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p. 5

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
6th January, 1944

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,

K. 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.

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ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|-------|--|
| 1943. | |
| 6307. | Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service— <i>Issued separately on 30th December, 1943.</i> |
| 6308. | Landing Craft Personnel—Allowances— <i>Issued separately on 30th December, 1943, to all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, including Landing Ships, Major Landing Craft, also Flotilla Officers of Minor Landing Craft and Barges, and Superintendents or Officers in Charge of H.M. Naval Establishments concerned.</i> |

6th January, 1944.

- Honours and Awards. *Issued separately on 6th January, 1944.*

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(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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- United States Hospital Ships.
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- H.M.S. "Macaw"—Location of Accounts.
- S.D. Operators—Overlap Period at Changeover.

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- Leave for Men Living in the Western Isles and the Isles of Scilly.
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- W.R.N.S.—Employment of W.R.N.S. Officers on Air Engineering Duties at Naval Air Stations.
- W.R.N.S.—Victualling Allowance, etc.—REPORTS.
- Admiralty Surgeon and Agent.
- Officiating Ministers of Religion.
- Educational Tests, 1944.
- War Graves—Documents of Title.
- Meal Orders—Application to V.A.Ds.
- 16-mm. Instructional Films for Gunnery, Radar and A/S Training in Ships.—Distribution of.
- Films—Naval Censorship (Serial No. A. 143).
- Gifts of Duty Free Cigarettes and Tobacco to Members of H.M. Naval Forces.
- Canteens—Advances to Service Canteens.
- Civilian Officers and Workmen Embarked in H.M. Ships—Issue of Certificates of Authorisation.
- Civilian Personnel Proceeding from, or Returning to the United Kingdom—Pay and Allotments. (See A.F.O. 115/44).
- Sports—R.N. and R.M. Sports Control Board—Donation.

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.)

- Guns—General—2-pdr. and above—Use of Muzzle Covers.
- Guns—General—P.L.—Covering of Muzzles.
- Guns—Q.F. 40-mm., Left and Right, Mark IV—Locking of Screws, Securing Bracket Supporting Buffer.
- Gun Mountings—General—Intensifier Liquid for Recuperators.
- Ammunition—4-in.—6-in.—Cartridges B.L. 4.7-in. 6lb. 2-oz. N.F.Q. 042—Introduction of Mark IV.
- Ammunition—3-pdr.—3.7-in.—Cases, Cartridge, Q.F. 3-in. 20-cwt.—"B" Manufacture prior of 1917—Withdrawal.
- Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Electric 0.5-in.—J.B.B. Manufacture—Withdrawal—REPORTS.
- Ammunition—Fuzes, Primers and Tubes—American Fuzes Mark 15, 16 and 18—Withdrawal—REPORTS.
- Ammunition—Fuzes, Primers and Tubes—Fuzes, Percussion, D.A. Nos. 131, 243, 246 and 251—Corrosion.
- Ammunition—Mortars—Withdrawal of Projectiles, Hedgehog, 1½-in. H.E. and H.E.S. of early manufacture.
- Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—Destruction of Cordite.
- Ammunition Supply—Ready Use Magazines—Stowage for Unboxed 2-pdr. Pom-Pom Ammunition.
- Armament Stores—Swords, Naval—Discontinuance of Supply.
- Projectors, Holman—Modification to enable Projector to be received horizontally.
- Telescopes—Gun Sighting Pattern G. 325—Unsuitability for Use on 4-in. S. 1 and 3-in. C.P.V. Mountings.

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

- Torpedo Stores—Chests, Spare Gear, 18-in. Mark XII and XV—Addition of Springs St. No. 8644 and Wires, St. No. 11807 to Contents.
- Torpedo Tubes and Torpedo Equipment—Trials of.
- Depth Charge Equipment—Articising Arrangements and Protection Against Cold Weather.
- Modification to Control Gear of all Apparatus exposed to the Weather, rough Seas and Gun Blast.

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

- C.D. Pamphlet 11—Safe Distances.
- Corrector Magnets—Introduction of New Pattern.
- Magnetic Compasses—Notes on.
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Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel and Engineering Stores.)

- American Built Ships Assigned to the R.N.—Replace Parts for Main Propulsion and Generating Machinery—Supply under "Automatic Flow" Scheme.
- Dinghies—Outboard Engines for.
- Feed Systems—Degreasing.
- General Motors Corporation 100-kW. Generator Sets, Model 3-268A—Reinforcement and Repair of Bedplates.
- LL/SA Equipment—Cummins Generating Sets—Engine Spares.

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

- Modified 1939 "Dido" Class Cruisers—Position of Battle and D/F Sense Finder Aerials.
- Outfits A.P.H., A.R.T., and A.R.U.—Fitting-Out Information.
- Radar—Type 243 M—Failure of Transformer in Responder R.3118.
- W/T Sets—Types 89, 89M and Transmitters 4 TA—Aerials.

Naval Aircraft.—(Technical.)

- Aircraft—Inertia Switch—Graviner.
- Checking of U.S. produced Naval Aircraft.
- Indicators Air Speed—All Marks—Landing Speed Lubber Line.
- Seafire and Spitfire Aircraft—30 Gallon Drop Tanks and Drop Tank Mechanism.

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

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76. Aircraft Graticule, Twin Harmonisation, Stores Ref. 14A/2961.
77. Air Stores—Reduction in Stockholding.
78. Amplifiers, Patterns 13256 and 13256A for Group Telephones—Replacement by Amplifiers, Patterns 13256B and 13256C.
79. Articles Made of Fireproofed Wood—Marking of.
80. Binoculars—Rubber Sealing Sleeves for.
81. Checking of Draught Marks—H.M. Ships.
82. Fire-Fighting Equipment—Allowances.
83. Heating Coils in Main F.W. Tanks.
84. Lamps—Red—For Instrument Illumination.
85. Naval Stores—Allowances.
86. Steering Gear—Additional Rudder Indicator—As. and As.
87. Steadiflow Oil Burning System for Galleys—Forced Draught—As. and As.
88. Ventilation to 50-kW. Turbo Generator—As. and As.
89. Watertightness of Plot and S.D.O.—Improvement of—As. and As.

SECTION 4.—OTHER STORES—NAVAL STORES*, VICTUALLING STORES,
 MEDICAL STORES, CONTRACTS
 (*All N.S. Orders not included under Section 3.)

90. Butane and Calor Gas for Calor Equipments.
91. Engine Spares and Replacement Parts—Discounts Applicable to Government Orders.
92. Meat—Addition to Printed List of Contracts for 1943–44.
93. Meat, Offals, Butter and Margarine—Repayment Prices to Other Services.
94. Uniform—Working Dress for Naval Officers.
95. Uniform and Kit Upkeep Allowances—Artificers and Shipwrights.
96. W.R.N.S.—Uniform at R.N. Air Stations Abroad.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

97. Amendments to Books.
98. A.M.S. Is.
99. Air Letters—Designation.
100. B.R.642(R)—Summary of Russian Warships.
101. B.R.970(43)—Handbook for 3-in. 20-cwt. Mark I Gun on CP Mark V Mounting—Issue.
102. B.R.980(B)—Range Tables Nos. 567 and 568 for B.L. 4-7-in. Gun, Mark I, dated September 1943—Issue.
103. B.R.980(E) (formerly O.U.6090E)—Revised Page 1, dated November, 1943, to Range Tables, Nos. 430 and 431 for Q.F. 2-pdr., Mark VIII, Guns—Issue.
104. B.R.1017—Description of Train Power Drive, Mark 4, and Elevation Power Drive, Mark 4, for 40-mm. Twin Mount, Mark 1, Mod. 2 (O.D. 3906 Preliminary); B.R.1018—40-mm. Power Drive System, Mark V, Mod. 0, 1, 2, 3, 4, 5, 6, 7, 8—Description and Instruction—Preliminary (O.D.4408)—Issue.
105. Naval Air Squadrons—Diversion of Mails.
106. Principal Ship Overseers, Corvettes, N.E. Area—Addresses.
107. W.R.N.S. Port Drafting Depot, Portsmouth—Change of Address.

SECTION 6.—SHORE ESTABLISHMENTS

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109. Married Women—Maternity Leave and Pay Conditions on Resuming Duty.
110. Part Time Clerical, etc., Staff—Service Increases.
111. Regulated Areas—Entry Into and Movement Within by Naval and Civilian Personnel and Contractors' Employees during Imposition of Restrictions.
112. Payment of Workpeople Employed on Long Distance Convoy Driving—Incorrect Interpretation of Regulations.
113. Consolidated Voluntary Deductions from Pay—Non-Industrial and Industrial Employees Paid Weekly.
114. Adult Civilian Electricians Employed in Admiralty Establishments in Northern Ireland—Standard Rate of Pay.
115. Civilian Personnel Proceeding from, or Returning to the United Kingdom—Pay and Allotments.
116. Civilian Personnel Appointed for Service Abroad—Detained on Route.
117. Waiver of Check of Pay for Time Lost through Failure of Transport.
118. Government Scheme of Compensation (No. 133)—Framed Under the Workmen's Compensation Act—REPORTS.
119. U.S. Naval Shore Establishments—Mattresses, etc. for.
120. Galvanising of Steel Tubes, Pipes and Fittings.
121. R.N. Shore Establishments—Blackout Material.

(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.**

†2.—New Year's Message from Head of Soviet Military Mission

(M. 013665/43.—6 Jan. 1944.)

The following message has been received from the Head of the Soviet Military Mission in the United Kingdom:—

“On behalf of the People's Commissar of the Navy and of the Naval Staff, I send Greetings to you and through you to the Officers and Men of the Royal Navy for 1944, and I wish you continued success in your engagements with the enemy.

The fighting alliance of our countries and the determination of the United Nations to bring about the final destruction of Hitler's Germany is the guarantee of our Victory.”

3.—United States Hospital Ships

(M. 531/43.—6 Jan. 1944.)

The Navy Department has designated the U.S.S. “Bountiful”, U.S.S. “Samaritan” and U.S.S. “Refuge” as hospital ships. Particulars of the ships are as follows:—

“Bountiful”	Length	484 feet
	Displacement	11,000 tons
	No. of funnels	1
“Samaritan”	Length	448 feet
	Displacement	12,000 tons
	No. of funnels	1
“Refuge”	Length	523 feet
	Displacement	16,000 tons
	No. of funnels	1

2. Each vessel will bear the following marks of identification: white hull with a horizontal green band the whole length of the ship on each side, red crosses painted in the middle of starboard and port sides, deck and funnel. The red crosses on the deck and funnel will be illuminated at night.

A.F.O. 3117/44
 4.—Accountant Responsibilities of Commanding Officers

Destroyers, Sloops and Corvettes

(M./N.L.17565/43.—6 Jan. 1944.)

Examination of reports received at the Admiralty concerning discrepancies in stores, victualling stores in particular, indicates that Commanding Officers of destroyers, sloops and corvettes have in too many instances failed altogether to exercise their important responsibilities in regard thereto, which are clearly set out and explained in A.F.O. 2832/42. Despite these instructions reports of Boards of Inquiry reveal that many Commanding Officers leave the matter entirely in the hands of the officer detailed for victualling duties who in his turn frequently leaves it entirely to the supply rating. The fact that supply ratings are often H.O. ratings, with little experience, makes it all the more important that they shall receive adequate supervision and assistance.

2. It is necessary, therefore, again to emphasise to Commanding Officers of ships not carrying an accountant officer their responsibilities in this important aspect of the ship's organisation and to repeat the warning given in paragraph 5 of A.F.O. 2832/42 that in future more serious notice will be taken of reports of deficiencies when it is evident that non-observance of the instructions therein has contributed to the loss.

(A.F.O. 2832/42.)

5.—H.M.S. "Macaw"—Location of Accounts

(A. 02190/43.—6 Jan. 1944.)

H.M.S. "Macaw" will carry her own accounts as from 1st January, 1944.

2. C.A.F.O. 2576/43 should be amended accordingly.

(C.A.F.O. 2576/43.)

6.—S.D. Operators—Overlap Period at Changeover

(M. 010974/43.—6 Jan. 1944.)

It is desired to stress the importance of changing over S.D. operators with the least possible interference with the Asdic sweep.

2. Investigation has shown that an operator does not attain maximum alertness and efficiency until he has been operating for a short time—about 10–15 minutes.

3. To avoid the danger of an interval of less efficient operating at the change of watches, Commanding Officers of A/S vessels should take steps to overcome it by introducing an overlap, during which the operator coming on watch is wearing the telephones for 10–15 minutes before taking charge of the watch.

4. This point should also be borne in mind when contact is obtained and the Action Ram is closed up or when changing operators during a hunt.

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

*7.—Chevrons for War Service—Conditions of Award, etc.

(N. 19025/43.—6 Jan. 1944.)

As stated in paragraph 12 of Admiralty General Message of 4th August, 040204, and paragraphs 8 and 12 of A.F.O. 3658/43, chevrons have been instituted for service during the present war.

2. The bodies in which service counts towards the award of chevrons are shown in the appendix to this Order. Chevrons may be worn at the rate of one for each twelve months' qualifying service rendered by the individual subsequent to the 2nd September, 1939. Persons who have served in more than one of the bodies mentioned since the 2nd September, 1939, may aggregate their service towards the period required: e.g., a man who had had three months in the National Fire Service, and three months in the Royal Navy and was then released to join the Merchant Navy would, after six months in the Merchant Navy, qualify for one chevron.

3. In the Naval Service, service afloat or ashore counts towards chevrons. Periods of release to the reserve, periods of unpaid leave, or in the case of pensioners and pre-war reservists, periods of exemption from mobilisation will not count as Naval service; though they might count towards aggregation if spent in another qualifying service, e.g. Civil Defence. Naval Canteen Staff may count periods served at sea prior to entry in the Royal Navy, including time spent in hospital ashore, or on leave between appointments afloat.

4. Time spent in desertion will not count: and periods of imprisonment or detention (if in excess of 28 days) will not count.

5. Chevrons, at the rate of one for each complete twelve months' qualifying service, should be awarded by Commanding Officers, the assessment of qualifying service being reported by ships not carrying their own accounts to the Accountant Officer of the ship or establishment in which the accounts are carried. Reference should not be made to Depots or the Admiralty, except in the event of the award being challenged by the individual concerned, and further facts not available in the ship, or a ruling on a point of principle, being required to clear up the claim.

6. Additional chevrons should be awarded in the same way, as each twelve months' qualifying service is completed. Notation should be made on the Service Certificate of each chevron as it is awarded.

7. Time served on the continuous Agreements T.124X and T.124T will be subject to the same deductions as are applicable to Naval Service, i.e. time spent in desertion, imprisonment or detention, or periods of unpaid leave will not count. Detention, prison and unpaid leave deductions may be limited to periods in excess of 28 days. Time served on the non-continuous Agreement T.124 will be the actual period on pay in respect of any particular Agreement whether afloat or ashore. When it is considered necessary to obtain verification of service on any of the above Agreements, application is to be made to the Registrar-General of Shipping and Seamen, Cardiff. This paragraph also applies to service on the Admiralty Cable Ship Agreements.

8. Chevrons will all be of the same pattern, not differentiated as regards length or type of service. They will be in red, the arms being $\frac{3}{16}$ in. in length. They are intended to be worn on the right forearm with the apex uppermost and arms pointing downwards.

9. First supply will be made without charge on the following scale:—

R.N. and Reserve Officers...	Two chevrons or sets of chevrons on dark blue cloth.
R.N. and Reserve Officers who are authorised to wear khaki on occasion.	Two chevrons or sets of chevrons on dark blue cloth and one chevron or set of chevrons on drab cloth.
R.N. ratings generally	Two chevrons or sets of chevrons on dark blue cloth.
R.N. ratings or C.O. organisation authorised to wear khaki on occasion.	Two chevrons or sets of chevrons on dark blue cloth and one chevron or set of chevrons on drab cloth.
R.M. Officers and other ranks. Sea Service ranks (i.e. H.M. ships' detachments)	Two chevrons or sets of chevrons on dark blue cloth and one chevron or set of chevrons on drab cloth.
Landing craft R.M. personnel	One chevron or set of chevrons on dark blue cloth and two chevrons or sets of chevrons on drab cloth.
Shore service ranks...	Two chevrons or sets of chevrons on drab cloth.

Subsequent free issues will be made on the same scale. The same free issue of chevrons as is approved for the Royal Navy will also apply to Officers and ratings serving in the auxiliary services.

10. A further A.F.O. will be promulgated as soon as supplies (which will be of printed material) are available. Demands from H.M. ships and establishments in home waters should then be forwarded in accordance with A.F.O. 231/43 as amended by A.F.O. 3747/43. H.M. ships and establishments overseas should demand on the nearest victualling yard.

APPENDIX

Royal Navy and its Reserves.
 Royal Marines.
 W.R.N.S.
 Q.A.R.N.N.S. and Q.A.R.N.N.S.(R), and V.A.Ds. on Naval service.
 Personnel on Agreement T.124 and variants, or Admiralty Cable Ship Agreement.
 Army, including Home Guard.
 R.A.F.
 Merchant Navy and Fishing Fleet serving at sea.
 Civil Air Transport.
 Coast Guard.
 N.A.A.F.I. employees in respect of service at sea or overseas.
 Police.
 National Fire Service.
 Civil Defence Services ... } Of certain categories under certain conditions.
 Fire Guard ... }
 Nurses in hospitals under control of Government Departments or local authorities or in recognised voluntary hospitals.
 Lighthouse and light-vessel keepers under the three general lighthouse authorities.

(A.F.Os. 231/43, 3658/43 and 3747/43.)

8.—Skipper Class Officers—Promotion

(C.W. 31896/43.—6 Jan. 1944.)

In addition to the regulations for the promotion of permanent Skipper Class Officers, R.N.R., published in R.N.R. Regulations (Officers), Article 51, Clauses 2 and 3, as amended by A.F.O. 2108/40, the following regulations for promotion of permanent and temporary Skipper Class Officers to higher acting rank have been approved. These regulations consolidate existing regulations on the subject, and provide for earlier promotion for war services, and for the grant of the status of Qualified Officer to Skipper Lieutenants, Acting Skipper Lieutenants and Acting Temporary Skipper Lieutenants.

2. *Qualifications for Promotion to Acting Chief Skipper, R.N.R. (permanent and temporary) and to Acting Temporary Boom Chief Skipper, R.N.R. :—*

Either
or

A.

B.

