal New Zealand Naval Service will be eligible for this bonus under the same conditions.

4. *Uniform Upkeep Allowance for Officers.*—An allowance to assist in the maintenance of uniform has been approved at the following rates with effect from 1st November, 1942 :—

- £10 per annum to all officers serving in shore appointments (£2 10s. 0d. per quarter).
- £20 per annum to all officers serving in seagoing appointments (£5 0s. 0d. per quarter).

This allowance (at the quarterly rate) is to be credited in the ledger in advance on the first day of each quarter and credits in the ledger are to be indicated by the letter "U.A." (Uniform Allowance).

Adjustments at the approximate daily rates (7d. per diem or 1s. 1d. per diem according to the rate) are to be made in respect of broken periods in any one quarter due to change in the qualifying nature of an appointment. The rate and date to which the allowance has been credited is to be shown on transfer lists.

For the purpose of this allowance, a seagoing appointment is to be regarded as a definite appointment to a vessel which proceeds to sea (including vessels for harbour duties) and in which the officer is normally required to live on board.

This allowance is payable also to officers serving under T.124 agreement.

This allowance when credited to officers serving on loan from the Royal Navy may not be allotted or remitted to the United Kingdom free of exchange.

The question whether the present exemption from income tax in respect of uniform may be continued at existing rates is under consideration.

5. *Tropical Kit Allowance.*—A grant of £10 towards the cost of purchase of tropical uniform may be paid to all officers who for actual service requirements purchase tropical uniform on or after 1st November, 1942. Payment of this grant to officers serving in the Royal Navy will be authorised on application to the Director of Navy Accounts (Branch 4A), Bath, but it is not payable in addition to any similar grant in the Royal Navy or a Dominion Navy. Each application is to be duly certified by the commanding officer to the effect that the officer concerned is, on or after 1st November, 1942, required to provide himself with tropical uniform, and that this has been purchased in addition to ordinary blue uniform.

A similar grant may also be paid to officers serving under T.124 agreement.

6. *Uniform Gratuities.*—With effect from 1st November, 1942, uniform gratuities have been increased for R.N.Z.R. and R.N.Z.N.V.R. officers appointed to seagoing appointments to the following rates :—

	£	s.	d.
Commissioned or subordinate officer	50	0	0
Warrant Officer	30	0	0
Officers serving under T.124 agreements or variants	30	0	0
Officers on the Retired or Emergency List of the R.N.	30	0	0
Acting Warrant Officer promoted temporarily—			
On promotion	50	0	0
Plus (per annum)	12	10	0
Up to (per annum)	37	10	0

Officers in shore appointments are to continue on existing rates, unless and until they are transferred to a seagoing appointment on or after 1st November, 1942, when the difference between the former rate and the rates stated above will be payable. In the case of New Zealand officers serving in the Royal Navy application should be made to the Director of Navy Accounts, Branch 4A, Bath, for payment of the appropriate difference when it becomes due.

(A.F.Os. 2702/37, 3216/42 and 1307/43.)

1899.—Complement Amendment

Escort Carriers

(N. 7488/43.—29.4.1943.)

The following amendment is to be made to schemes of complement :—

- H.M. Escort Carrier "Pretoria Castle," issued with Admiralty letter N.8351/42 of 20.11.42.
- H.M. Escort Carrier "Activity," issued with Admiralty letter N./D.P.S. 1013/41/M of 28.5.42.
- H.M. Escort Carriers "Nairana" and "Campania," issued with Admiralty Letter N.20524/42 of 2.12.42.
- H.M. Escort Carriers "Tracker" Class, issued with Admiralty letter N./D.P.S. 304/42/M. of 25.6.42.
- H.M. Escort Carriers "Archer" and "Avenger" Classes, issued with Admiralty letter N./D.P.S. 573/41/M of 15.11.41.
- H.M. Escort Carriers "Ruler" Class, issued with Admiralty letter N.6117/43 of 17.3.43.

Ship's Complement

Add 1 P.R.T.I. 2nd Class (without substantive alteration).

1900.—W.R.N.S.—R.D.F. Operators

(N. 3030/43.—29.4.1943.)

The following instructions concerning the employment of W.R.N.S. personnel as R.D.F. Operators supersede those given in A.F.O. 5149/42 and Admiralty Letter N. 27225/42 dated 2nd December, 1942 (to certain authorities only), which are cancelled. They do *not* apply to W.R.N.S. employed on R.D.F. duties in the Fleet Air Arm.

2. W.R.N.S. R.D.F. Operators constitute a specialised category of the W.R.N.S. and will be employed at shore stations designated by the Admiralty. Conditions of service, pay and advancement applicable to the specialised categories will apply to them subject to such modifications as are detailed below. They will wear the badge detailed in A.F.O. 3924/42.

3. The W.R.N.S. specialised category of C.H.L. Reporter is abolished. In future the duty of reporter at C.H.L. stations will be carried out by W.R.N.S. R.D.F. Operators. All W.R.N.S. ratings now employed as C.H.L. Reporters are to be reclassified as W.R.N.S. R.D.F. Operators. The date of entry into this category is to be taken in each case as the date on which the lower specialised rate of pay was attained (*vide* paragraph 11 (b) below).

4. Training courses will be made up by the Director, W.R.N.S., from the central depots, and will generally consist of new entries. Recruits from other W.R.N.S. categories may, however, be called for if these are required in the interests of the service. Names and papers of such W.R.N.S. ratings, accompanied by a statement that they conform to the visual requirements laid down in paragraph 5, should be sent to the Director, W.R.N.S.

5. Qualifications are : quickness of mind, intelligence and a reasonable standard of education. All must conform to the following standards of vision :—

Distant Vision—

Visual Standard III as shown in M.R.B.I. (instructions for the guidance of Medical Boards under the N.S. (A.F.) Act), i.e. :—

Unaided vision must not be less than 6/12 : 6/12 or 6/36 : 6/6.

Unaided vision must not be less than 6/60 : 6/60.

Near Vision—

D = 0.5 with glasses if necessary.

W.R.N.S. for whom glasses are considered necessary by an ophthalmic specialist to correct error of refraction or muscle balances should be supplied with them at the public expense and an entry should be made on the Medical History Sheet of the corrections supplied.

Colour Vision—

Grade Three.

6. *Training.*—Selected Wrens will in the first instance be sent to Portsmouth where they will undergo R.D.F. training in the Signal Section, R.N. Barracks, Portsmouth. Ex-C.H.L. Reporters will be required to undergo this course. After satisfactory completion of this training, W.R.N.S. ratings will be considered qualified R.D.F. Operators.

(*Note.*—The drafting of W.R.N.S. ratings direct to C.H.L. stations for duty as reporters without previous training is discontinued.)

7. The date of qualifying is to be entered on the History Sheet of the rating concerned (*see* paragraph 10 below).

8. For the present, this training will consist of instruction in the operation of either (a) Types 282/3/5 or (b) Types 271/2, these being the sets fitted at the stations concerned with the exception of C.H.L. stations. Ratings may subsequently receive training in additional sets. Details of all sets in which operators receive instruction and/or gain operating experience are to be entered on their History Sheets.

9. Operators will normally be drafted to stations fitted with the sets in which they have been trained, but, where this is not possible, they will receive additional instruction (normally one week) in Signal Section, R.N. Barracks, Portsmouth, before draft. Operators trained in either type of set may be drafted to C.H.L. stations, instruction in the duties of C.H.L. Reporter being given to them at the station to which they are drafted.

10. Form S.1246W—R.D.F. History Sheet—is to be maintained with the Service Certificate of each operator. The initial information will be entered at H.M. Signal School except in the case of C.H.L. Reporters transferred to W.R.N.S. R.D.F. Operator in accordance with paragraph 3 above for whom it is to be entered at the station at which they are serving. In all cases subsequent details are to be added by the station at which the W.R.N.S. R.D.F. Operators are employed.

11. *Pay.* (a) New entries from shore or serving W.R.N.S. ratings transferred from other categories.

This will be at the unspecialised (general duties) rate from the date of enrolment or transfer. From the date of qualifying (*vide* paragraph 7 above) and for a subsequent period of three months it will be at the lower specialised rate. Subject to recommendation, W.R.N.S. R.D.F. Operators will be entitled to the higher rate of pay applicable to specialised categories at the end of this period.

(b) Ex-C.H.L. Reporters.—Admiralty Letter N.27235/42, dated 12th December, 1942, provided for the grant of the lower specialised rate of pay to these ratings on completion of their six weeks' training at C.H.L. stations, subject to the passing of a trade test at the end of that period. The award of the higher specialised rate was dependent upon completion of a minimum of three months' service on the lower rate and the passing of a second trade test.

These trade tests are now abolished and any existing C.H.L. Reporters now on unspecialised pay may be granted the lower specialised pay, with effect from the completion of six weeks' service at a C.H.L. station, on a certificate of the Commanding Officer of the station that they are efficient operators. The date of the grant of the higher specialised pay to these operators is to be reckoned from the effective date of the grant of the lower specialised pay.

When undergoing a course in the Signal Section, R.N. Barracks, Portsmouth, ex-C.H.L. Reporters are to continue on their existing rate of pay.

12. *Advancement.*—Regulations for the advancement of W.R.N.S. operators will conform to the normal W.R.N.S. regulations as regards service, conduct and recommendation, (A.F.O. 4864/42) except that :—

(a) The service qualification for advancement to Leading Wren will be six months in the category of R.D.F. Operator subject to qualification

(vide paragraphs 6 and 7 above). In the case of ex-C.H.L. Reporters, time served as C.H.L. Reporter from the date of being granted the lower specialised rate of pay will count in this qualifying period (vide paragraph 11 (b) above).

- (b) The service qualification for advancement to Petty Officer Wren will be one year as a Leading Wren. To qualify, ratings will be required to undergo a four weeks' course and pass an examination in the Signal Section, R.N. Barracks, Portsmouth. The date of passing this examination, which will determine the rating's place on the advancement roster, is to be entered on History Sheets. This course may be taken at any time after advancement to Leading Wren. It will include instruction in maintenance as well as operation of all types of R.D.F. sets with which W.R.N.S. R.D.F. Operators are concerned. Recommendations may be forwarded at any time after advancement to Leading Wren to the Captain, H.M. Signal School, copy to the Superintendent, W.R.N.S., Portsmouth. The latter will in due course provide reliefs for the recommended ratings in order that they may be discharged to Portsmouth for course. Ratings who fail to pass this course will not be eligible for a further recommendation until a period of six months has elapsed since the date of failure. In the event of a second or subsequent failure, a period of one year must elapse before a further recommendation is given. It is desirable that ratings should acquire a certain knowledge of general radio theory before commencing the course for Petty Officer Wren and they should therefore be encouraged to study the following portions of the Admiralty Handbook of Wireless Telegraphy:—

Volume I

- Chapter I ... Complete in detail.
Chapter II ... In detail up to and including paragraph 89 and paragraphs 94-103.
Chapter III ... In detail omitting paragraphs 141, 142, 144, 155-163, 170-174.
Chapter V ... Paragraphs 272, 277, 278, 290 only.
Chapter VI ... Paragraphs 387-389 and 407-409 only.

Volume II

- Section B ... Paragraphs 1-26.
Section D ... Paragraphs 1-16.
Section H ... Paragraphs 1-10.
Section P ... Paragraphs 1-17.

- (c) The qualifications for advancement to Chief Petty Officer Wren will be issued later.

13. The advancement of all W.R.N.S. R.D.F. personnel will be controlled by the Superintendent, W.R.N.S., Portsmouth, to whom Forms S.507W should be forwarded and who will maintain central advancement rosters for this purpose. In all cases advancement will be by roster to approved complement vacancies.

14. *Complements.*—Complements of W.R.N.S. R.D.F. Operators will in general be drawn up by Admiralty to meet the following requirements and conditions:—

- (a) Sets operating throughout the 24 hours to be manned in four watches. Sets on which watch is kept only during certain periods, e.g. at night, to be manned in two or three watches dependent on circumstances.
(b) To provide watchkeeping reliefs, necessitated by the fact that an operator cannot watch an R.D.F. screen for more than half an hour at a time without the risk of incurring eye-strain.
(c) To provide for a proportion of one Leading Wren in every four of the authorised complement of operators, the nearest whole number being allowed.
(d) To provide for a Petty Officer Wren at stations where the total number of W.R.N.S. R.D.F. Operators exceeds ten.

Note.—Since no Petty Officer Wrens trained in R.D.F. will be available for some time, a Petty Officer Wren (Administrative) will at present be allowed in lieu at stations when such a rating is required for administrative purposes.

15. *Drafting.*—The Superintendent, W.R.N.S., Portsmouth, is responsible for the drafting of all W.R.N.S. R.D.F. Operators (including those employed at C.H.L. Stations) on the instructions of the Captain, H.M. Signal School, who is the nominating authority.

(A.F.Os. 3924/42, 4864/42 and 1179/43.)

(A.F.O. 5149/42 is cancelled.)

1901.—W.R.N.S.—Categories Authorised.

(N.28432/42.—29.4.1943.)

With reference to A.F.O. 4864/42, paragraph 5, and Admiralty Message 2341/10th November, 1942, to Home Commands and F.O.N.A.S. only, the list of authorised W.R.N.S. categories is given in the tabular statement appended to this Order. This list will be augmented or amended as necessary from time to time.

2. The object has been to restrict the number of separate categories so far as possible and, although experience may indicate that certain small groups of ratings at present included in the General Duties or other categories may eventually need to form distinct categories, for the time being all serving ratings are to be classified under one of the categories named in column (1) of the Appendix, subject to paragraph 3 below.

3. Any small groups of W.R.N.S. ratings who are in receipt of specialised pay but who cannot properly be included in one of the categories listed in the specialised section of the Appendix are, pending further consideration, to retain their existing nomenclature and be distinguished by it in statistical returns.

4. With reference to column 5 of the Appendix, where standard tests for advancement in category have been imposed, these have been promulgated by A.F.O. Instructions will be issued by the same means as and when such tests are introduced for other categories.

5. Where the maintenance of a central roster is authorised for a particular category, the appropriate drafting authority is the Superintendent, W.R.N.S., of the Command concerned. The procedure outlined in A.F.O. 352/43 is accordingly to be applied to such categories, the responsible Superintendent, W.R.N.S. being communicated with in regard to drafting, advancement, changes in status, etc., of members of those categories to the same extent and in the same manner as is the Commodore, R.N. Barracks, Lee-on-Solent, in respect of W.R.N.S. ratings belonging to F.A.A. categories.

APPENDIX
Specialised

(1)	(2)	(3)	(4)	(5)
Category	Mobile or Immobile	Whether Local Training permitted	Length of Training Course	Drafting Records and Advancement Roster maintained by (Superintendents W.R.N.S., unless otherwise stated)
A.A. Target Operator ...	Mobile	No	3 weeks	Chatham.
Administrative ...	Either	Yes	—	Home Commands.
A/G ...	Either	Yes	—	Home Commands.
Air Mechanic (L) ...	Mobile	No	24 weeks	Commodore, R.N. Barracks, Lee-on-Solent.
Air Mechanic (A) ...	Mobile	No	18 weeks	
Air Mechanic (E) ...	Mobile	No	18 weeks	
Air Mechanic (O) ...	Mobile	No	17 weeks	
Air Synthetic Trainer ...	Either	Yes	—	Commodore, R.N. Barracks, Lee-on-Solent.
A/M Transcriber ...	Mobile	No	3 months	Chatham.
Analysers ...	See	Gunnery Control.	—	—
Boom Defence ...	Mobile	No	Minimum, 3 months.	Chatham.
Bomb-Range Marker ...	Mobile	Yes	—	Commodore, R.N. Barracks, Lee-on-Solent.

A.F.O. 2131/45
" " 3151/45
" " 3610/45
" " 2864/45
" " 610/45
" " 791/45

APPENDIX—contd.
Specialised—contd.

(1)	(2)	(3)	(4)	(5)
Category	Mobile or Immobile	Whether Local Training permitted	Length of Training Course	Drafting Records and Advancement Roster maintained by (Superintendents W.R.N.S., unless otherwise stated)
Book Corrector ...	Either	Yes	—	Home Commands.
Chart Corrector ...	Either	Yes	—	Home Commands.
Cine Gun Assessor ...	Mobile	No	1 month	Commodore, R.N. Barracks, Lee-on-Solent.
Cinema Operator (including Dome A.A. Operator).	Mobile	No	2 weeks	Chatham.
Classifier (including Ionospheric Plotter).	Mobile	No	1 month	Portsmouth.
Coder ...	Mobile	No	4 weeks	Home Commands.
Cook (O) ...	Either	Yes	—	Home Commands.
Cook (S) ...	Either	Yes	—	Home Commands.
Courier ...	Mobile	Yes	—	Home Commands (Drafting Records). No roster advancement.
D.G. Recorder ...	Either	Yes	—	Home Commands.
Despatch Rider ...		Obsolescent	—	Home Commands.
Drawing Duties ...	Either	Yes	—	Home Commands.
Fabric Worker ...	Mobile	Yes	3 months at Naval Air Stations.	Commodore, R.N. Barracks, Lee-on-Solent.
Gunnery Control ...		Under consideration.	—	—
Hairdresser ...	Either	Entered already trained	—	Home Commands.
Mail Clerk ...	Either	Under consideration	—	Home Commands.
Mess Caterer ...	Either	Yes	—	Home Commands.
M.Q. ...	Either	Yes	—	Home Commands (Drafting Records). No roster advancement.
Meteorological ...	Either	Yes	6 weeks at Naval Air Stations.	Commodore, R.N. Barracks, Lee-on-Solent.
M/T Driver ...	Either	Yes	2-4 weeks	Home Commands.
Parachute Packer ...	Mobile	No	4 weeks	Commodore, R.N. Barracks, Lee-on-Solent.
Photographer ...	Either	Yes	—	Home Commands.
Photographic Assistant	Mobile	No	11 weeks	Commodore, R.N. Barracks, Lee-on-Solent.
Plotter ...	Either	Yes	—	Home Commands. (Note.—Advancement to leading rate is not by roster.)
Printer ...	Either	Yes	—	Home Commands (Drafting Records). No roster advancement.
Q.O. (A) ...		Obsolescent	—	Commodore, R.N. Barracks, Lee-on-Solent.
Q.O. (L.C.) ...	Mobile	No	5 weeks	Portsmouth.
Q.O. (C.X.) ...	Mobile	No	4 weeks	Portsmouth.
Quarter's Assistant ...	Mobile	Yes	Approx. 6 weeks.	Home Commands.
Radio Mechanic ...	Mobile	No	30 weeks	Commodore, R.N. Barracks, Lee-on-Solent (Drafting Records). No roster advancement.
Recruiting Assistant ...	Mobile	No	1-2 weeks	Home Commands (Drafting Records). No roster advancement.
R.D.F. Operator (including C.H/L Reporter which is obsolescent).	Mobile	No	3 weeks	Portsmouth.

APPENDIX—contd.
Specialised—contd.

(1)	(2)	(3)	(4)	(5)
Category	Mobile or Immobile	Whether Local Training permitted	Length of Training Course	Drafting Records and Advancement Roster maintained by (Superintendents W.R.N.S., unless otherwise stated)
R/T Operator ...	Mobile	No	3 weeks	Commodore, R.N. Barracks, Lee-on-Solent.
S.D.O. Watchkeeper ...	Either	Yes	—	Home Commands.
Shorthand/Typist ...	Either	Entered already trained	—	Home Commands.
Special Duties (Linguist)	Mobile	No	2 weeks	Chatham (Drafting Records). Advancement under consideration.
Special Duties ("Pembroke V")	Mobile	Yes	—	Chatham.
S.O. (W/T) ...	Mobile	No	6 months	Portsmouth.
Strip Camera Operator...	Mobile	Yes	—	Commodore, R.N. Barracks, Lee-on-Solent.
Supply (Clothing) ...	Either	No	3 weeks	Home Commands.
Supply (Naval Stores)	Either	No	3 weeks	Commodore, R.N. Barracks, Lee-on-Solent.
Supply (Victualling) ...	Either	No	3 weeks	Home Commands.
Supply (F.A.A. Stores)	Either	No	Minimum, 2 weeks.	Home Commands.
Switchboard Operator	Either	No	Entered already trained	Home Commands.
Tailoress ...	Either	No	10 weeks	Portsmouth.
Torpedo ...	Mobile	No	2-8 weeks	Home Commands.
T/P Operator ...	Either	Entered already trained	—	Home Commands.
Typist ...	Either	Yes	—	Commodore, R.N. Barracks, Lee-on-Solent.
Vision Tester (including S.M.A. Operator).	Mobile	No	4 months	Home Commands.
Visual Signaller ...	Either	Yes	—	Home Commands.
Writer (General) ...	Either	No	4 weeks	Home Commands.
(including Librarian).	Either	No	4 weeks	Home Commands.
Writer (Pay) ...	Mobile	No	6 months	Home Commands (but see A.F.O. 1316/43 re W/T trained in H.F./D.F.).
Writer (Pay) (D.E.M.S.)	Mobile	No	6 months	Home Commands (but see A.F.O. 1316/43 re W/T trained in H.F./D.F.).
W/T ...	Mobile	No	6 months	Home Commands (but see A.F.O. 1316/43 re W/T trained in H.F./D.F.).
Boats' Crew ...	Either	Unspecialised.	—	Home Commands.
Gardener ...	Either	Entered already trained	—	Home Commands.
Laundry Maid ...	Either	Yes	—	Home Commands.
Maintenance ...	Either	Yes	—	Home Commands (Drafting Records). (No advancement—see A.F.O. 1438/43.)
Maintenance (Air) ...	Either	Yes	—	Commodore, R.N. Barracks, Lee-on-Solent (Drafting Records). (No advancement—see A.F.O. 1438/43.)
Messenger (including Hall Porter and Postman).	Either	Yes	—	Home Commands.
Steward (G) (including P.O.s' Messman and Night Porter).	Either	Yes	—	Home Commands.
Steward (O) (including W.R.A.).	Either	Yes	—	Home Commands.
General Duties (to include all Wrens not shown above).	Either	Yes	—	Home Commands (Drafting Records). No advancement.

(A.F.Os. 4864/42, 352/43, 1316/43 and 1438/43.)

1902.—W.R.N.S.—National Health, Pensions and Unemployment Insurance
(D.N.A./N. 2426/43.—29.4.1943.)

The following instructions for the State Insurance of Officers and Ratings of the Women's Royal Naval Service represent the current procedure. Where they are not at present being implemented, necessary action should be taken forthwith.

OFFICERS—NATIONAL HEALTH AND PENSIONS INSURANCE.