- | | |
|--|--|
| (i) 5 years mobilised service as Skipper in this and/or the last war, but peace-time service in command of boom vessels in a civilian capacity will be allowed to count towards this period of qualifying service. | (i) 4 years mobilised service as Skipper (or Temporary Skipper) in this war. |
| (ii) Recommendation by Commanding Officer. | (ii) 3 years of such service to have been in command. |
| (iii) Recommendation by Commanding Officer. | (iii) A very good record. |
| (iv) Recommendation by Senior Officer. | (iv) Recommendation by Senior Officer. |

Notes.—(i) Service as a mobilised retired officer will count for promotion purposes under A or B.

(ii) Promotion will be by selection as officers become eligible and are recommended.

(iii) *Recommendations.*—(a) *For Skippers employed in the Patrol Service.*—The Commodore, Patrol Service Central Depot, Lowestoft, will call for reports from Administrative Authorities as and when officers qualify by service, and will forward recommendations with his remarks to the Admiral Commanding Reserves.

(b) *For Skippers employed in the Boom Service and Temporary Boom Skippers.*—Recommendations should be forwarded through usual channels to the Superintendent of Boom Defences, Rosyth, who will forward with his remarks to the Director of Boom Defences.

(iv) Service on T.124 Agreement or variant, cannot count towards qualifying time.

3. *Qualifications for the Grant of the Ranks of Acting Skipper Lieutenant, Acting Skipper Lieutenant (Retired), or Acting Temporary Skipper Lieutenant, whilst holding Appointment.*

(a) *M/S Unit Officers and Officers in Command of B.Y.M.S., 126-ft. M.M.S. and 105-ft. M.M.S. :—*

- (i) Recommendation by Commanding Officer through the Officer-in-Charge of Minesweeping Operations, through the Flag or Naval Officer-in-Charge, to the Commodore, Patrol Service Central Depot, Lowestoft.
- (ii) Recommendation and selection by the Commodore, Patrol Service Central Depot, Lowestoft, for the M/S Unit Officers' Course.
- (iii) Successful completion of the M/S Unit Officers' Course.

(b) *A/S Duties.*—Selection by the Commodore, Patrol Service Central Depot, Lowestoft, for command of A/S vessels which are allowed three or more Executive Officers in complement.

(c) *Combined Operations—*

- (i) Completion of 18 months' service as a Skipper Class Officer.
- (ii) Completion of 9 months' service in command of landing craft attached to Combined Operations (service in Command of Patrol Service Vessels is not to count towards the 9 months).
- (iii) Efficiency in signals and handling tank landing craft or other types of landing craft.

(iv) Recommendations by the Chief of Combined Operations in the case of Skippers serving in home waters, and by the Commanding Officer, H.M.S. "Saunders" in the case of Skippers serving in the Mediterranean. Recommendations to be forwarded to the Commodore, Patrol Service Depot, Lowestoft.

4. *Status of Qualified Officer.*—Existing Skipper Lieutenants (permanent), Retired Skipper Lieutenants, Acting Skipper Lieutenants, Acting Temporary Skipper Lieutenants and Officers subsequently promoted to these ranks may be recommended for the qualification (Q.C.) ("Qualified Command") under the following conditions :—

- (i) M/S Skipper Class Officers to have successfully completed the M/S Unit Officers' Course. Skipper Class Officers employed on A/S or Combined Operations duties to have successfully completed the M/S Unit Officers' Course, except for the M/S Section.
- (ii) One year's service in command in this war in the rank of Skipper Lieutenant or Acting Skipper Lieutenant or Acting Temporary Skipper Lieutenant "whilst holding present appointment".
- (iii) A very good war record.
- (iv) Recommended by Senior Officer as outstanding in the performance of their duties. The Commodore, Patrol Service Central Depot, Lowestoft, will call for reports from Administrative Authorities as and when officers qualify by service, and will forward recommendations with his remarks to the Admiral Commanding Reserves.
- (v) A/S Skipper Class Officers and Combined Operations Skipper Class Officers who cannot be released from their appointments for the M/S Unit officers' course may be granted the (Q.C.) qualification on the understanding that they will be required to undergo the course when convenient. Failure at the course will involve withdrawal of the qualification and loss of the acting rank of Skipper Lieutenant.
- (vi) The grant of the qualification (Q.C.) will be made by selection as officers become eligible by service and are recommended. Mobilised retired officers are eligible for consideration.

Officers promoted under the conditions stated in paragraph 3 are promoted on a "whilst holding present appointment basis", but officers who acquire the (Q.C.) qualification will be allowed to retain the higher acting rank and status for the duration of the present emergency, subject to relinquishment in the event of prolonged sickness. Both rank and status will, however, be subject to forfeit for unsatisfactory service or conduct.

5. *Rank and Command of Qualified Officers.*—Seniority for the purpose of rank and command of qualified officers is defined in paragraph 6. Skipper Class Officers who possess the qualification (Q.C.) will rank with but *after* Lieutenants R.N. or R.N.R.(Q.O.) of equal seniority, and with but *before* Lieutenants R.N.V.R. (Q.O.) of equal seniority. Such equation will be restricted to the service in which the status of Skipper Lieutenant (Q.C.) is granted, i.e. in that service they will take rank and command in category 19 of A.F.O. 3478/42. Outside that service (i.e. in relation to officers serving in major war vessels, or coastal force craft) Skipper Class Officers (Q.C.) will resume their normal status as Skipper Lieutenant, Skipper Lieutenant (Retired), Acting Skipper Lieutenant or Acting Temporary Skipper Lieutenant, as defined in A.F.O. 3478/42.

6. *Seniority of Qualified Officers for purpose of rank and command.*—(i) Skipper Lieutenants granted the status of (Q.C.) will rank with their seniority as Skipper Lieutenants.

(ii) Retired Skipper Lieutenants, Acting Skipper Lieutenants (Q.C.) and Temporary Acting Skipper Lieutenants (Q.C.) will rank with seniority as from the effective date from which the qualification (Q.C.) is granted.

The qualification (Q.C.) will not be granted to officers with less than one year's service in command and for future promotions until the one year's service in command, as defined in paragraph 4 (ii) of this Order, has been completed, but the date of the grant of the qualification to selected officers will in general be ante-dated for one year at the discretion of the Admiralty, and will become the effective date which will count for seniority purposes.

Skipper Class Officers who hold the (Q.C.) qualification will be shown in a separate list in the Navy List.

7. *Officers in the Boom Defence Service.*—Skipper Class Officers and Boom Chief Skippers will be eligible for promotion to Acting Skipper Lieutenant and Temporary Acting Skipper Lieutenant under the following conditions:—

(i) A very good war record.

(ii) Recommended by Senior Officer as outstanding in the performance of their duties.

(iii) Successful completion of the Boom Defence Course at Rosyth and to be recommended by the Superintendent of Boom Defences.

Recommendations should be forwarded to the Director of Boom Defence Department through the Superintendent of Boom Defences, Rosyth. Promotion will be made by selection as officers are recommended and appointments for officers of Lieutenant's rank become available. Mobilised retired officers are eligible for consideration. The status of Qualified Officer (Q.C.) will be granted, subject to recommendation, on completion of one year's service in command in this war in the rank of Skipper Lieutenant or Acting Skipper Lieutenant or Temporary Acting Skipper Lieutenant, mobilised service as a retired officer counting for this purpose.

8. *Uniform Allowance.*—On being granted the acting rank of Skipper Lieutenant or Temporary Skipper Lieutenant a uniform allowance within a limit of £27 10s. will be payable under the conditions laid down in Article 166, Clause 1 (d), R.N.R. (Officers) Regulations.

(A.F.Os. 2108/40 and 3478/42.)

(A.F.Os. 2571/41, 2572/41, 1502/42 and 3738/42 are cancelled.)

9.—Temporary Boom Engineers, R.N.R.—Promotion to Acting Higher Rank

(C.W. 52836/43.—6 Jan. 1944.)

The qualifications for the promotion of Temporary Boom Engineers, R.N.R., to Temporary Acting Boom Chief Engineers have been revised and are now as follows:—

(a) Four years' mobilised service as Warrant Engineer and above or Boom Engineer in this and/or the last war, but peace time service as Engineer Officers of boom vessels in a civilian capacity will be allowed to count towards this period of qualifying service.

(b) Recommendation by Commanding Officer and the Boom Commander of the Depot to which the craft is attached.

2. The rate of pay of Temporary Acting Boom Chief Engineers will be 16s. a day with messing allowance and compensatory allowances under the usual conditions.

3. Promotions will be made half-yearly by selection on 30th June and 31st December, and recommendations for officers who are qualified should be forwarded to reach the Secretary of the Admiralty by 15th May and 15th November.

(A.F.O. 1502/42 is cancelled.)

*10.—Accelerated Promotion

(C.W. 58116/43.—6 Jan. 1944.)

With reference to A.F.O. 425/42 the following Sub-Lieutenants have been promoted from the dates shown:—

Executive

R. A. G. Butler	...	"Intrepid"	...	1st October, 1943
J. Ayton	...	"Fort York"	...	1st December, 1943
J. R. A. Stickland	...	"Rodney"	...	1st December, 1943
J. E. Bolton	...	"Wilton"	...	1st December, 1943
H. B. Poustie	...	"Inglefield"	...	1st January, 1944
John Brown Irving	...	"Dochet"	...	1st January, 1944
F. H. Curry	...	"Skate"	...	1st January, 1944
C. J. R. Whittle	...	"Venus"	...	1st January, 1944
R. A. Butterfield	...	"Excellent"	...	1st January, 1944
G. L. Tiehurst	...	"Laforey"	...	1st January, 1944
B. E. Enzer	...	"Varbel"	...	1st January, 1944

Executive

J. G. Hubbard	...	"M.T.B. 249"	...	1st January, 1944
J. D. Kendall	...	"Vanessa"	...	1st January, 1944
T. Foord	...	"Gavotte"	...	1st January, 1944
R. J. S. Jackson	...	"Rockwood"	...	1st January, 1944
F. B. Marley	...	"Albury"	...	1st January, 1944
M. O. Vervynck	...	"Epping (M.M.S. 191)"	...	1st January, 1944
A. G. Brocklehurst	...	"Rothesay"	...	1st January, 1944
D. Gray	...	"Mantis" (M.G.B. 88)	...	1st January, 1944
A. Duchart	...	"Westeliff"	...	1st January, 1944
W. A. G. Pugh	...	"Helder"	...	1st January, 1944
P. Royal	...	"Pyramus"	...	1st January, 1944
		(R.M.L. 497)	...	1st January, 1944
J. D. Winstanley	...	"Bullen"	...	1st January, 1944

Flying

J. A. Young	...	"Vulture"	...	1st August, 1943
L. D. Wilkinson	...	"Furious"	...	1st October, 1943
P. R. Stevens	...	"Blackcap"	...	1st January, 1944
O. S. E. Lloyd	...	"Vulture"	...	1st January, 1944
A. Pickles	...	"Ukussa"	...	1st January, 1944

Air Engineers

R. J. T. Holland	...	"Vulture"	...	1st January, 1944
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Electrical

P. A. Mulleneux	...	"Claverhouse II"	...	1st December, 1943
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Accountant

J. N. Chilcott	...	"Belfast"	...	1st January, 1944
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Special

David Stuart Gibson	...	"Mercury II"	...	1st January, 1944
H. A. Clarke	...	"President I"	...	1st January, 1944
		(Naval Centre, Crewe)		
D. M. Maclachlan	...	"Bee"	...	1st January, 1944

R.A.N.V.R. (Executive)

R. C. S. Glover	...	"Janus"	...	1st January, 1944
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S.A.N.F.(V) (Executive)

A. H. Winship	...	"Kirriemoor"	...	1st January, 1944.
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2. With reference to A.F.O. 3899/43, the following sub-lieutenants have been promoted from the dates shown:—

Executive

W. R. Nickson	...	"Vernon"	...	1st January, 1944
F. L. Hogg	...	"Leigh"	...	1st January, 1944

3. The above promotions will appear in C.W. List of Appointments.

(A.F.Os. 425/42 and 3899/43.)

11.—Officers—Identification of

(C.W. 53488/43.—6 Jan. 1944.)

The large number of officers now serving, and the many instances of several officers with the same surname in each branch of the Service, make it essential that full particulars are furnished in official correspondence and signals to obviate difficulties and delays in identification.

2. In future the ranks, including the branch of the Service (e.g., Lieutenant (E), Paymaster Sub-Lieutenant), full initials and surnames of officers should be quoted in addition to indicating whether serving in the R.N., R.M., R.N.R., R.N.V.R., etc.

3. Decorations should be omitted from signals.

A.F.O. 646/44. 12.—Temporary Officers Transferred from R.N.V.R. to R.N.Z.N.V.R. Appointments—National Health and Pensions Insurance

(D.N.A./P.M. 1129/43.—6 Jan. 1944.)

A number of officers holding R.N.V.R. appointments have been and are being transferred to the R.N.Z.N.V.R. with effect from the date of their first appointment as R.N.V.R. officers.

2. In some instances such officers have been charged National Health and Pensions Insurance during officer service because they were (a) promoted from the lower deck and desired to continue in National Health and Pensions Insurance, or (b) because they were liable for National Health and Pensions Insurance during R.N.V.R. officer service owing to former insurability in civil life.

3. All such officers, upon appointment to R.N.Z.N.V.R. commissions cease to be insurable for National Health and Pensions Insurance purposes under the Naval system, and charges in that respect should be discontinued *commencing from the Monday following the date of issue of the C.W. Daily List* wherein the transfer of the officer to the R.N.Z.N.V.R. is promulgated.

4. Charges made in respect of National Health and Pensions Insurance covering the period of officer service prior to the promulgation of the transfer, remain effective, but any charges made subsequently should be re-credited to the officer's account, this A.F.O. being quoted in the "Remarks" column of the ledger.

5. In those cases where such an insurable officer's pay account has not been continuously kept in his present ship since the date of the C.W. Daily List referred to in paragraph 3, it may be assumed without verification that charges have been made continuously since that date in his former ships, unless there is reason to believe the contrary to be the case, due regard being paid to whether the officer was in the full rate or half-rate category (A.F.O. 3919/43, paragraph 12). If it subsequently comes to notice that an over-credit has been given as a result of this instruction, the authority for the recovery of the over-credit will be issued by the Director of Navy Accounts.

(A.F.O. 3919/43.)

13.—Temporary Chaplains, R.N. (other than Church of England)—Transfer to Permanent List

(C.W. 28031/43.—6 Jan. 1944.)

The question of placing the Chaplains of Denominations other than the Church of England on the same conditions of service as the Chaplains of the latter Church has received consideration from time to time, but so long as the Authorities concerned retained some control over them and could withdraw them at any time it was not possible to institute a permanent list for such Chaplains under the Church of England conditions.

2. As the Authorities concerned have now intimated that they are willing to relinquish their control it has been approved that the regular Chaplains of these Denominations should cease to be on a temporary basis and be placed on the permanent list under the following conditions:—

- (i) The numbers on the permanent list will be fixed from time to time according to requirements.
- (ii) Except as provided below, Chaplains placed on the permanent list will come under the same conditions of service as Chaplains of the Church of England, i.e., their pay, allowances, retired pay and widows' pensions will be on the same scale as for Church of England Chaplains and they will come under the same retirement rules as those Chaplains. Past service as Temporary Chaplain will count as service in assessing the retired pay of these Chaplains on the Church of England scale.

Note.—The note in Article 1479 of K.R. and A.I. restricting the arrangements for relative rank of Chaplains of and over 22 years' seniority to Church of England Chaplains is cancelled as regards Chaplains transferred to the permanent list under the provisions of this Order.

- (iii) They will come entirely under Admiralty control: if, however, the Denominational authorities are not satisfied with the conduct of a Chaplain the Admiralty will take note of their objection.
- (iv) They will be liable for service at home or abroad, ashore or afloat, as required by the Admiralty to meet service requirements.

(v) The following special arrangements will apply to those Temporary Chaplains, R.N., now serving who entered before the 3rd September, 1939:—

- (a) Chaplains under the age of 50 will be allowed the option of remaining on their present conditions of service if more to their advantage.
- (b) The normal retiring age will be extended in individual cases to enable the Chaplains to qualify for retired pay, but no service over the age of 55 will count if invaliding takes place after that age.
- (c) Chaplains now over the age of 50 will remain under existing conditions except that their widows would be eligible for widows' pensions under the conditions applicable to Church of England Chaplains.
- (d) On transfer to the permanent list, Chaplains will be eligible for payment of the difference between (i) the initial uniform allowance received on first entry, plus any grant for Sacramental articles under A.F.O. 4601/42, and (ii) the sum of £50. Applications for such payments should be made to the Director of Navy Accounts.

3. Formal orders for the transfer to the permanent list of all the Temporary Chaplains, R.N., now serving who entered before the 3rd September, 1939, will be issued shortly. Those who wish to remain on their existing conditions of service on transfer should report the fact through the normal service channels.

4. The conditions under which Temporary Chaplains, R.N., entered during the war may be considered for transfer to the permanent list in any vacancies that arise will be promulgated later.

5. Regulations governing the future regular entry of Chaplains, R.N., of denominations other than the Church of England will be published in the Navy List Appendix in due course.

(K.R. & A.I. Article 1479.)

(A.F.O. 4601/42.)

14.—Hard-lying Money and Extra Pay (Coastal Craft)—Payment of

See AFO 2672/40. Harbour Defence Motor Launches

(N. 24356/43.—6 Jan. 1944.)

Payment of Hard-lying Money and Coastal Craft Pay to officers and men of Harbour Defence Motor Launches is in future to be regulated as follows:—

- (a) Boats in Home Waters; and
- (b) boats abroad where shore accommodation is provided for personnel are to be governed solely by the conditions of A.F.O. 3809/43, i.e. Coastal Craft Pay is *not* payable, and Hard-lying Money is payable only when vessels operate in open waters;
- (c) all other boats are governed by A.F.O. 1754/42, i.e. Coastal Craft Pay is payable as laid down therein.

2. These arrangements are to take effect from 3rd December, 1943.

3. Any payment made contrary to the above, prior to the receipt of this Order, will be allowed to stand.

(A.F.Os. 1754/42 and 3809/43.)

(A.F.O. 2611/43 is cancelled.)

15.—Automatic Morse Operators—Advancement, etc.

(N. 27625/43.—6 Jan. 1944.)

A.F.O. 4794/43 is to be amended as follows:—

Paragraph 2. Cancel the words in brackets "(up to leading rate)."

(A.F.O. 4794/43.)

16.—Command Money—Payment to Ratings of the Boom Defence Service

(N. 27197/43.—6 Jan. 1944.)

With effect from 15th December, 1943, Command Money at the rate of 9d. a day may be paid to Boom Defence ratings in command of Boom Defence small craft in which the personnel live on board.

(K.R. & A.I., Appendix XVII, Part 3, No. 8.)

(V.A.C.O.S., No. 1777/O.S. 391, 2 Nov. 1943.)

17.—Leave for Men Living in the Western Isles and the Isles of Scilly

(N. 25056/43.—6 Jan. 1944.)

With reference to A.F.O. 4944/43, Their Lordships have decided that, in view of the time required to travel to and from the Western Islands and the Isles of Scilly, and the difficulty incidental to train and steamer connections, Commanding Officers may at their discretion accord special treatment to men concerned, operational requirements permitting.

2. The steamer service to the Isles of Scilly is as under:—

PENZANCE	... Leave Tuesdays, Thursdays and Saturdays at	... 0900.
SCILLY ISLES	... Leave Mondays, Wednesdays and Fridays at	... 0900.

(A.F.O. 4944/43.)

***18.—Sailmaker's Mates (H.O.)—Advancement**

(N. 27764/43.—6 Jan. 1944.)

It has been decided that the future policy for the advancement of Sailmaker's Mates (H.O.) is to be as follows:—

- Where the "H.O." or Reservist has had previous experience in sailmaking sufficient to pass the trade test, the man should be rated Sailmaker or Sailmaker's Mate, as appropriate, without regard to time served in the Navy. For this purpose, trade experience should be regarded as not less than two years.
- Where the "H.O." man or Reservist as at (a) requires a short course of three months, this should be granted, but again advancement on successful conclusion of course should not be subject to any "time" qualification. If a man with two or more years' experience cannot pass the trade test after this short course of three months, his civilian experience can be regarded as insufficient as a trade qualification.
- Men rated Sailmaker's Mate under (a) or (b) above should be eligible for Sailmaker after two years' service.
- Continuous Service ratings who carry out the long course should follow the normal regulations.

2. It is important to note that the standard expected of the "H.O." rating after the three months' course is identical with that in force for the continuous service rating. Any special terms of advancement of the former are founded on the man's civil experience.

19.—Supply Ratings (Air Stores)—Employment

(N. 29167/43.—6 Jan. 1944.)

Cases have been brought to notice of supply ratings who, for one reason or another, have had no interchange of duties within the Air Stores Department and who have thus been unable to keep abreast of the constantly changing orders relating to supply matters.

2. It is essential in the interests both of the Service as well as of the individual that Air Stores Supply Ratings should be given the opportunity of becoming acquainted with all the duties to be expected of them. Arrangements should accordingly be made to secure a constant interchange of duties in stores and in offices.

3. This interchange of duties is to apply equally to W.R.N.S. personnel.

20.—Wireman (L) Branch—Drafting—Amendment

(N. 11558/43.—6 Jan. 1944.)

A.F.O. 6378/42 is to be amended as follows:—

Insert new paragraph 2 (a):—

"2 (a). Wireman (L) may be drafted in lieu of 50 per cent. of the Able Seaman, S.T., allowed in cutters and frigates, but this should be done only after the full permissible replacement in the larger ships has been affected."

(A.F.O. 6378/42.)

***21.—Uniform—Wearing**

(N.L. 14155/43.—6 Jan. 1944.)

Uniform must always be worn by R.N., R.M. and W.R.N.S. personnel when inside Naval establishments, except that when officers and/or men land for recreational activities, suitable modifications to this rule may be allowed. Uniform is also to be worn by such personnel when on short leave.

2. When on leave exceeding 48 hours' duration, plain clothes may be worn ashore by R.N., R.M. and W.R.N.S. personnel, except when proceeding to and from H.M. ships and establishments and their leave destination. Plain clothes must always be worn by Service personnel when entering Eire.

3. Applications for coupons to enable purchase of plain clothes other than those for recreational clothing for officers (*vide* A.F.O. 5817/43, paragraph 9) will not be considered.

(K.R. & A.I. Article 165.)

(A.F.O. 5817/43.)

(A.F.O. 1912/40 is cancelled.)

22.—R.N. Air Station, Stretton—Routeing of Personnel

(A. 0220/42.—6 Jan. 1944.)

Considerable delay is being caused by personnel for R.N. Air Station, Stretton, being routed to Stretton in Derbyshire. Attention is therefore drawn to the correct address, which is as follows:—

R.N. Air Station,
Stretton,
Nr. Warrington,
Lancs.

(A.F.O. 3049/42.)

23.—Messing Arrangements—REPORTS

Coastal Force Craft

(V. 2/1455/43.—6 Jan. 1944.)

The messing arrangements for crews of coastal force craft have been under review, and in order to effect an improvement steps are to be taken as set out in the following paragraphs. It must be borne in mind, however, that the success of messing arrangements for coastal craft largely depends on local supervision and organisation. Specific proposals for improvement in accommodation and equipment, and for increases of Base complements, will be dealt with on their merits, but Base and Depot Ship Accountant Officers should keep the messing of the crews of small craft under constant review with a view to ensuring that the best possible use is made of the food and facilities provided.

2. Crews of coastal force craft, whether fed ashore or afloat, are to receive the sea-going scale of rations.

3. The manning situation precludes the inclusion of a Cook (S) rating in most coastal force craft, but schemes of complements provide for a seaman rating being employed and paid as cook. Commanders-in-Chief are to arrange for these seamen ratings to be given instruction in cook duties as opportunity offers, either in the base to which the craft are attached or in the nearest suitable shore establishment, or in a depot cookery school.

See A.F.O. 128/45.
" " 1421/45

See A.F.O. 5629/44.

4. In response to a number of requests, it is intended, as they become available, to appoint Third Officers, W.R.N.S., with catering experience to the Dover, Portsmouth, Western Approaches and Nore Commands in the order stated. The duties of these officers will be determined by local conditions but they should be utilised to the greatest extent practicable to effect improvement in the messing arrangements of coastal craft.

5. Reports on the working of these arrangements are to be rendered to the Admiralty after three months' experience.

24.—New Entries Affected With Pediculosis Capitis

(M.D.G. 58407/43.—6 Jan. 1944.)

In view of the increased incidence of pediculosis capitis, especially among new entries in the W.R.N.S., it has been decided to adopt the treatment with "Medicated Hair Oil" (containing Lethane 384 Special) which has been proved by large-scale experiments to be the most efficient insecticide at present available for this purpose.

2. Supplies can be obtained on demand in the usual way from the issuing medical depots.

3. The amount necessary for the treatment of one head is two drachms (about 8 c.c.). The use of an excess of the oil should be avoided.

4. The treatment should be as follows:—

(a) Part the hair with one hand and apply the oil to the scalp itself with a dropper held in the other hand. This should be done at eight spots, four on each side of the head. Then spread the oil evenly over the scalp by gently massaging with the fingers. Do not distribute by combing as this tends to draw the insecticide away from the scalp. (The head should not be washed for a week after treatment unless the scalp becomes reddened. If this occurs the hair oil should be washed off at once.)

(b) One week after this treatment the hair should be washed with soap and water and then saturated with a 2 per cent. solution of lysol at a temperature of about 104° F. The eyes should be protected with pads of cotton wool, the head being held over a basin whilst the lysol solution is being poured over it.

(c) The hair, while wet, should be combed to remove dead lice and nits. It will be found that the lysol solution greatly facilitates the removal of nits, all of which should be removed at this combing.

(d) After the removal of all nits the hair should be rinsed in clear water and then dried.

5. If live lice are found when the hair is being washed and combed, a second application of medicated hair oil should be made on completion of stage (d).

25.—W.R.N.S.—Employment of W.R.N.S. Officers on Air Engineering

Duties at Naval Air Stations

(C.W. 15973/43.—6 Jan. 1944.)

It has been decided that W.R.N.S. Officers shall be employed as Assistants to the Air Engineer Officers at Naval Air Stations. Where possible they will be in lieu of Junior Air Engineer Officers.

2. The W.R.N.S. Officers required for these duties will be selected from Wren Air Mechanics (A), (E) and (L).

3. To be eligible for promotion to officer rank Wren Air Mechanics (A), (E) or (L) must have served at least four months as such, excluding time under training.

4. Local authorities are in the first instance to forward recommendations on Form S. 1530 to F.O.N.A.S. via Superintendent W.R.N.S. of the Command concerned.

5. Candidates will undergo a preliminary professional examination conducted by the School of Aircraft Maintenance, Lee-on-Solent, before recommendations on Form S. 1530 are forwarded by F.O.N.A.S. to the D.W.R.N.S.

6. Those recommended will appear before a W.R.N.S. Officers' Selection Board and if successful will undergo a four months' course of instruction at a selected establishment before proceeding to the Officers' Training Course at Greenwich.

26.—W.R.N.S.—Victualling Allowance, etc.—REPORTS

(V. 2/6050/43.—6 Jan. 1944.)

Revised rates of victualling allowance for W.R.N.S. personnel accommodated in quarters are shown in Appendices A and C. In arriving at these rates, full consideration has been given to the reports rendered in accordance with A.F.O. 4725/42, paragraph 3, and allowance made for the revised issuing prices of Service provisions promulgated in A.F.O. 5719/43. The new rates are to be brought into force on the same date as the revised issuing prices.

2. Reports on the working of the new rates are to be forwarded to the Admiralty on 1st July, 1944, by officers in charge of quarters with complements over 35 through their parent ship and the appropriate Administrative Authority.

3. The following proportions of the new rates are to be regarded as representing the values of the separate meals:—

Breakfast	...	...	...	20 per cent.
Dinner	...	...	...	45 per cent.
Tea	...	...	...	15 per cent.
Supper	...	...	...	20 per cent.

4. The meal values, determined as above and adjusted to the nearest farthing to ensure that the total value of the four meals is as nearly as practicable equal to the appropriate rate of victualling allowance, are to be used by quarters both when credit is taken for casual meals supplied and when checks are made for meals not taken in the quarters. The meal values appropriate to the basic rate of victualling allowance for Zone A (Home) are shown in Appendix B for guidance.

5. If, in quarters at which all or a considerable proportion of the personnel take their main meal elsewhere, difficulty is found in providing the remaining meals satisfactorily out of the balance of the allowance left after deduction of the value assigned to the meal taken elsewhere, the facts are to be reported to the Admiralty through the channels indicated in paragraph 2 for review of the amount of the deduction. Pending the result of this review, meals of the proper standard should be provided.

6. On the introduction of the new rates of victualling allowance the payments made to Naval officers' messes on victualling allowance for meals supplied to W.R.N.S. officers who are normally victualled in W.R.N.S. quarters are to be:—

	s.	d.
Breakfast	...	0 10
Lunch	...	1 0
Tea	...	0 4
Dinner	...	1 3½

The payments to be made when the Naval officers' mess concerned is in receipt of "special victualling allowance" will be communicated separately with revised rates of provision and leave allowance and revised charges for meals taken in a Fleet Establishment or in W.R.N.S. quarters by personnel of the W.R.N.S. in receipt of provision allowance.

7. Admiralty General Message 217A is cancelled.

APPENDIX A

Zonal rates of victualling allowance for W.R.N.S. personnel

	Zone						
	A	B	C	D	E	F	G
Complement of Quarters	Home and North Atlantic	Mediterranean and Levant	North America and West Atlantic	South Atlantic	Eastern Fleet Command including Aden but excluding East Africa	East Africa	West Africa
Complement 35 or under ...	d. 22.0	d. 22.2	d. 25.5	d. 23.0	d. 23.0	d. 23.7	d. 23.5
Complement 36 to 70 ...	d. 21.5	d. 21.7	d. 25.0	d. 22.5	d. 22.5	d. 23.2	d. 23.0
Complement 71 to 150 ...	d. 20.0	d. 20.2	d. 23.5	d. 21.0	d. 21.0	d. 21.7	d. 21.5
Complement 151 to 200 ...	d. 19.0	d. 19.2	d. 22.5	d. 20.0	d. 20.0	d. 20.7	d. 20.5
Complement 201 to 500 ...	d. 18.75	d. 19.0	d. 22.25	d. 19.75	d. 19.75	d. 20.5	d. 20.25
Complement over 500... ..	d. 18.5	d. 18.7	d. 22.0	d. 19.5	d. 19.5	d. 20.2	d. 20.0

Note.—The rates to be used are those applicable for the average numbers victualled. Members of the Q.A.R.N.N.S. and V.A.Ds. permanently messed in the quarters are to be included in the average numbers. Temporary fluctuations of numbers outside these ranges may be disregarded.

APPENDIX B

Meal components of the "basic" rate of victualling allowance for Zone A (Home)

Breakfast	4½d.
Dinner	10d.
Tea	3d.
Supper	4½d.

APPENDIX C

The special rates of victualling allowance for W.R.N.S. personnel quartered in the following areas:—

U.S.A. and Canada	d. 26.5
Trinidad	d. 24.0
Jamaica	d. 26.5
Barbados	d. 26.5
Cape Town	d. 24.0
Simonstown	d. 24.0
Persian Gulf	d. 24.5

(A.F.Os. 4725/42, 3036/43 and 5719/43.)

27.—Admiralty Surgeon and Agent

London District No. 15B

(C.E. 18421/43.—6 Jan. 1944.)

Mr. A. A. Hayman, L.R.C.P. & S., of 29, Belgrave Road, London, S.W.1 (Telephone Number, Victoria 6969), has been appointed Admiralty Surgeon and Agent for the London District No. 15B (covering Westminster, Victoria, Chelsea, South Kensington and Marble Arch) *vice* Dr. Newling.

28.—Officiating Ministers of Religion

(C.E. 59983/43.—6 Jan. 1944.)

The following appointments have been approved:—

Roman Catholic—

R.N.A.S., Abbotsinch Rev. J. Clark,
The Rectory,
8, Buchanan Street, Paisley.
R.N. Hospital, Meanskirk Rev. J. Branagan,
St. Joseph's,
Clarkston, Glasgow.

2. The usual facilities are to be afforded.

Cancelled by *29.—Educational Tests, 1944.
AFO 7370/46 (N. 31005/43.—6 Jan. 1944.)

The programme for the Higher Educational Test, Educational Test I, Educational Test 2 and the examination for 2nd Class Certificate of Education, R.M., will be as follows:—

Higher Educational Test

Monday ...	13th March	6th November	1330	Magnetism and Electricity
Tuesday ...	14th March	7th November	—	No H.E.T. papers
Wednesday ...	15th March	8th November	0930	Practical Mathematics
			1330	Geography
Thursday ...	16th March	9th November	0930	Navigation
			0930	Military Topography
			1330	General Knowledge
Friday ...	17th March	10th November	0930	Mechanics
			1330	English History

Attention is drawn to the order in which the papers are to be taken.

Educational Test 1.—Tuesday, 14th March, 4th July, 7th November.

Educational Test 2.—Friday, 17th March, 7th July, 10th November.

Examination for 2nd Class Certificate of Education R.M.—Tuesday and Wednesday, 20th and 21st June, 5th and 6th December.

(A.F.O. 6231/43 is cancelled.)

30.—War Graves—Documents of Title

(N.L. 10167/43.—6 Jan. 1944.)

With reference to A.F.O. 5982/43, paragraphs 7 and 8, the Imperial War Graves Commission request that Commanding Officers will arrange so far as possible that deeds of grant and other documents of title relating to war graves shall in future be made out to "The Imperial War Graves Commission, their successors and assigns" as grantees (not as heretofore to Commanding Officers of ships or establishments or to the Directorate of Graves Registration and Enquiries). This practice will conduce to uniformity and obviate a transfer of rights to the Commission at a later date.

(A.F.O. 5982/43.)

31.—Meal Orders—Application to V.A.Ds.

(C.E. 15908/43.—6 Jan. 1944.)

Meal Orders, D.N.A. Form 899, are to be issued to provide for the meals of V.A.D. members other than officers and nursing members, Grade I, when travelling on duty, under the conditions prescribed in A.F.O. 3415/43.

(A.F.O. 3415/43.)

32.—16-mm. Instructional Films for Gunnery, Radar and A/S Training in Ships—
Distribution of

See AFO 376/40.

(T.S.D. 2425/43.—6 Jan. 1944.)

With reference to A.F.Os. 3426/42, 1956/43 and 2290/43, which provide for the supply of instructional films to H.M. Ships fitted with 16-mm. cinema projectors it is no longer possible, owing to the shortage of film printing facilities and of film stock, to continue supplying complete sets of Gunnery, Radar and A/S instructional films to individual ships.

2. In future, therefore, the distribution of these films will be limited to Film Libraries and Authorities as follows, and will receive what will be called either "large" distribution or "small" distribution. This new scale of distribution will be as follows:—

Film Libraries (see A.F.O. 4251/43 paragraph 10)—	"Large"	"Small"
	Distribution No. of Copies	Distribution No. of Copies
R.N. Base, Lyness	10	8
Sherbrooke House, Glasgow	6	5
H.M.S. Cochrane, Rosyth	6	3
H.M.S. Wellesley, Liverpool	6	5
R.N. Barracks, Chatham	6	3
R.N. Barracks, Devonport	6	3
H.M.S. Collingwood, Fareham	6	3
Authorities—		
C.-in-C., Eastern Fleet	10	5
F.O., Ceylon	6	5
S.N.O., Aden	3	2
S.N.O., Persian Gulf	2	1
F.O., East Africa	3	2
C.-in-C., South Atlantic	3	2
R.A.T.E., Durban	3	2
C.-in-C., Levant	6	3
C.-in-C., Mediterranean	10	5
V.A., Malta	5	4
F.O.C., Gibraltar	5	3
F.O.C., West Africa	3	2
N.O.I.C., Trinidad	2	1
S.B.N.O., Western Atlantic	4	3
A.C., Iceland (C)	2	1
B.A.D.	2	1
F.O.C., R.I.N.	5	3
N.S.H.Q. } Duping prints		
A.C.N.B. }		
N.Z.N.B. }		

3. These copies will be issued on temporary loan to Ships on demand.

4. Copies of new Gunnery, Radar and A/S instructional films will be issued automatically in future in accordance with these scales and the information promulgated by A.F.O.

5. The films covered by this order which have already been issued will be allowed distribution as follows:—

Large	Small
A.56—Eye shooting (all parts) ...	A.57—Elementary Theory of Asdics
A.69—Tracer Shooting	A.75—Asdic Operating Procedure.
	A.82—Asdic Attacks.
	A.74—Radar.
	A.126—Hedgehog Spigot Mortar A.S.V. L.R./A.S.V.
	A.120—Barrage Firing in Local Control (not yet available in 16-mm. size).

6. Ships holding copies of these films under A.F.Os. 3426/42, 1956/43 and 2290/43 should return them forthwith to their nearest Film Library or Authority.

7. Film Libraries and Authorities are to build up stocks allowed and return excess copies to S.N.S.O., R.N. Store Depot, 54, Neasden Lane, London, N.W.10.