2. A W.R.N.S. Officer is liable for Naval National Health and Pensions Insurance if she was insured to any extent (i.e., for Health and/or Pensions purposes, either compulsorily or voluntarily) immediately prior to commencement of Officer Service. Her rate of Officer pay has no bearing on the matter.

Note 1. If she had ceased to pay insurance contributions (compulsorily or voluntarily) before the date of her appointment, nevertheless she would still have been insured provided the last paid contribution had been paid within approximately the previous 18 months. In cases of doubt, the Ministry of Health will decide.

Note 2. Officers previously in the excepted or exempt classes may have been insured in civil life for Pensions purposes. They would therefore be insurable during Officer Service.

Note 3. All ratings promoted to officer are compulsorily insurable during officer service, but may opt out provided they were not insured to any extent immediately prior to rating service (see paragraph 5).

Note 4. Failure to disclose previous insurance will adversely affect entitlement to maternity benefit during service, and to general Health and Pensions benefit thereafter. In the case of an officer who is legally insurable during war service, failure to report the particulars of her civil insurance will incur the liability to pay arrears of contributions in respect of such period of war service, when the officer's liability to be insured is ultimately established. (See also A.F.O. 6250/42.)

3. Maternity benefit, but not other benefits of National Health Insurance, will be paid during officer service under these arrangements. On termination of service, an officer will be eligible for the same benefits of National Health and Pensions Insurance as if she had been insured at ordinary civilian rates during her service.

4. (a) On entry, each officer should complete Form S.1035, which should be sent to the Director of Navy Accounts, Branch 3, Bath, for retention. Where charges are being instituted, the form should be noted with the date of commencement of the charges.

(b) A direct entrant officer who declares she was not formerly insurable, should not be charged. *Important.*—The ledger should be noted, and all pay documents, etc., issued subsequently should be endorsed "NOT INSD NHP".

(c) A direct entrant officer who declares her insurability, and all officers promoted from ratings, should be charged. *Important.*—The ledger should be noted, and all pay documents, etc., issued subsequently should be endorsed "INSD NHP" and particulars of the date to which charged stated.

5. All officers as at paragraph 4 (c), should complete in full detail Part 1 of the form in paragraph 9. Officers promoted from ratings who are eligible to opt out should also complete Part 2, stating whether they wish to opt out or not. The option must be exercised within two months of promotion, and is only effective after the Ministry of Health have confirmed it, through the Director of Navy Accounts. In the meantime, charges against pay must continue, but where an opt out is approved, a recredit will be given subsequently upon the Ministry of Health's approval.

6. Stamps are not to be affixed to cards, payment being made direct to the Ministry of Health from the Admiralty.

7. Charges at the rate of 1s. for each Monday borne for pay should be made quarterly in advance on the first day of each quarter (normally 13s. a quarter). They should be entered in the P.I.D. column of the ledger, marked "NHP". If service commences on any day other than a Monday, the contribution is chargeable for that week unless one has already been paid elsewhere.

8. On termination of service, or on discharge to Unpaid Leave (see paragraph 32), Form S.1034 (W), showing the date of ceasing pay, is to be sent by the Accountant Officer settling the officer's account, direct to the Ministry of Health.

9. National Health Insurance and Widows', Orphans' and Old Age Contributory Pensions Acts.

Form of Particulars.

Part One. (To be completed by all officers insurable in accordance with the conditions promulgated in this Order.)

Note.—Any insurance cards held should be attached to this form.

1. Name in full.....
(Surname in block letters.)
2. Rank.....
3. Name of ship in which serving. H.M.S.....
4. Date of birth.....
5. If insured for National Health Insurance and Contributory Pensions, or for Health Insurance only prior to date of commencement of war service :—
 - (a) Name of Approved Society.....
 - (b) Name of Branch (if any).....
 - (c) Membership number.....
 - (d) If not a member of an Approved Society, state number as a Deposit Contributor
6. If insured for Contributory Pensions only prior to commencement of war service :—
 - (a) Whether a pensions voluntary contributor and, if so, voluntary contributor number.....
 - (b) Whether an excepted person (i.e., employed in the Civil Service or by a Local Authority or Statutory Company and excepted from Health Insurance but not from Pensions Insurance) and, if so, the name and address of employers. *Note.*—This is only to be completed if you were insured for Pensions purposes while in the excepted employment.....
 - (c) Whether an exempt person and, if so, the number of Health and Pensions Exemption certificate.....
7. If appointed as an Officer direct from civil life :—
Date war service as an officer commenced.....
8. If promoted from rating :—
 - (a) Date of Commission or Warrant.....
 - (b) Previous rating and Official Number.....
9. At present paid by Accountant Officer of H.M.S.....
Signature.....
Date.....

H.M.S.....

Part Two. (To be completed by all officers (ex ratings) who prior to their war service as ratings were not insured to any extent under the above Acts.)

Note.—Officers entitled to contract out of insurance under the terms of this Order should bear in mind that by discontinuing their contributions under the Health and Pensions Insurance schemes they will in due course take themselves out of these schemes and will forgo the possibility of participating in, or qualifying for, valuable benefit rights thereunder, including the following :—

- (a) Free medical treatment and medicines, maternity benefit and weekly payments in respect of sickness or disablement.
- (b) Widows' and Orphans' Pensions, and Old Age Pensions for insured men and women and the wives of insured men.

Subject to the prescribed qualifying conditions and to certain limitations as regards sickness benefit and widows' and orphans' pensions in cases where war disability pension or dependants' war pension is payable, the above benefits become available on return to civil life. Maternity benefit is also payable during service.

Option to be exercised by officers eligible to do so.

*I desire _____
I do not desire _____

to continue in insurance under the National Health Insurance and Widows', Orphans' and Old Age Contributory Pensions Acts during my war service as an officer.

Signature.....
Date

H.M.S.....

* Strike out whichever is inapplicable.

OFFICERS—UNEMPLOYMENT INSURANCE.

10. All officers are eligible for a free credit of Unemployment Insurance contributions on discharge or cessation of employment, irrespective of their insurability for Unemployment Insurance in civil life. All officer service after 3rd September, 1939, will rank for the purpose of calculating the credit of contributions.

11. No deductions are to be made from the officer's pay, and no stamps are to be affixed to Unemployment Books. Any Unemployment Books handed in by officers upon entry should be sent to the Accountant General, Ministry of Labour and National Service, Acton, London, W.3, with a suitable covering communication.

12. On final termination of appointment, or on discharge to Unpaid Leave (see paragraph 33), Form U.I. 3XS should be rendered to cover the period of officer service then concluding. The form is to be marked "OFFICER" in red ink at the top right-hand corner. The symbol "ARK" should be entered in the space marked L.O. Periods of forfeiture of pay should not be shown (A.F.O. 5269/42). Completed Forms U.I. 3XS should be forwarded to Director of Navy Accounts.

13. Where it is intended that the Accountant Officer should attach a certificate regarding discharge or dismissal in consequence of a conviction, or proceedings by any civil court, a notation "A.F.O. 569/43, paragraph 6 refers" will be added to the notice on the Daily List of Appointments terminating the officer's commission. In such cases a certificate should be furnished in the form prescribed for ratings in paragraph 3 of A.F.O. 388/38. Where no such addition is made in the Daily List the alternative declaration that such certificate is not required is to be completed.

14. Form U.I. 3XS is also to be rendered on promotion from rating to officer. The procedure to be followed is set out in paragraph 23.

RATINGS—NATIONAL HEALTH AND PENSIONS INSURANCE.

15. *Health.*—All ratings are compulsorily insured under the National Health Insurance Regulations during their service in the W.R.N.S. irrespective of their status in civil life. A contribution at the special rate of 3½d. a week is paid direct to the Ministry of Health by the Admiralty in respect of each rating, without deduction from pay.

16. *Pensions.*—All ratings are compulsorily insured under the Contributory Pensions Acts during their service in the W.R.N.S. irrespective of their status in civil life. In this case the Admiralty pays direct to the Ministry of Health a weekly contribution at the rate of 8½d. for each rating, of which 5d. is chargeable against her pay.

17. *Charges.*—Pensions Insurance deductions are to be charged in advance on the first day of each quarter for the whole quarter, at the rate of 5d. for each Monday occurring during that period.

The standard quarterly charges will therefore be as follows :—

	s.	d.
(a) Quarters containing 12 Mondays	5	0
(b) Quarters containing 13 Mondays	5	5
(c) Quarters containing 14 Mondays	5	10

18. *Broken quarters.*—The rules for dealing with quarters during a portion of which ratings are not borne for pay are as under :—

(a) *First entry or re-entry from shore.*—An amount equivalent to 5d. for each Monday remaining within the quarter is to be charged on the day of entry.

(b) *Ratings promoted to officer or otherwise going off pay as ratings.*—An amount equivalent to 5d. for each Monday remaining within the quarter is to be recredited on the date of ceasing pay as a rating.

(c) *Resumption of pay after being temporarily off pay for any cause.*—An amount equivalent to 5d. for each Monday remaining within the quarter, including the Monday of the week in which pay recommences, is to be charged.

19. *Procedure on entry.*—Form NS 124 (formerly S 1033 (W)) is to be prepared for every rating on enrolment, but is not to be forwarded to the Ministry of Health, Blackpool, until after the official number allocated has been inserted on the form. Any civilian Health and Pensions Insurance cards in the rating's possession should be enclosed.

20. *Procedure on discharge, invaliding, desertion or relegation to Unpaid Leave.*—Form S.1034 (W) should be prepared and forwarded to the Ministry of Health. The form should not be rendered on promotion to officer rank, but the instructions in paragraph 5 should be followed.

A leaflet (Leaflet No. 29F) showing the position in regard to National Health and Pensions Insurance of women on discharge has been prepared by the Ministry of Health. A copy of this leaflet (supplies of which can be obtained from R.N. Store Depot, Park Royal, London, N.W.10), should be given to all officers and ratings on termination of their service, or on their discharge to unpaid leave.

RATINGS—UNEMPLOYMENT INSURANCE.

21. All enrolled ratings are eligible for a free credit of Unemployment Insurance contributions under the procedure laid down in King's Regulations and Admiralty Instructions, Appendix XXIX, irrespective of their status in civil life, or of the length of their service.

22. The form U.I. 3XS should be prepared on discharge to shore, or to unpaid leave (see paragraph 33), and forwarded to Director of Navy Accounts. The symbol "ARK" should be entered in the top right-hand corner of the form in the space marked L.O. Periods of forfeiture of pay should not be shown. (A.F.O. 5269/42.)

23. *Promotion to officer.*—Form U.I. 3XS should also be similarly prepared on promotion to officer, in respect of the period served as a rating, and sent to the Director of Navy Accounts (Branch 3). A red ink notation should be made in the right-hand top corner of the form as follows :—"PROMOTED TO OFFICER". The officer's full official designation both before and after promotion should be shown (i.e., rating, official number, officer rank, W.R.N.S., etc.). In the space marked "Period of service" the heading "Date of final discharge/transfer to Reserve" should be amended to "Date of promotion to officer".

WREN PROBATIONERS—NATIONAL INSURANCE.

24. In view of the conditions under which Wren probationers serve, and to remove the risk of delay in recovering Insurance Cards, with possible hardship to released probationers, the following procedure is to be followed.

25. The probationer should be asked to state, upon entry, whether she was normally employed in an insurable occupation in civil life, either under the National Health Insurance Contributory Pensions, or Unemployment Insurance Acts and, if so, she should produce her Insurance Cards and/or Unemployment Book.

Recruits who do not complete Probation. National Health and Pensions Insurance and Unemployment Insurance

26. (a) In every instance where a probationer does not complete probation, National Health and Pensions Insurance and also Unemployment Insurance contributions will be payable for the period of probationary service.

(b) If she was previously insured and has produced her regular Unemployment Insurance Book and National Health and Pensions Insurance Card, the stamps (which would be of the same value as in civil life) should be affixed to these.

(c) If she was not previously insured, she should apply at an Employment Exchange for a regular Unemployment Book, and to a post office for a National Health and Pensions Insurance Card, to which the stamps should be affixed.

(d) If probationers, although possessing regular Unemployment Insurance Books and National Health and Pensions Insurance Cards, are unable to produce them by the date on which they are due to leave, the Accountant Officer should

affix Unemployment Insurance stamps to an "emergency" Unemployment Book (which can be obtained from an Employment Exchange), and to an "emergency" National Health and Pensions Insurance Card (obtainable from a post office).

(e) It is pointed out that if the probationer was in civil employment during any part of the insurance week (Sunday midnight to Sunday midnight) in which she commenced her probation, her civilian employer should already have affixed the stamps for that week, and no further contribution is payable for naval service during that week.

(f) The stamped Unemployment Insurance Book and National Health and Pensions Insurance Card should be given to the Wren probationer upon discharge. A note should be made in the "Remarks" column of the ledger indicating the number and value of the stamps concerned. The expenditure should be claimed in the cash account for the month during which the stamps are affixed, a note being made on the relative cash account voucher stating the names of the Wren probationers concerned.

27. The value of the contributions is shown below. The employee's share of both Unemployment Insurance and National Health and Pensions Insurance as indicated, is to be charged against the pay account of the probationer concerned.

<i>Unemployment Insurance</i>	<i>Contribution</i>	<i>Wren Probationer's Share</i>
Women aged 21 years and over	1s. 6d.	9d.
Women aged 18 years and under 21	1s. 4d.	8d.
Women aged 16 years and under 18	9d.	4d.
<i>National Health and Pensions Insurance</i>		
Women aged 16 years and over	1s. 7d.	10d.

Recruits who Complete Probation and are Enrolled without a Break in Service. National Health and Pensions, and Unemployment Insurance.

28. The instructions relating to such enrolled W.R.N.S. ratings are laid down in paragraphs 15 to 23 above. Where the Wren probationers complete their probation and are finally enrolled without a break in service, they should be treated as directed in those paragraphs, and the date of commencement of insurance under the Naval system should be the date of commencing probation. No stamps should be affixed in these cases.

29. Form N.S. 124 should not be forwarded to the Ministry of Health until after final enrolment (see paragraph 19).

30. Unemployment books should be handed in at a convenient Employment Exchange, the town of issue and serial number first being noted on the rating's Service Certificate immediately above the National Registration identity number.

OFFICERS AND RATINGS—STATE INSURANCES DURING UNPAID LEAVE.

31. In connection with periods of unpaid leave granted to W.R.N.S. officers and ratings (as provided for in A.F.O. 6129/42) the following instructions relating to State insurances should be followed.

32. *National Health and Pensions Insurance.*—(a) Forms S.1034 (W) should be forwarded to the Ministry of Health for those officers who are insurable and for all ratings at the commencement of the period of unpaid leave. Forms N.S.124 should be forwarded to the Ministry of Health upon the officers or ratings concerned resuming duty, showing the date from which Naval pay re-commenced.

(b) Charges already made for the current quarter in respect of National Health and Pensions Insurance (officers) or Pensions Insurance deductions (ratings) should be adjusted by re-credit to the accounts of the personnel concerned, for the remaining period up to the end of the quarter. When the officer or rating concerned resumes duty, charges should again commence as from the date of such resumption.

(c) In order to assess the amounts due referred to above, the following procedure should be followed:—

(i) *Personnel going off pay.*—An amount equivalent to 5d. (ratings) or 1s. (officers) for each Monday remaining within the quarter from the date of going off pay should be re-credited to the pay account.

(ii) *Re-entry from unpaid leave.*—An amount equivalent to 5d. (ratings) or 1s. (officers) for each Monday remaining within the quarter from the date of re-entry (including the Monday of the week in which pay recommences) is to be charged against the pay account on the day of re-entry.

33. *Unemployment Insurance—Officers and Ratings.*—Form U.I. 3XS should be rendered to Director of Navy Accounts (Branch 3) upon an officer or rating going on unpaid leave. (See also paragraphs 12 and 22.)

DESERTERS—UNEMPLOYMENT INSURANCE.

34. The position of deserters from the W.R.N.S. with regard to Unemployment Insurance is as follows:—

(a) The deserter who remains in a state of desertion, i.e. does not communicate with the Admiralty or other Naval authority, is not entitled to the credit of any contributions in respect of her Naval service;

(b) The deserter who is recovered and resumes service will be credited with contributions for the whole period of service, including the period of desertion;

(c) The deserter who communicates with the Admiralty or other Naval authority, but is not called upon to resume service, is entitled to credit of contributions for the period of service up to the date of desertion. Form U.I. 3XS should accordingly be rendered in this case.

35. With reference to (c) above, Naval authorities receiving a communication from a Wren who deserts but is not called upon to resume service, should inform the Director, W.R.N.S., Admiralty, S.W., of the fact, in order that the circumstances may be recorded.

Those parts of the undermentioned A.F.Os. which refer to the State Insurance of W.R.N.S. personnel have been included in the above Order:—

A.F.Os. 205/40, 1392/41, 5032/41, Section C, 5269/42.

The following A.F.Os. relating to State Insurance of Naval personnel generally, including W.R.N.S. personnel, are quoted for reference purposes:—

<i>Increased rates of contribution, National Health and Pensions Insurance</i>	<i>A.F.O. 2679/40 and A.F.O. 30/42.</i>
<i>"Missing" personnel—Forms S.1034</i>	<i>A.F.O. 807/41.</i>
<i>Forms U.I. 3XS must go to Director of Navy Accounts</i>	<i>† A.F.O. 2658/41.</i>
<i>Certificates of conviction to accompany Form U.I. 3XS</i>	<i>A.F.O. 388/38.</i>
<i>Unpaid Leave—non-entitlement to medical or hospital treatment at expense of Naval funds.</i>	<i>A.F.O. 3870/42.</i>
<i>Unpaid Leave</i>	<i>A.F.O. 6129/42.</i>
<i>Maternity Benefit</i>	<i>A.F.O. 4101/42.</i>
<i>Position of officers during service and liability for charges. National Health and Pensions Insurance</i>	<i>A.F.O. 5125/42 and A.F.O. 6250/42.</i>
<i>Charging of arrears—officers</i>	<i>A.F.O. 2123/42.</i>
<i>Rendering of forms of particulars, National Health and Pensions Insurance, and Forms S.1035—officers.</i>	<i>A.F.O. 3612/42.</i>
<i>Officers—Unemployment Insurance</i>	<i>A.F.O. 569/43.</i>

† Not in annual volume.

The following A.F.Os. are cancelled:—
A.F.Os. 3723/40, paragraphs 5-7—not in annual volume, 2363/41, 883/42, 3502/42, 5273/42, 5517/42 and 33/43.

1903.—Meal Orders for W.R.N.S.—Value

(N.16517/42.—29.4.1943.)

The maximum value of a meal order which may be issued to a rating of the W.R.N.S. has been raised to 1s. 6d. Meal orders for the maximum amount should be issued when required for a meal which cannot be obtained up to service standard for less.

2. The conditions of A.F.O. 264/43, which provides for the restriction of the value of meal orders when exchanged at N.A.A.F.I. canteens or voluntary organisations who provide satisfactory meals at a lower cost than 1s. 6d., apply to ratings of the W.R.N.S.

3. No increase is authorised in money allowances for meals.

(A.F.Os. 198/40—not in annual volume—and 264/43.)

1904.—Good Service Badges—R.N.R. and R.N.V.R. Ratings

(N.L./N.28332/42.—29.4.1943.)

The following general rules regarding the award and deprivation of R.N.R. and R.N.V.R. Good Service Badges during mobilised service are promulgated for information and guidance.

2. *Award.*—R.N.R. and R.N.V.R. Good Service Badges are awarded in *peace time* as an encouragement to keenness and efficiency in the Reserve. The badges are unpaid and are awarded gratuitously, up to a maximum of three, after periods of service of 4, 8 and 12 years respectively. In the case of R.N.R. ratings the badges are awarded by commanding officers of H.M. ships or establishments in which the ratings are under training, and in the case of R.N.V.R. ratings by the commanding officers of R.N.V.R. divisions. The *award* of Good Service Badges ceased on mobilisation of the Reserves.

3. *Wearing.*—These badges are worn in the same manner as R.N. Good Conduct Badges and in conjunction with them, but the combined number must not exceed three. Good Conduct Badges are worn superior to Good Service Badges, the distance between the lower Good Conduct Badge and the higher Good Service Badge being half an inch measured perpendicularly.

4. *Deprivation.*—A rating may be deprived by the commanding officer of one of H.M. ships or establishments, of a badge or badges for an offence committed while mobilised which is of sufficient gravity to warrant that course. A Punishment Warrant (Form S.271) is to be used and the offence is to be regarded as breaking the continuity of "V.G." conduct (K.R. & A.I., Art. 527, clause 4—K.R. 2/39). Admiral Commanding Reserves is to be informed of all such deprivations and the offences that led to them. It is emphasised that as these badges are unpaid their deprivation does not have the same immediate financial effect on ratings as deprivation of Good Conduct Badges and commanding officers should bear this in mind when considering the award of this punishment.

5. *Character Assessment.*—The rules laid down in K.R. & A.I., Art. 605, clause 8, are to apply, the words "badge" or "badges" therein being read to refer to either Good Conduct or Good Service Badges, or both. (For example, a rating deprived of a Good Service Badge may, if otherwise eligible, be awarded a "V.G.*", but if not eligible he cannot be awarded an assessment higher than "Good". A rating deprived of two or more Good Service Badges, or a combination of Good Conduct and Good Service Badges, likewise will not be eligible for an assessment higher than "Good"). Character assessments already awarded before the date of this order under the rule in paragraph 4 of A.F.O. 3551/40 are to stand.

6. *Restoration.*—A Good Service Badge forfeited during mobilised service may be restored after 6 months' mobilised service with "V.G." character, from the date of deprivation. Further similar periods of 6 months' service are required for the restoration of each additional badge. When a rating is deprived of one or more of both Good Conduct and Good Service Badges, the periods of six months' service required for the restoration of each type of badge will run concurrently. (For example, if a man is deprived of one Good Conduct Badge and one Good Service Badge at the same time, he can earn the restoration of both in six months.)

7. *Notations on Service Certificates.*—Notations of the number of Good Service Badges held on mobilisation, and of deprivation and restoration, should be made in the appropriate column on page 4 of Service Certificates, care being taken to differentiate between these and Good Conduct Badges. For R.N.R. ratings the columns allotted to Good Conduct Badges should be divided horizontally into two sections as directed in para. 2 of A.F.O. 602/41.

(K.R. & A.I., Articles 527 (4) and 605 (8).)

(A.F.O. 602/41.)

(A.F.O. 3551/40 is cancelled.)

1905.—Provision of T.124T. Personnel—Arrangements

(M./T.D. 1581/43.—29.4.1943.)

In order that vacancies that may occur in H.M. Rescue Tugs may be filled, when necessary, by local volunteers from survivors from the Mercantile Marine who are awaiting passage to U.K., or from other sources at ports where there is no pool of spare officers and ratings under T.124 T. Agreement, arrangements are being made to provide T.124 T. Agreement forms to the appropriate Naval Authorities at Gibraltar, Alexandria, Aden, Colombo, Kilindini, Durban, Freetown, St. John's, Newfoundland and B.A.M.R., Washington.

2. Only British subjects may be signed on under T.124 T. Agreement and a copy of each Agreement, duly signed, must be forwarded to Captain-in-Charge, Rescue Tugs, Admiralty, as soon as possible. C.C.R.T. will then take the necessary action to inform the Registrar-General of Shipping and Seamen.

†1906.—Sea Cadet Corps—Policy

(N. 4924/43.—29.4.1943.)

The following decisions as regards the future policy of the Sea Cadet Corps are promulgated for information:—

(a) *Function of the Sea Cadet Corps.*

The function of the Sea Cadet Corps is to give technical training to, and instil Naval traditions in, boys who intend to serve in the Royal and Merchant Navies both in war and peace, and also to those sea-minded boys who do not intend to follow a sea career but will, given this knowledge, form a valuable reserve for the Royal Navy.

In addition to giving technical sea training, it is the aim of the Sea Cadet Corps to provide for the social and educational welfare of cadets and to develop character and good citizenship in its widest sense.

(b) *Age of Entry.*

The age of recruitment for permanent service in the Royal Navy is 15½ years and only slightly above this age for service in the Merchant Navy. Consequently if pre-entry training is to be of any value for boys who intend to make their careers at sea, they must be enrolled at, or soon after, the age of 14. It is intended, therefore, that the age of service in Sea Cadet Corps shall be between the ages of 14 and 17.

(c) *Organisation.*

In order to implement the above policy the Admiralty intend that:—

- (1) The Sea Cadet Corps shall remain a separate entity under the control of the Admiralty but co-operating to the fullest possible extent with the other Services' pre-entry training Corps and with Youth Organisations.
- (2) The Admiralty shall be responsible for the organisation and training of the Corps.
- (3) The Navy League shall continue to administer the Corps on behalf of the Admiralty and be directly responsible to the Admiralty for the social and welfare side of the organisation.

1907.—Overtime and Extra Payments to Crews of Non-Commissioned Mercantile Fleet Auxiliaries Operating under Charter Parties T.97A or T.99A

(T.M. 6185/40.—29.4.1943.)

Form T.406, on which are set out the rates and conditions for payment of overtime and extra payments to crews of Non-Commissioned Mercantile Fleet Auxiliaries, has been slightly amended.

2. Whereas, prior to this Order, monies earned by reason of overtime, etc., were signed for by individual members of the crew so entitled, it is now drawn to the attention of Armament Supply Officers, Victualling Store

Officers, Naval Store Officers and other certifying Government Officers that the Form T.406 is in future to be signed for the recipient by the appropriate officer concerned, i.e., Chief Officer for Deck Department, Chief Engineer for Engine Room Department, and Chief Steward for the Catering Department.

3. Stocks of the Form at present on board should be amended by Masters for this purpose until it becomes necessary for them to re-order, when a revised Form will be available.

(A.F.Os. 4761/40 and 2023/41—not in annual volume.)

A.F.O. 1908.—Merchant Navy Rescue Kits—Extension of Basis of Supply

6080/45

(M.010040/42.—29.4.1943.)

The arrangements promulgated in Admiralty Letters V.20143/41 and V.20200/41 of 8th April and 9th May, 1941, respectively, for the provision of Merchant Navy rescue kits to be carried on board convoy escorts operating in Home and North Atlantic Waters, have been under review, and it has been decided, in consultation with the Merchant Navy Comforts Service, who are providing these kits, to increase the number of kits already carried and, as supplies become available, to extend the basis on which distribution has hitherto been made to include all destroyers, sloops and corvettes.

2. Each outfit, which occupies a little more than 1 cubic foot of space, consists of underpants, vest, trousers, knitted sweater, scarf, helmet, socks and shoes for one man and is packed in a sack, a selection of shoes and socks being packed separately in order to avoid opening up sacks unnecessarily to meet the requirements of survivors who are otherwise adequately clothed.

3. So far as space permits all destroyers, sloops and corvettes in the Western Approaches Command should now carry 50 outfits each, made up of 25 medium size, 10 large and 10 small sets, and 5 sacks containing shoes and socks only, and, except as provided for below, all other destroyers, sloops and corvettes should carry 30 outfits each (15 medium size, 5 large and 5 small sets, and 5 sacks of socks and shoes).

4. Supply will be arranged by the Merchant Navy Comforts Service at the request of the Chairman, R.N. War Comforts Committee, and distribution from the various bases should be made as hitherto, i.e., normally by the Port Amenities Liaison Officers who should forthwith demand on the Chairman, R.N. War Comforts Committee, the quantities required to complete vessels at the base in question to the new establishment.

5. As the Merchant Navy Comforts Service is registered under the War Charities Act, it is incumbent upon that organisation to account for its activities. To do this and to obtain replacement of clothing issued it is necessary to inform them from time to time of the numbers of packages opened and of the issues made, and arrangements should therefore be made for ships to communicate this information monthly through their distributing authority to the Chairman, R.N. War Comforts Committee, for co-ordination and transmission to the Merchant Navy Comforts Service.

6. Arrangements have already been made for H.M. ships in South African ports to be provided with rescue kits by the Navy War Fund, Johannesburg, in co-operation with the Merchant Navy Comforts Service, and various organisations in Canada are making up kits for ships on the Western Seaboard. All other destroyers, sloops and corvettes on stations abroad should report their requirements to their base, in order that a comprehensive statement of requirements may be forwarded to the R.N. War Comforts Committee. Shipments will then be made as supplies and freight become available. Vessels proceeding to join foreign stations should make certain of embarking the kits before leaving this country. The Commander-in-Chief on each station abroad may exercise his discretion, having regard to local conditions, as to whether the kits are to be carried continuously or as to whether they may be landed temporarily in order to free space for other purposes.

7. Attention is called to A.F.O. 5388/42 regarding the recovery of any kits which may be issued to prisoners of war or to other persons not being British or Allied merchant seamen.

(A.F.O. 5388/42.)

1909.—Action Rations

(V. 4208/42.—29.4.1943.)

Stocks of the concentrated ration for consumption at action stations, referred to in C.A.F.O. 1991/42, para. 2, are now available at home victualling yards and depots, and supplies will shortly be shipped to victualling yards and depots abroad. The ration will be known in future as the "action ration".

2. The action ration is packed in an air-tight metal container, measuring $3\frac{1}{4}$ in. \times $1\frac{1}{4}$ in. \times $\frac{3}{8}$ in., which can conveniently be carried in a pocket, and consists of:—

- 6 Horlicks' tablets.
- 4 barley sugar tablets.
- 1 packet containing 4 pieces of chewing gum.

The action ration is to be regarded as sufficient for one day; it is supplementary and is not intended to replace any food obtainable from the galley.

3. Supply of the action ration will be restricted to the following classes of ships, which are to carry a stock sufficient to provide three rations for each member of the complement:—

- Battleships.
- Aircraft carriers.
- Cruisers.
- Destroyers.
- Landing ships.
- Vessels employed on long-distance escort work.

4. Initial requirements on the basis indicated in para. 3 should be demanded by ships concerned from the nearest victualling yard or depot.

5. Requirements for new construction ships of the classes specified should be included in the commissioning demands for victualling stores.

6. Action rations are to be taken on charge in "tins" in the Provision Account. Issues should be supported by the certificate of the Commanding Officer that the circumstances necessitated the expenditure.

(C.A.F.O. 1991/42.)

1910.—Domestic Staffs in Naval Shore Establishments (Naval, W.R.N.S. and Civilian)—Revised Scales

(N. 17222/42.—29.4.1943.)

The general manning situation and in particular the scarcity of domestic staffs (chiefly Cooks and Stewards) has necessitated a review of existing allowances of these staffs in Naval and Royal Marine Establishments, and the following revised scales have been approved as a war-time measure.

2. It is to be understood that the adoption of these scales is to be expected to result in a reduced standard of service to officers and others affected. Guidance as to the directions in which economy of labour can be achieved should be the concern of Commanders-in-Chief and Commanding Officers of Establishments.

3. The revised scales which should be brought into force forthwith are as under:—

(A) STEWARDS AND W.R.As. FOR WARD ROOM MESSES.

(i) Mess Stewards.

No. of Officers.	P.O.	Ldg.	Other.
Up to 5	—	1	—
6-15	1	—	1
16-25	1	1	1
26-36	1	1	2
37-48	1	1	3

and thereafter 1 additional Steward rating, in the following sequence for every 12, or part of 12 Officers borne:—Leading Steward, Steward or Assistant Steward; P.O. Steward; Steward or Assistant Steward.

Every 2 Officers partially messes and accommodated to count as 1 Officer in the above scale.

For additional Officers having lunch only, 1 Steward to be allowed for every 12 Officers *after* the first 12 (i.e., no additional Steward unless 13 or more additional Officers habitually lunch in the mess).

(ii) *W.R.As.*

1 for every *two* Commanders (of whatever Branch, but excluding Commanders in Command).

1 for every *three* Lieutenant-Commanders.

1 for every *four* Lieutenants.

* 1 for every *six* Sub-Lieutenants, Midshipmen, Commissioned Officers from Warrant rank or Warrant Officers.

(* This scale is *not* applicable to these Officers when separate Gun Room and Warrant Officers messes are provided.)

Royal Marine Officers should be included above in their relative rank.

Every 2 Officers partially messes and accommodated to count as 1 Officer in the above scale.

(B) COOKS FOR OFFICERS' MESSSES.

No. of Officers.	P.O.	Ldg.	Other.
Up to 5	...	1	-
6-15	...	1	1
16-25	...	1	1
26-36	...	1	1
37-48	...	1	1

and thereafter 1 Cook (O) or Leading Cook (O) alternately for every 16 or part of 16 Officers borne in excess of 48. Every 2 Officers partially messes and accommodated to count as 1 Officer in the above scale.

Existing allowances to certain Establishments of Officer Cooks for Officers served with lunch only are to stand.

(C) COOKS FOR SHIP'S COMPANY GENERAL MESSSES (INCLUDING BAKERY STAFFS).

1 Cook (S) for every 60 victualled for 1 Wren Cook (S) for every 40 victualled, when a bakery is in operation, and 1 Cook (S) for 65 victualled or 1 Wren Cook (S) for every 45, when no bakery is in operation. Where there are widely separated galleys forming individual units, each galley should be regarded as a separate unit for assessing the numbers of Cooks allowed. Special consideration will be given to allowing one extra Cook rating for small or inconvenient galleys if the circumstances are represented to the Admiralty.

(D) MESSMEN.

(i) *C.P.O., P.Os. and Artisans*—1 Messman for every 15 C.P.Os., P.Os. or Artificers.

(ii) *Upper Yardmen and Cadet ratings*—as for (i).

4. Hall Porters, Sweepers, Cleaners, etc., for Ward Room Messes will be allowed in addition, where necessary, by specific provision in complement. Telephone Attendants cannot be allowed; such duties should be undertaken by the Stewards (or Hall Porters, where allowed).

5. The above scales apply to all Naval Shore Establishments, Bases, Air Stations and Depots and Royal Marine Shore Establishments, at home and abroad (except at those Stations abroad where native staff are employed), and are in substitution of all existing scales and irrespective of whether Naval, R.M., W.R.N.S. or civilian personnel are employed. Any civilians becoming surplus as a result of this Order are not to be discharged; Admiralty instructions are to be sought if they cannot be absorbed and lengthy or considerable overbearing is likely to result.

6. The scales do not apply to the provision of staffs for cadets at R.N. Colleges at Eaton and Keyham, as to which separate instructions will be given; the scale at A (ii) does not apply to any individual Officers for whom special arrangements have been approved owing to the nature or circumstances of their duties.

7. The provisions of Admiralty Message 0119A of 30th August, 1942 (to all shore establishments in U.K.), will cease to operate so far as it concerns these staffs on the introduction of the above scales.

8. *W.R.N.S. Quarters*.—The following scale is to be substituted for that in A.F.O. 742/41, paragraph 5, II (as amended by A.F.O. 347/42):—

II. *Stewards (General)*.

Numbers of Personnel Accommodated.	Numbers of Stewards (General).
Under 10	Nil
10-15	1
16-30	2
For additions over 30 up to 150	1 per 20
For additions over 150	1 per 25

(Admiralty Message 0119A, 30.8.42.)

(A.F.O. 742/41—not in annual volume.)

(A.F.Os. 347/42 and 3616/42.)

*1911.—Issue of Short Leave Passes to Naval Ratings and Wrens in London

(N./D.P.S. 194/43/P.—29.4.1943.)

Attention is called to A.F.O. 2221/42 and to the necessity for short leave pass S.248B. being supplied to all ratings below the rating of Petty Officer who are on short leave in London, and who have not been provided with Liberty Ticket or Ration Card.

2. The possession of one of these documents is necessary in order to obtain accommodation in hostels or Service clubs in London. This Order is also applicable to Wrens.

(A.F.O. 2221/42.)

1912.—Portable Electrical Apparatus with Flexible Cables—Precautions in Use

(T./N.L. 21274/42.—29.4.1943.)

Attention is drawn to A.F.O. 1937/43 in Section 3 of this issue.

*1913.—Children under 5 of Naval Ratings left without Parental Care—Admission to Residential Nurseries

(N. 25839/42.—29.4.1943.)

A.F.O. 6391/42 is to be amended as follows:—

Paragraph 3. *Delete and substitute* the following:—

“3. Ratings who wish to send their children to a Residential Nursery in these circumstances should apply to the Divisional Hon. Secretary of the Soldiers', Sailors' and Airmen's Families Association in the area in which the children are living (mentioning the Circular No. 2/1942, issued by the Association on 2nd September, 1942) or to the Royal Naval Benevolent Trust. If the application is accepted, arrangements will be made by the Soldiers', Sailors' and Airmen's Families Association or the Royal Naval Benevolent Trust with the W.V.S. for the children to be admitted to the nearest Nursery at which a vacancy is available.”

(A.F.O. 6391/42.)

1914.—Fleet Air Arm—Bugle Calls

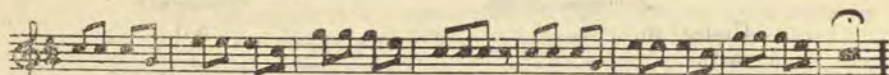
(N. 6607/43.—29.4.1943.)

In order to obtain uniformity of bugle calls used in the Fleet Air Arm, the following standard bugle calls have been approved for use in aircraft carriers and at Naval air stations :—

1. "Fleet Air Arm fall in".



2. "Flying Stations".



3. "Flight Deck Division fall in".



1915.—Officiating Ministers of Religion

(C.E. 53274/43.—29.4.1943.)

The following appointments have been approved :—

Roman Catholic—

H.M.S. "Fledgling".	Reverend B. Salt, The Presbytery, Swynnerton, Staffs.
Poole.	Very Reverend Canon Leahy, West Quay Road, Poole, Dorset.

The usual facilities are to be afforded.

*1916.—Navy, Army and Air Force Institutes—
Corps Representative for R.M. Establishments

(V. 6025/42.—29.4.1943.)

No. Po.22152, Colour Sergeant (Ty.) P. C. Jordan has been elected Corps Representative to the headquarters of the Navy, Army and Air Force Institutes for nine months commencing 1st April, 1943, in succession to No. Po. 217075 Quarter master Sergeant W. J. Bishop.

(A.F.O. 6273/42 is cancelled.)

*1917.—Royal Naval War Amenities Fund—Donations

(N./W.A.F. 84/2/42.—29.4.1943.)

The Committee of the R.N. War Amenities Fund acknowledges with thanks the receipt of the following further donations from H.M. Ships, Naval Bases and Establishments :—

	£	s.	d.
H.M.S. "Bacchante"	25	0	0
H.M.S. "Badger"	50	0	0
H.M.S. "Bridgwater"	20	0	0
H.M.S. "Brigadier"	10	0	0
F.S. "La Capricieuse"	5	0	0
R.N. Canteen, Cardiff	100	0	0
H.M.S. "Caroline"	69	10	7

	£	s.	d.
R.M. Camp, Dalditch	50	0	0
H.M.S. "Dundonald"	2	10	0
H.M.S. "Eridge"	41	0	6
H.M.S. "Polar Bear"	20	0	0
H.M.S. "Ferret"	100	0	0
H.M.S. "Fortitude"	50	0	0
H.M.S. "Fox"	90	0	0
H.M.S. "Glendower"	50	0	0
H.M.S. "Gosling"	100	0	0
H.M.S. "Helder"	75	0	0
R.N. Canteen, Hvitanes	100	0	0
H.M.S. "Kestrel"	25	0	0
R.N.A.H., Kilmalcolm	25	0	0
R.N. Canteen, Longhope	20	0	0
H.M.S. "Lynx" (Dover Patrol Comforts Fund)	550	0	0
H.M.S. "Marne"	20	0	0
H.M.S. "Nemo"	50	0	0
R.N. Unit, Pontefract	10	0	0
H.M.S. "President V"	30	0	0
H.M.S. "Proserpine"	575	16	4
H.M.S. "Pyramus"	400	0	0
H.M.S. "Quebec"	16	0	0
R.M. Group Central Fund	26	13	0
Royal Norwegian Navy	300	0	0
H.M.S. "Skirmisher"	65	0	0
H.M.S. "Southern Prince"	40	0	0
R.N. Camp, Stanger Head	5	0	0
H.M.S. "Trelawney"	34	1	11
R.N. Air Station, Twatt	248	0	0
H.M.S. "Valkyrie"	50	0	0
W.R.N.S., Haverstock Hill, N.W.3.	6	14	0

(A.F.O. 6136/42.)

*1917a.—R.N. Fire Force—Transfers of Ratings to Stoker F.F. Branch, Initial Advancements and Draftings—REPORT

(N.2980/43.—29.4.1943.)

In order to minimise paper work in connection with the transfer to the Stoker F.F. branch, of the ratings referred to in paragraph 1a of A.F.O. 5516/42, who are holding acting Petty Officer or Acting Leading rates on account of their fire-fighting duties, Commanders-in-Chief, and Flag Officers-in-Charge are authorised to proceed with further transfers from eligible volunteers forthwith and report action taken to the Commodore, Devonport (copy to the Commodores of the men's former Port Divisions where applicable).

The names of these men need not be submitted to the Commodores of the depots before transfer as stated in A.F.O. 5516/42, paragraph 2, except as specified in paragraph 2 below. All such ratings are to be transferred to the rating of Stoker I (F.F.) in the first instance and advanced to Leading Stoker (F.F.) or S.P.O. (F.F.) as applicable, i.e. the rating equivalent to that which they have been holding, on the following day.

Leading and P.O. rates who have served six months and one year respectively in acting rates are to be confirmed as Leading Stoker (F.F.) and S.P.O. (F.F.) after transfer.

2. Any proposals to transfer Leading and P.O. rates who hold such ratings by virtue of Ordinary naval service are to be submitted to the Commodores of their Port Division before transfer unless the men concerned were professional or auxiliary firemen in civil life.

3. It is not intended that Chief Stokers, S.P.Os., etc. who have been borne solely for administrative duties should be transferred. These ratings should not however be withdrawn from their present duties until further notice.

4. Men transferred under paragraph 1 (a) of A.F.O. 5516/42 from the rating of Stoker II should be transferred to Stoker I (F.F.). Other Stokers II may be rated

Stoker I (F.F.) by their Commanding Officers on completion of a minimum of nine months' and a maximum of 12 months' total service (including any time spent in other branches) due consideration in the matter of advancement after less than 12 months' service being given to those who have satisfactorily completed a course of basic training at one of the Naval Fire Schools.

5. As soon as the authorised complement additions, for fire-fighting duties, are issued and the transfers under paragraph 1 (a), (b) and (c) of A.F.O. 5516/42 have been made ((b) and (c) being referred to the Commodores of the depots as stated therein), also action has been taken as in paragraph 5 below, Local Naval Authorities are to forward, through their Commanders-in-Chief, a statement of the numbers "allowed" and borne, showing "temporary element" ratings separately.

These reports are to be transmitted to the Commodore, Devonport, copies to Portsmouth and Chatham, so that permanent numbers can be equitably adjusted and the "temporary element" numbers made up by the appropriate manning authority as soon as men become available.

It is desirable to relieve the Stokers supplied under C.A.F.O. 796/41 and who may not be volunteers or eligible to transfer, to the R.N. Fire Force as soon as possible.

6. The necessary advancements of suitable Stokers I serving in the R.N. Fire Force to meet complement vacancies (of permanent personnel) to Leading Stoker F.F. may be authorised, for the time being, by the Commanders-in-Chief and Flag Officers-in-Charge and are to be effected before rendering the report referred to in paragraph 5 above. The existence of any surplus of candidates eligible and recommended for higher rates should be shown in these reports. For the present, no service or other qualification is required for advancement to leading rate. Advancement is to be on an acting basis for six months.

7. As far as practicable, men transferred to the new branch are to be drafted to commitments normally manned from their old Port Divisions.

8. The number of eligible volunteers for transfer has not yet been assessed but it is anticipated that there will be an overall shortage of "permanent element" for some time.

9. The qualifications for further advancements to Chief Stoker and S.P.O. (F.F.) in the future are under consideration and will be promulgated shortly.

(C.A.F.O. 796/41 and A.F.O. 5516/42.)

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

1918.—Guns and Breech Mechanisms—General—Tampeons—Supply and Use All Ships

(A.S. 959/43.—29.4.1943.)

The following instructions as to the supply and use of tampeons are to be complied with during hostilities:—

2. Supply—

Guns, 16-in., 15-in. and 14-in.	Tampeons will be supplied as at present.
Guns, 8-in. to 4.5-in.	No more tampeons will be supplied, but those already on board are to be retained.
Guns below 4.5-in.	No more tampeons will be supplied, and all tampeons at present on board are to be returned to store.

Use—

Guns, 16-in. to 4.5-in.	May be used provided guns are not required to be fired at short notice, e.g., main L.A. armament in harbours where L.A. barrage fire is not permitted. HA/LA on occasions such as refits where no R.U. ammunition is available, or when safety restrictions preclude the use of long range guns, etc.
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3. R.N. Armament Depots are to retain in store, in a state of preservation, all tampeons received, except for any specific types which are obsolete and for which Admiralty approval has been obtained to scrap.