8. Certain 16-mm. Gunnery films already issued as follows, will retain their present scale of distribution:—

A.123—The Bofors 40-mm. Gun	A.F.O. 3149/43
A. 32—Aircraft Recognition Films	A.F.O. 4059/43
A.134—Ratekeeping	A.F.O. 4692/43
A.135—A.A. Fire Distribution	A.F.O. 5210/43
A.144—The U.S. Mark XIV Gyro Gunsight	A.F.O. 5340/43

(A.F.Os. 3149/43, 4059/43, 4251/43, 4692/43, 5210/43 and 5340/43.)

(A.F.Os. 3426/42 (paragraphs 2 and 3), 1956/43 and 2290/43 are cancelled.)

33.—Films—Naval Censorship (Serial Number A.143)

(T.S.D. 2361/43.—6 Jan. 1944.)

With reference to A.F.O. 4949/43, Nos. 2 and 3 of the Censorship series of films have now been completed and will be distributed without demand in accordance with paragraph 3 of A.F.O. 4949/43.

2. Application for loan of copies of these films should be made to the Authorities and Libraries referred to in paragraph 3 of A.F.O. 4949/43, in accordance with A.F.O. 4251/43, paragraph 10.

(A.F.Os. 4251/43 and 4949/43.)

*34.—Gifts of Duty-Free Cigarettes and Tobacco to Members of H.M. Naval Forces

(N.L./M.2333/43.—6 Jan. 1944.)

Their Lordships have had under consideration, in consultation with the Commissioners of Customs and Excise, arrangements to implement the decision that parcels of cigarettes and tobacco may be sent duty-free to Naval personnel serving in seagoing ships in commission.

2. It has been agreed that, for the purpose of deciding which parcels may be forwarded in accordance with the above decision, the Commissioners of Customs and Excise shall forward to the General Post Office a list of ships entitled to mess and canteen stores duty-free, together with such amendments as may be necessary from time to time. This list, and the subsequent amendments, will be based on the information received by the Commissioners of Customs and Excise regarding the entitlement of vessels to mess and canteen stores. It is necessary, for the efficient working of the scheme, that the list in the possession of the General Post Office should be kept as up-to-date as possible and attention is, therefore, drawn to the desirability of the Senior Naval Officer of a port notifying, with as little delay as possible, the Commissioners of Customs and Excise when a vessel at the port becomes entitled to mess and canteen stores duty-free, or changes its category, or, on return from foreign service continues to be entitled, or ceases to be so entitled.

3. Parcels sent under this scheme will have a distinctive green label bearing the endorsement "Exported under Revenue Control". When such a parcel is received and the addressee has been transferred to another ship or to a shore establishment the parcel should not be forwarded, but should be returned in the ship's mail bag to the General Post Office and should be endorsed "Addressee left ship".

4. In a recent case it has been reported that a gift parcel containing duty-free cigarettes was opened by the Commanding Officer of the ship concerned and the contents were distributed among the personnel of the ship as the addressee had left the ship. Such a practice is irregular, observing that the gift cigarettes are the private property of the addressee; if they cannot be delivered to him by reason of his having left the ship, they should be dealt with in accordance with paragraph 3 above. In no circumstances should duty-free gift cigarettes or tobacco be forwarded when the addressee has left the ship.

(A.F.O. 2899/40 is cancelled.)

35.—Canteens—Advances to Service Canteens*Small Craft Commissioned in the United States*

(D.N.A. 8659/43.—6 Jan. 1944.)

Advances to Canteens.—When the Service Canteens in small craft commissioned in the United States are supplied with N.A.A.F.I. goods on a cash basis, copies of the invoices are sent to the Commanding Officers and further copies are sent to the Accountant Officer, H.M.S. "Asbury", or the Accountant Officer, H.M.S. "Saker", as necessary, who pay the N.A.A.F.I. accounts from public funds. The sums so paid are charged against the vessels concerned as advances under the terms of K.R. and A.I., Article 612, and local orders.

2. *Repayments of Advances.*—Repayments are due to public funds and may be made in one lump sum or by instalments. Repayments to H.M.S. "Asbury" or H.M.S. "Saker" should only be made by those vessels which remain in United States waters. Vessels in other waters should make the repayments to the Base Accountant Officer carrying their accounts or, when out of touch with their bases, to any Naval Accountant Officer. Those vessels operating Contingent Accounts should take the repayments on charge in the Contingent Account.

3. *General.*—The Commanding Officers are responsible for the repayment of these advances to Naval Accountant Officers, and attention is drawn to K.R. and A.I., Article 632, clause 3 (d), regarding insurance on stocks.

4. It may be necessary to use some of the cash derived from sales to replenish stocks by cash purchases from N.A.A.F.I., but cash not required should be paid over to a Naval Accountant Officer as a repayment instalment and not taken to sea. These further cash purchases will not reduce the amount of the debt repayable to the Crown.

5. Commanding Officers are to advise the Director of Navy Accounts (Branch 5A) immediately any repayment is made, giving the following particulars:—

- (1) Amount of original advance.
- (2) Amount of instalments already repaid.
- (3) Amount of current instalment repaid, date and where repaid.
- (4) Balance to be repaid.

6. Accountant Officers should take on charge the repayments under the heading "Canteen Advances, U.S.A.—repayments."

7. The foregoing procedure relates to initial stocks supplied for cash, and should not be confused with any subsequent stocks which may be supplied on credit by N.A.A.F.I. Payment for credit stocks is, of course, due to N.A.A.F.I.

(Admiralty General Message 990A, 15 Nov. 1943, is cancelled.)

36.—Civilian Officers and Workmen Embarked in H.M. Ships—Issue of Certificates of Authorisation

(N.L. 17311/43.—6 Jan. 1944.)

Consequent upon the instructions laid down in C.A.F.O. 1846/43, which provide for the issue of certificates of authorisation to civilians on duty with the armed forces liable to capture by the enemy, A.F.O. 3451/39 becomes redundant and is hereby cancelled.

2. Their Lordships desire to emphasise, however, that they attach the greatest importance to the injunction that civilian officers and workmen embarked in H.M. Ships are to take no part in the fighting of the ship.

(C.A.F.O. 1846/43.)

(A.F.O. 3451/39 is cancelled.)

37.—Civilian Personnel Proceeding from, or Returning to the United Kingdom—Pay and Allotments

(D.N.A. 5665/43.—6 Jan. 1944.)

Attention is drawn to A.F.O. 115/44 in Section 6 of this issue.

(A.F.O. 115/44.)

38.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—6 Jan. 1944.)

(Included in Notice Boards Issue on'y.)

Section 3.—G., T., N., E., etc., & STORES HULL, EQUIPMENT & FITTINGS**39.—Guns—General—2-pdr. and above—Use of Muzzle Covers**

(G. 02715/43.—6 Jan. 1944.)

The various instructions on the subject have been reviewed, particularly Section IV, paragraph 5, of A.F.O. 1024/43, and are to be replaced by the following:—

2. *For Guns, 3-in. and above.*—(a) When circumstances are such that throughout the whole period during which the guns are likely to remain loaded formation of ice is not liable to occur, all shell, whether base fuzed or with direct action fuzes (including K device shell) or time fuzes, may be fired through muzzle covers when circumstances render it desirable to keep covers in place. The exceptions to the above are fuzes Nos. 44 and 45P. Shell fuzed with these fuzes are not to be fired through covers and when they are in use, and it is necessary to keep covers in place, the first round must be a practice projectile or base fuzed shell.

(b) *When formation of ice is liable to occur*, base fuzed shell and K device shell may still be fired through the covers, but in these conditions shell fuzed D.A. or those fitted with time fuzes should not be fired. A practice projectile (or base fuzed shell according to circumstances) should be the first round fired.

3. *For Guns, 12-pdr. to 2-pdr. inclusive.*—When muzzle covers of any nature are in place, whether or not the formation of ice is liable to occur, the first round fired should be a practice projectile or base fuzed shell.

(A.F.Os. 590/43 and 1024/43, Section IV, paragraph 5, are cancelled.)

40.—Guns—General—B.L.—Covering of Muzzles

(G. 02715/43.—6 Jan. 1944.)

A.F.O. 1193/43 promulgated a method of excluding water by the use of mill-board discs sealed with Cooper's grease. A case has come to notice in which such discs became displaced due to bad weather and the gun muzzle filled with ice. Even under the procedure set out in A.F.O. 39/44, this, if undetected, would have led to the guns being made unserviceable by the first round.

2. The method is, therefore, considered unreliable.

(A.F.O. 1193/43 is cancelled.)

41.—Guns—Q.F., 40 mm., Left and Right, Mark IV—Locking of Screws, Securing Bracket Supporting Buffer

(A.S. 17282/43.—6 Jan. 1944.)

The locking plates at present provided for the screws securing the supporting brackets of the buffers of Q.F. 40 mm. left and right, Mark IV guns, are liable to fracture and should be replaced by shakeproof washers, (Type II Stock No. 1124 Barber and Colman, Ltd., Manchester), by staffs of H.M. Ships, and R.N. Armament Depots.

2. Ships should demand the washers reequired from the nearest R.N. Armament Depot. Depots should demand from Admiralty, D.A.S.

3. The displaced locking plates should be scrapped.

4. Guns manufactured in future will embody shakeproof washers.

42.—Gun Mountings, General—Intensifier Liquid for Recuperators*H.M. Dockyards, Overseers and Ships concerned*

(G. 04503/43.—6 Jan. 1944.)

Trials have been carried out with a number of alternative liquids in the gland packing of gun mounting recuperators.

2. It has been established that low temperature grease D.T.D. 143 C gives the most satisfactory results at all temperatures.

3. Grease D.T.D. 143 C should be used in future for intensifier packings and, on the next occasion of opening up intensifiers, grease D.T.D. 143 C, if available, should be substituted for the existing liquid, which should be cleaned out.

*(A.F.O. 477/43 is cancelled.)***43.—Ammunition—4 in.—6 in.—Cartridges B.L. 4.7 in. 6 lb. 2 ozs. N.F.Q. 042—Introduction of Mark IV**

(A.S. 16357/42.—6 Jan. 1944.)

A further improvement has been introduced in respect of the method of ignition of cartridges, B.L., 4.7 in., 6 lb. 2 ozs., N.F.Q.042, and a new mark of cartridge "Mark IV foil" has been assigned.

2. The arrangements made for the withdrawal of Marks I and II cartridges should continue in accordance with A.F.O. 273/43, but cartridges of either Marks III or IV will be supplied in lieu.

3. *R.N.A. Depots only.*—Marks I and II cartridges should, in future, be converted to Mark IV instead of Mark III. Conversion of Mark III to Mark IV is not necessary.

*(A.F.O. 273/43.)***44.—Ammunition—3-pdr.—3.7-in.—Cases, Cartridge, Q.F., 3-in., 20-cwt., "B" Manufacture Prior to 1917—Withdrawal**

(A.S./G. 5964/43.—6 Jan. 1944.)

As a result of failures, cases, cartridge, Q.F., 3-in., 20 cwt., of "B" (Birmingham Metal and Munitions Co.) manufacture prior to 1917, are to be withdrawn from Naval service.

2. Any 3-in. 20 cwt. ammunition on board H.M. ships assembled with such cases is to be exchanged for unrestricted ammunition at the nearest N.A. depot at the first opportunity.

3. The following action is to be taken by—

(a) R.N. Armament Depots Abroad.

Where facilities exist for breakdown and remaking, all ammunition made up with these cases and containing N.H. propellant is to be broken down (unless quantity exceeds 1,000 in which case report to be made to D.A.S., Bath (B103), for approval) and the restricted cases brought to produce. Recovered N.H. cordite is to be destroyed, and other components not required locally are to be shipped to U.K. at the first convenient opportunity.

Ammunition made up with the cases in question and containing propellants other than N.H. is to be remade with unrestricted cartridge cases, the recovered cases being brought to produce.

All ammunition assembled with the cases in question in stock or received by depots at which facilities are not available for breaking down and remaking, is to be returned to U.K. at the first opportunity, demands being forwarded for any ammunition required to be replaced.

(b) R.N. Armament Depots at Home.

All ammunition made up with these cases is to be remade with unrestricted cases except such rounds as are filled with N.H. propellant, details of which should be reported to Director of Armament Supply, Bath (B103).

(c) R.N. Armament Depots at Home and Abroad.

Stocks of empty cases of "B" manufacture prior to 1917 and any subsequently received are to be brought to produce.

4. D.E.M.S. staff officers are to take appropriate action as regards merchant ships.

5. With reference to C.A.F.O. 991/42, these stores are to be regarded as coming under category (b).

*(C.A.F.O. 991/42.)***45.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Electric, 0.5-in.—J.B.B. Manufacture—Withdrawal—REPORTS**

(A.S./C.I.N.O. 13513/43.—6 Jan. 1944.)

All tubes, vent, electric, 0.5-in., of J.B.B. manufacture including those in boxes marked for Testing Purposes Only are to be landed at the first opportunity—category (a) C.A.F.O. 991/42—and others drawn in lieu.

2. At naval armament depots, home and abroad, all tubes of this description together with any received from ships are to be sent to N.A.S.O., Woolwich, quoting this Order.

3. N.A.S.O., Woolwich, is to report number received to D.A.S. (B.89) on 1 Apr. 1944.

*(Admiralty General message 200A (B.3) Dec. is cancelled.)**(C.A.F.O. 991/42.)***46.—Ammunition—Fuzes, Primers and Tubes—American Fuzes, Marks 15, 16 and 18—Withdrawal—REPORTS**

(G. 016182/43.—6 Jan. 1944.)

The following fuzes, which may be in supply with American ammunition, are to be withdrawn from service, viz. :—

Fuzes, nose, time, Mark 15, including all modifications.

Fuzes, nose, time, Mark 16, including all modifications.

Fuzes, nose, time, mechanical, Mark 18, no modification and modification 1.

2. These fuzes are normally fitted to projectiles as follows :—

Fuzes, Mark 15, all modifications. Illuminating projectiles

Fuzes, Mark 16, all modifications. B.L., 5 in., 51 cal., illuminating.

Fuzes, Mark 18, no modifications. Q.F., 4 in., 50 cal., illuminating.

Fuzes, Mark 18, modification 1... Q.F., 5 in., 58 cal., A.A. common.

B.L., 5 in., 51 cal., illuminating.

3. H.M. ships should return any ammunition fitted with these fuzes to the nearest R.N. Armament depot at the first convenient opportunity ((b) of C.A.F.O. 991/42) and demand replenishment in lieu.

4. Fuzes, Mark 18, modification 2, and later are not affected by this Order.

5. Report giving details of quantities being returned should be forwarded to D.A.S. (B.108), Admiralty, Bath. Nil reports are not required.

6. *R.N. Armament Depots only.*—Mark 16 fuzes were fitted in B.L., 5-in. 51 cal. illuminating shells which are in the process of being returned to the U.S.A. It is not desired to hold up shipment whilst the fuzes are examined.

7. Reports are to be forwarded as soon as possible to D.A.S., giving details of the stocks available except those referred to in paragraph 5.

*(C.A.F.O. 991/42.)***47.—Ammunition—Fuzes, Primers and Tubes—Fuzes, Percussion, D.A., Nos. 131, 243, 246 and 251—Corrosion**

(A.S. 4387/43.—6 Jan. 1944.)

A.F.O. 3060/43 is to be amended as follows:—

Paragraph 4. Add new sentence:—

If more than one month from the date of wetting has elapsed, the complete round is to be dumped.

Paragraph 5. Add new sentence:—

If the fuzes are not reasonably free from corrosion, the complete rounds are to be dumped.

Add new Paragraph 6.

6. Ammunition, in packages which show evidence that the contents have been wetted, may be found jammed in, or difficult to remove from the package. In such a case no attempt is to be made to remove the ammunition for the visual examination of the fuzes. The package with its contents, is to be dumped at the first opportunity.

(A.F.O. 3060/43.)

48.—Ammunition—Mortars—Withdrawal of Projectiles, Hedgehog, 1 $\frac{3}{4}$ -in. H.E. and H.E.S., of Early Manufacture

(A.S. 15653/43.—6 Jan. 1944.)

Projectiles, Hedgehog, 1 $\frac{3}{4}$ -in. H.E. filled prior to May, 1942, were filled with T.N.T.

2. Projectiles, H.E. and H.E.S. manufactured prior to November, 1941, and possibly during a few weeks after that, were not fitted with a grub screw to prevent the tail tube from unscrewing out of the adapter at the bottom of the projectile body.

3. Any projectiles as described above remaining on board ship should be exchanged at the first opportunity, Torpex filled rounds being drawn in lieu of T.N.T. filled.

49.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—Destruction of Cordite

(A.S. 05180/42.—6 Jan. 1944.)

All cartridges containing cordite of the following lots and sub-lots on board sea-going ships are to be landed at the first opportunity after receipt of this order.

Lot No.	Size.	Cartridges into which filled.
RN.2801	2 $\frac{1}{4}$ M.C.	Q.F., 3-7-in. howitzer
RN.2801 Y	2 $\frac{1}{4}$ M.C.	Q.F., 3-7-in. howitzer
RN.2806	15-13 M.C.T.	Q.F., 2-pdr. gun
RN.2806 Y	15-13 M.C.T.	Q.F., 2-pdr. gun
RN.2811	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2811 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2811 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2811 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2812	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2812 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2812 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2812 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2814	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2814 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2814 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2814 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2815	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2815 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2816 YXA	2 $\frac{1}{4}$ M.C.	Q.F., 3-7-in. howitzer
RN.2816 XA	2 $\frac{1}{4}$ M.C.	Q.F., 3-7-in. howitzer
RN.2817	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2817 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2818	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2818 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2818 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2818 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2818 YXB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2818 XB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2820	4 $\frac{1}{4}$ M.C.	Q.F., 6 pdr. Hotchkiss
RN.2820 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2820 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss

Lot No.	Size.	Cortridges into which fitted.
RN.2820 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2821	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss M.L., 9-5-in. D.C.T.
RN.2821 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2824	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2824 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2824 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2824 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2824 YXB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2824 XB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2826	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2826 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2826 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2826 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2829 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2829 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2829 YXB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2829 XB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2830	2 $\frac{1}{4}$ M.C.	Q.F., 3-7-in. howitzer
RN.2830 Y	2 $\frac{1}{4}$ M.C.	Q.F., 3-7-in. howitzer
RN.2833	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2833 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2833 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2833 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2833 YXB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2833 XB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2833 YXC	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2833 XC	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2834	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2834 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2834 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2834 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2856	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2856 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2869	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2869 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2869 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2869 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2869 YXB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2869 XB	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2870 YXB	4 $\frac{1}{4}$ M.C.	Q.F., 6- and 3-pdr. Hotchkiss
RN.2870 XB	4 $\frac{1}{4}$ M.C.	Q.F., 6- and 3-pdr. Hotchkiss
RN.2871	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2871 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2871 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2871 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6-pdr. Hotchkiss
RN.2873	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2873 Y	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2873 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2873 XA	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2874	4 $\frac{1}{4}$ M.C.	Q.F., 6- and 3-pdr. Hotchkiss
RN.2874 Y	4 $\frac{1}{4}$ M.C.	Q.F., 6- and 3-pdr. Hotchkiss
RN.2874 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 6- and 3-pdr. Hotchkiss
RN.2874 XA	4 $\frac{1}{4}$ M.C.	Q.F., 6- and 3-pdr. Hotchkiss
RN.2875	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2875 Y	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2875 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2875 XA	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2876	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2876 Y	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2876 YXA	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2876 XA	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2876 YXB	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2876 XB	4 $\frac{1}{4}$ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2877 XD	4 $\frac{1}{4}$ M.C.	Q.F., 6- and 3-pdr. Hotchkiss

Lot No.	Size.	Cartridges into which fitted.
RN.2877 YXD	4½ M.C.	Q.F., 6- and 3-pdr. Hotchkiss
RN.2878	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2878 Y	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2878 YXA	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2878 XA	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2878 YXB	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2878 XB	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2878 YXC	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.2878 XC	4½ M.C.	Q.F., 3-pdr. Hotchkiss
RN.3106	S.C.109	B.L., 4-in. gun
RN.3107	S.C.100	B.L., 4-in. gun

2. At depots both at home and abroad, cordite in all cartridges so received, together with any in store, is to be destroyed forthwith.

3. All cartridges containing cordite of lot RN.2816 and RN.2816 Y size 2½ M.C. for use in Q.F., 3-7-in. howitzers on board sea-going ships are to be landed before 31st March, 1944.

4. At depots abroad, cordite in all cartridges of lot RN.2816 and RN.2816 Y so received, together with any in store, is to be destroyed forthwith.

5. At home depots, any cartridges or bulk cordite of this lot and sub-lot required for trials, experiments or gunnery school firings, may be retained for a further period of six months from date of withdrawal.

50.—Ammunition Supply—Ready-Use Magazines—Stowage for Unboxed 2-pdr. Pom-Pom Ammunition

Dockyards, W.P.Ss., P.S.Os. and Authorities concerned

(G. 012516/42.—6 Jan. 1944.)

Attention is drawn to arrangements for stowing unboxed 2-pdr. pom-pom ammunition as shown on drawing D.N.C. 2A/1074 which supersedes all previous drawings.

2. This drawing should be used for guidance where ships are fitted with 2-pdr. pom-pom R.U. magazines.

3. Copies of the drawing may be obtained on application to Curator of Drawings, Admiralty, Bath.

51.—Armament Stores—Swords, Naval—Discontinuance of Supply

(A.S. 16230/43.—6 Jan. 1944.)

As supplies of swords, naval, and scabbards are no longer available, no further issues of these stores, or of frogs, pattern 1919, and beackets, sword, pattern 1901, will be made.

2. Any swords at present on board may be retained.

3. Proportions of N.A. Stores, Parts I and III, will be amended by cancellation of further supplies of these items.

52.—Projectors, Holman—Modification to enable Projector to be Secured Horizontally

Coastal Force Craft

(A.S./G. 3842/43.—6 Jan. 1944.)

The following modification is approved :—

<i>Gun</i>	...	Holman projector, Mark III, in Coastal Force Craft.
<i>Purpose</i>	...	To enable projector to be secured horizontally.
<i>Nature of modification</i>	...	Fitting wire lanyard, covered with rope serving as shown in A.F.O. diagram 3/44. Two studs are also to be fitted to the base to hold the elevating stop when the projector is secured horizontally.
<i>By whom to be done</i>	...	R.N.A. Depots or Base staff.
<i>Degree of urgency...</i>	...	As opportunities offer. Lanyards should be made locally.

53.—Telescopes—Gun Sighting Pattern G.325—Unsuitability for use on 4-in. S.I and 3-in. C.P. V Mountings

(Submarines, G.M.Os. and Dockyards)

(G. 010912/43.—6 Jan. 1944.)

Gun sighting telescopes, pattern G.325, are in future not to be issued for use on 4-in. S.I and 3-in. C.P. V mountings on submarines owing to the fact that inherent parallax error renders them unsuitable for short range fire.

2. Gun sighting telescopes in the series G.333 or G.327 should be issued in lieu.

54.—Torpedo Stores—Chests, Spare Gear, 18-in., Marks XII and XV—Addition of Springs, St. No. 8644 and Wires, St. No. 11807 to Contents

(A.S. 9749/43.—6 Jan. 1944.)

Experience has shown that "Springs, weight locking catch, depth gear, St. No. 8644" and "Wire, weight locking catch, depth gear" frequently require replacement in 18-in., Marks XII and XV type torpedoes.

2. It has, therefore, been decided to add springs, St. No. 8644, and wire, which will be accounted for as follows :—

Section IV

Wires, steel galvanised, ⅜-in., weight locking catch, depth gear (24-ft. lengths), St. No. 11807

to the contents of "Chests, spare gear, 18-in., Marks XII and XV" in the proportion of 2 No. springs per chest, and one length of wire per chest.

3. Fleet, Light Fleet and Escort Carriers, etc., concerned are to demand the quantities of springs, St. No. 8644, and wires, St. No. 11807, required to complete chests on board from the nearest Torpedo Depot and supply will be made on receipt from manufacture.

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

55.—Torpedo Tubes and Torpedo Equipment—Trials of

Coastal Force Torpedo Craft

(T. 2856/43.—6 Jan. 1944.)

A.F.O. 6247/43 is to be amended as follows :—

Add to list of cancelled A.F.Os., at end of Order, "A.F.O. 1669/42".

(A.F.O. 6247/43.)

(A.F.O. 1669/42 is cancelled.)

56.—Depth Charge Equipment—Arcticising Arrangements and Protection against Cold Weather

(T. 2947/43.—6 Jan. 1944.)

A.F.O. 3706/43 is to be amended as follows :—

Delete under paragraph 5 (iii) from "Throwers.....material."

(A.F.O. 3706/43.)

57.—Modification to Control Gear of all Apparatus exposed to the weather, Rough Seas and Gun Blast

(T. 2792/43.—6 Jan. 1944.)

Further reports received at the Admiralty concerning the strengthening of the covers of winch controllers of Messrs. Laurence Scott's manufacture, indicate that the covers of all starters and controllers exposed to weather, rough seas and gun blast may require to be stiffened on the lines of A.F.O. Diagram No. 1/44 in order to ensure that watertightness is maintained.

2. Commanding Officers are, therefore, to include items as necessary in their next list of As. and As. (Classification B) to cover the work involved, where defective watertightness has been experienced.

58.—C.D. Pamphlet No. 11—Safe Distances

(C.D. 750/43.—6 Jan. 1944.)

The following amendments should be made to C.D. Pamphlet No. 11 (Safe Distances), dated 15th June, 1943 :—

	Feet
Asdic recorder A/S 3	4
Asdic gear, Type 136 :—	
Asdic recorder A/S 14, Pattern 3317, with pedestal, Pattern A.2021.	10
Switch training unit, Pattern A.1745	2
Control volume for telephones, Pattern A.1781	3
Indicator power tell-tale, Pattern A.1734 or A.1734B	2
Charging board for secondary cells. For "5" read	15
D.P. switch and dimmer, Pattern 8932	2
Engine room order box	4
Evershed pressure-tight rudder indicators :—	
Transmitter and steering order receiver, T.143 and R.186	4½
Receiver R.283	6
Loudspeakers :—	
Pattern M.317A	10
Pattern 2076	4½
Pattern W.6682	6½
Pattern 8888A	7
Type 652/C	6
E.M.I. Model P.S.52	10
U.S. Navy Model M.116	15
Motors, M Type, Mark III	1½
Motors, M Type, Mark X, Pattern 9298	2
P.P.I.	10
Pitometer log, Type S.C. :—	
Speed indicator and distance register	3
Clock	1
Repeaters (R.A.F. Ref. Nos. 6A/742 and 6A/743) for D.R. compass.	2½
Warning telephone :—	
Microphone, Vitavox, Pattern 1359	6
W/T and Radar apparatus :—	
Adapter unit, Type 418	1
Power unit, Type 519A	5
P.P.I.	10
Receiver, Type B.28, Pattern W.2835A	7
Starter, Type 520/2	2
Transmitter, Type 517	6
Outfit QH :—	
Aerial	6
Aerial loading unit, Type II (Ref. No. 10B/13239)	1½
Indicator, Type 62 (Ref. No. 10Q/1300)	8
Panel control, Type III, 12/24-volt (Ref. No. 5U/1269XL)	6
Receiver, Type R.1355 (Ref. No. 10D/13032)	7
Rectifier unit, Pattern W.2519	5
Type T.C.S. R/T set :—	
Remote control unit	18
Type 291 :—	
Rectifier unit, Design N, Pattern W.3275	5
Cathode ray unit, Design L, Pattern W.4889	3½
Receiver, Type P.25, Pattern W.4049	4
Panel, 3 A.N., transmitting and modulating, Pattern W.3276	5
Clock, Pattern 305	2
Supply board, 2 A.G., 1½/3 k.W., Pattern W.4931	7
Training unit, hand drive, S.E.2, Pattern W.5768	2
Transmitter outfit 4TA, remote control :—	
Telephone handset, Pattern 5756	5
Noise suppressor unit, Pattern W.588	3½
Control box, Pattern 5416	3½

2. C.D. Pamphlet No. 11 is being reprinted under the date 15th December, 1943, and will shortly be available. Present holders of editions of 1st October, 1942, and 15th June, 1943, should not demand new but should bring their copies up to date by the addition of the information in this A.F.O.

(A.F.O. 4202/43.)

59.—Corrector Magnets—Introduction of New Pattern

(C.D. 720/43.—6 Jan. 1944.)

In order to facilitate the correction of compasses in small craft wherein corrector box, Pattern 1135, is fitted, a new type of magnet has been introduced.

2. The Pattern number and description of this magnet is as follows :—
Pattern 68. Magnets, Bar, round, 2-in. × 0.144-in.

3. Magnets of this pattern will in future be included in establishments of craft fitted with corrector box, Pattern 1135. Compass Officers at ports and bases should, if desired, demand magnets of this type for use in existing craft from the N.S.O., Admiralty Compass Observatory.

60.—Magnetic Compasses—Notes on

(C.D. 761/43.—6 Jan. 1944.)

The following extracts from various Fleet Orders which are still in force are republished for information and guidance.

2. *Submarines*.—It has been established that change in deviation does not vary directly with current in the main motors, and compensator coils would not, therefore, provide satisfactory compensation. In addition to the ordinary swings carried out in accordance with King's Regulations and Admiralty Instructions, Commanding Officers should take every opportunity of noting the errors of magnetic compasses under varying loads of the main motors. There may be a sub-permanent effect which will result in the change in deviation not immediately reaching its maximum and persisting after the current in the main motors is switched off.

3. *Motor Torpedo Boats*.—Considerable change in deviation may be produced by loading torpedoes into the tubes when these are situated near the bridge. Different torpedoes will cause different deviations, nor should it be assumed that the same torpedo will cause the same change in deviation after it has been run. Commanding Officers should bear in mind the necessity of obtaining deviation tables after tubes have been loaded, reverting to the table for tubes empty after torpedoes have been discharged.

4. *Trawlers*.—Considerable errors may appear in the compasses of trawlers and similar vessels as a result of depth charges which they have dropped. Magnetic compasses should therefore be checked whenever opportunity offers and particularly after the vessel has been subjected to any unusual shock such as the explosion of a depth charge in the vicinity or of a near miss.

5. *Minelaying Motor Launches*.—Mines, when embarked in M.Ls., may cause unusual deviations. Deviation tables should be obtained for the condition of no mines on board and for the condition when loaded with mines. During the actual process of laying mines the compasses may prove erratic but, by the above means, the deviations for the outward and homeward journeys should be accurately known.

6. *Aircraft*.—When flying over Iceland (C) at heights of less than 4,000-ft. above ground level compasses should be regarded as unreliable, and adjustment of compasses carried out in Iceland (C) will be of little value. When flying over the sea in the neighbourhood of Iceland (C) at heights of more than 2,000-ft. or when more than 20 miles from the nearest land no abnormal variation due to the land is likely to be experienced. Abnormal variation has also been encountered in the neighbourhood of the Faroe Islands, Rockall and the Western Hebrides and, pending receipt of more accurate information, the observations in respect of Iceland (C) should be regarded as applicable to these localities also.

7. *105-ft. Motor Minesweepers*.—In certain 105-ft. M.M.Ss. it will be found that movement of the boats' davits causes a change in deviation at the magnetic compasses. The davits should therefore always be in their sea stowage when the compasses are being adjusted.

(A.F.Os. 414/38, 431/39, 449/40, 2049/41, 1027/42 and 609/43 are cancelled.)

61.—Magnetic Compasses—Requirements in respect of Adjacent Material, Instruments, etc.

(C.D. 709/43.—6 Jan. 1944.)

The "safe distance" requirements for magnetic compasses are given in detail in C.D. Pamphlet No. 11, which is reprinted periodically as new items of equipment become available for test of their disturbing effects. This pamphlet should be the principal guide on all occasions in connexion with the positioning of magnetic material, electrical instruments, etc., in the neighbourhood of magnetic compasses.

2. The items most commonly causing difficulty in this respect are:—

- (a) Radiators (electric or water operated).
- (b) Telephones. In this connexion particular care is required as regards the lengths of flexible leads for handsets, which should be adjusted so that the set cannot be brought within 2 ft. of the compass. Safe distances of the instruments in their stowage positions are laid down in C.D. Pamphlet No. 11.
- (c) Protective Plating. The approved arrangements normally appear on the relevant approved drawings, which should be carefully followed.
- (d) Instruments in connexion with D.G. equipment.
- (e) P.A.C. rocket mountings.
- (f) Steel voicepipes.
- (g) Steel megaphones.
- (h) Sheet iron wind deflectors.
- (i) Steel rails and jackstays.
- (j) Asdic operators' seats if of magnetic material.
- (k) Steel steering wheels.
- (l) Lewis guns and weapons of similar type. In coastal craft only these guns may if necessary be fitted so that the pivot of the gun (not the pivot of the mounting where a cranked mounting is fitted) is at a minimum distance of 6 ft. from the compass. In Fairmile M.Ls. B type (other than those converted to navigational leaders) approval has been given for the distance quoted to be reduced to 4 ft. minimum as shown on Fairmile drawing B.356. Since this will entail some reduction in the accuracy of compasses, commanding officers should exercise the greatest vigilance and should make sure that the guns are always in their stowage position when compasses are being adjusted or when accurate navigation is essential.
- (m) Echo sounding gear.
- (n) Steel boxes for signal books. When, in small vessels, it is not possible for these to be stowed at the required 6 ft. from the steering compass, a notice is to be painted in red on the outside of the lid of each box stating that in view of the effect on the compass the box is not to be moved from its stowage.
- (o) Battery charging resistances. (Vide A.F.O. 4841/43.)

3. In general the "safe distances" for magnetic material are as follows:—
Standard Compass.—No magnetic material is to be fitted within 10 ft.
Steering Compass.—No vertical magnetic plating, stanchions, etc., to be fitted within 6 ft.

In certain classes of vessels slight modifications to these rules have been necessitated and these modifications appear on the approved drawings.

4. The safe distances laid down for electrical instruments are the safe distances for the instruments themselves. When instruments are enclosed in steel cases they should be treated as magnetic material and should not be brought within 10 ft. of the standard compass.

5. When ships are in hand for refit endeavour should be made, as opportunity occurs, to remedy any details wherein the "safe distance" requirements have been neglected. If necessary, items should accordingly be inserted in the list of proposed As. and As.

6. On any occasion where difficulty is anticipated in meeting the requirements laid down in respect of "safe distances" from magnetic compasses, the Compass Department of the Admiralty is to be consulted. In cases of extreme urgency, where there is not time to consult the Admiralty Compass Department, the advice of a qualified navigating officer should be obtained locally.

(A.F.O. 4841/43.)

(A.F.Os. 2391/38, 220/40, not in annual volume—3748/40, 4003/40, 901/42, 4532/42, 4534/42, 4644/42, 6414/42 and 4449/43 are cancelled.)

62.—American-built Ships Assigned to the R.N.—Replace Parts for Main Propulsion and Generating Machinery—Supply under "Automatic Flow" Scheme

A.C.Vs., C.V.Es., (B)D.Es., (B)A.Ms., (B)Y.Ms., Maritime Commission Frigates, P.C.Es., or (B)E.Cs., (B)A.Rs., A.T.Rs., F.Ts. or A.P.Cs., (B)A.Ts., Y.Ns., Y.Ts., "Halcyon" M.M.Ss. Trawlers

(D. 17724/43.—6 Jan. 1944.)

With reference to paragraph 3 of A.F.O. 5259/43, replace parts for the G.M. "71" Series of Diesel engines have now been received and are available for issue.

2. Demands to replenish machinery parts should therefore be made in accordance with paragraphs 4 and 5 of A.F.O. 5259/43.

(A.F.O. 5259/43.)

63.—Dinghies—Outboard Engines for

(D. 17412/43.—6 Jan. 1944.)

Application for outboard engines for dinghies should in future be sent to the Admiralty (Engineer-in-Chief, Bath), stating urgency and giving full delivery instructions.

2. Demands for engines which have already been forwarded either to Admiralty direct or to A.E.O., Southampton and against which no supply has yet been made, are being dealt with in rotation and no further application should be made.

(A.F.O. 451/41 is cancelled.)

64.—Feed Systems—Degreasing

"C," "D" and "Hawkins" Class Cruisers; "Emerald," "Enterprise" and "Adventure"; "Esses," "Vees" and Leaders (Old)

(D. 14667/43.—6 Jan. 1944.)

A.F.O. 380/43 is cancelled, and should be added to the cancelled A.F.Os. in the footnote to A.F.O. 5241/43.

(A.F.O. 5241/43.)

65.—General Motors Corporation 100 I.W. Generator Sets, Model 3-268A—Reinforcement and Repair of Bedplates.

(L.S.T., B.D.E. and D.Es., B.A.Ms. and C.V.Es.)

(D. 17223/43.—6 Jan. 1944.)

A number of bedplates of the above-mentioned generators have developed cracks in the side plates at the junction of the generator and engine parts. Cracked bedplates are to be repaired by welding as described in paragraph 2 below and the bedplates of all model 3-268A generators are to be reinforced in accordance with paragraph 3 below at the first opportunity, the work being treated as a defect.