(A.F.O. 1024/43.)

1919.—Guns and Breech Mechanisms, 6-in., B.L., Mark XXIII—Tool for Retaining Guns in Action Prior to Fitting Spare Catch Breech Mechanism Lever

(G. 015906/42.—29.4.1943.)

To guard against loss of output during action such as would be caused by the failure described in A.F.O. 248/42, a special tool has been designed in one ship to enable the gun to be kept in action until a lull in the firing permits the fitting of a spare catch.

2. The tool (A.F.O. Diagram 123/43) is inserted in the lever breech mechanism and lies on top of the plunger of the catch bar. Downward pressure on the head of the tool will release the catch lever breech mechanism. The tool should be removed each time before closing the breech.

3. Ships' staffs concerned should make one per turret.

4. The Naval Proportion Book will be amplified.

(Naval Proportion Book.)

(A.F.O. 248/42.)

1920.—Guns and Breech Mechanisms 20 mm. Hispano—Excess Length of Return Springs

(G. 999/43.—29.4.1943.)

It has been discovered that return springs for 20 mm. Hispano guns have been delivered which exceed the maximum free length permissible for efficient gun functioning. The maximum length of a new spring should be 690 mm. (27.17 in. approximately).

2. All springs at R.N.A. depots, including those assembled in guns, should be inspected before issue, and the number of springs found to be defective should be reported to the Director of Armament Supply (Branch A), Bath.

3. All return springs at present held by H.M. Ships, R.N. Air Stations and R.N. Air Sections are to be examined before being taken into use, and the return springs already assembled in guns are to be examined at the next Group F maintenance operation, and all those exceeding in length 690 mm. are to be returned to the appropriate N.A. Depot, correct springs being drawn in lieu.

1921.—Guns, S.B., 3-in., Mark I—Elevation Lock Clamp—Modification by Fitting a New Pattern Lock Catch

(A.S.14482/42.—29.4.1943.)

Elevation lock clamps of S.B. 3-in., Mark I guns are to be modified by fitting a new pattern lock catch.

2. S.B., 3-in., Mark I guns in service and in store will be modified by armament supply department in accordance with Instructional Print D.D. (C.A.) 1 P.94, copies of which will be distributed to R.N.A. depots concerned. The necessary new pattern lock catches should be demanded as required, from the Deputy Armament Supply Officer, R.N.A. Depot, Lincoln.

1922.—Guns, Machine, 0.30-in. Savage Lewis Mounted in Modified Single Marlin Mountings—Introduction of Mark II (200 knot) A.A. Sights

(A.S. 16820/42.—29.4.1943.)

200 knot, A.A. sights (Mark II), have been introduced for 0.30-in. Savage Lewis machine guns when mounted in modified single Marlin mountings to replace the 100 knot sights (Mark I), now fitted.

2. The new sights should be demanded from the nearest R.N. Armament Depot under the following nomenclature:—

- Gun, machine, 0.30-in. Savage Lewis—
- Sight, A.A., fore, Mark II.
- Sight, A.A., rear, Mark II.

One foresight and one rearsight is to be fitted to each mounted gun. The 100 knot sights should be returned to store when 200 knot sights are fitted.

3. The 200 knot sights are not suitable for 0.30-in. Savage Lewis guns used as shoulder guns. 100 knot sights should be retained for use with these guns.

4. The Naval Proportion Book will be amended.

1923.—Naval Aircraft Guns, etc.—Inspection

(C.I.N.O./G.014742/42.—29.4.1943.)

A.F.O. 6030/42 is to be amended as follows:—

Appendix

Naval Ordnance Inspection Department Outstations (Home and Abroad)
Postal addresses, etc.

Under Heading, "Abroad"

Add:—

North Africa—Deputy Inspector of Naval Ordnance, Naval Ordnance Inspection Department, c/o Senior Naval Officer, Algiers, North Africa.

Simonstown—Naval Armament Supply Officer and Inspecting Officer, R.N. Armament Depot, Simonstown.

Amend as under:—

U.S.A.—for "Chief Inspector of Naval Ordnance (W)" amend to read:—
"Deputy Inspector of Naval Ordnance (W)".

1924.—Ammunition S.A. Vickers 0.5-in. "F" Mark I.Z. R.L.—Withdrawal Instructions

(G. 011882/42.—29.4.1943.)

S.A., 0.5-in. ammunition, "F", Mark I.Z., R.L. manufacture, of dates 1st January, 1937, to 5th September, 1941, inclusive, will be withdrawn from ships at the same time as outfits are adjusted, in accordance with C.A.F.O. 584/43.

2. A.F.O. 1639/43, Part II, paragraph 1, is to be amended as follows:—
Delete C (iii) and C (iv).

(C.A.F.O. 584/43 and A.F.O. 1639/43.)

**1925.—Small Arms, Rifles, D.P.—Revised Allowances
Larger Naval Establishments at Home**

(A.S./G.D. 099/43.—29.4.1943.)

The following comparative table of existing and revised establishment of rifles, D.P., has been compiled in the light of reports rendered (*vide* A.F.O. 770/43) and in view of the shortage of these weapons:—

Establishment.	No. of Rifles, D.P., Held.	Revised Establishment.
"Collingwood"	385	450
"Royal Arthur"	500	400
"Raleigh"	135	400
"Gosling"	100	350
"Duke"	—	250
R.N. Barracks, Chatham	397	200
R.N. Barracks, Portsmouth	439	200
"St. George"	288	150
"Foliot"	—	50
"King Alfred" (Lancing)	—	50
"Glendower"	650	400
Gunnery School, Devonport	496	80
"Excalibur"	—	100
R.N. Patrol Service Depot, Lowestoft	—	50
"Excellent"	275	55
"Ganges"	300	400
"Cabot"	—	100

2. All D.P. rifles held surplus to the revised allowances are to be returned to the nearest R.N. Armament Depot. Service rifles, preferably M.L.E., Ross or No. 3, are to be issued in replacement of D.P. rifles surrendered.

3. Where necessary, demands for D.P. rifles to complete to the new allowances are to be rendered to the nearest R.N. Armament Depot.

(A.F.O. 770/43.)

1926.—Holman Projectors—Abolition of Memoranda of Inspection

(C.I.N.O.—29.4.1943.)

The Memorandum of Inspection for Holman Projectors is to be abolished.

2. Arrangements are to be made to record dates of inspection so that inspection of projectors is requisitioned in accordance with B.R.291, Table F.

3. Memoranda of Inspection for these weapons now held may be destroyed.

1927.—Diving—Particulars of Method of "Gas Mask Diving"

(G.1733/43.—29.4.1943.)

A.F.O. 1208/43 is to be amended as follows:—

Paragraph 2 (a). *Insert* new paragraph (iv):—

(iv) An extra strap should be fitted to the gas mask in accordance with the following instructions and A.F.O. Diagram 122/43.

*Modifications to Facepiece.**Materials Required.*

- A length of divers twill, 20-in. by 2-in.
- 1 tube rubber solution.
- 1-in. brass buckle, "Gate Type", as found on ordinary service webbing gear.
- 3 crown grommets or eyelets, "Sailmakers".

Instructions for Fitting.

Take the strip of twill and cut into two pieces, one 12-in. by 2-in., and the other 8-in. by 2-in. Fold each strip along its length and make a cut of 1½-in. along the folded part at one end of each strip. Apply the rubber solution along the whole length of the strips except the cut end, and when the solution is tacky, stick together, thus forming two 1-in. strips with a flap 1½-in. long on one end of each strap. Mount the brass buckle on the shorter strap and secure with the two crown grommets.

The two straps are then ready to be secured to the facepiece. Apply a coat of solution to the two flaps on each strap, and to the facepiece, midway between the first and second beackets of the harness, and, when tacky, stick on the flaps to the facepiece, one flap being secured on the inside and the other outside.

(A.F.O. 1208/43.)

1928.—Diving—Shallow Water Diving—Single Line Signals*Ships concerned*

(G. 02863/43.—29.4.1943.)

When diving takes place in equipment other than the normal helmet dress with air-pipe and breast rope, the table of single line signals for communication between the diver and attendant, laid down for use with "Salvus" in B.R. 155(1)/39 (Addendum to the Diving Manual (1936)), is always to be used.

2. Extra signals which may be necessary for specialised work are to be devised so that they do not conflict with the signals in this table.

(B.R. 155(1)/39.)

1929.—Drawing Instruments for Gunnery Purposes—Supply*Bases Concerned*

(N.S. 32875/42.—29.4.1943.)

One set of the drawing instruments detailed in the Appendix to A.F.O. 3125/42 is to be allowed to certain repair depots ashore where Ordnance Officers are included in the complement.

2. Any of the undermentioned services not already in possession of these drawing instruments should forward demands to the Superintending Naval Store Officer, Chatham, by whom local purchase of the instruments should be arranged as necessary:—

Repair Depots or Establishments administered by Captains (D)—

Rosyth, Plymouth, Portsmouth, Liverpool, Londonderry and Greenock.

Glasgow Naval Base.

M.T.E., Chatham.

3. Supply to H.M.S. "Eden" (Captain (D), Plymouth) has already been arranged.

(A.F.O. 3125/42.)

Cancelled
by AFO 5911/46.

1930.—A.A. Verifying Cameras—Supply

(G.D./M. 03165/43.—29.4.1943.)

A large number of A.A. verifying cameras with their associated apparatus are now lying idle in store due to failure of certain ships to forward demands under A.F.O. 2528/41.

2. Photo-verification is the only means of carrying out analysis of dummy attacks in ships at sea, and is considered to have an important training value. In addition to the brackets detailed in A.F.O. 2528/41, brackets are being produced which will be suitable for both single and twin Oerlikon mountings. The instructional pamphlet has been replaced by B.R. 300—"Instructions for the use of A.A. Verifying Cameras."

3. Ships which have not received all or part of their A.A. verifying camera equipment are to forward demands without delay, to S.N.S.O., R.N. Store Depot, Stroud, Glos. Hastening demands should be raised if earlier ones have not been fulfilled. Ships should clearly indicate the type of brackets required for their particular armament.

4. Any brackets which have become obsolescent because of changes in A.A. armament should be returned to S.N.S.O., Stroud.

(A.F.O. 2528/41.)

1931.—21-in. Marks VIII and IX Type Torpedoes—Liners Charging Valve

(A.S. 517/43.—29.4.1943.)

To facilitate manufacture, permission has been given to manufacturers to drill a smaller number of holes of larger diameter in charging valve strainers and liners of 21-in., Marks VIII-VIII**, IX-IX** and IX** N.A.B. torpedoes.

2. The new type liner and strainer will be accounted for as:—

*Section IV**St. No.*

Liners charging valve, fitted with air strainer ... 1314C
and are completely interchangeable with liners, St. No. 1314, for 21-in., Marks VIII and IX, type torpedoes.

3. Liners, St. No. 1314C, will be included in 21-in. Marks VIII and IX, spare gear chests in lieu of St. No. 1314 when the latter are not available.

4. Care is to be taken, when replacing charging valve liners and strainers, to ensure that the sizes of holes in both items are the same for any one charging valve.

1932.—Internal Torpedo Tubes—Draining and Flooding Gear—As. and As.*H.M. Submarines*

(T.634/43.—29.4.1943.)

In vessels fitted with large drain valves sunk into the W.R.T. tank top, the T-piece, to which is connected the forward and after drain pipes, may have been assembled so that the flange joint of the forward drain pipe will prevent the cover of the valve being removed without first dismantling the T-piece and the piping.

2. To simplify and reduce the work necessary in refitting the drain valves, it is possible to move the T-piece round one or two stud holes bringing the forward drain pipe and its flanges clear of the cover, thus allowing this cover to be lifted clear without removing the T-piece and pipes.

3. An item classified "A" to cover the work involved is to be included in the lists of As. and As. of all submarines concerned.

1933.—Depth Charge Pistols, Marks VII-VII, VIII**-VIII***, IX-IX*, XIII*, XIV and XVI—Modification**

(A.S. 1135/43.—29.4.1943.)

To improve the watertightness of the joint of depth charge pistols in the primer tubes of depth charges, Marks VII, VIII and XI, it has been decided to replace the existing rings, I.R. joint adjuster, St. No. 6120, by rings, I.R. joint adjuster, St. No. 6645.

2. Rings, I.R., St. No. 6645, are chamfered, and must be placed on the pistol with the chamfered side to the adjuster body.

3. Supplies of the new rings are on order and will be distributed to Naval Armament Depots and Officers-in-Charge of Armament Supply. Some considerable time may, however, elapse before supplies become available at all depots.

4. Ships in categories shown in paragraph 6 are required to carry out this minor modification and are therefore to demand the numbers of new type rings—

(a) to effect the exchange on all depth charge pistols carried;

(b) to replace the numbers of rings, I.R., St. No. 6120, contained in chests, tools and spare parts, on board,

from the nearest R.N.A. Depot or O.C.A.S.

5. All rings, I.R., St. No. 6120, rendered surplus by this exchange are to be returned to store.

6. In order to use up existing stocks, these new rings should only be demanded by ships working in Western Approaches and for aircraft depth charges until further notice.

1934.—Depth Charge Thrower Pistols—Spares

(A.S. 03715/42.—29.4.1943.)

One spare Striker and two spare Springs, main, Mark II, for depth charge thrower pistols are to be issued to the following classes of vessels:—

(i) all destroyers fitted with 2 or more throwers,

(ii) all sloops fitted with 2 or more throwers,

(iii) all other classes fitted with more than 4 throwers.

2. All Bases are to have an allowance of six spare strikers and twelve spare springs.

3. Ships concerned and Bases are to demand spare strikers and springs as necessary, when available, from the nearest N.A. Depot or Officer in Charge of Armament Supply.

1935.—Depth Charge Trolley—Supply

Frigates

(T. 983/43.—29.4.1943.)

To improve the method of transporting depth charges between decks in frigates not fitted with M/S and L.L. sweeping equipment, approval has been given for a trolley to be supplied by the shipbuilders which is to become an item of the depth charge equipment.

2. This trolley is to be used for transferring depth charges from the depth charge room along the passage to the hatch aft. Charges are then hoisted on deck by the davit above to a position close by the rails and throwers.

3. Consideration is being given to improving the transport of charges along the upper deck from the hatchway in the after end of deck house in frigates which are fitted with M/S and L.L. sweeping equipments.

1936.—Chernikeeff Logs—Locking of Watertight Gland securing Nuts for Log Tubes

“ Hunt ” Class Destroyers and Small Craft

(T.3180/42.—29.4.1943.)

The watertight gland securing nuts of the log tube of Chernikeeff logs, fitted in “ Hunt ” Class destroyers and small craft (i.e., M.T.Bs., etc.) have been found to work loose in service due to vibration. To overcome this $\frac{1}{2}$ -in. Whit. “ Vibrolocknuts ” are being provided

2. The existing $\frac{1}{2}$ -in. Whit. nuts securing the gland are to be removed (separately), reduced to $\frac{3}{8}$ -in. in thickness, replaced securely and locked by means of the “ Vibrolocknuts ”, two of which are required for each log tube. The work is to be carried out by ship’s staff.

3. Purchase of the “ Vibrolocknuts ” has been arranged, and demands should be forwarded by ships concerned to the Naval Store Officer, Miller Arcade, Church Street, Preston, Lancs.

1937.—Portable Electrical Apparatus with Flexible Cables—Precautions in Use

(T./N.L. 21274/42.—29.4.1943.)

Failure to carry out the instructions laid down in A.F.O. 3132/42 for the earthing of portable electrical apparatus has led to fatal accidents.

2. Once again the attention of all officers and ratings concerned with the maintenance and use of electrical equipment in H.M. Ships and Establishments is drawn to the danger to personnel when portable electrical apparatus is not efficiently earthed. In certain circumstances, fatal injury may result at relatively low voltages. Recently death was caused by a shock from a portable drill, which was not earthed, at 110 volts A.C. shore supply.

3. All officers and ratings responsible for the care and maintenance of portable electrical apparatus are to ensure that it is maintained in a safe and efficient condition.

4. Attention is also drawn to the need for earthing portable electric apparatus when used in emergency. A convenient method is to connect a light single core cable (of section not less than that supplying the apparatus) from the exposed metal parts of the apparatus to an adjacent fixed part of the ship’s structure, care being taken to ensure a clean metal to metal contact. Spring Clip, Pattern No. 14011, provides a convenient method of attaching the wires.

(A.F.O. 3132/42.)

1938.—Electric Light and Dimmer Fittings, Pattern 211, 212 and 213, for Binnacles, Pattern 196—Introduction

(N.S.12991/42.—29.4.1943.)

An improved combined electric light and dimmer has been designed to replace the existing dimmer in binnacles, Pattern 196.

2. Three patterns of fitting are necessary in order to provide adequate dimming on all voltages. The three types are mechanically interchangeable and differ only as regards the value of the resistances in each dimmer. Details of the fittings which have been made completely watertight and which are provided with red shade glasses are as follows:—

Pattern 211—22 volt electric light and dimmer fitting, complete with red shade glass, for binnacle, Pattern 196.

Pattern 212—100/110 volts electric light and dimmer fitting, complete with red shade glass, for binnacle, Pattern 196.

Pattern 213—220 volts electric light and dimmer fitting, complete with red shade glass, for binnacle, Pattern 196.

Pattern 215—Shade, glass, red, for electric light and dimmer fittings, Patterns 211, 212 and 213.

Pattern 216—Junction box for electric light and dimmer fittings, Patterns 211, 212 and 213.

3. In future, binnacles and electric light and dimmer fittings will be issued separately, and all demands for binnacles must also include the corresponding pattern number of the dimmer required.

4. The dimmers have been designed to accommodate the following lamps which are the same as those at present used in the existing dimmers:—

22-volt dimmer, Pattern 211...	...	22-volt 10-watt lamp, Pattern 9897
100/110-volt dimmer, Pattern 212	...	100-volt 20-watt lamp, Pattern 6622
		or 110-volt 20-watt lamp, Pattern 7911
220-volt dimmer, Pattern 213	...	220-volt 20-watt lamp, Pattern 6621

Lamps will not be supplied with the dimmers but should be drawn for use as required in accordance with the existing practice.

5. To facilitate handling, each dimmer is mounted on a wooden base from which it should not be removed until immediately before being fitted in the binnacle. The dimmers will be supplied in wooden transit cases which should be returned to the Naval Store Officer, Slough, when the dimmers have been fitted to the binnacles.

6. The dimmers will be supplied already wired and with free lengths of lead covered or P.V.C. cable ready for connecting to junction boxes, Pattern 216, which are provided with watertight glands (size 00 to drawing D.E.E.5100) for R.I.L.S., Pattern 6178D or P.V.C. cable.

These junction boxes will already be fitted on the outside and on the port quarter of binnacles, Pattern 196, which have been modified before issue to accommodate electric light and dimmer fittings, Patterns 211, 212 or 213.

7. *Instructions for fitting electric light and dimmer fittings, Patterns 211, 212 or 213 to binnacles, Pattern 196, when issued in accordance with paragraph 3 above.*—

(a) Remove the dimmer from its baseboard.

(b) Remove the operating knob and the nuts and washers from the four studs on the dimmer.

(c) Enter the dimmer through the opening on the starboard bow of the binnacle. The studs and operating spindle can then be passed through the corresponding clearance holes in the after side of the binnacle.

Note.—The dimmers are provided with feet in order that they can be used on other gear. These feet are not required for securing purposes in binnacles, Pattern 196.

When fitted in a binnacle, Pattern 196, the feet of the dimmer should be at the bottom but not necessarily touching the platform.

(d) Secure the dimmer in position by replacing the washers and nuts on the four studs.

(e) Replace the operating knob.

(f) Connect the cables to the junction box passing them through the hole in the binnacle which is immediately below the cable guard and above the junction box.

Note.—In order to avoid any possible magnetic interference from the cables, it is essential that special care is taken to ensure that they remain clipped together and that they are separated to enter the junction box as near the latter as possible.

8. Dimmers already fitted to binnacles, Pattern 196, are suitable for operation on 22-volt supplies, but provide no dimming when connected to either 100/110-volt or 220-volt supplies.

9. Ships in which the binnacle lighting is either 100/110 or 220 volts should therefore forward demands for the necessary dimmers (see paragraph 2) and junction boxes, Pattern 216, to the Naval Store Officer, Slough (to whom the transit cases must be returned as stated in paragraph 5 above).

10. In order that the new dimmers can be fitted to binnacles, Pattern 196, already in service, certain modifications as shown in A.F.O., Diagram No. 121/43, must be carried out by ship's staff.

11. *Instructions for Fitting Electric Light and Dimmer Fittings, Pattern 211, 212 and 213 to Binnacles, Pattern 196, Already in Service.*—(a) Remove compass, heeling error coil and light shield disc.

(b) Remove the existing dimmer and its bracket.

(c) Plug the hole originally provided for the operating spindle.

(d) Drill the necessary clearance holes in the after side of the binnacle and fit the junction box, Pattern 216, cable guard and wooden packing block as shown on A.F.O. Diagram No. 121/43.

Note.—Cable guards and wooden packing blocks will be supplied with the junction boxes, Pattern 216, by the Naval Store Officer, Slough.

(e) Ensure that the wooden packing block is correctly fitted. This block is tapered on one side to suit the taper of the binnacle and to ensure that the dimmer is vertical when secured in position.

(f) Remove the dimmer from its baseboard.

(g) Remove the operating knob and the nuts and washers from the four studs on the dimmer.

(h) Enter the dimmer through the top of the binnacle and pass the studs and operating spindle through the corresponding clearance holes in the after side of the binnacle.

Note.—The dimmers are provided with feet in order that they can be used on other gear. These feet are not required for securing purposes in binnacles, Pattern 196.

When fitted in a binnacle, Pattern 196, the feet of the dimmer should be at the bottom but not necessarily touching the platform.

(j) Secure the dimmer in position by replacing the washers and nuts on the four studs.

(k) Replace the operating knob.

(l) Connect the cables to the junction box, passing them through the hole in the binnacle which is immediately below the cable guard and above the junction box.

Note.—In order to avoid any possible magnetic interference from the cables it is essential that special care is taken to ensure that they remain clipped together and that they are separated to enter the junction box as near the latter as possible.

(m) Replace the light screen disc, heeling error coil and compass.

Note.—Special care must be taken to ensure that the heeling error coil is replaced in accordance with the fitting instructions issued in A.F.Os. 5174/41, 1874/41 and 5940/42.

(A.F.Os. 421/34—not in annual volume—5174/41, 1874/41, 5940/42.)

1939.—B.4 Impulse Sets—Oil for Hydraulic Couplings

L.L. Minesweepers

(D. 4404/43.—29.4.1943.)