2. *Repair of cracked bedplates*.—(i) Determine the extent of the crack by the magnetic power method.

(ii) Remove that portion of the plate containing the crack so as to form a groove extending at least $\frac{1}{4}$ in. beyond the furthest indication obtained for the crack in any direction. Where welding must be done from one side only a backing strap should be fitted to the inside of the base to permit a 100 per cent. weld at the root. Where welding can be done from both sides, complete the weld on one side and then chip out the root of the weld to sound metal before welding the opposite side.

(iii) After welding of the crack has been completed, grind outside surface of weld flush with bedplate side plate. Add reinforcing plates in accordance with paragraph (3) (iii) below.

3. *Reinforcing of bedplates.*—All bedplates are to be reinforced according to the following procedure:—

- (i) Uncouple generator and engine.
- (ii) Check the original alignment of bedplate by measurements taken between certain fixed points. Apply dial gauge for determining these measurements and check flexure of crankshaft between webs of crank at driving end.
- (iii) Prepare two $\frac{1}{4}$ -in. reinforcing plates as shown in A.F.O. Diagram No. 5/44.
- (iv) Before any welding is started, preheat the area to be covered by the plates to about 150° F.
- (v) Weld both reinforcing plates to bedplate simultaneously, using two welding operators.
- (vi) Deposit $\frac{3}{8}$ -in. fillet welds in approximately 2-in. increments using a wandering sequence and peening each increment sufficiently to keep the bedplate in alignment as indicated by dial gauges.

4. Arrangements are being made for this work to be carried out at Vancouver for vessels of the C.V.E.32-54 Class taken in hand there.

66.—L.L./S.A. Equipment—Cummins Generating Sets—Engine Spares

(D. 16893/43.—6 Jan. 1944.)

The following arrangements are being made for the supply of spares for the Cummins, Type H.I.—600 engines.

2. An allocation of one set of engine spares as shown in Appendix (A) is being made to each vessel fitted with Cummins engines.

3. For convenience this spare gear will be despatched for custody at the bases from which the vessels are operating.

4. It should be clearly understood, however, that a set of spares as detailed in Appendix (A) is part of the ship's allowance, and must be forwarded on board the vessel if she is transferred to another base at home or abroad.

5. Any spares expended should be replaced in accordance with the instructions given in A.F.O. 5259/43, observing that the Cummins engine comes under the Automatic Flow Scheme in the near future.

APPENDIX A

54 kW Cummins Generator Sets

Spare Parts for Engines

Complete Set as shown below for each Vessel

Description	Part No.	No. off.
Upper rocker lever assembly...	Kit No. 1	1
Miscellaneous parts for pistons and rods ...	Kit No. 2	2
Miscellaneous parts for lower cam rocker lever assembly ...	Kit No. 3	1
Injector repair kit ...	Kit No. 4	2
Piston and cylinder liner assembly ...	Kit No. 5	2
Valve assemblies ...	Kit No. 6	1
Model "H" cylinder gaskets ...	Kit No. 7	2
Fuel pump gaskets ...	Kit No. 8	2
Cylinder head complete with valves and fittings ...	H-90066	3
Injector assemblies ...	H-90145-3	3
Inlet and exhaust valves ...	H-9167-x-1	10
Injector push rod assembly ...	H-90110	1

APPENDIX A—contd.

Exhaust push rod assembly ...	H-90111	1
Intake push rod assembly ...	H-90112	1
Connecting rod complete with Bohn bearings ...	H-90146-3	1
Set of main bearing shells (Bohn) ...	Complete	1
Set of injector supply tubes assemblies ...	Complete	1
Filter to engine-oil tube assembly ...	H-90116	1
Lube pump to filter-oil tube assembly ...	H-90118	1
Lube pump—suction tube ...	H-90025	1
Cooling water pump assembly ...	S-1929-1	1
Filter bags ...	S-1953	100
Set of springs (exclusive intake and exhaust valve springs)	Complete	1
Lube oil filter element gaskets ...	S-1985	100
Weatherhead elbows ...	S-1030	3
Weatherhead connection ...	S-1029	3
Weatherhead elbow ...	S-1004-1	3
Weatherhead nuts ...	105 × 10	6
Weatherhead nuts ...	105 × 4	6
Weatherhead nuts ...	105 × 5	6
Lube pipe packing for cylinder head ...	H-9424	36
Water manifold gasket ...	H-9267	36
Cylinder head gaskets ...	H-2352-2	18
Rocker housing and cylinder head gasket ...	H-4798	15
Rocker arm housing cover gasket ...	H-9244-1	15
Manifold gasket ...	H-9252	18
Cylinder head stud nut ...	S-218	1
Fan belts ...	S-1792	4
Link belting for raw water pump ...	—	6 ft.
Flywheel housing ...	H-90406	1
Front motor support ...	H-4864-1	1
Fuel pump assembly with Woodward governor ...	H-90695	1
Camshaft gear ...	H-4765-1	1
Camshaft bolt ...	H-9280	6
Camshaft gear nut ...	S-205	6
Camshaft assembly ...	H-1194-6	1
Rocker arm housing assembly ...	H-90051	1
Exhaust manifold complete ...	H-61264	1
Air intake manifold with filter ...	H-90343-2	1
Injector drain manifold tube assembly ...	H-90036	1
Injector drain tube assembly ...	H-90026	1
Lubricating oil pump assembly ...	H-90085	1
Complete set of bolts, studs and nuts ...	—	1
Water outlet manifold ...	H-90402	1
Injector cup cleaning kit ...	S-17	1
Injector spanner wrench ...	H-5437	1
Roughing reamer ...	X-525	1
Finishing reamer ...	X-455	1
Pilot stern, No. 3 taper ...	T-730	1
Cylinder liner puller ...	ST-16	1
Valve spring compressor ...	ST-28	1
Piston inserter ...	ST-24-C	1
Williams end wrench, $\frac{3}{8}$ — $\frac{7}{16}$...	1025	1
Williams end wrench, $\frac{1}{2}$ — $\frac{9}{16}$...	1025	1
Williams end wrench, $\frac{5}{8}$ — $\frac{11}{16}$...	1025	1
Williams end wrench, $\frac{3}{4}$ — $\frac{13}{16}$...	1025	1
Williams end wrench, $\frac{7}{8}$ — $\frac{3}{4}$...	1025	1
Williams end wrench, $\frac{15}{16}$ —1 ...	1025	1
Williams end wrench, 1 $\frac{1}{16}$ —1 $\frac{1}{4}$...	1025	1
Williams 17 in. flex. handle, $\frac{1}{2}$ in. square, $\frac{7}{16}$ × 9. Sliding handle for above.	S-41	1
1 $\frac{1}{8}$ in. socket ...	S-1240	1
1 $\frac{7}{8}$ in. "T" wrench ...	977-A	1
1 $\frac{1}{8}$ in. "T" wrench ...	975-A	1
1 $\frac{3}{8}$ in. "T" wrench ...	971-A	1
$\frac{9}{16}$ in. "T" wrench ...	965	1
Offset box socket wrench ...	X2225	1

APPENDIX A—contd.

DETAILS OF KITS NOS. 1 TO 8 INCLUSIVE

KIT No. 1. (1 in No. supplied.)

<i>Upper Rocker Lever Assembly</i>		Part No.	No. off.
Valve rocker lever bushings ...	...	H.9242	12 in No.
Injector rocker lever bushings ...	...	H.9243/2	6 in No.
Valve rocker lever rollers ...	...	H.9261	12 in No.
Intake valve rocker lever roller pins ...	...	H.9264/2	6 in No.
Exhaust valve rocker lever roller pins ...	...	H.9264/X	6 in No.
Valve rocker lever roller pin rivets ...	...	H.9265	12 in No.
Expansion plugs, 1½ in. diam. ...	...	S.707	6 in No.
Rocker arm housing and cylinder head gaskets ...	...	H.4798	3 in No.

KIT No. 2. (2 in No. supplied.)

<i>Miscellaneous parts for pistons and rods</i>		Part No.	No. off.
Compression rings ...	...	H.60471	12 in No.
Compression rings (No. 70) ...	...	H.61283	6 in No.
Oil regulating rings ...	...	H.9263/2	12 in No.
Piston pins ...	...	H.9208/2	6 in No.
Piston pin snap rings ...	...	H.61908	12 in No.
Piston pin bushings ...	...	H.9247/S	6 in No.
Connecting rod bearing shells ...	...	H.9276/2	12 in No.
Connecting rod bearing shells ...	...	H.4943	12 in No.
Connecting rod bolts ...	...	H.9195/2	12 in No.
Connecting rod bolt nuts ...	...	S.227/1	12 in No.
Connecting rod bolt nut locks ...	...	H.62727	12 in No.

KIT No. 3. (1 in No. supplied.)

<i>Miscellaneous parts for lower cam rock lever assembly</i>		Part No.	No. off.
Injector cam rocker lever rollers ...	...	U.7348/1	6 in No.
Valve cam rocker lever bushings ...	...	H.9240	12 in No.
Injector cam rocker lever bushings ...	...	H.9241	6 in No.
Injector cam rocker lever roller pins ...	...	H.9257/1	6 in No.
Valve cam rocker lever roller pins ...	...	H.9258	12 in No.
Cam roller pin rivets ...	...	U.7350	18 in No.
Expansion plugs, ¾ in. diam. ...	...	S.703	6 in No.
Cam rocker housing gaskets ...	...	H.9266	3 in No.
Valve rocker lever rollers ...	...	H.9260	12 in No.

KIT No. 4. (2 in No. supplied.)

<i>Injector repair kit</i>		Part No.	No. off.
Injector top housing gaskets... ..	...	H.9354	6 in No.
Injector check valve plug gaskets ...	...	H.9432/1	6 in No.
Injector cup seat gaskets ...	...	H.62409	6 in No.
Injector cups ...	...	H.5640/1	6 in No.
Injector plunger links... ..	...	U.7194/2	6 in No.
Injector plunger lock pins ...	...	H.9355	6 in No.
Injector check valves ...	} Mated	H.62405	6 in No.
Injector check valve seats ...		H.62407	6 in No.
Injector check valve springs ...	...	H.62411	6 in No.
Injector check valve stops ...	...	H.62406	6 in No.
Fuel filter gaskets ...	...	H.60598	6 in No.
Injector fuel connection gaskets ...	...	H.9236/2	12 in No.
Injector check valve gaskets... ..	...	H.9434	6 in No.

KIT No. 5. (2 in No. supplied.)

<i>Piston and Cylinder liner assemblies</i>		Part No.	No. off.
Cylinder liners... ..	...	H.4793/7	6 in No.
Piston assemblies ...	...	H.90147/3	6 in No.
Cylinder liner packings ...	...	H.9259	18 in No.

KIT No. 6. (1 in No. supplied.)

Inlet and exhaust valves ...	...	H.9167/X/1	12 in No.
Valve springs ...	...	H.9216	12 in No.
Valve stem guides ...	...	H.9210/1	12 in No.
Valve collets ...	...	H.60011/1	12 pairs
Valve spring guides ...	...	H.60010	12 in No.

APPENDIX A—contd.

DETAILS OF KITS NOS. 1 TO 8 INCLUSIVE—contd.

Description	Part No.	No. off.
<i>KIT No. 7. (2 in No. supplied.)</i>		
<i>Model "H" cylinder gaskets</i>		
Rear cover plate gasket ...	H.5084	1 in No.
Lube pipe cap gaskets ...	H.9272	3 in No.
Gear cover gasket ...	H.4793	1 in No.
Water inlet gasket ...	H.9221	1 in No.
Compression relief shaft gaskets ...	H.9234	3 in No.
Rear cover oil seal ...	H.9236	1 in No.
Compression relief shaft packing ...	H.9238	1 in No.
Cylinder liner packings ...	H.9259	18 in No.
Cam thrust plate gasket ...	H.9488	1 in No.
Cylinder head gasket ...	H.2353/3	3 in No.
Lube pipe packings ...	H.9424	6 in No.
Rocker housing cylinder head gaskets ...	H.4798	3 in No.
Manifold gaskets ...	H.9252	3 in No.
Water manifold gaskets ...	H.9267	6 in No.
Rocker housing cover gaskets ...	H.9244/1	3 in No.
Flywheel housing gaskets ...	H.9333/1	1 in No.
Oil pan gasket (6 cylinder) ...	H.5083	1 in No.
Oil filter neck gasket ...	H.9312	1 in No.
Cam rocker housing gaskets ...	H.9266	3 in No.
Water pump gasket ...	H.9097	1 in No.
Lube oil drain gasket ...	S.1793	1 in No.
Injector fuel connection gaskets ...	U.8950	12 in No.
Injector fuel filter gaskets ...	H.60598	6 in No.
Injector fuel connection gaskets ...	H.9426/2	12 in No.
Injector check valve gaskets... ..	H.9434	6 in No.
Injector check valve plug gaskets ...	H.9432	6 in No.
Lube pump bearing cage gasket ...	H.9284	1 in No.
Lube pump pipe flange gaskets ...	H.9281	2 in No.
Governor flange gasket ...	H.9172/1	1 in No.
Generator drive bearing cage gasket ...	H.9278	1 in No.
Generator drive bearing cover gasket ...	H.9277	1 in No.
Exhaust pipe flange gasket ...	H.9579	1 in No.
Oil filter gasket ...	S.1914	1 in No.
Rear cover plate oil seals ...	H.60601	2 in No.
Rear cover plate oil seals connecting gaskets ...	H.60600	2 in No.
<i>KIT No. 8. (2 in No. supplied.)</i>		
<i>Fuel Pump Gaskets</i>		
Fuel pump priming valve gaskets ...	U.8142	6 in No.
Plunger barrel packing ring ...	H.9179	1 in No.
Gear pump gasket ...	H.9764/1	1 in No.
Tachometer connection guide gaskets ...	K.9056	2 in No.
Fuel pump to governor gasket ...	H.9115	1 in No.
Fuel pump distributor disc housing gasket... ..	H.9140	1 in No.
Ball bearing shield gasket ...	H.9141/1	1 in No.
Distributor housing cover gasket ...	H.9176	1 in No.
Float valve seat gasket ...	H.9729	1 in No.
Float chamber gasket... ..	H.9762/1	1 in No.
Float chamber top gasket ...	H.9763/1	1 in No.
By-pass valve guide gasket ...	S.1788	1 in No.
Rocker lever spring retainer gasket ...	S.1795/1	1 in No.
Idling lever shaft gasket ...	F.6753	1 in No.
Supply check valve gasket ...	H.9459	1 in No.
Gear pump spacer gasket ...	H.9766/2	1 in No.
Gear pump spacer gasket ...	H.9767/1	1 in No.
Gear pump cork seals... ..	H.60099	2 in No.
Fuel connection plug gasket ...	S.1793	1 in No.
Pressure chamber gasket ...	S.1822	1 in No.

(A.F.O. 5259/43 and C.A.F.O. 1639/43.)

67.—Modified 1939 "Dido" Class Cruisers—Position of Battle and D/F Sense Finder Aerials

(S.D. 04423/43.—6 Jan. 1944.)

Reports from sea show that the present battle aerial arrangements are not satisfactory, particularly with regard to results obtained from M/F D/F set.

2. Ships of the above-mentioned class are to fit battle aerials and D/F sense aerial in accordance with A.F.O. Diagram 7/44 (A.S.E. Drawing No. 31786).

3. This work is to be carried out by ship's staff calling on dockyards and local authorities as necessary for any assistance required.

4. D/F calibration will be required with battle aerials rigged in the new position.

68.—Outfits APH, ART and ARU—Fitting-out Information

(S.D. 04556/43.—6 Jan. 1944.)

A.S.E. Preliminary Specification No. B.337/43 has been prepared to show the method of fitting and wiring outfits APH, ART and ARU.

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, East Africa, West Africa and Ceylon; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Director, Combined Operations Material; Commodore, Algiers; Commodores Superintendent, Gibraltar and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore, R.I.N., Bombay; Captain-in-Charge, Bermuda; 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 Fremantle); Commanding Officers, H.M. ships "Helder," "Lizard," "Monck," "Northney," "Sea Serpent," "Squid," "St. Clement," "Tormentor," "Vectis" and "Westcliffe"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft, and Captain, G.S.1; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, Corpach and Dunstaffnage; B.A.M.R., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North-Western Humber, Southern, London, South Wales, Belfast, Scottish and North-Eastern 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 outfits APH, ART and ARU are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.337/43 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 already have been distributed are superseded by this specification and should be destroyed.

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

69.—Radar, Type 243/M—Failure of Transformer in Responder R.3118

(S.D. 012569/43.—6 Jan. 1944.)

Failures have occurred in service of the mains transformer (A.M. Ref. 10KB/429) of responder R.3118 (A.M. Ref. 10DB/545). Breakdown has been found to be due to the closeness of the primary leads to the earthed electrostatic screen, together with insufficient insulation on the leads themselves.

2. As a temporary expedient, pending the introduction of an improved transformer (Pattern 55091), it has been decided to disconnect the electrostatic screen from earth.

3. Ship's staff should carry out the modification as follows:—

(i) Remove the responder from its case and invert it.

(ii) Refer to C.B.4230, Figures 13 and 14. Identify the grommet near the holder for valve V.16, through which pass the leads from the transformer. One of these leads connects to an earthing tag at the base of the adjacent tag board. (This earthing tag may be further identified as the one from which a lead runs to the lower end of resistance R.78 on the tag board.)

(iii) Disconnect the transformer lead from this earth tag and tape the bare end.

(iv) Replace the receiver in its case.

70.—W/T Sets—Types 89, 89M and Transmitter 4TA—Aerials

(A/S Escort Vessels, "Algerine" Class Minesweepers, Frigates, Corvettes, etc.)

(S.D. 01989/43.—6 Jan. 1944.)

In all ships fitted with Type 89M as the main W/T set and with transmitter 4TA as the ship's only M/F W/T transmitter, the aerials required for use with these two sets are to be rigged as follows:—

(i) A single wire aerial for type 89M W/T set is to be rigged between the forward and main aerial yards on whichever side of yards is most convenient for the aerial lead-in to the aerial trunk.

(ii) A single wire aerial for transmitter 4TA is to be rigged between the forward and main aerial yards on the opposite side to that on which the type 89M aerial is fitted.

(iii) A Pattern W.1476 insulator is to be fitted at each end of both aerials referred to above and the leads-in are to be led from the aerial ends of the forward insulators to their respective aerial trunks.

(iv) Two blocks are to be fitted on each side of both aerial yards for the aerial halyards of type 89M and transmitter 4TA aerials.

2. The above arrangement supersedes the 4-wire roof aerials originally fitted in some ships with Type 89 as main transmitter.