Admiralty I.C.E. oil is to be used in future instead of Shell-Mex A.B.11 oil, for topping up and renewal of oil in the hydraulic couplings of B.4 Impulse Sets.

1940.—Cancelled.

1941.—Transmitter 5G (Type 65)—Breakdown of Smoothing Condensers

(S.D. 425/43.—29.4.1943.)

Experience has shown that A.P. 8887 smoothing condensers have too low a voltage rating to give reliable service in Transmitter 5G. These condensers will therefore be replaced by A.P. W6979 and the necessary provision of these condensers is being made.

2. Ships and establishments concerned should demand from the nearest storing yard and fit the new condensers, quoting this Order as authority.

3. *Fitting instructions.*—The connections to A.P. 8887 condenser should be unsoldered and the strap holding it removed. Condenser A.P. W6979 is of the same size as A.P. 8887. It should be fixed by using the same strap and connected by re-soldering the leads as before.

4. Until the higher voltage condensers are available, great care should be taken not to press the key until the valve heaters have been switched on for at least thirty seconds. Provided that this precaution is taken, A.P. 8887 condensers are unlikely to break down under normal service.

1942.—R.D.F. Type 281—Modification to Control Unit—Ships Fitted with Control Unit 20BX, Pattern W1981 or 20CX, Pattern W.1982

(S.D. 03066/43.—29.4.1943.)

Unless it is known that an opportunity to fit Control Unit 20D, Pattern W.1983, will shortly occur, box of parts, Pattern W.7412, is to be demanded from S.N.S.O., Haslemere, and the following modification to Control Unit 20BX or 20CX is to be carried out by ship's staff.

2. (a) Slacken Bowden cable at the tension adjusting screw.
 - (b) Disconnect the switch-operating rod from the arm by removing bottom pin.
 - (c) Remove the two fixing screws from each pedal shaft bearing bracket.
 - (d) Disconnect the Bowden cable from the cable wheel by removing the nipple.
 - (e) Withdraw the pedal shaft assembly.
- Note.*—The cable wheel, bearing brackets and switch arm are to be retained for use on the new pedal gear assembly.
- (f) Remove the spring from the switch rod and replace by spring from Pattern W.7412 Box of Parts.
 - (g) Place the new pedal on replacement shaft with bearing brackets in position and pin the pedal to the shaft. Push the cable wheel and switch arm on to the shaft in their proper positions without pinning.
 - (h) Fix this assembly in position on the control table framework and attach the cable to the cable wheel and the rod to the switch arm. The adjusting screws on Bowden cable and switch actuating rod should be set in the middle position.
 - (i) With the inside arm of the pedal set at 30° below the horizontal, turn the cable wheel on the shaft until tension just comes on the cable and mark the relative positions of cable wheel and shaft.
 - (j) With the pedal in the same position adjust the arm on the shaft until the switch is right off and mark the relative position of arm and shaft.
 - (k) Remove the pedal gear assembly and set the cable wheel and switch arm in positions marked.
 - (l) Drill through the shaft, ream with 1 in 48 reamer, and pin.
 - (m) Replace on control unit framework and attach cable and switch rod.
 - (n) Set pedal stop screw to project about 1½-in. below the pedal lever.
 - (o) Adjust cable so that the clutch is off when the pedal is down, altering the stop screw in pedal lever if necessary.
 - (p) Adjust the switch rod so that the switch is just made in the down position of the pedal. Note that the clutch must open before the switch closes.
 - (q) Tighten lock nut on stop screw.

3. Assembled views of the modification are given in A.F.O. Diagram No. 120/43 (Admiralty Signal Establishment Drawing 33069).

1943.—R.D.F., Types 286 P/PQ—Disposal of Gear when Type 291 is Fitted

(S.D. 03118/43.—29.4.1943.)

It has been decided to convert Type 286 P/PQ in certain ships and to fit Type 291.

2. When this conversion takes place Type 286 P/PQ stores are to be disposed of as follows :—
 - (a) *Panels 3 AL.*—To be returned to Naval Store Officer, R.N. Store Depot, Vale Mill, Chamber Road, Hollinwood, Lancs, with Form S.331, stating the service from which they are returned, N.S.O. being specially advised of case markings at time of despatch to facilitate identification on receipt.
 - (b) *Type 286 P—Receiver Outfit CPG and AC Supply Outfit DUN/P.*—To be returned to the nearest Type 286 pool.
 - (c) The aerial outfit ATQ/R and A.C. supply outfit DUE/F/G should be retained for use with Type 291.

1944.—R.D.F., Type 291—A.C. Supply Outfits DUE/F/G/L/M—Use of Diverter Resistance

(S.D. 03163/43.—29.4.1943.)

With reference to folios Y.10 and Y.11 of Handbook H.440Z, the diverter resistance in the Pattern W.1698 regulator should be in circuit in the following cases :—

- (i) *A.C. Outfit DUE.*—When Pattern 4710A motor alternator, 5 kW., 220-volt, D.C. supply is fitted.
 - (ii) *A.C. Outfit DUF.*—When Pattern W.5088 motor alternator, 3 kW., 220-volt, D.C. supply is fitted.
 - (iii) *A.C. Outfit DUG.*—When Pattern 6596A/B motor alternator, 8 kW., 220-volt, D.C. supply is fitted with Pattern W.3427A Board 2AG supply.
- Note.*—When Pattern W.3427 board is fitted, the diverter resistance is not in circuit.
- (iv) *A.C. Outfit DUL/M.*—When Pattern W.4516 motor alternator, 1½ kW., 220-volt D.C. supply is fitted.

2. A considerable temperature rise (50—100° F.) at the top of the power board and of the carbon pile should be expected. The latter is not dependent on the inclusion of the diverter resistance in the circuit.

3. It is essential that the diverter resistance should be in circuit in the cases laid down in paragraph 1 above to avoid damage to the carbon pile and subsequent hunting.

4. Ships fitted with Type 291 and variants are to examine the A.C. Supply Outfit accordingly and ensure that, where appropriate, the diverter resistance is in circuit.

1945.—A.C. Supply Outfit DPB—Fitting-out Information

(S.D. 03121/43.—29.4.1943.)

A.S.E. Preliminary Specification No. B.193/43 has been prepared to show the method of fitting and wiring A.C. Supply Outfit DPB.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East Scotland, Belfast, South Wales, North-Western, North-Eastern, Humber, Southern and Thames Areas, and to the Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western, and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. Supply Outfit DPB are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B. 193/43, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

1946.—Naval Aircraft—Conditions on Issue to First Line A.R. or Transfer Abroad—REPORTS

(A.M.R./A.M./4276/43.—29.4.1943.)

When instructions are received for the issue of aircraft to first line A.R. or for shipment abroad, a minor inspection is to be carried out if more than half the minor inspection period on a time or flying hours basis as laid down in A.F.O. 3542/42 has elapsed since the last minor inspection, and all possible steps are to be taken to ensure issue or transfer in good and fully serviceable condition.

2. If no suitable aircraft is available or if for any reason the necessary inspection and servicing cannot be carried out, the fact is to be reported to the administrative authority and instructions requested.

(A.F.O. 3542/42.)

1947.—Bristol Sleeve Valve Engines Cylinder Nut Locking Device

(A.M.R. 2298/43.—29.4.1943.)

During manufacture, extensive cracks often occur in the plate portion of the cylinder nut locking device. Although these cracks may appear to be severe, experience has shown that they do not extend with use and their presence need not be considered detrimental to the efficiency of the device.

2. Cracks are not permitted, however, in the two lugs which locate on the flange of the cylinder. If on inspection these lugs are found cracked, the defect should be reported on Form A.21 and the defective part forwarded therewith.

3. This instruction was also promulgated by Admiralty message 623R (issued by the Ministry of Aircraft Production as Special Instruction R.D.A. 632).

1948.—Martlet Aircraft with Folding Wings—Adjustment of Wing Locking Indicator Flags

(A.M.R. 2055/43.—29.4.1943.)

On Martlet aircraft fitted with folding wings, instances have occurred of the wing locking indicator flags protruding at the rear after catapulting, giving the impression that the wing pins are not fully locked. If this occurs, the following adjustment is to be made to ensure proper operation of the flags.

2. Provided that the wing locking pin crank handle is in the correct position for stowage (*i.e.*, faces forward) when the shoulder on the locking pin bears against the bottom face of the lower lug of the wing front fixing, the indicator should work satisfactorily. If, however, the crank handle overshoots the stowage position, shims of suitable thickness (but not greater than $\frac{1}{16}$ -in., which equals one quarter turn of the handle) should be fitted between the shoulder of the pin and the face of the lug. The lever resting on top of the pin can then be adjusted so that the flag is in the fully down position when the pin is fully home and the handle in the correct position for stowage.

1949.—Martlet IV Aircraft—Emergency Fuel Tank—Self-Sealing Liner

(A.M.R. 2071/43.—29.4.1943.)

To facilitate re-ordering liners for the above tank, the part number 16538 is to be stencilled with indelible ink (not affected by fuel) on the liner on the first occasion of its removal for examination, in accordance with A.F.O. 5804/42 (paragraph C).

2. It is also to be confirmed that the liner of the Main Fuel Tank bears the correct part number 16537.

(A.F.O. 5804/42.)

1950.—Merlin Engines—Magneto Drive—Gears

(A.M.R. 2279/43.—29.4.1943.)

Owing to failures of Merlin engines caused by camshaft drive oscillation, selective assembly of gears, designated "co-related" clearance, has been introduced for new production and overhauled engines, under Mod. Merlin/515.

2. Mod. Merlin/348 also introduces a flexible magneto drive coupling.

3. If magneto slow speed wheel failures occur, the engine log book is to be examined, and, if neither Mod. Merlin 348 nor 515 have been incorporated, a replacement magneto is not to be fitted but the engine is to be changed and forwarded for overhaul. The log book is to be endorsed to this effect.

4. Mod. 348 may be incorporated by the Service if the engine is fitted with Rotax magnetos, and a leaflet will be issued shortly giving a list of parts required and instructions for embodiment.

5. When a pilot experiences severe erratic firing during flight, each magneto is to be switched off in turn, and, if with one switched off erratic firing is prevented, return flight should be made in this condition.

6. The gist of this instruction was promulgated by Admiralty Message 627 R, amended by 631 R. (Issued by the Ministry of Aircraft Production as Special Instruction T.F. 136.)

1951.—Running, Testing and Handling of Aero Engines on the Ground

(A.M.R. 363/43.—29.4.1943.)

To ensure that the possibility of subsequent failure of an engine is reduced to the minimum, special precautions must be observed during the starting, running up, testing, stopping and handling on the ground. In general, specific instructions for a particular type of engine will be given in Vol. I of the relevant air publication. The following notes are issued for general application and guidance.

2. *Starting.*—(i) The technique of starting is frequently "special" to the particular type of engine and will have been established from the collective experience of the constructors and that of those using the engine. It is important that the approved technique should be normally adhered to and persevered with, but where it is found necessary to depart from the approved procedure, details are to be forwarded to the Admiralty through the usual channels.

(ii) Over priming of the cylinders is to be avoided as it tends to reduce seriously the effectiveness of the lubrication of the piston, rings and cylinder walls, leading to excessive wear, high oil consumption, loss of compression, etc. A failure to start after repeated attempts should call for an investigation of the ignition arrangements, working temperatures, etc., rather than the continuation of the priming and starting operations.

3. *Running up.*—After starting, engines are to be warmed up in accordance with the instructions in Volume I of the relevant air publication. Idling at a very low speed, particularly when the oil is cold, is to be avoided, and the period of idling before take-off should always be reduced to a minimum.

4. *Check testing.*—(i) The amount of ground running of engines by pilots and maintenance personnel should be kept to the minimum, particularly with air-cooled engines.

While a complete check of the engine should be made once a day, all of the usual check tests are not necessarily required to be made as a standard routine by the pilot before each take-off. In general, it may be sufficient, after the first complete check, for the pilot to test the ignition at the maximum cruising boost and r.p.m. and also the maximum power when the propeller blades are against the fine pitch stop. For precise information on the responsibility of the pilot in this respect, and for the method of carrying out the tests, reference should be made to A.P. 2095 (Pilots Notes, General) and to the relevant air publications, Volume I, for the particular type of aircraft and engine.

(ii) Prior to any check testing, the engine should have been warmed up with the cooling and oil systems and temperatures functioning satisfactorily. The period of running for each check test, particularly those done at high boost pressures, should be restricted to the minimum, in order to avoid over-heating, but long

enough to ensure steady running and an accurate reading of the instruments. No adjustments should be made to the engine or its controls until the accuracy of the gauges or instruments has been checked.

(iii) All ground tests should normally be made with the mixture control in the rich position and the supercharger control in the low gear, excepting during those particular checks which necessitate the changing of the position of the controls. In the case of engines fitted with automatic mixture controls and automatic supercharger change not operable by the pilot, the tests will obviously be made under the conditions provided for operation at ground level. Where an override mechanism is provided to "exercise" the control, it should be used to check-test the operation.

(iv) Air-cooled engines should not normally be run on the ground for check-test purposes without the complete engine cowling fitted. The cowling is an essential part of the cooling system and, without it, over-heating and subsequent damage may occur. Cowling gills should be fully open except initially during cold weather, when they may be closed to assist in warming up.

(v) For protracted ground running, however, at cruising or low boost pressures as a proof test after installation of double-row air-cooled engines, the outer cowling should be removed if specified in the relevant air publication, Volume I.

5. *Check of automatic mixture control.*—(i) A satisfactory check of the operation of the two-position automatic mixture control can be carried out only if the pitch of the propeller blades can be fixed, i.e. rigidly mounted or held against a stop. Under these conditions, the engine is run with the mixture control in the automatic rich position, at the maximum cruising r.p.m., or, alternatively, at the maximum boost for weak mixture, neither of which must be exceeded. The drop in r.p.m. after moving the control from automatic rich to automatic weak is observed and should be in accordance with the information given in the relevant air publication, Vol. I.

(ii) When constant speed propellers are fitted, this check is made by putting the propeller control in the maximum r.p.m. position and the mixture control in the auto rich position, and then opening the engine up to run at the maximum cruising r.p.m., or, alternatively, the maximum weak mixture boost pressure (neither of which must be exceeded). Under these conditions, the propeller blades will be against the fine pitch stop and functioning as a fixed pitch propeller. The procedure for check testing will then be similar to that given in sub-paragraph (i) above.

(iii) When the carburettor is completely automatic and the mixture strength is not under the control of the pilot, as in the latest type or marks of engines, the only check that can be made is the observation of the smooth running of the engine when it is opened up progressively from low cruising boost to maximum r.p.m. and boost position.

6. *Checking the power and the ignition system.*—(i) In order to check that the engine is delivering its full power, the static r.p.m. at a specified boost pressure with the propeller at the fine pitch stop should be noted and compared with the figure normally recorded for that particular installation. A distinction can be made between small range (10° and 20°) and wide range (35° or greater) propellers.

(a) The limited range of 10°–20° variable-pitch propellers should ensure that under static conditions when running at the maximum boost pressure with the control in the maximum r.p.m. position, the propeller blades are against fine pitch stop. As the propeller is then running as a fixed pitch propeller, the observed r.p.m. is an indication of the power of the engine. If, however, there is any doubt that the blades are against the stop, the throttle should be closed to a slightly lower boost as indicated below.

(b) With wide range propellers, approximately half a degree of pitch range is normally available at the fine pitch end, so that under static conditions at the maximum boost pressure, the propeller r.p.m. is being controlled. To check that the engine is giving its maximum power, therefore, the cockpit throttle lever should be retracted until the absolute boost pressure is reduced by approximately one eighth. This action brings the propeller up against its fine pitch stop where it will behave as a fixed pitch propeller, and, because of the reduced boost pressure, show a drop of approximately 50 r.p.m. The boost pressure

at which this test is carried out should be established for each type of installation, together with the corresponding r.p.m. If the r.p.m. at the specified boost pressure is substantially lower than the required figure, it may be taken that the engine is not developing its full power.

(ii) Check tests of the ignition system as a whole and the functioning of each magneto system are usually made.

(a) To test the system as a whole, the throttle should be opened progressively to the maximum take-off boost pressure in order to impose a general check under full load conditions. Rough running associated with a decrease in the static r.p.m. observed on the check of full power should be looked for as an indication of a defect in the system.

(b) The drop in r.p.m. test on single ignition should not be done under take-off boost conditions, since the extra rich mixture used for this operation provides abnormal distribution and flame propagation conditions which would tend to give misleading results.

The engine should therefore be throttled back to approximately the rich mixture cruising boost pressure and the magneto switches tested independently. The drop in r.p.m. should not exceed that specified in the relevant air publication, Vol. I.

7. *Checking constant speed propeller control.*—(i) In order to check the functioning of the constant speed propeller control, the engine should be run at the maximum weak mixture boost pressure with the mixture control in the automatic rich position and the propeller control in the maximum r.p.m. position (when the blades will be at the fine pitch stop). The r.p.m. should be noted and the propeller control lever moved slowly to the minimum r.p.m. position and then back to the maximum r.p.m. position. A drop in r.p.m. should be observed as the control approaches the minimum r.p.m. position and the original r.p.m. should be regained at the maximum r.p.m. position.

(ii) With the propeller control set at the maximum cruising r.p.m. while the engine is running at the maximum weak mixture cruising boost, the throttle lever should be opened and closed sufficiently to cause a variation of one pound in the boost pressure. The engine r.p.m. should remain constant. Sudden opening of the throttle will cause a momentary increase in r.p.m. which, however, should settle back to the controlled value and there remain steady.

8. *Check of two-speed supercharger control.*—(i) The supercharger gears should be changed at the r.p.m. specified in the relevant air publication, Vol. I, and where it is required that the r.p.m. be reduced before the change is made, this should be strictly observed.

(ii) On certain types the high altitude ratio is not often employed. It is therefore most important that the control be exercised when running on the ground, to prevent sludging up of the control mechanism and subsequent failure.

(iii) If an override is provided on automatic altitude gear change fitted to certain types, it must be used for testing the control when running on the ground.

9. *Taxying.*—(i) High duty engines, particularly those of the air-cooled type, can suffer serious damage during taxying, owing to the use of high revolutions and boost pressures or periods of unduly prolonged running when coming from dispersal points to the runways, particularly over soft ground.

(ii) The minimum r.p.m. and boost pressure should be used at all times for taxying and the cylinder, coolant and oil temperature limitations for cruising should not be exceeded. If the engines are unavoidably over-heated during the taxying, they should be allowed to cool down before take-off of the aircraft.

(iii) Whenever possible, heavy aircraft should be towed by tractors from dispersal points uphill to runways, rather than risk the over-heating of the engines.

10. *Before take-off.*—After running up and check testing, aircraft should be taken off as soon as possible. If further idling is unavoidable, it should be done at 800 to 1,200 r.p.m., according to the type of engine, but avoiding vibration periods. If the take-off is delayed more than two or three minutes, the engines should be cleared just prior to take-off, one at a time, by running up to zero boost or to as high a boost as is possible without overheating the engine.

11. *Stopping the engine.*—(i) The engine should never be stopped by turning off the fuel supply and running the carburettor dry if any other means are available. Before stopping the engine, aircraft should be turned into wind if possible and the engine allowed to cool down. If a slow running cut-out is fitted, it should be used in accordance with the instructions in the relevant air publication, Vol. I.

(ii) Where provision is made for oil dilution, the method used for stopping the engine should be in accordance with A.P. 1464B, Vol. I.

(iii) It is important that if full advantage is to be taken of oil dilution it should be done when the engine and oil have cooled down sufficiently to prevent rapid vapourisation and loss of the fuel added to the oil.

1952.—Discrepancies in Appendix "A" Equipment

(A.E. 3355/43.—29.4.1943.)

Complaints have been received from aircraft contractors that there is a serious increase in discrepancies in Appendix "A" equipment on aircraft returned for repair.

2. It is pointed out that this indicates a failure on the part of units to check the aircraft correctly to the Standard Checking List before despatch, thereby increasing clerical work and clearance of receipt of the aircraft.

3. All units should ensure that an airframe is checked correctly before despatch to contractors, and that all items, except those marked R in column 8 of the Standard Checking List, are despatched with the aircraft.

1953.—Welding and Burning Operations in H.M. Ships—Precautions

(E.-in-C./N.L. 22599/42.—29.4.1943.)

An outbreak of fire, involving loss of life, has occurred in one of H.M. Ships during refit. The fire was caused by a plumber's blowlamp, which was being used to repair a split pipe in situ, being allowed to play inadvertently on the cork lining of a bulkhead. This commenced a slow smouldering, which spread unnoticed, resulting in considerable smoke and finally burst into flame.

2. No welding or burning operations are to be carried out on any pipe in place without the sanction of a responsible officer being first obtained, and the operation should not be carried out until it has been ascertained:—

(a) that the pipe does not pass through spaces containing inflammable materials; and

(b) that the pipe does not contain, or is not likely to contain, any trace of combustible material for a length of at least 6 feet from the weld.

3. Pipes which are fitted as drains for water are not necessarily to be assumed to be free from combustible matter, as in certain compartments, where oil can accumulate, this is carried away by the drain water and in time forms a combustible film on the inside of the pipe. In deciding on the necessity for dismantling a pipe, before welding or burning, the source of the drain is to be traced in order to ascertain whether the pipe is likely to contain any oily deposit. Where the conditions are doubtful the pipe should be taken down before welding or burning.

4. Welding and burning operations in place are to be entirely prohibited on pipes any portion of which pass through compartments containing explosives. (Engineering Manual, Article 46, paragraphs 5 and 6.)

5. Suitable precautions are to be taken when blowlamps are in use in confined spaces to guard against the possibility of fire. (Engineering Manual, Article 51, paragraph 2.)

1954.—Ballast

105-ft. M.M.Ss.

(D. 5245/43.—29.4.1943.)

In all instances of ballasting of 105-ft. M.M.Ss., reports giving the weights, and the approximate position of the centre of gravity of the ballast, are to be forwarded to the Admiralty by the administrative authorities.

1955.—Towing Arrangements—As. and As.

A/S M/S Trawlers of "Tree", "Dance", "Shakespeare" and "Isles" Classes

(D/P. 5997/43.—29.4.1943.)

Towing arrangements are to be fitted to vessels of the above classes in accordance with drawing D.N.C. 17/T/16. The tow is to be made by using half or a whole length of the ship's chain cable similar to the arrangements for converted trawlers on ocean escort duties (A.F.O. 5937/42 and diagram 321/42).

2. Commanding Officers of vessels concerned are to insert an item in the lists of As. and As., Classification "A" to cover the above work.