3. The aerial arrangements detailed above are illustrated on A.F.O. Diagram 2/44 (A.S.E. Drawing No. 31617).

4. P.S.Os. and W.E.Ss. of new construction ships are to arrange for rigging arrangements in accordance with this order.

5. In existing ships the work involved should be effected by ship's staff.

71.—Aircraft—Inertia Switch-Graviner

(A.M.R. 1196/43.—6 Jan. 1944.)

The Graviner Inertia Switch has normally been mounted by aircraft contractors pointing forward. In some cases, however, this has not been possible and the switch is mounted facing rearward. Recently the switch manufacturers unofficially began marking the top of the switch with an arrow pointing forward. This marking has now ceased and should be disregarded. In cases where a switch is replaced in an aircraft, the new item should be mounted in a similar manner to the switch which has been removed.

72.—Checking of U.S. Produced Naval Aircraft

(A.E. 5396/43.—6 Jan. 1944.)

In amplification of A.F.O. 2080/42, the following notes on the checking of Naval aircraft of American origin have been prepared for the guidance of Naval air services.

2. American aircraft normally reach the service from only two sources—the U.S. Naval Aviation Facility, Roosevelt Field, Mineola, Long Island, N.Y., or direct from U.S. contractors. The majority of operational types pass through Roosevelt Field, where they are modified and equipped, as far as labour and the availability of material permit, to British operational standards. It is not, however, yet possible to state that all aircraft leaving Roosevelt Field will be modified, and in consequence the equipment state of the aircraft deviates considerably from the Standard Appendices "A," which are based upon Naval staff requirements.

3. For many reasons, it is not possible to finalise the staff requirements of modification and equipment state of American types before they begin to reach the Roosevelt Field in quantity. Appendices "A" are, however, produced as early as possible in the British "life" of the type, and every effort is made to keep them in line with rapidly changing requirements, so that they may represent the state of the aircraft when it finally achieves the British operational standard.

4. There is, however, an interim period during which the Appendix "A" is of no value for its subsidiary purpose as a checking document.

5. To cover this interim period, the British Naval Accountant Officer at Roosevelt Field is preparing Provisional Standard and Transfer Checking Lists, exactly similar in form to the B.R. 380 series, with the following qualifications:—

PART I.—Contains details of the SC and CC items of equipment delivered by the contractor which will be retained in the fully modified aircraft.

PART I (Supplement) (Serial numbers to be prefixed by the letter "S").—Contains details of the SC and CC items of equipment delivered by the contractor which will be removed on modification. A separate column to be provided for the number of the modification which orders their removal.

PART IIA.—Contains details of the SS items of equipment normally fitted at Roosevelt Field, a separate column being provided for the modification number.

PART IIB.—Contains details of the SS items of equipment normally fitted after the aircraft has left Roosevelt Field.

6. Aircraft are received from U.S. contractors checked to an American document known as a "R.M.S."—"Report of Material Shipped". This document lists all the items of equipment fitted in the aircraft, together with certain items of "loose" equipment which, by British methods, would be classified as Squadron Mobile Equipment, "Articles in Use", items of personal issue or spares (e.g., tool kits, spare gaskets). These "loose" items are removed at Roosevelt Field and returned to the British Aviation Supply Depot for despatch and distribution, in the normal British manner.

7. In the case of types for which the British Naval Accountant Officer at Roosevelt Field has not yet been able to prepare a Preliminary Standard Checking List, the following procedure is followed in checking aircraft "out" from Roosevelt Field. The aircraft is checked "out" to the Report of Material Shipped (a copy of which is forwarded with every such aircraft) and, in addition, to an Appendix to Form A.23, which lists all items of equipment which have been embodied after the departure of the aircraft from the contractor's works. The airframe is shown on Form A.23 as being transferred "Complete to R.M.S. and Appendix to A.23."

8. The R.M.S. is amended by Roosevelt Field, and it, together with Form A.23 and Appendix, shows the equipment state of the aircraft as despatched. If, for example, it is partially modified to British standards, U.S. items withdrawn will be deleted from the "R.M.S." and British and U.S. "Government furnished" items installed will appear on the A.23 or Appendix to A.23.

9. Thus, American aircraft received from Roosevelt Field should always be accompanied by:—

(i) Report of Material Shipped, A.23 and Appendix to A.23:—

or

(ii) Provisional Standard and Transfer Checking List and A.23.

In addition, they may also be accompanied by an Appendix "A".

10. It should, therefore, be possible to check American aircraft from Roosevelt Field to one of the following standards:—

(a) R.M.S. and A.23.

(b) Checking List and A.23.

(c) Column 7 of Appendix "A".

Of these, check by Appendix "A" will be the least efficient and will, in some cases, "throw up" a number of apparently redundant items.

Column 7 of the Appendix "A" should not, therefore, be used as a checking document, as the completion of equipment to operational standard will automatically be achieved as modification parts are demanded and fitted as a result of comparing the Modification Technical Leaflets and Advance Technical Leaflets with the Log Books.

In the case of aircraft received direct from U.S. contractors, only the "R.M.S." will be received and this must be used for checking; equipment and parts required to complete the aircraft to British operational or training standards being demanded in the normal manner from the appropriate Naval Store Depot or R.A.F. Maintenance Unit.

(A.F.Os. 2080/42, 5554/42 and 5086/43.)

73.—Indicators, Air-Speed—All Marks—Landing Speed Lubber Line

(A.M.R. 2782/43.—6 Jan. 1944.)

In existing circumstances it is not possible to ensure that the graduations of air-speed indicators of the same mark (when made by various manufacturers) always occupy the same relative position on the dial.

2. Since pilots tend to read instruments by the angular position of the pointer rather than by reference to the dial graduation, it has been decided as a precautionary measure, and for the convenience of pilots of aircraft equipped with dashboard flood-lighting, to indicate clearly the landing speeds of aircraft on the glasses of air speed indicators.

3. Units are, therefore, to paint on the outside of the glasses of all pilots' air-speed indicators a white lubber line, $\frac{1}{8}$ -in. wide, in a position corresponding to the landing-speed of the type of aircraft concerned. Alternatively, a $\frac{1}{8}$ -in. strip of tape, viscose, green (Ref. No. 6P/470), may be used (see A.P. 1275, leaflet A.9-W).

4. The lubber line is to extend radially from the bezel towards the centre of the glass for a distance of 1-in.

5. Servicing operations, such as tightening of the bezel against leaks, etc., may cause rotation of the glass and bezel, with consequent displacement of the lubber line from its correct position. Moreover, an air-speed indicator may be replaced by one bearing a lubber line appropriate to another type of aircraft. To guard against such contingencies, the position of the lubber line is to be checked at each daily inspection. Inspection schedules are to be amended accordingly.

6. A leaflet in A.P. 1275B, Vol. II, will be issued in due course.

74.—Seafire and Spitfire Aircraft—30-gallon Drop Tanks and Drop Tank Mechanism

(A.M.R. 3123/43.—6 Jan. 1944.)

Cases have occurred of 30-gallon drop tanks falling off the above types of aircraft without the control being operated. Investigation has shown that this is due to faulty engagement of the locking bar in the tank peg consequent upon errors in manufacture of locking bar and/or peg.

2. To prevent further failures, the following parts of the release mechanism at the bottom of the cockpit should be carefully inspected before drop tanks are fitted:—

(a) Moving parts of the release mechanism to ensure they are free, and that the return spring (Part No. 30027/2279) is unbroken.

(b) The slide portion of the locking bar (Part No. 30027/2277) for any burrs or bruises which should be dressed down with a smooth file.

(c) Size and freedom of engagement of the slide, making use of the tank peg gauge (A.F.O. diagram 4/44, Fig. 1) which should be made from local resources.

3. To check whether the peg on the tank is dimensionally correct, a horseshoe gauge (A.F.O. diagram 4/44, Fig. 2) should be made and any peg which does not pass the horseshoe gauge easily should be removed from the tank and corrected in a lathe, if necessary.

4. When fitting a drop tank the locking bar is to be inspected to ensure that with the tank fitted and the jettison handle down in the lock position, the locking bar is fully forward.

5. Record this inspection and check on the aircraft log card, quoting Special Technical Instruction S.T.I./Seafire/5 or S.T.I./Spitfire/6 as appropriate.

75.—Aircraft General Stores (Sections 28, 28B and 28C of A.P. 1086)—Transfer to New Sections

(N.S. Air 10352/43.—6 Jan. 1944.)

The undermentioned items are to be transferred from their present sections of A.P. 1086, viz., 28, 28B and 28C to the sub-sections indicated below:—

Bolts	Section 28D	Rivets	Section 28Q
Clips	" 28E	Miscellaneous (P.T. to R)	" 28R
Couplings	" 28F	(see below)	" 28R
Eyebolts	" 28G	Screws	" 28S
Ferrules	" 28H	Studs	" 28T
Filter, fuse	" 28J	Turn buckles	" 28U
Joints, fork	" 28K	Unions	" 28V
Locknuts, lockwashers	" 28L	Washers	" 28W
Nuts	" 28M	Wire	" 28X
Miscellaneous (A to O) (see below)	" 28N	Miscellaneous (S to Z) (see below)	" 28Y
Pins	" 28P		

Section 28N		Section 28R	Section 28Y
Adaptors	Eyelets	Pipes, fuel	Shackles
Burrs	Filler fittings	Plugs	Thimbles
Catches	Flanges	Pockets, oil, therm-	Weights, ballast
Cocks	Hooks, anchor	ometer	
Collars	Joints, ball	Pulleys	
Cups	Nipples	Rings	
Disconnectors	Olives	Rods	

2. The above-mentioned items will retain their respective section, 28, 28B and 28C, reference numbers on transfer to the new sub-sections.

3. R.N. store depots and services are to arrange for the necessary amendment of all records and of the transfer of stocks to the new sub-sections.

76.—Aircraft Graticule, Twin-Harmonisation, Stores Ref. 14A/2961

(N.S. Air 10298/43.—6 Jan. 1944.)

With reference to paragraph 7 of A.F.O. 3083/43. Services still holding the old type graticules, brass (Ref. No. 14A/1367) or Perspex (Ref. No. 14A/2017) which are now obsolete, should forward demands to their appropriate storing yard or depot for the new type of twin harmonisation graticules, Ref. No. 14A/2961.

(A.F.O. 3083/43.)

77.—Air Stores—Reduction in Stockholding

R.N. Air Stations and Repair Yards in the United Kingdom.

(N.S. Air 7216/43.—6 Jan. 1944.)

In order to economise in the distribution of Air Stores, to conserve stocks to the best advantage and increase the availability of supplies in general it has been decided, as a temporary measure, to reduce the basis of Stockholding from four months to two months for all Air stores for which there is recurring expenditure. This reduction will apply to all stores and spare parts for aircraft purposes whether classified as permanent or consumable in the Air Store Establishment.

2. Stations and Repair Yards should render timely demands on their storing depots so as to prevent stocks falling below a level sufficient to meet one month's anticipated expenditure. The demands should be based on recurring expenditure. The number of aircraft to which the expenditure is related, and the stocks remaining in store and dues in and out should be

taken into account in assessing requirements. Allowance should be made for any known increase or decrease in the number of aircraft to be maintained during the period covered by the demands. In cases where a demand is based on the anticipated rate of expenditure in excess of the past average expenditure, the fact is to be stated in the "Reasons for demand" space.

3. Stations and Repair Yards which have been in commission for six months or more are to ensure that the undermentioned details appear on all demands for permanent items rendered in accordance with paragraph 2 above, viz:—

- (i) quantity allowed by A.S.E.
- (ii) quantity expended over a (stated) period (period to be not less than 6 months nor more than 12).
- (iii) quantity held in stock at date of demand.
- (iv) quantity required for two months.

Should these demands include quantities in excess of authorised allowances, they will not require the Commanding Officer's signature on the back of the original copy of form S134d. since the quantities demanded are now to be based on past expenditure and not on fixed allowances. This change in demanding procedure does not, however, affect existing regulations regarding accounting for and disposal of permanent stores, and where these are demanded in replacement a reference to the relevant forms S331, etc., is to continue to be inserted on the demand voucher.

4. Demands for all other items of permanent stores not rendered in accordance with paragraph 2, e.g. ground and workshop equipment, instruments, parachutes, etc. are to continue to be rendered in accordance with the existing procedure detailed in BR.4 Article 13, i.e. demands in replacement to bear a reference to the relevant form S.331, S.126, S1096, etc., and demands for quantities in excess of allowances to be forwarded through Administrative Authorities.

5. To achieve the maximum advantage from this decision *initial supplies* of stores to Stations and Repair Yards at home under the sections of the R.A.F. Vocabulary shown below will in future be made to half the quantities allowed for *main stores* under the appropriate column in the Air Stores Establishment (BR.377 series) and demands covering initial outfits will be raised on this basis. Where the quantity allowed is one only no reduction will be made and for an odd number allowance the benefit will be given to the Service in applying the reduction:—

Sections 24
26
27M
28 and all sub-sections
36
37 and all sub-sections.

78.—Amplifiers, Patterns 13256 and 13256A, for Group Telephones—Replacement by Amplifiers, Patterns 13256B and 13256C

(N.S. 36069/43.—6 Jan. 1944.)

On certain ships trouble has been experienced in the operation of amplifiers, Patterns 13256 and 13256A, the amplifier being rendered unstable due to earth faults on the supply.

2. Arrangements have been made to replace these amplifiers by modified designs, Patterns 13256B (220 volts) and 13256C (110 volts).

3. Ships fitted with amplifiers, Patterns 13256 or 13256A, in which this trouble has been experienced should demand from the nearest Naval Store Depot amplifiers, Patterns 13256B (220 volts) or 13256C (110 volts), to replace those defective.

4. All amplifiers, Patterns 13256 and 13256A, so replaced are to be returned to the nearest Naval Store Depot for despatch to the manufacturers for modification to the new patterns.

79.—Articles Made of Fireproofed Wood—Marking of
(D. 020301/43.—6 Jan. 1944.)

In view of the necessity for the reduction of fire risks at sea, it has been decided that all fireproofed items of furniture should bear a distinguishing mark.

2. Accordingly all fireproofed items covered by Schedules 530 and 531, listed below, should have the letters "F.P." cut or stamped where shown in column 4 of the table.

Schedule No.	Pattern No.	Description	Letters "F.P." to be cut or stamped	
530	703	Boxes for communion plate.	On bottom.	
	704			
	705 (mahogany)			Boxes, letter ... ..	On bottom.
	726A	Chests of drawers ...	On back of each carcass.	
	726A (mahogany)			
	726B			
	726B (mahogany)			
	727A	Combined chest of drawers and writing table.	On back.	
	728			
	733A	Lavatories, fold-up ...	On back.	
	733A (mahogany)			
	736A	Nest of drawers ...	On back.	
	749 (mahogany)	Table, card	On underside of front rail.	
	750	Table, card		
	750 (mahogany)	Table, card		
	760	Table, card		
	760 (mahogany)	Table, card		
	751A	Table, gate leg		
	751A (mahogany)	Table, gate leg		
	752A	Table, occasional		
	752A (mahogany)	Table, occasional		
	753	Table, swinging		
	753 (mahogany)	Table, swinging		
	754A (mahogany)	Table, writing, pedestal		On underside of front rail.
	755B	Table, writing, pedestal		
	755B (mahogany)	Table, writing, pedestal		Pedestals— On top of sides facing knee-hole.
	756B	Table, writing, pedestal		
756B (mahogany)	Table, writing, pedestal			
758A	Table, writing, roll top...			
531	1056	Benches	On back.	
	32	Benches	On underside.	
	33, 34, 52, 104, 107, 109, 112, 115, 116, 118, 121, 122, 123, 423, 424, 452, 554A, 598, 601, 603, 604, 699, 801, 812, 867, 3013, 893, 894, 3014, 3017, 895, 3018, 901, 902, 903, 1063, 1064, 1136, 1137, 1255, 2000, 2000A, 2001, 2089, 2090, 3755, 3756.	Boxes, various ...	On side.	
	1215, 1217, 1218 ...			Chests ... ..	On front.
	11	Frames	On back.	

3. All other fireproofed items not covered by these schedules should be marked conspicuously in similar positions according to the general type of the item, so that the marks can be readily found when sought.

4. Yard officers are to survey furniture of all H.M. Ships as opportunity permits when they are in hand at a dockyard or conveniently available, and progress the work of identification and marking. Care is to be taken that the "F.P." marking is only stamped or cut on articles of furniture that are made of fireproofed wood. The wood can be tested by cutting off a chip and holding it in a flame. If it has been fireproofed it will char but will not burn.

5. Commanding Officers should afford facilities to Yard officers to progress the work and arrange for all un-fireproofed items to be landed and replaced by steel or fireproofed wood equivalent as the supply position permits. The general arrangements for the supply of steel furniture (carcase and tubular) are dealt with in A.F.Os. 5395/43 and 5396/43.

(A.S. Portsmouth, 10 Aug. 1943, No. 6397.)

(A.F.Os. 5395/43 and 5396/43.)

80.—Binoculars—Rubber, Sealing, Sleeves for—Patterns 1900A, 1907A and 1948

(N.S. 19831/43.—6 Jan. 1944.)

With reference to A.F.O. 3082/43, it is found that the rubber sealing sleeves, Pattern 12120, will not fit binoculars, Patterns 1907A and 1948, and a new type of sleeve suitable for these patterns has been introduced, to which Pattern 12120A has been assigned. An initial purchase of this pattern, together with a further quantity of Pattern 12120, has been arranged (Contract C.P. 81789/43, dated 26th June, 1943) for delivery as follows:—

Pattern 12120.	Pattern 12120A.	
1350	150	The Superintending Naval Store Officer, Portsmouth.
1350	150	The Superintending Naval Store Officer, Devonport.
1350	150	The Superintending Naval Store Officer, Rosyth.
1350	150	The Superintending Naval Store Officer, Chatham.
1800	200	The Superintending Naval Store Officer, Severn Area.
1800	200	The Naval Store Officer, Preston.

2. A first supply of sleeves, Pattern 12120A, to yards abroad will be made as soon as available, as follows:—

From Preston—

40 to Superintending Naval Store Officer, Alexandria.
40 to Superintending Naval Store Officer, Malta.
40 to Naval Store Officer, Gibraltar.

From Stroud—

20 to Superintending Naval Store Officer, Durban.
20 to Superintending Naval Store Officer, Ceylon.
20 to Naval Store Officer, Simonstown.
20 to Naval Store Officer, Kilindini.
20 to Naval Store Officer, Bombay.
20 to Naval Store Officer, Sydney.
20 to District Naval Officer, Darwin.
20 to Naval Officer-in-Charge, Fremantle.

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

(A.F.O. 3082/43.)