(A.F.O. 5937/42.)

1956.—16 mm. Projectors for Gunnery and A/S Instructional Films

(N/T.S.D. 2103/43.—29.4.1943.)

The following amendment is to be made to A.F.O. 3426/42:—
Paragraph 2. Add "Hedgehog Spigot Mortar".

(A.F.O. 3426/42.)

1957.—Boats' Davits—Stiffening to—As. and As.

Admiralty Design Trawlers, "Tree", "Dance", "Shakespeare" and "Isles" Classes

(D. 027275/42.—29.4.1943.)

To minimise the risk of damage to boats' davits in vessels of the above-mentioned classes, in which the boat davit heel fittings are secured to the bulwark plating, the following alteration is to be effected:—

A suitable heel bearing secured to a sole plate, with brackets under fastened to upper deck and bulwark plating, is to be fitted under each davit heel.

2. The Commanding Officers of vessels concerned are to forward an item, classification "B", in their next list of As. and As. to cover the work involved.

(A.S. Devonport, 11.12.42, No. 8187.)

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

1958.—D.G. Inspection and Adjustment of Compass Corrector Coils

H.M. Ships and Establishments

(S.D.G.52/43.—29.4.1943.)

It is most desirable that D.G. Inspections should not be carried out until the wiring of compass corrector coils has been completed and magnetic compasses are available.

2. The dates proposed in trial programmes for D.G. Inspections should therefore be subject to the completion of installation of magnetic compasses.

1959.—Position of Siren—As. and As.

126-ft. Motor Minesweepers

(D/M/S.050/43.—29.4.1943.)

To avoid blanketing of the siren by the wheelhouse in 126-ft. motor minesweepers, a new position for the siren is to be arranged on top of the wheelhouse, where necessary.

2. The distance from the standard compass of any magnetic material is to conform with compass requirements.

3. This is an approved A. and A. item, Classification "A", for all vessels of the class.

(C.A.F.O. 826/42.)

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

1960.—Gunmetals and Bronzes for Valves and Fittings, etc.

Submarines

(D.410/43.—29.4.1943.)

The provisions of A.F.O. 4794/42 are to be modified as under before being applied to submarines.

2. All valves and fittings exposed to full sea pressure when diving and hitherto specified to be of gunmetal or other non-ferrous material, are to be either of

(a) Gunmetal to B.S.S.1021/22 or

(b) Silicon bronze to B.S.S.1029/30, but having the following composition—

Silicon	...	...	...	3.0 to 4.0 per cent.
Manganese	...	...	...	Not more than 1 per cent.
Zinc	...	...	...	1.5 to 2.5 per cent.
Iron	...	...	...	1.4 to 2 per cent.
Copper	...	...	...	Remainder.

3. All other fittings on which the safety of the submarine depends, *e.g.*, parts of the hydroplane gears, of the telemotor system, of bilge pumps, vent valves, mast and periscope hoists where required in non-ferrous metal, are to be of either of the above mentioned specifications where gunmetal to B.S.S. 382/383 is normally used, or as may be separately specified.

4. Subject to the above restrictions, A.F.O.4794/42 is applicable to submarines.

(A.F.O. 4794/42.)

1961.—R.D.F. Offices—Fire Extinguishers

(N.S. 14610/43.—29.4.1943.)

One 1 quart "Pyrene" fire extinguisher, Pattern 4723, is to be allowed for each R.D.F. office fitted in H.M. ships and shore stations where offices containing R.D.F. sets are not already fitted with an extinguisher of this type.

2. Ships concerned in commission should forward demands to storing yards or depots for the number of fire extinguishers required to complete to this allowance. Spare refills, Pattern 4728, should also be demanded as necessary on the basis of two per extinguisher (A.F.O. 2672/42). Demands should be forwarded similarly by shore stations to which the allowance is applicable in accordance with para. 1 above.

Supply to ships of new construction should be arranged in the usual manner.

3. For ships operating in, or fitting out for service in cold climates, "low freeze" extinguishers, Pattern 4730, and refills Pattern 4731, should be demanded in lieu of Patterns 4723 and 4728 respectively (A.F.O. 737/43).

4. The allowance to ships will be shown with the allowances of fire extinguishers for other services in the sea store establishments concerned and will *not* be included in the R.D.F. establishment lists.

(A.F.Os. 2672/42 and 737/43.)

1962.—Perspex Screen and Desiccator—Fitting to Dashpanel

70-ft. M.T.Bs. fitted with Wheelhouse Dashpanel

(D/P.7569/42.—29.4.1943.)

It has been found on service that ingress of water due to dripping, and occasional spray, has affected the accuracy of the tachometers mounted on semi-enclosed "Birmabright" panels in the wheelhouses of 70-ft. M.T.Bs. fitted with wheelhouse dashpanels.

2. A "Perspex" screen is therefore to be fitted above the dashpanel in the wheelhouse, together with a silica gel dryer A.P. 948 behind the panel.

3. The screen will be fitted in boats under construction by the builders before the boats pass into service.

4. Base staffs are to carry out the work in boats in commission as the boats become available.

5. The "Perspex" panels will be supplied by Messrs. Fairmile Marine Company, Ltd., Cobham, Surrey, to whom delivery instructions and the exact dimensions required for the screen are being communicated.

6. The silica gel dryers, Pattern 948, will be Admiralty supply items, and are to be demanded, when required for fitting in boats under construction and in commission, by the Overseers and Bases respectively, from the Superintending Naval Store Officer, Portsmouth.

7. Sixteen air dryers are to be added to the Establishment of Naval Stores, B.R. 374, as base spares per flotilla, and are to be demanded by the Bases concerned as necessary.

8. The dryers are to be used for about two to three months, after which they are to be rendered serviceable by heating in an oven, and refitted for further use.

1963.—Boiler Tube Cleaning Apparatus—"Trident" Type

(N.S. 18391/43.—29.4.1943.)

The flexible drive shafts and ball bearing hand pieces for "Trident" type boiler tube cleaning apparatus, referred to in A.F.Os. 1311/41 and 6312/42, are manufactured in two sizes, and it has been found necessary to allocate pattern numbers to include both sizes as follows:—

Pattern	Description
24540	Boiler tube cleaning apparatus, "Trident" type, 110 volts.
24541	Boiler tube cleaning apparatus, "Trident" type, 220 volts.
24542	Flexible shaft, inner core, 20 ft. long \times $\frac{7}{16}$ in.
24543	Flexible shaft, inner core, 25 ft. long \times $\frac{7}{16}$ in.
24544	Flexible shaft, inner core, 30 ft. long \times $\frac{7}{16}$ in.
24545	Flexible shaft, inner core, 35 ft. long \times $\frac{7}{16}$ in.
24546	Flexible shaft, inner core, 20 ft. long \times $\frac{3}{8}$ in.
24547	Flexible shaft, inner core, 25 ft. long \times $\frac{3}{8}$ in.
24548	Flexible shaft, inner core, 30 ft. long \times $\frac{3}{8}$ in.
24549	Flexible shaft, inner core, 35 ft. long \times $\frac{3}{8}$ in.
24550	Flexible shaft, metallic outer casing, 20 ft. long \times $\frac{7}{16}$ in.
24551	Flexible shaft, metallic outer casing, 25 ft. long \times $\frac{7}{16}$ in.
24552	Flexible shaft, metallic outer casing, 30 ft. long \times $\frac{7}{16}$ in.
24553	Flexible shaft, metallic outer casing, 35 ft. long \times $\frac{7}{16}$ in.
24554	Flexible shaft, metallic outer casing, 20 ft. long \times $\frac{3}{8}$ in.
24555	Flexible shaft, metallic outer casing, 25 ft. long \times $\frac{3}{8}$ in.
24556	Flexible shaft, metallic outer casing, 30 ft. long \times $\frac{3}{8}$ in.
24557	Flexible shaft, metallic outer casing, 35 ft. long \times $\frac{3}{8}$ in.
24558	Ball bearing hand piece, complete, for $\frac{7}{16}$ -in. shafts.
24559	Ball bearing hand piece, complete, for $\frac{3}{8}$ -in. shafts.

2. The descriptions and pattern numbers shown in A.F.O. 6312/42 have been cancelled.

3. The replace parts for flexible drives to be maintained at yards are as follows:—

Pattern	Description	Devon-port	Gibraltar	Alex-andria	Durban
24542	Flexible drive, inner core, 20 ft. long × $\frac{7}{16}$ in.	1	1	1	2
24543	Flexible drive, inner core, 25 ft. long × $\frac{7}{16}$ in.	4	2	2	5
24544	Flexible drive, inner core, 30 ft. long × $\frac{7}{16}$ in.	3	2	2	5
24545	Flexible drive, inner core, 35 ft. long × $\frac{7}{16}$ in.	1	1	1	2
24546	Flexible drive, inner core, 20 ft. long × $\frac{3}{8}$ in.	1	1	1	2
24547	Flexible drive, inner core, 25 ft. long × $\frac{3}{8}$ in.	4	3	3	5
24548	Flexible drive, inner core, 30 ft. long × $\frac{3}{8}$ in.	3	3	3	5
24549	Flexible drive, inner core, 35 ft. long × $\frac{3}{8}$ in.	1	1	1	2
24550	Flexible drive, metallic outer casing, 20 ft. long × $\frac{7}{16}$ in.	2	2	2	4
24551	Flexible drive, metallic outer casing, 25 ft. long × $\frac{7}{16}$ in.	8	5	5	10
24552	Flexible drive, metallic outer casing, 30 ft. long × $\frac{7}{16}$ in.	6	4	4	8
24553	Flexible drive, metallic outer casing, 35 ft. long × $\frac{7}{16}$ in.	2	2	2	4
24554	Flexible drive, metallic outer casing, 20 ft long × $\frac{3}{8}$ in	2	2	2	4
24555	Flexible drive, metallic outer casing, 25 ft long × $\frac{3}{8}$ in	8	5	5	10
24556	Flexible drive, metallic outer casing, 30 ft long × $\frac{3}{8}$ in	6	4	4	8
24557	Flexible drive, metallic outer casing, 35 ft. long × $\frac{3}{8}$ in.	2	2	2	4
24558	Ball bearing hand piece, complete, for $\frac{7}{16}$ in. shafts.	5	3	3	6
24559	Ball bearing hand piece, complete, for $\frac{3}{8}$ in. shafts.	5	3	3	6

(A.F.O. 1311/41—not in annual volume.)

(A.F.O. 6312/42 is cancelled.)

1964.—Low Pressure Distilling Plants—Precautions Necessary when Distilling to Ships' Tanks—As. and As.

Escort Carriers (A.C.Vs.), "Archer" and "Biter," "Tracker," "Smiter" and "Ruler" Class

(D. 05588/43.—29.4.1943.)

Distilling plants of the Griscom-Russell and other low pressure types work with shell pressures below 3 lb. sq. in. absolute, and the associated vapour temperature is insufficiently high to ensure that water distilled from contaminated sources will be sterile.

2. Special care is accordingly necessary to prevent priming when distilling for domestic purposes, and all water made for ships' tanks, when ships are within three miles of any coast, is to be efficiently chlorinated before use.

3. The Commanding Officers of H.M. Ships "Archer" and "Biter" are to insert an item, classification "B", in their list of As. and As. to cover the work of fitting suitable pipe connections from the distiller fresh water pump discharge to the after peak tanks if not already so fitted. The additional storage capacity so provided will enable more drinking water to be distilled when in the open sea.

4. A similar item will be included in the class lists of the other ships affected.

(C.O. "Dasher," Message 021901/March.)

1965.—Adaptor for 70-ton Portable Electric Pump

Flotilla Leaders and Destroyers concerned, "Black Swan" Class Sloops, Frigates ("River" Class) and "Algerine" Class Minesweepers

(N.S. 34699/42.—29.4.1943.)

The special adaptor, with swing bolt coupling one end and No. 3 size A.S.B.J. connection the other, allowed to the above-mentioned classes of ships for use with each 70-ton portable pump has been assigned pattern number 1506 and will be added to the Authorized List of Naval Stores under Subhead B.9. The Admiral Superintendent, Chatham, is to forward proposals for the inclusion of the new pattern in Schedule 24 part, II.

2. Purchase of 72 adaptors has been arranged from Messrs. Highton & Son, Ltd., under contract dated 2nd March 1943, C.P. 7B/57859/43; for delivery as follows:—

Rosyth	Chatham	Severn	Portsmouth	Devenport	Mersey
12	12	12	12	12	12

3. "Algerine" Class Minesweepers—Supply of the adaptor to vessels under construction is to be the responsibility of the shipbuilders and A.F.O. 5953/42, which at present indicates that supply to vessels under construction will be made by the Admiralty, should be amended accordingly. Overseers should arrange for the adaptor to be supplied by the shipbuilders, subject to no delay in completion.

4. The Sea Store Establishments concerned will be amended.

(A.F.O. 2960/41—not in annual volume—A.F.Os. 1523/41 and 5953/42.)

1966.—Fuseholder, Pattern 645—Withdrawal from Service

Ships and Dockyards concerned

(N.S. 24947/42.—29.4.1943.)

Fuseholder, Pattern 645 (Subhead F2B), for change-over switch, Pattern 5270, is being withdrawn from service and no further supplies will be available.

2. Should any replacement of this article be necessary, Fuseholder, Pattern 6934, should be used in lieu.

3. The Rate Book will be amended.

1967.—Electric Cables, Patterns 13995 to 13998—Introduction of

(N.S. 17419/43.—29.4.1943.)

The following electric cables, multicore, varnished cambric insulated, lead alloy sheathed, have been introduced for use in connection with the D.G. circuit of H.M. ships, and have been added to the Rate Book of Naval Stores under Subhead F, Item IC, Part 1, page 1180 (page 4 of Electric Cable Demand).

Pattern.	No. of cores.	No. and diameter (in.) of wires in conductor.	Diameter over conductor.	Nominal sectional area.	Current-carrying capacity per core.	Radial thickness of insulant.	Diameter over taped core.	Diameter over laid up cores.	Radial thickness of insulant over laid up cores.	Dia. over insulant over laid up cores	Radial thickness of lead alloy sheath.	Diameter over lead alloy sheath.	Maximum conductor resistance per 1,000 yards at 60° F.
13995	21	7/064	0.192	0.0225	41.0	0.035	0.262	1.400	0.020	1.440	0.890	1.620	1.106
13996	28	7/048	0.144	0.01245	25.0	0.035	0.214	1.340	0.020	1.380	0.090	1.560	1.966
13997	42	7/036	0.108	0.007	12.5	0.035	0.178	1.365	0.020	1.405	0.090	1.585	3.496
13998	42	7/032	0.096	0.0055	9.0	0.035	0.166	1.270	0.020	1.310	0.080	1.470	4.423

Dielectric strength test pressure—3,500 volts between cores, 2,000 volts between cores and sheath.

2. The necessary provision for these cables will be made at the Admiralty.

1968.—Clips for Electric Cables

(N.S. 27433/42.—29.4.1943.)

Consequent on the introduction of the new "D" series of electric cables having a reduced thickness of rubber insulant, a range of cable clips to suit various combinations of these cables has been introduced where existing clips are not suitable for use with the new cables. This range of clips has been added to the Authorised List of Naval Stores, their pattern numbers and description being as follows:—

Pattern No.	Description
7000	For 4 cables of Pattern 6180D.
7001	For 4 cables of Pattern 6181D.
7002	For 4 cables of Pattern 6182D.
7003	For 6 cables of Pattern 6182D.
7004	For 4 cables of Pattern 6183D.
7005	For 6 cables of Pattern 6183D.
7006	For 2 cables of Pattern 6184D.
7007	For 4 cables of Pattern 6184D.
7008	For 6 cables of Pattern 6184D.
7009	For 2 cables of Pattern 6185D.
7010	For 4 cables of Pattern 6185D.
7011	For 6 cables of Pattern 6185D.
7012	For 2 cables of Pattern 6186D.
7013	For 4 cables of Pattern 6186D.
7014	For 6 cables of Pattern 6186D.
7015	For 2 cables of Pattern 6187D.
7016	For 4 cables of Pattern 6187D.
7017	For 6 cables of Pattern 6187D.
7018	For 2 cables of Pattern 6188D.
7019	For 4 cables of Pattern 6188D.
7020	For 6 cables of Pattern 6188D.
7021	For 8 cables of Pattern 6188D.
7022	For 2 cables of Pattern 6189D.
7023	For 4 cables of Pattern 6189D.
7024	For 6 cables of Pattern 6189D.
7025	For 8 cables of Pattern 6189D.
7026	For 2 cables of Pattern 6190D.
7027	For 4 cables of Pattern 6190D.
7028	For 6 cables of Pattern 6190D.
7029	For 8 cables of Pattern 6190D.
7030	For 2 cables of Pattern 6191D.
7031	For 4 cables of Pattern 6191D.
7032	For 6 cables of Pattern 6191D.
7033	For 8 cables of Pattern 6191D.
7034	For 2 cables of Pattern 6192D.
7035	For 4 cables of Pattern 6192D.
7036	For 6 cables of Pattern 6192D.
7037	For 8 cables of Pattern 6192D.
7038	For 2 cables of Pattern 6193D.
7039	For 4 cables of Pattern 6193D.
7040	For 6 cables of Pattern 6193D.
7041	For 8 cables of Pattern 6193D.
7042	For 2 cables of Pattern 6194D.
7043	For 4 cables of Pattern 6194D.
7044	For 6 cables of Pattern 6194D.
7045	For 8 cables of Pattern 6194D.
7046	For 2 cables of Pattern 6195D.
7047	For 3 cables of Pattern 6195D.
7048	For 4 cables of Pattern 6195D.
7049	For 5 cables of Pattern 6195D.
7050	For 6 cables of Pattern 6195D.
7051	For 7 cables of Pattern 6195D.
7052	For 8 cables of Pattern 6195D.
7053	For 9 cables of Pattern 6195D.
7054	For 10 cables of Pattern 6195D.
7055	For 11 cables of Pattern 6195D.
7056	For 12 cables of Pattern 6195D.
7057	For 2 cables of Pattern 6195D (double banked, i.e., 4 cables).

7058	For 3 cables of Pattern 6195D (double banked, i.e., 6 cables).
7059	For 4 cables of Pattern 6195D (double banked, i.e., 8 cables).
7060	For 5 cables of Pattern 6195D (double banked, i.e., 10 cables).
7061	For 6 cables of Pattern 6195D (double banked, i.e., 12 cables).
7062	For 1 cable of Pattern 6178D.
7063	For 10 cables of Pattern 6178D.
7064	For 11 cables of Pattern 6178D.
7065	For 12 cables of Pattern 6178D.
7066	For 10 cables of Pattern 6178D (double banked, i.e., 20 cables).
7067	For 11 cables of Pattern 6178D (double banked, i.e., 22 cables).
7068	For 12 cables of Pattern 6178D (double banked, i.e., 24 cables).
7069	For 1 cable of Pattern 6195D (single lug).
7070	For 2 cables of Pattern 6195D (single lug).
7071	For 1 cable of Pattern 2520D.
7072	For 1 cable of Pattern 2522D.
7073	For 2 cables of Pattern 2520D.
7074	For 2 cables of Pattern 2522D.
7075	For 1 cable of Pattern 6108D (double lug).
7076	For 1 cable of Pattern 6109D (double lug).
7077	For 1 cable of Pattern 9742D or 2533D (double lug).
7078	For 1 cable of Pattern 2500D (double lug).
7079	For 1 cable of Pattern 2501D or 2543D (double lug).
7080	For 1 cable of Pattern 2507D (double lug).
7081	For 1 cable of Pattern 2523D (double lug).
7082	For 1 cable of Pattern 2524D or 2525D (double lug).
7083	For 1 cable of Pattern 2527D (double lug).
7084	For 1 cable of Pattern 2530D (double lug).
7085	For 1 cable of Pattern 2540D (double lug).

2. The description of existing clips which may be utilised with the new cables has been amended as below:—

Pattern No.	Description
3550A	For 2 cables of Pattern 6180 or 6180A or 6180D.
3352A	For 2 cables of Pattern 6181 or 6181A or 6181D.
3354A	For 2 cables of Pattern 6182 or 6182A or 6182D.
3357A	For 2 cables of Pattern 6183 or 6183A or 6183D.
3436	For 2 cables of Pattern 6178 or 6178D.
3437	For 3 cables of Pattern 6178 or 6178D.
3438	For 4 cables of Pattern 6178 or 6178D.
3439	For 5 cables of Pattern 6178 or 6178D.
3440	For 6 cables of Pattern 6178 or 6178D.
3471	For 7 cables of Pattern 6178 or 6178D.
3441	For 8 cables of Pattern 6178 or 6178D.
3472	For 9 cables of Pattern 6178 or 6178D.
3442	For 1 cable of Pattern 6178 or 6178D (single lug).
3443	For 2 cables of Pattern 6178 or 6178D (single lug).
3476	For 2 cables of Pattern 6178 or 6178D (double banked, i.e., 4 cables).
3477	For 3 cables of Pattern 6178 or 6178D (double banked, i.e., 6 cables).
3444	For 4 cables of Pattern 6178 or 6178D (double banked, i.e., 8 cables).
3445	For 5 cables of Pattern 6178 or 6178D (double banked, i.e., 10 cables).
3446	For 6 cables of Pattern 6178 or 6178D (double banked, i.e., 12 cables).
3447	For 7 cables of Pattern 6178 or 6178D (double banked, i.e., 14 cables).
3448	For 8 cables of Pattern 6178 or 6178D (double banked, i.e., 16 cables).
3449	For 9 cables of Pattern 6178 or 6178D (double banked, i.e., 18 cables).
3481	For 2 cables of Pattern 6178 on 4 cables of Pattern 6178.
OR	
	For 2 cables of Pattern 6178D on 4 cables of Pattern 6178D.
3482	For 2 cables of Pattern 6178 on 6 cables of Pattern 6178.
OR	
	For 2 cables of Pattern 6178D on 6 cables of Pattern 6178D.
3483	For 4 cables of Pattern 6178 on 6 cables of Pattern 6178.
OR	
	For 4 cables of Pattern 6178D on 6 cables of Pattern 6178D.

3. Ships should demand these clips as necessary from their storing yards. It is anticipated that supplies of clips will not be available for some considerable time.

4. Provision of the new range of clips is being arranged and will be communicated shortly.

1969.—Stereoscopes for Aircraft Recognition

(N.S. Air 2103/43.—29.4.1943.)

Stereoscopes, Ref. 14B/519, for aircraft recognition training are allowed to Aircraft Carriers and R.N. Air Shore Establishments, i.e., Air Stations, Repair Yards, Instructional Centres, etc., to the scale of two per Ship or Establishment. Demands to complete to this scale should be forwarded direct to the appropriate R.N. Store Depot. Only small stocks are at present held, and future deliveries are likely to be slow. Demands will, however, be met as and when the instruments become available, but supplies should not be hastened.

2. Demands in excess of establishment are to be forwarded to the Administrative Authority concerned, viz.:—C.-in-C., F.O.N.A.S., or R.A.N.A.S.(N), for approval before supply is made.

3. Copies of all demands should be forwarded to F.O.N.A.S. and R.N. Air Station, Yeovilton.

4. The stereoscopes should be added to the allowances detailed in A.F.O. 6004/42.

(A.S.D.O. 2220.)

(Fleetlands Postal Message A.117.)

(A.F.Os. 3595/42, 6004/42 and 856/43.)

1970.—Thermometers, Cylinder Temperature for Naval Aircraft—Introduction

(N.S. Air 2674/42.—29.4.1943.)

Thermometers, Cylinder Temperature Indicator (Stores Ref. 6A/620) are being introduced, and will be allowed to all Aircraft Carriers as Workshop Equipment in accordance with the scales laid down in Amendment List No. 8 to B.R. 378, (A.F.O. P.166/43).

2. Supply will be made without demand from R.N. Store Depot (Midland Area) to H.M. Ships "Formidable" and "Victorious".

Other ships concerned should demand on their appropriate Store Depot. Supply to new services should be made with initial list of stores.

1971.—Aircraft Engine Instrument Bezels—Marking of Working Ranges

(N.S. Air 1755/42.—29.4.1943.)

The following items introduced for marking aircraft engine instrument bezels as described in A.P. 1275, Volume II, Leaflet A, will be allowed to Ships and Services in accordance with the following scales:—

Ships, as shown in B.R. 378.

Shore Establishments:

B.R. 377.

Ref. No.	Description	Denomination	Class "A" Stations (Main Store)	Class "B" and "C" Stations	Repair Yard Classes "A" and "B"
1	2	3	12	13	
	<i>Consumable Section 6P</i>				
620	Tape, white, instrument marking.	Roll	2	1	2
621	Tape, red, instrument marking.	Roll	2	1	2
622	Circles, white, large	Packs	4	2	4
623	Circles, red, large ...	Packs	4	2	4
625	Circles, white, small ...	Packs	4	2	4
624	Circles, red, small ...	Packs	4	2	4

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

R.N. Air Station, Piarco, Trinidad.

R.N. Air Section, Hastings, Freetown.

R.N. Air Section, Dartmouth, N.S.

4. Other Services concerned should forward demands to their R.N. Store Depots at home or Storing Yards abroad, quoting this Order as authority for supply. Supply to new Services will be made with their initial outfit of Stores.

5. Deliveries from Contractors are expected at the end of the current month, and supplies to Ships and Services should begin early in May.

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

7. Aircraft Stores Establishments will be amended in due course; meanwhile, all existing Establishments held by H.M. Dockyards, R.N. Air Stations, Store Depots, etc., should be amended in manuscript.

1972.—Application of Debecote

(D./C.P. 17971/43.—29.4.1943.)

Debecote cleansing solvent, and not Debecote thinners, is to be used for the preparation of surfaces before the application of Debecote.

2. A.F.O. 5186/42 is to be amended accordingly.

(A.F.O. 5186/42.)

1973.—Mark VI Balloons—Instructions to Reduce Losses

(M.W.D. 060/43.—29.4.1943.)

Investigation into the causes of loss of Mark VI balloons, flown both by H.M. ships and merchant ships, shows that many of these losses could be avoided.

2. Unavoidable losses are already throwing a severe strain on the supply position, and, therefore, unless all avoidable losses are prevented, balloon protection to ships will have to be curtailed.

3. Principal causes of avoidable loss are:—

(a) *Flying balloons too low.*—The heights at which balloons may be flown in different circumstances are given in Admiralty Message A.982, dated 12th July, 1942, and, as the higher a balloon the safer it is, especially in bad weather, balloons must always be flown as high as the regulations permit in the prevailing circumstances.

(b) *Balloons in different ships fouling each other.*—When two ships both flying balloons pass each other, Commanding Officers must remember that balloons are seldom directly overhead but are usually out at an angle, either abeam or astern depending on the direction of the wind. This must be borne in mind when deciding how close to pass to another ship, but as a general rule the angle is not sufficient to increase the distance dictated by good seamanship and most cases of fouling are due to unnecessarily close passing. Balloons are generally removed as a ship enters harbour, but if for any reason a ship has to go alongside with the balloon still flying, no other ship also flying a balloon must secure alongside until the inside ship has had time to secure a line to the transfer pendant at the end of the 100-ft. flying leg and stay the balloon out over the jetty.

(c) *Careless veering and hauling in.*—All unnecessary jerks to the equipment must be avoided and especial care is necessary when veering the last few feet when coming into the lethal position, otherwise the cutter at the masthead flying-off block may be caused to operate. When heaving in care must be taken to avoid trying to heave shackles or upper lethal equipment through the flying-off block and if the winch operator cannot himself see, a reliable system of signals between him and someone who can must be used.

- (d) *Inefficient flying gear.*—Though as much assistance as possible will be rendered by kite and balloon shore servicing parties, it is the responsibility of the commanding officer of the ship to see that flying wires and working parts of winches and blocks are kept well oiled and in an efficient and rustfree condition. Defects must be reported immediately to the port kite and balloon officer and not be left for him or his representative to find when visiting the ship. Similarly, commanding officers requiring information or advice on the operation or maintenance of balloon equipment should get in touch with the kite and balloon officer and not merely await his next routine visit.

Section 4

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

1974.—Thread Protectors for Rubber Oil Fuel Hose Couplings

(N.S. Fuel 15122/42.—29.4.1943.)

Reports have been received that Rubber Oil Fuel Hoses sometimes arrive on board Oilers with couplings badly damaged in transit. The principal parts to suffer are the thread of the male portion and the collar of the female portion which becomes bent out of shape and fixed.

2. To avoid this damage in the future arrangements have been made for couplings to be fitted with C.I. Thread Protectors by contractors before despatch from their works.

3. To ensure that protectors are available for re-use (Superintending) Naval Store Officers at Dockyards and Bases who receive rubber fuelling hose are to arrange for the protectors to be returned from the vessels to which the hose is supplied, except in cases of shipment abroad. The number of protectors available for return to contractors should be included in the weekly stock report of rubber hose equipment forwarded to Director of Stores (3A).

4. Pattern numbers have been allocated as follows:—

Pattern 5956—Protectors for Male Couplings.

Pattern 5957—Protectors for Female Couplings.

1975.—Working Suits—Issue of Brown Jean to Commissioned and Warrant Telegraphists

(V. 4876/42.—29.4.1943.)

An annual free issue of six yards of brown jean may be made to Commissioned and Warrant Telegraphists under the conditions specified in B.R.93, Manual of Victualling, Chapter XI, Section 9.

(B.R.93, Chapter XI, Section 9.)

(C.-in-C., Portsmouth's No. 5372/8112/39, 22.9.1942.)

1976.—W.R.N.S. Ratings Working on Aircraft—Uniform Kit

(V. 5359/42.—29.4.1943.)

W.R.N.S. ratings working on aircraft may be supplied with 1 pair of web leggings on loan in accordance with the conditions laid down in footnote (b) to the Class "C" kit specified in A.F.O. 328/43, which is to be amended accordingly.

(A.F.O. 328/43.)

1977.—Vegetables—Addition to Schedule 1019 (List of Contracts)

(C.P.5/34667/42.—29.4.1943.)

The following addition should be made to the above:—

RYDE Same contractor as for Cowes

1978.—Sera and Antitoxins—Keeping Qualities

(M.D.G. 6536/43.—29.4.1943.)

Provided that they have been stored under the best conditions in a refrigerator, diphtheria, gas gangrene and tetanus antitoxin and antimeningococcal and antistreptococcal sera can be used after the date of expiry if the container is sound and intact and there is no discolouration or other sign of deterioration manifest in the product itself.

2. An increase of dosage of 10 per cent. should be allowed for each year after the date of expiry stated on the label.

3. Such products, however, should be returned to store or condemned as unserviceable when a period of two years after the expiry date has elapsed.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1979.—Amendments to Books

(E.F.O.—29.4.1943.)

The undermentioned amendments A.F.Os. P.232-250/43 to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

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

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

A.F.O. P.232/43.—B.R. 7 (41)—Censorship and Treatment of Naval Mails and Telegrams in Time of War—Amendment No. 6.

P.239/43.—B.R. 243/40—Drill for 2 pdr., Q.F., Mark II*C Pom Pom Guns on H.A., Mark II*C Mountings—Amendment No. 5.

- A.F.O. P.240/43.**—B.R. 258/41—Handbook and Drill Book for the 2-pdr., Q.F., Mark VIII Gun on the Single Mark VIII* Mounting—Amendment No. 5.
- *P.233/43.**—B.R. 378B—Barracuda—A.S.E.—Amendment No. 5.
- P.241/43.**—B.R. 647—Drill for 2-pdr., Mark VIII Guns on Mark VII Mounting 1942—Amendment No. 1.
- P.242/43.**—B.R. 648—Drill for 2-pdr., Mark VIII Guns on Mark VIA and VA Mountings 1942—Amendment No. 1.
- P.234/43.**—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
- P.243/43.**—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
- P.235/43.**—O.U. 5225—Home Dockyard Regulations—Amendment.
- P.236/43.**—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3—Amendment No. 19.
- P.237/43.**—O.U. 5378 (40)—Instructions for Inspection of Naval Armament Stores—Amendment No. 9.
- P.244/43.**—O.U. 6090 (B)—Range Table No. 441 for 4.7-in. Guns—Amendment.
- P.245/43.**—O.U. 6090 (J)—Range Table No. 520 for 6-in. Guns—Amendment.
- P.246/43.**—O.U. 6090 (J)—Range Table No. 534 for 6-in. Guns—Amendment.
- P.247/43.**—O.U. 6090 (J)—Range Table No. 537 for 6-in. Guns—Amendment.
- P.248/43.**—O.U. 6357—Handbook for 2-pdr., Q.F., Mark VIII Gun on "M", Mark V Mounting 1933—Amendment No. 10.
- P.249/43.**—O.U. 6365 (40)—Handbook for Pom Pom Directors, Mark II and III—Amendment No. 2.
- *P.238/43.**—O.U. 6376—Handbook of Air Navigation for the Fleet Air Arm—Amendment No. 3.
- P.250/43.**—O.U. 6395—Handbook of Mark XIV, XV and XVII Mines and Mark XV, XVII and XVII* Sinkers—Amendment No. 12.

* Exceptionally as regards A.F.Os. P.233/43 and P.238/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 1861/43.)

1980.—A.M.S.Is.

(E.F.O.—29.4.1943.)

Admiralty Merchant Shipping Instructions 228-230/43 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 1862/43.)

1981.—B.Rs. 423, 445, 447, 448, 448A, 449, 450—Religious Books

(Sta. 14143/43.—29.4.1943.)

B.R. 423, Book of Common Prayer with English Hymnal

Owing to the difficulty of obtaining supplies, and because of the need for economy, the issue of this book will have to be considerably restricted. Commanding officers are asked to limit demands for this book to a minimum.

2. Supplies of B.R. 423 will continue to be issued as far as possible to:—

- (i) *Ships.*—Battleships, battle cruisers, aircraft carriers, cruisers, depot ships, and hospital ships.
- (ii) *Shore Establishments at Home.*—R.N. Barracks, R.M. Barracks and Depots, H.M. Dockyards, R.N. and R.M. Training Establishments, R.N. Air Stations, R.N. Hospitals, and R.N. Auxiliary Hospitals.

3. Supplies of B.R. 447, *A Service Book, Enlarged Edition*, containing a form of Morning and Evening Service, some Psalms, the Holy Communion, and 84 Hymns, will be issued on commissioning, in lieu of B.R. 423, to:—

- (i) *Ships.*—Armed merchant cruisers, flotilla leaders, destroyers, sloops, frigates, corvettes, and monitors.
- (ii) *Shore Establishments.*—All shore establishments not mentioned in paragraph 2 (ii) above.
- (iii) *Royal Marine Field Formations.*
- (iv) *Ships and Shore Establishments* in paragraph 2 when B.R. 423 is not available.
- (v) *W.R.N.S. Establishments* not making use of naval or civil churches. Issue will be on demand.

4. Supplies of B.R. 450, *A Church Service Book, suitable for use in small ships*, containing a form of Morning Service, prayers, a few short lessons, psalms, and hymns, will be available on demand for patrol boats, small minelayers, mine-sweepers, and small C.O. parties.

5. Supplies of B.R. 445, *A Form of Prayer and Hymns for Active Service*, on a folding card, containing a short service with 23 well-known hymns, will be available, on demand, for all other small craft and for mobile or small isolated units ashore.

6. The following books are also obtainable on special demand:—

- (i) B.R. 448, *A Little Prayer Book*, paper backed, having a form of Morning and Evening Prayer with a few hymns.
- (ii) B.R. 448A, *A Small Holy Communion Service Book.*—These two books will be issued until supplies are exhausted.
- (iii) B.R. 449, *A Small Edition of Hymns, Ancient and Modern.*

7. The following books will be found useful for conducting prayers in addition to the Book of Common Prayer by Commanding Officers in all Ships and Establishments in which no Chaplain is borne:—

- (i) B.R. 431, *A Naval Prayer Book.*—One copy per ship or establishment.
- (ii) B.R. 450.—Two copies per ship or establishment on demand. This is also suitable as a Church Service Book for general use in small ships—see paragraph 4.

1982.—B.R. 795—Maintenance Routines for Torpedo Tubes in H.M.S. "Graph"

(T.254/43.—29.4.1943.)

Copies of the above book will shortly be issued, without demand to the authorities concerned, by the Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

1983.—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in. Mark VIII** Torpedoes—Issue

(T. 283/43.—29.4.1943.)

Copies of the above book have been prepared and will shortly be issued, without demand, by the Superintending Naval Store Officer, Elveden Road, Park Royal, N.W.10, in accordance with the establishment laid down for O.U. 5531.

2. The routines given in B.R. 796/42 supersede those in O.U. 5531 so far as 21-in. Mark VIII** torpedoes are concerned.

- 1984.—
- B.R. 822—Handbook for Ordnance, Q.F., 40 mm., Mark I on Mounting, 40 mm. A.A., Mark I
 - B.R. 823—Gun Drill for 40 mm. A.A. Gun and Predictor A.A. No. 3
 - B.R. 824—A.A. Equipment Maintenance Task Tables No. 7 (Light) Ordnance Q.F., 40 mm. A.A.

(D.N.O. (W.O.) 50/43.—29.4.1943.)

The above-mentioned War Office Publications have been taken into Naval service and added to the B.R. catalogue.

2. The stocks are only just sufficient to meet requirements and care must be exercised to prevent wastage.

3. The following copies will be issued without demand by the S.N.S.O., R.N. Store Depot, Park Royal, N.W.10.

<i>D.E.M.S. Staff Officers</i>	<i>Copies</i>	<i>D.E.M.S. Staff Officers—contd.</i>	<i>Copies</i>	
London (H.M.S. "Chrysanthemum")	} 1 each	Durban	} 1 each	
Falmouth		Abadan		
Southampton		Port Said		
Cardiff		Port Tewfik		
Barry		Algiers		
Swansea		Malta		
Avonmouth		Bombay		
Newport		Karachi		
Milford Haven		Calcutta		
Barrow		Colombo		
Manchester		Liverpool		
Belfast		Glasgow		
Greenock		} 2 each		
Ayr				
Ardrossan				
Oban				
Aultbea				
Aberdeen				
Leith				
Dundee				
Newcastle				
Sunderland				
Middlesbrough	} 1 each	<i>D.E.M.S. Training Centres</i>	} 1 each	
Hartlepool		H.M.S. "Chrysanthemum"		
Hull		H.M.S. "Safeguard"		
Gibraltar		H.M.S. "Flying Fox"		
Freetown		H.M.S. "Glendower"		
Simonstown		H.M.S. "Eaglet"		
		H.M.S. "Wellesley"		
		H.M.S. "Caroline"		
		H.M.S. "Claverhouse"		
		H.M.S. "Satellite"		
	Cardiff	} 2 each		
	Swansea			
	New York			
	Halifax			
	Simonstown			
	Bombay			
Australian authorities	...	6	} For D.E.M.S. Staff Officers.	
New Zealand authorities	...	3		
Canadian authorities	...	6		

4. As regards issue to ships, those already fitted with the equipment should have the books on board. For future ships fitting, the books will be forwarded to the D.E.M.S. Staff Officer at the same time as the equipments and in equivalent numbers.

5. D.E.M.S. Staff Officers are to ensure that whenever equipments are removed from vessels, the books are also recovered for subsequent re-issue with the equipments

1985.—Books—O.U. 6090 (J)—Revised Pages 1 and 3 dated February 1943, to Range Table No. 473 for 6-in. B.L. Gun, Mark XII—Issue

(G.1269/43.—29.4.1943.)

The above-mentioned revised pages 1 and 3 to Range Table No. 473 are now in the press and copies will be issued to all concerned by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available.

2. These revised pages supersede the existing pages 1 and 3 dated August, 1940, also Range Tables Nos. 474, 475 and 476, all copies of which should be disposed of in accordance with the instructions in Form O.U. 2A—O.U. Catalogue, when the revised pages 1 and 3 are received.

1986.—Royal Naval Medical Bulletin, Nos. 1 and 2—Issue

(M.D.G. 65279/42.—29.4.1943.)

A Royal Naval Medical Bulletin in pamphlet form will be issued periodically in order to promulgate matters of medical interest to Naval Medical Officers.

2. Bulletins Nos. 1 and 2 are now ready for issue and should be obtained by all Medical Officers. The Bulletins will be supplied on demand addressed as follows:—

Ships and Establishments at home—
R.N. Store Depot,
Elveden Road,
Park Royal,
London, N. W. 10.

Ships and Establishments abroad—
The local Naval Distributing Authority.

1987.—The British Pharmacopoeia—Supply

(M.D.G. 18851/43.—29.4.1943.)

A limited number of copies of the latest edition of the British Pharmacopoeia is now available for supply.

2. Establishments, etc., in which personnel with pharmaceutical qualifications is borne should, if required, demand a copy from the Medical Director General, Admiralty.

1988.—Mails Lost Through Enemy Action

(M. 02327/43; M. 03878/43; M. 03970/43.—29.4.1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Letter Mail posted in U.K. between 14th and 19th October, 1942.

Addressed to:—

The Rear-Admiral Commanding 15th Cruiser Squadron.
H.M. Ships "Cleopatra", "Jervis" and "Kelvin".

Parcel Mail posted in U.K. between 6th and 19th October, 1942.

Addressed to:—

H.M. Ships "Cleopatra", "Jervis" and "Kelvin".

Letter Mail posted in U.K. between 10th and 19th February, 1943.

Addressed to:—

Naval Officer-in-Charge, Takoradi.
Naval Officer-in-Charge, Lagos.
Naval Control Service Officer, Duala.
M.A./S.T., Unit No. 22.
H.M. Ships "Astraea", "Leonidas" and "Wara".

Parcel Mail posted in U.K. between 6th and 19th February, 1943.

Addressed to:—

Naval Officer-in-Charge, Takoradi.
Naval Officer-in-Charge, Lagos.
H.M. Ships "Astraea", "Leonidas" and "Wara".
H.M. M.Ls. 263, 266, 274, 1019, 1041.

Letter Mail posted in U.K. between 23rd and 25th February, 1943.

Addressed to:—

C.O.N.S., Ottawa.
Captain Superintendent, Dockyard, Halifax.
F.M.O., Halifax.
R.N.A.S., Dartmouth.
S.N.O., Esquimalt.
S.N.O., Montreal.
N.O.I.C., St. John's, Newfoundland.
M.A./S.T., Unit No. 11.
B.A.D., "Saker".

Letter Mail posted in U.K. between 23rd and 25th February, 1943.

Addressed to:—

B.F.M.O., New York.
P.M.R., New York.
M.O.W.T., New York.
N.S.O.I., Jamaica.
H.M. Ships "Asbury", "Avalon IV", "Buzzard", "Canada",
"Captor II", "Fort Ramsay", "Kings", "Morgan",
"Protector", "St. Hyacinthe", "Sakar", "Sambro",
"Stadacona", "York".
H.M. Ships operating from and refitting in North America.
N.O.I.C., Falkland Islands.
H.M. Ships "Pursuivant" and "William Scoresby".

Parcel Mail posted in U.K. between 18th and 25th February, 1943.

Addressed to:—

F.M.O., Halifax.
N.O.I.C., St. John's, Newfoundland.
H.M. Ships "Avalon IV", "Canada", "Cornwallis", "Sambro",
"Stadacona".
H.M. Ships operating from and refitting in North America.

1939.—Mails Lost

(M. 03794/43.—29.4.1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost at sea. Duplicates should be forwarded as necessary.

Letter mail posted in U.K. between 20th February and 1st March, 1943.

Addressed to:—

C.-in-C., South Atlantic.
S.N.O., Simonstown.
S.N.O., Capetown.
S.S.T.O., Capetown.
Commodore, Durban.
S.N.O., Durban.
S.S.T.O., Durban.
N.O.I.C., East London.
N.O.I.C. Port Elizabeth.
O.C.R.M., St. Helena.
R.A. Training Establishments, Durban.
C.-in-C., Eastern Fleet.
V.A.D., 2nd i/c, Eastern Fleet.
Commodore, Eastern Fleet Destroyer Flotillas.
R.A., Naval Air Stations, Eastern Theatre.
R.A., Naval Air Stations, Indian Ocean.
F.O., Ceylon.
Commodore, Naval Air Stations, Ceylon.
C.-in-C., Netherlands Forces in the East.
V.A., 3rd Battle Squadron.
N.O.I.C., Diego Suarez.
N.O.I.C., Addu Atoll.
N.O.I.C., Mauritius.
N.O.I.C., Seychelles.
Captain (D) 7.
M.T.M. Unit No. II.
Commodore i/c, Aden.
N.O.I.C., Port Sudan.
N.O.I.C., Massawa.
H.M. Ships "Assegai," "Afrikander," "Afrikander III," "Bull," "Garuda,"
"General Botha," "Gnu," "Good Hope," "Ironclad," "Kilele,"
"Kongoni," "Lanka," "Malagas," "Sambur," "Sheba," "Ukussa."
H.M. Ships operating from South Atlantic, Eastern Fleet and Red Sea Areas.

Parcel mail posted in U.K. between 13th February and 1st March, 1943.

Addressed to:—

C.-in-C., South Atlantic.
S.N.O., Simonstown.
Commodore, Durban.
W/T Station, Ascension Island.
C.-in-C., Eastern Fleet.
N.O.I.C., Madagascar.
N.O.I.C., Addu Atoll.
M.T.M. Unit No. 2.
F.O., Ceylon.
R.A., Naval Air Stations, Indian Ocean.
S.N.N.O., Colombo.
N.O.I.C., Massawa.
N.O.I.C., Port Sudan.
S.N.O., Aden.
H.M. Ships "Assegai," "Bull," "Garuda," "Gnu," "Good Hope,"
"Haitan," "Kongoni," "Lanka," "Malagas," "Sheba," "Ukussa."
H.M. Ships operating from South Atlantic, Eastern Fleet and Red Sea areas.

Parcel mail posted in U.K. between 27th and 29th January, 1943 (lost by enemy action).

Addressed to:—H.M.S. "Pursuivant."

1990.—Diversion and Redirection of Mail for Combined Operations Personnel

(M.1142/43.—29.4.1943.)

Owing to the rapid expansion in numbers of Combined Operations personnel and the frequent drafting of officers and men to and from the various bases, training establishments and craft, the redirection of mail has become an increasingly difficult problem.

2. Commanding Officers of Combined Operations bases and training establishments, R.N. Barracks and Naval authorities at ports visited by Landing Craft are to ensure, therefore, that mail received for personnel who have been drafted to other bases or establishments, is re-directed immediately.

3. When craft are sailed from a port, the sailing authority is to make a mail diversion signal to the Admiralty, repeated to the administrative authority of the craft concerned. Whenever possible this is to be included in the intended sailing signal.

1991.—Naval Armament Outfit Stores Vouchered to Admiralty Overseers

(A.S. 4854/43.—29.4.1943.)

Vouchers for Naval Armament Outfit Stores charged to an Admiralty Overseer, "for Job No.....", are in future to be forwarded to the Admiralty Overseer in *triplicate* for disposal as follows:—

Original—To be receipted and returned to the issuing Depot.

Duplicate and Triplicate—To be retained by the Admiralty Overseer until an Accounting Officer has been appointed to the Ship and then passed to the Accounting Officer for disposal as follows:—

Duplicate—Retained by the Accounting Officer as a supply note.

Triplicate—Receipted and returned to the Admiralty Overseer for retention.

2. This Order supersedes the instructions in paragraph 6 of Article 24 of O.U. 5332/37.

1992.—Coastal Forces Drafting—Correspondence

(N/E.F.O. 41/43.—29.4.1943.)

All correspondence in connection with the drafting of Coastal Force ratings and intended for the drafting authority in H.M.S. "Hornet", should be addressed as follows:—

The Commanding Officer,
H.M.S. "Hornet",
(for Drafting Officer).
(C.A.F.O. 302/43.)

1993.—Parcel Mails from H.M. Ships and Fleet Mail Offices—Despatch to G.P.O. London

(M.3855/42.—29.4.1943.)

To facilitate the handling of parcel mails at the Post Office, H.M. Ships and Fleet Mail Offices are, as far as practicable, to make up separate parcel mails. Bags are to be labelled "Parcels only" and despatched in accordance with B.R. 7/41.

1994.—"Official Paid" Parcel Post Label—Issue of, as Form S.518E

(Sta. 15266/42.—29.4.1943.)

A plain "Official Paid" label, for the purpose of transmitting parcels by post, without the prepayment of postage, has been established as Form S.518E, and a first distribution of a supply, sufficient to last six months, will be made to each of the following Establishments, without demand. This label is not to be brought into use before 10th May, 1943:—

- (a) H.M. Dockyard, Chatham.
- (b) R.N. Store Depot, Dunkeld Road, Perth.
- (c) H.M. Dockyard, Devonport.
- (d) H.M. Victualling Depot, Guildford.
- (e) R.N. Store Depot, Stroud, Glos.
- (f) Coastal Force Material Supply Officer, Downend House, Fareham, Hants.
- (g) Royal Naval Barracks, Lee-on-Solent.
- (h) Royal Naval (New) Barracks, Gosport.
- (i) Admiralty Signal Establishment, Haslemere.
- (j) H.M. Dockyard, Rosyth.
- (k) Royal Marine Division, Chatham.
- (l) Portsmouth Division, R.M., Eastney Barracks, Southsea.
- (m) Royal Marine Depot, Lympstone, Exmouth, Devon.
- (n) Inspector of Naval Ordnance, Middle Gate House, Royal Arsenal, Woolwich, S.E.18.
- (o) H.M.S. "Collingwood", Fareham, Hants.
- (p) Admiralty Compass Observatory, Slough.
- (q) H.M.S. "Raleigh", Trevel.
- (r) H.M. Dockyard, Sheerness.
- (s) R.N. Torpedo Factory, Greenock.
- (t) R.N. Store Depot, Preston.
- (u) H.M. Dockyard, Portsmouth.
- (v) R.N. Store Depot, Elveden Road, Park Royal, N.W.10.
- (w) R.N. Store Depot, Edgware Road, Cricklewood, N.W.2.
- (x) R.N. Store Depot, 191A, Askew Road, W.12.
- (y) R.N. Store Depot, Britannia Works, Neasden Lane, N.W.10.
- (z) H.M. Victualling Depot, Accrington.

2. The present arrangements for the despatch of parcels from these Establishments are to continue, i.e., they are to be taken to the Sorting Office, or will be collected, as hitherto. Parcels, bearing the label, will not be accepted at Post Office counters.

3. The issue of this label is restricted to Establishments at Home which regularly post 100 or more parcels weekly, on which it can be used, and its use is to be confined to official parcels for addresses in Great Britain, and Northern Ireland, and to similar parcels for H.M. Ships, addressed c/o G.P.O., London, irrespective of whether the Ship is at Home or Abroad. It is not to be used on parcels addressed to H.M. Ships "St. Angelo", "Afrikander", "Gregale", "General Botha", "Gnu", "Kongoni" and "Assegai". The label cannot be used at Sub-Establishments of those named in paragraph 1, unless the weekly expenditure will be more than 100, and it is not to be brought into use at any Establishment, other than those indicated, without Admiralty approval first being obtained.

4. The use of this label, instead of postage stamps, on unregistered parcels containing the civilian clothing of new entries in no way modifies the Admiralty decision that the ratings concerned are the consignors of the parcels, and in the event of claims for loss of parcels by relatives, etc., such claims will be dealt with by the General Post Office in the same way as if postage had been prepaid in stamps. The wording of the statement given to claimants should, however, be amended to read as follows:—

"The responsibility of the Naval Authorities ceases when the parcels are posted".

5. Registered and Express parcels, bearing this label, will be accepted provided the fees in respect of such supplementary services are prepaid by means of postage stamps affixed to the parcels.

(A.F.O. 4930/42.)

Section 6.—SHORE ESTABLISHMENTS

1995.—Admiralty Administrative Whitley Council—Composition for the Year 1942-43

(C.E. 50846/43.—29.4.1943.)

The composition of the Council for the year December, 1942, to November, 1943, is as follows:—

Official Side

Sir Henry V. Markham, K.C.B., M.C.,
Permanent Secretary.
Mr. C. A. Cooper, Head of Civil Establishments, Branch 1.
Mr. J. S. Pringle, C.B., O.B.E., Director of Electrical Engineering.
Mr. E. Sawers, Director of Navy Accounts.
Vice-Admiral Sir Cecil P. Talbot, K.B.E., C.B., D.S.O., Director of Dockyards.
Mr. D. P. Walsh, Director of Establishments.
Mr. R. Walton, Under Secretary.
Mr. R. W. Wharhirst, O.B.E., Director of Armament Supply.
Mr. E. S. Wood, Director of Stores.
Mr. J. V. Battersby, Civil Establishments, Branch 1.

*Staff Side.**Association of First Division Civil Servants.*

No appointments notified.
Society of Civil Servants.
Mr. J. C. Burton (Secretary's Department).
Mr. D. N. Charlish (Armament Supply Department).
Mr. H. J. M. Westlake (Armament Supply Department).
Institution of Professional Civil Servants.
Mr. G. R. Hayes (Hydrographic Department).
Mr. W. Killner (H.M. Dockyard, Portsmouth).

Officers of the Council.

Chairman: Sir Henry V. Markham, K.C.B., M.C.

Vice-Chairman: Mr. G. R. Hayes.

Joint Secretaries.

Official Side: Mr. J. V. Battersby,
Secretary's Dept.
(C.E. Branch 1),
Admiralty,
London.

Staff Side: Mr. E. C. B. Lee,
Naval Construction Dept.,
Admiralty,
Bath.

2. In order to facilitate the transaction of the Council's business under wartime conditions with the Admiralty Office divided between London and Bath, the duties of Assistant Secretary (Official Side) are discharged by Mr. H. A. Turner, M.B.E., Under Secretary's Office, Bath.

3. Establishments should afford facilities to enable members to attend the meetings of the Council and Committees of the Council, and to perform any other duties in connection therewith in accordance with the constitution of the Council.

Civil Service Clerical Association.

Mrs. M. T. Charlish (Secretary's Department).
Mr. H. L. Clements (Secretary's Department).
Mr. H. Jordan (Admiralty Offices, Liverpool).
Miss M. Keith (Secretary's Department).
Mr. T. J. O'Shaughnessy (Naval Ordnance Department).
Mr. C. Shorten (H.M. Dockyard, Chatham).

Federation of Civil Service Professional and Technical Staffs.

*Mr. T. J. Boulton (H.M. Dockyard, Portsmouth).
†Mr. G. Chase.
†Mr. F. C. Ladd (Naval Ordnance Department).
†Mr. E. C. B. Lee (Naval Construction Department).
§Mr. R. L. Townsend (Royal Victoria Yard, Deptford).
‡Mr. C. Windebank.
*Royal Dockyards Professional Officers' Association.
†Admiralty Draughtsmen's Association.
§Royal Victualling Yards Subordinate Officers' Association.
‡Admiralty and Royal Dockyards Technical Officers' Association.
Transport and General Workers Union.
Mr. H. G. Ballantine (Established Messenger).
Mr. J. A. Lathaen, J.P.

1996.—Subsistence Allowance—Civilian Non-Industrial Staff

(C.E. 279/43.—29.4.1943.)

As from the date of this order, the following paragraphs are to be substituted for paragraphs 13 and 14 of A.F.O. 820/41, Part II:—

13. Staff detached from their normal headquarters for the duration of the war or for prolonged periods who are required to proceed on official business for short periods to places in the vicinity of their home will be eligible for subsistence allowance as follows:—

- If unable to make use of their homes, and expense for accommodation is necessarily incurred—the appropriate nightly rate of subsistence.
- If the home is used for sleeping purposes only—two thirds of the appropriate nightly rate of subsistence.
- If the home is used for sleeping purposes, and one or more meals are taken at home—one-third of the appropriate nightly rate of subsistence.
- If accommodated by friends or relatives—certified out of pocket expenses within the appropriate nightly rate of subsistence.

The rules at (a) to (d) above should also be applied to individuals whose first appointment involves separation from their families and who can make use of their homes when proceeding on a short period of detached duty, except that such individuals who are not in receipt of any lodging or other compensatory allowance at their headquarters and who retain their lodgings during the period of detached duty may receive two-thirds of the appropriate nightly rate irrespective of whether any meals are taken at home.

An officer making a lengthy visit to a place where he is able to make use of his home will be eligible only for the cost necessarily incurred in retaining rooms at his station within the limits stated in paragraph 17.

14. When making claims for subsistence allowance for short visits under the terms of paragraph 13, the officer should certify as follows according to his circumstances:—

- I am not a householder at my normal headquarters town and had no alternative but to incur expenditure for accommodation.
- It was impossible to make use of my home, and I was not accommodated by friends or relatives, and had to incur expense for accommodation.
- I used my home for sleeping purposes, and had $\frac{\text{no}}{\text{one}}$ or more meals at home.
- I used my home for sleeping purposes. I retained and paid for my lodgings at headquarters, and am not in receipt of lodging or other compensatory allowance.
- I have no home at the place visited.
- I was accommodated by friends or relatives and my out-of-pocket expenses were as follows:—

(A.F.O. 820/41.)

1997.—Changes in Bonus, etc., for Workpeople in Admiralty Establishments at Home and Abroad

(L. 3300/43.—29.4.1943.)

Following agreement reached on the Shipbuilding Trade Joint Council for Government Departments, changes are to be made as follows in the time-work rates of wages of male workpeople in adult grades (except as provided in paragraph 4) as from the pay period commencing on 20th March, 1943, or (in cases where the pay week does not commence on a Saturday) from the beginning of the first full pay period following 20th March, 1943, e.g., 21st March, 1943:—

- Weekly basic rates are to be increased by 20s. a week, transferred from bonus.
- The resultant Admiralty industrial bonus for all adult male workpeople (remunerated on plain-time rates of pay) at present in receipt of Admiralty industrial bonus, whether employed in H.M. Dockyards or in other Admiralty Establishments, is to be increased by 6s. a week.

2. The general effect of the change in bonus will be as follows :—

(a) In establishments outside the London area :—

	Present Weekly	Revised Weekly
	Rate	Rate
	s. d.	s. d.
Standard rate	35 6	21 6
Rate for yard craft men (other than salaried grades)	35 7	21 7

(b) In establishments in the London area :—

	Present Weekly	Revised Weekly
	Rate	Rate
	s. d.	s. d.
Skilled men	37 6	23 6
Semi-skilled and unskilled men ...	36 6	22 6
Yard craft men	36 9	22 9

For yard craft men other than salaried grades, the increase to be effected in basic rates is to be 20s. 5d. a week, not 20s.

3. The changes shown above are also to apply to workmen (including storehousemen and laboratorymen) serving under agreement at H.M. Naval Establishments abroad.

4. None of the changes described in paragraphs 1 and 2 are applicable to workpeople in receipt of any special "compensatory", incentive, etc., bonuses, e.g., to any Examiners in the Naval Ordnance Inspection Department receiving special additional weekly payments on a flat hourly basis.

5. Patternmakers and Maintenance Fitters in receipt of the payments authorised in A.F.Os. 2107/41 and 671/43 respectively are not affected by the exclusions in paragraph 4; i.e., they will receive the new base rates and standard revised bonus as appropriate.

6. Details of the assessment of the pay of men whilst employed on systems of payment by results have not yet been finally decided, but for the time being the following action is to be taken :—

(a) The weekly rate of men engaged on systems of payment by results, for the purposes of Home Dockyard Regulations, Article 1103, is to be taken as the plain-time workers' rate as shown in paragraphs 1 and 2 above.

(b) *Job Contracts*.—Existing job contract prices are to continue to run undisturbed until completed; the standard sums agreed to will not be altered, and the excess earnings will be calculated and distributed as hitherto, i.e., on basic rates exclusive of the 20s. transferred. The total pay whilst employed on job contract will thus be composed of

(i) Day pay, including overtime, calculated at the new basic rates plus, for the present, the new bonus of 21s. 6d.

plus (ii) excess earnings based and calculated on the old basic rates.

In effect this will increase the total earnings by 6s. a week on a time basis.

This applies also from 20th (or 21st) March, 1943. Job contracts to be made in the future are, pending further instructions, to continue to be made on the same basis, i.e., on basic rates exclusive of the 20s. transferred, and payment will be calculated as described above.

(c) *Piecoworkers* (including men employed on associated piece-work in the torpedo depots). Pending further instructions, no change is to be made in the present basis or method of calculation of pay of men employed on schemes of prices, i.e., they will continue to receive, whilst so employed, piece-work earnings under the schemes as at present priced, and an industrial bonus of 35s. 6d. a week. As an exception, the time pay paid "on account" to men employed on "squads" or "serials" under the shipwrights' plating scheme, should be calculated at the new basic rates plus the new time-workers' bonus of 21s. 6d. a week.

7. A further communication will be made concerning the adjustments to be made in the rates of pay of apprentices and other male juvenile workpeople.

8. No change should be made, as a result of this Fleet Order, in the wages of craftsmen in receipt of rates of pay based on electrical contracting industry rates. The same applies to craftsmen at R.N. Propellant Factory, Caerwent, who are in receipt of an inclusive rate. Any other cases of men not in receipt of Admiralty industrial bonus should be reported to the Secretary of the Admiralty (L. Branch) if it appears that his rate of pay might properly be revised in consequence of this order.

9. No change is to be made in the rates of pay of any women industrials as a result of this order, except as follows :—

(a) *Women undergoing training for jobs normally performed by men, during the second stage of training*.—The "time-workers' bonus" for women now exceeds the new Admiralty industrial bonus of 21s. 6d., so that the "difference" between these two amounts is a negative quantity. In order to give effect to the intention of the Orders governing payment at this stage of training, 2s. a week should be added to the amount hitherto calculated as "one-third of the difference between the standard women's basic rate of pay and the appropriate man's basic rate plus one-third of the difference between women's bonus and Admiralty industrial bonus".

(b) Wherever women's wages are calculated as a percentage of the appropriate men's rate and the women are employed on plain-time work (*vide* paragraphs 1 and 4 above) they should continue to be paid the appropriate percentage of the new men's weekly rates.

(c) Women employed on job contracts are to be treated, *mutatis mutandis*, on the lines indicated in paragraph 6 (a) and (b) above, i.e., their total pay whilst so employed will be made up as described in paragraph 6 (b) (i) and (ii) above.

10. Cash Duties Instructions, Article 4, will be amended, with effect as from 20th March, 1943, by the addition of 20s. to each of the rates of pay shown in the table therein.

(A.F.Os. 2107/41—not in annual volume—and 671/43.)

1998.—V.A.D. Personnel—Pay Vouchers

(D.N.A. 2788/42.—29.4.1943.)

The pay accounts of V.A.D. personnel may be maintained on ledger sheets (Form S.41 (a)) instead of on Salary Lists (Form D.398) where this is more convenient for accounting purposes.

2. At Establishments where this procedure is adopted the pay accounts are to be kept entirely separate from the Naval ledger and the ledger sheets are to be transmitted with the Cash Account at the end of each quarter. The periodical payments made during the quarter are to be brought to account on Forms S.17 which should be clearly marked "Pay of V.A.Ds." and form separate vouchers to the Cash Accounts.

1999.—Admiralty Civil Police—Sick Pay

(C.E. 5144/43.—29.4.1943.)

Admiralty Civil Police (unestablished) are to be regarded as eligible for sick pay in accordance with the terms of Part III of the Memorandum of Sick-Leave Regulations applicable to temporary and unestablished employees as modified by A.F.O. 1014/43 dated 4th March, 1943.

(A.F.O. 2675/41—not in annual volume—and 1014/43.)

2000.—Clothes Rationing—"Iron Ration" Coupon Pools for Workers in Certain Heavy Industries

(L.3518/43.—29.4.1943.)

In view of the reduction of the general clothes coupon ration to 60 coupons for the current rationing period, and the extension of this period until the end of August, the Board of Trade have decided to make special arrangements for the issue of a further number of supplementary coupons for individual cases of real hardship in a short list of heavy industries, where the wear and tear on clothing is particularly severe.

2. The industries covered by the scheme are Shipbuilding and Shiprepairing; Coal and Shale Mining; the Heavy Chemical Industry; the Iron and Steel Trade; the Non-Ferrous Metal Industry; Low Temperature Carbonisation of Coal and Coke, and By-Product, Industry; Carbon and Carbon Goods Industry; Gas Production, and Quarries. Details of the definition of these industries for the purpose of the scheme, together with full particulars of the scheme, are contained in a leaflet entitled "An Iron Ration for Workers in Certain Very Heavy Industries: Instructions and Guide for Works Committees (S.F.T.1)", issued by the Board of Trade, and obtainable from any local office of the Ministry of Labour and National Service.

3. Under the scheme a small "pool" of coupons is made available for any factories in the industries in question, to be distributed, by a committee representative of workpeople and management, to individual workpeople who are suffering real hardship owing to lack of coupons for the purchase of necessary clothing. In Admiralty establishments engaged in the industries affected, the Yard Whitley Committee, or a specially appointed sub-committee, should be used for this purpose, where the workpeople concerned desire to take advantage of the arrangements. If only a part of the establishment falls within one of the industries concerned, the departmental Whitley Committee for that part of the factory should be used for the distribution of coupons, or, where no such committee exists, a special committee may be elected with the approval of the Yard Whitley Committee. So far as possible, any additional work involved over the distribution of clothing coupons should take place outside working hours.

4. Application for a coupon pool must be made by two representatives specially appointed by the committee, one of whom must be a staff side representative, and the other, an official side representative. The application must be made on Form E.D. 283, obtainable from the Local Office of the Ministry of Labour and National Service, in accordance with the regulations contained in the pamphlet referred to above, and not later than 19th June, 1943.

5. Where coupon pools are obtained under the above arrangements, the coupons must be kept locked up, preferably in a safe, and Heads of Establishments should make the appropriate arrangements, accordingly, for the safe custody of the coupons.

6. Certain records of the committee's transactions in respect of this scheme must be kept, and Heads of Establishments are authorised to furnish committees with any necessary stationery.

7. It should be borne in mind in distributing coupons that this scheme is intended only for cases of hardship, and not as a general issue of coupons. Guidance on the methods of distributing coupons is contained in the Board of Trade leaflet referred to above, and committees should take careful note of this, avoid extravagance in the issue of coupons and send back as many coupons as possible, when making the necessary return to the Board of Trade by the 30th September, 1943.

8. It is intended that, so far as possible, any difficulties arising in the operation of the scheme should be settled by the committees themselves, subject to the conditions laid down in the Board of Trade pamphlet. Where, however, any advice in regard to difficulties which may arise is required, enquiries should be addressed to the Secretary of the Admiralty (Labour Branch), Bath, and not to local offices of the Ministry of Labour and National Service.

2001.—R.N. Motor Transport—Disposal of Vehicles when beyond Economical Repair
Cancelled by (NS.MT. 1052/43.—29.4.1943.)

AFO 7610/45
 R.N. M/T vehicles beyond economical repair will in future be disposed of either:—

(a) by sale through the Ministry of Supply motor vehicle disposal organisation;

or (b) by being broken up to obtain spare parts.

2. In order that the method of disposal may be decided, the R.N. number, make and type of such vehicles are to be reported to the Director of Stores, Admiralty, who will either issue instructions for breaking up or else report the vehicle to the Ministry of Supply for disposal.

3. If disposal of the vehicle is decided upon, Ministry of Supply Form No. 207 will be forwarded to the establishment concerned for completion and return to the Director of Stores.

(A.F.O. 4101/41 is cancelled.)