81.—Checking of Draught Marks—H.M. Ships

All Dockyards and Repair Bases, P.S.Os. and Repair Overseers

(D. 17770/43.—6 Jan. 1944.)

It has been found during recent inclining experiments on certain ships that in some cases the draught marks have been incorrect, due possibly to errors when the marks have been repainted while the ship has been on service.

2. The attention of Yard Officers and Overseers is drawn to the necessity of ensuring that such marks are accurate, in accordance with the instructions contained in H.D.R., Article 726 (3).

3. In all instances of periodical docking, opportunity should accordingly be taken for the draught marks to be checked.

4. In the event of errors being discovered when checking, the fact should be reported to the Admiralty.

82.—Fire-Fighting Equipment—Allowances

Drifters, Whalers and Yachts (excluding A/S Yachts) Employed on Naval Service
(N.S. 21159/43.—6 Jan. 1944.)

The standard allowances of fire-fighting equipment for drifters, whalers and yachts (excluding A/S yachts) employed on naval service are to be as shown in the Appendix to this Order. Equipment for A/S yachts has been laid down in A.F.O. 1240/43.

2. Only those ships that can maintain a fire-main pressure of at least 35-lb./sq. in. will be allowed jet/spray nozzles, "Oilfyre" branchpipes and F.B.2 (L.P.) foam branchpipes, and the pressure which can be maintained in the fire-main should be stated when demanding these. The couplings fitted to spray nozzles are suitable for No. 3 Admiralty standard bayonet joint or 2½-in. instantaneous couplings and, where adaptors are necessary to convert existing fittings, they should be demanded from the nearest dockyard or base. A sample coupling or a detailed sketch of the existing fitting should be forwarded when making demands, to enable adaptors to be made.

3. Ships concerned in commission should forward demands to their storing yards or bases as necessary to complete to the revised allowances. Equivalent equipment to that shown in the allowances which may be already on board should be taken into account when rendering these demands.

4. Demands for portable fire pumps should be forwarded to the Admiralty (D.N.C. Department), Bath, and supply will be arranged on receipt of demands.

APPENDIX

Drifters, Whalers and Yachts (excluding A/S Yachts) Fire-Fighting Equipment

Pattern No.	Description	Quantity	Remarks
—	Canvas delivery hose, 20 or 40-ft. lengths.	1	For each fire-main hose connection. Length, size and type of coupling to be stated on demand.
1520 or 1521	Fixed jet branchpipes with ½-in. nozzles.	1	For each fire-main hose connection not equipped with a jet/spray nozzle. Pattern as required.
—	Branchpipes with jet/spray nozzles.	(A)	(A) 50 per cent. of the total number of fire-main hose connections fitted.
—	"Oilfyre" branchpipes	... 2	For oil-fired or diesel-driven vessels over 100-ft. in length.
—		1	For oil-fired or diesel-driven vessels under 100-ft. in length.
—	Adaptors	... —	As required.
EXTINGUISHERS :—			
4723	"Pyrene", 1-qt., C.T.C.	... 1	For W/T office, if fitted.
		1	For Radar office, if fitted.
		1	For Asdic office, if fitted.
		1	For 16-ft. motor dinghy if carried.
		1	For switchboard.
4726	2-gal. "foam" type. (See also under "Nuswift".)	1	For galley if oil-fired.
		1	For each petrol or diesel-driven generator.
		1	For each firing space where boilers are oil-fired.
			For motor room in diesel-driven ships :—
		2	For ships under 100-ft. in length.
		3	For ships over 100-ft. in length.

4726	2-gal. "foam" type. (See also under "Nuswift".)	1	For each compartment adjacent to oil-fuel tanks, excluding boiler or motor rooms.
		1	For R.U. petrol stowage if fitted.
		1	For motor boat other than 16-ft. dinghy, if carried.
4726A	Metallic hose	... 1	For each extinguisher Pattern 4726 supplied for firing spaces, motor room or generators.
—	"Nuswift" type	... 1	For each accommodation space, i.e., crew's and officers'. <i>Note.</i> —If paraffin heaters are fitted in these spaces, Pattern 4726 extinguishers are to be supplied in lieu.

REFILLS AND SPARE CHARGES :—

4728	Refills	... 2	Spare for each extinguisher' Pattern 4723.
4729	Charges	... 3	For each extinguisher, Pattern 4726, includes 2 spare.
	C.O. ₂ charges	... 4	Spare for each "Nuswift" extinguisher, to be stowed alongside the extinguisher.
230	Breathing apparatus, complete with 60-ft. of hose and strainer.	3	For vessels over 100-ft. in length.
—		1	For vessels under 100-ft. in length.
—	Two-man manual pump with knapsack foam equipment vide A.F.O. 3639/41.	1	For oil-fired or diesel-driven ships only.
—	F.B.2 (L.P.) foam branchpipe	1	For oil-fired or diesel-driven ships only.
	Foam compound in 2-gal. cans	16 gal.	For oil-burning or diesel-driven ships only.

LANTERNS, HEADLAMPS, TORCHERS, etc. :—

<i>Vessels over 100-ft. in length</i>			
8115	Oldham "Hewer" type lanterns.	6	
8117	Cells for	...	7
8119	Bulbs for	...	12
16035	Lightshields	...	6
16034	Headlamps	...	6
54	Torches	...	6
55	Batteries for	...	12
56A	Bulbs for	...	12
400	Rubber gloves	...	6
<i>Vessels under 100-ft. in length</i>			
8115	Oldhams "Hewer" type lanterns.	2	
8117	Cells for	...	3
8119	Bulbs for	...	4
16035	Lightshields for	...	2
16034	Headlamps	...	2
54	Torches	...	2
55	Batteries for	...	4
56A	Bulbs for	...	4
400	Rubber gloves	...	3
Vote 8/III	Portable, petrol-driven, fire-pump, complete with suction and delivery hoses.	1	For vessels over 100-ft. in length.

(A.F.Os. 3639/41 and 1240/43.)

83.—Heating Coils in Main F.W. Tanks

H.M. Ships

(D/P. 19094/43.—6 Jan. 1944.)

A case has recently been reported of heating coils in the F.W. storage tanks of a cruiser being coated with rosbonite—a procedure which might lead to choking of the suction, as rosbonite is liable to melt and run off when subjected to heat.

2. Dockyard Officers and Overseers of new construction ships and ships under repair which may be affected, are to ensure that in future, where heating coils are fitted in F.W. tanks, they are of galvanised steel.

3. Rosbonite is only to be used for coating the internal surfaces of the tanks.

(A.S.C.B.S., 17 Aug. 1943, No. 635/8.)

84.—Lamps, Red, for Instrument Illumination

(N.S. 35031/43.—6 Jan. 1944.)

In order to assist in the maintenance of dark adaptation of bridge personnel, look-outs, etc., instructions were promulgated in A.F.O. 5419/42 regarding the steps to be taken by ships' staffs to provide red lighting in instruments.

2. These instructions covered the dipping of existing Admiralty pattern clear bulb lamps in red shaydolite, but lamps treated in this manner have not proved entirely satisfactory in service as the resulting red shaydolite coating tends to flake off under the heat of the lamp.

3. It has therefore been decided to introduce the following Admiralty pattern red lamps for instrument lighting for issue on demand:—

8096 RM ... Similar to Pattern 8096M but with bulb sprayed with red cellulose varnish.

629 RM ... Similar to Pattern 629M but with bulb sprayed with red cellulose varnish.

914 RM ... Similar to Pattern 914M but with bulb sprayed with red silicate.

915 RM ... Similar to Pattern 915M but with bulb sprayed with red silicate.

4. Purchase has been arranged for delivery as follows, but supplies are not expected to be available until February, 1944:—

Pattern	Chatham	Portsmouth	Rosyth	Devonport
8096 RM (bulk) ...	10,000	2,000	2,000	2,000
914 RM (bulk) ...	400	400	400	400
915 RM (bulk) ...	200	200	200	200
629 RM (R.C.) ...	200	200	300	200

Pattern	Stroud	Mossley	Sheerness	Leeds	Carfin
8096 RM (bulk) ...	2,000	2,000	—	—	—
914 RM (bulk) ...	1,500	1,500	—	—	—
915 RM (bulk) ...	500	500	—	—	—
629 RM (R.C.) ...	400	400	100	100	100

5. Shipment abroad should be arranged as follows:—

	From Stroud			From Mossley			
	Bermuda	Durban	Ceylon	Simons-town	Alex-andria	Malta	Gibraltar
8096 RM ...	50	200	200	50	300	300	200
914 RM ...	50	200	200	50	300	300	200
915 RM ...	50	100	100	50	100	100	50
629 RM ...	100	200	200	100	300	300	200

6. The lamps dipped in red shaydolite should be replaced by the new red lamps as soon as possible and, subject to no delay in completion, they should be fitted in new construction ships and ships under repair.

7. The Sea Store Establishments concerned will be amended.

*(“Vernon” (E.L.), 13 Apr. 1943, No. E.1998/43.)**(A.F.O. 5419/42.)*

85.—Naval Stores—Allowances

Divisional Leaders of Destroyer Flotillas

(N.S. 15492/43.—6 Jan. 1944.)

The allowances of naval stores to Divisional Leaders have been under consideration, and the only naval stores now to be carried by these ships in addition to the normal destroyer outfit are as follows:—

Pattern No.	Description	Denom. allowance	Remarks
14	Wallets for signal flags (for No. 6 size flags at after signalling position).	No. 1	} To Divisional Leaders of Fleet “J” and later classes.
333	Telescopes, long distance ...	No. 1	
W1020 W1020P	Lantern, signalling, 1-in., portable Box, transport for ...	No. 2 No. 2	

The above allowances are also applicable to Divisional Leaders of “A”-“I” classes before conversion to A/S Escort Vessels.

2. The allowances of the following stores to Divisional Leaders are therefore withdrawn:—

Pattern No.	Description	Denom. allowance	Remarks
3729	Rulers, parallel ...	No. 10	} For box kites. Of each pattern.
—	Machines, sounding, complete ...	No. 2	
2612	Fillers	No. 1	
2613	Key, lever	} For hydrogen and air balloons	
2614	Valve, fine adjustment		
—	Cylinders, 100-cu.ft., for hydrogen	No. 4	

3. A further A.F.O. will be issued shortly concerning the allowances of range clocks and Dumaresq Rate of Change instruments.

4. Ships concerned, in commission, should make the necessary adjustments accordingly, and return to the nearest dockyard or naval store depot any of these stores now held on board in excess of the above allowances.

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

*(R.A.(D) H.F., 10 May, 1943, No. 429/H.D. 340.)**(S.N.S.O., Portsmouth, 20 Feb., 1943, No. IVB/3449X.)*

86.—Steering Gear—Additional Rudder Indicator—As. and As.

(126-ft. Motor Minesweepers)

(D. 17624/43.—6 Jan. 1944.)

It has been approved to fit an additional Siemens rudder indicator on the compass platform of 126-ft. motor minesweepers. This indicator is to be fitted on the port side of the forward screen, at least 7 ft. from the magnetic compass and wired in parallel with the existing wheelhouse ammeter as shown in A.F.O. Diagram No. 6/44.

2. The additional equipment required comprises:—

1 in number Siemens rudder indicator.

1 in number junction box.

1 in number transmitter switch plate.

The junction box, which is to be fitted in the wheelhouse, contains an internal resistance to compensate for the failure of the circuit of either indicator which is only to be connected across terminals "+" and "T" when such a failure occurs.

The transmitter switch plate is designed to replace the one already fitted and is wired for the operation of two indicators in parallel. Full instructions for fitting will be included with this item.

3. The additional indicator and associated equipment will be fitted on a number of new construction vessels before completion. The work involved on the remaining vessels in commission is to be carried out as an A. and A. item, classification "A".

4. Demands for the items detailed under paragraph 2 are to be forwarded to the Director of Electrical Engineering, Admiralty, Bath, together with full consignment particulars and the date by which the equipment is required. Replaced transmitter switch plates are to be returned to Messrs. Siemens Brothers & Co., Ltd., Woolwich, London, S.E.18.

5. This is an approved A. and A. item for vessels of the class concerned and will be included in the next addition to the class list.

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

87.—Steadiflow Oil Burning System for Galleys—Forced Draught—As. and As.

Landing Craft

(D/D.C.O.M. 56/43.—6 Jan. 1944.)

With reference to A.F.O. 400/43, where the A. and A. item detailed therein is carried out in landing craft, the following modifications to the arrangements mentioned in paragraph 2 of the order should be carried out:—

(a) The closing plate to be made in halves with a vertical joint and the burner handle not shortened.

(b) The air pipe to be introduced as near the centre of the closing plate as possible, and in the case of the small pattern fire-hearths the drip tray removed.

(Capt. M.L.C., 9 Aug. 1943, No. M.719/1.)

(A.F.O. 400/43.)

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

88.—Ventilation to 50-kW Turbo Generator—As. and As.

"Vees," "Wairs" and Old Leaders

(D. 024687/43.—6 Jan. 1944.)

Following sea experience, it has been decided to fit natural supply ventilation from the upper deck to the hood of the 50 kW turbo generator in the engine room in the above-mentioned vessels.

2. Commanding Officers of the ships concerned should insert the following item, classification "A," in their next lists of As. and As.:—

"To fit natural supply ventilation from the open air to the hood of the 50 kW turbo generator. The trunking to be led from a sheltered position on the upper deck and fitted with a water trap in the form of a deep bend fitted with a drain cock."

3. A drawing showing the arrangements required will be forwarded to all repair authorities.

89.—Watertightness of Plot and S.D.O.—Improvement of—As. and As.

"Rotherham" and later classes of Destroyers

(D. 026374/43.—6 Jan. 1944.)

An item is to be inserted in the defect lists of the above-mentioned ships in service for the glands of voice pipes in the bridge deck to be made watertight.

2. An item is also to be included in the class lists of alterations and additions for two additional 3-in. diameter scuppers to be fitted, one port and one starboard, in the bridge deck on the foreside of the bridge screen bulkhead.

3. The flanges of all scuppers should be fitted to the underside of the bridge deck to ensure perfect drainage. The lead of existing drains should be adjusted as necessary to improve their efficiency.

(Capt. (D), 4th D.F., 9 Oct. 1943, No. 822D/176 (2).)

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

Section 4

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

90.—Butane and Calor Gas for Calor Equipments

(N.S./C.P. 17227/43.—6 Jan. 1944.)

Owing to the shortage of cylinders, Messrs. Imperial Chemical Industries, Ltd., are unable to meet the demands at present being made upon them for the supply of Butane liquid gas under the standing contract C.P. 40372/41, dated 19th July, 1941. It has, therefore, been decided that orders under the contract are to be limited to the following:—

Superintendent, R.N. Cordite Factory, Holton Heath.

Superintending Naval Store Officers, Chatham, Portsmouth, Devonport, and Rosyth.

Naval Store Officers, Dover and Londonderry.

Base Accountant Officer, Ramsgate.

2. In other areas, Calor gas is to be purchased from the nearest Calor gas dealer on the spot, prices ruling on the date of purchase and under the conditions of sale published by the Calor Gas (Distributing) Co., Ltd., empty cylinders being tendered in exchange for full, at the time of purchase. A selection from the list of dealers issued by the company is given in the Appendix.

3. It is important that empty cylinders should be returned to contractors promptly.

4. Attention is drawn to A.F.O. 4993/43 regarding economy in the use of Butane and Calor gases.

APPENDIX

<i>Cornwall</i>	...	...	J. Bennett & Sons, Ship and Store Merchants, Fowey. J. H. Deeble & Sons, Ltd., 25, Arwenack Street, Falmouth.
<i>Devon</i>	...	...	A. H. Bond, 5, Bolton Street, Brixham. Tolman & Co., 10, The Quay, Dartmouth. H. Pyke Jarvis, Joy Street, Barnstaple. Stephens, Brain & Co., Ltd., 9, High Street, Bideford. M. W. Blackmore & Sons, New Road, Bideford.
<i>Dorset</i>	...	...	H. & A. Burden & Co., The Quay, Poole. Shutler's (Successors), Ltd., West Quay Road, Poole.
<i>Hants</i>	...	...	Lankester & Son, Ltd., Holy Road Works, Southampton. Bacon & Curtis, 106, Old Christchurch Road, Bournemouth. E. F. Elkins, The Quay, Christchurch.
<i>Isle of Wight</i>	...	...	E. W. Tyler, 95, High Street, Newport. J. Samuel White & Co., Ltd., Boatbuilding Department, Cowes.
<i>Kent</i>	...	...	Sturton & Son, 95/97, High Street, Margate. Perfect's Supply Co., Ltd., 11, William Street, Herne Bay. Edwin Hambrook (Folkestone), Ltd., Morehall Engineering Works, Folkestone. F. H. Jacobs, Market Street, Sandwich.

APPENDIX—contd.

Lancashire ...	James Moore, Post Office, Roa Island, Barrow-in-Furness. Burgess Bros., 22a, Great Homer Street, Liverpool 5. J. H. Rushton & Son, 38/42, Bonny Street, Blackpool.
Monmouth ...	Wm. Lewis (Agricultural, House) Ltd., Bassaleg, Newport.
Norfolk ...	Coopers (Gt. Yarmouth), Ltd., 32/33, Market Place, Great Yarmouth.
Northumberland ...	G. Davidson's Caravans, Ltd., Display Ground, opposite Gosforth Park, Great North Road, Newcastle-on-Tyne.
Pembroke ...	Morris Bros., Troy House, Tenby. J. Francis, 75/77, Charles Street, Milford Haven. S. R. Taylor & Sons, Dimond Street, Pembroke Dock.
Scilly Isles ...	The Islands' Supply Stores, St. Mary's.
Somerset ...	C. H. Field, Ashleigh Garage, Paulton, near Bristol. W. Haines, Amara, West Town, Bristol. Russett Autos, Maze Street, Bristol 5. Woolley Bros., 61, St. George's Road, College Green, Bristol 1. C. & P. Thomas Bros., Ltd., Old Tram Yard, Colston Street, Bristol 1.
Suffolk ...	L. A. Robinson, Oulton Broad, Lowestoft. Southwold Gas Light Co., Ltd., Station Road, Southwold.
Sussex ...	Courtney & Birkett (1938), Ltd., 138, Albion Street, Southwick, near Brighton.

(A.F.Os. 807/42 and 4993/43.)

(A.F.Os. 2807/42, 5464/42 and 419/43 are cancelled.)

91.—Engine Spares and Replacement Parts—Discounts Applicable to Government Orders

(C.P. 55064/43.—6 Jan. 1944.)

The following amendment is to be made to A.F.O. 6038/43 :—

Paragraph 2, against Ruston & Hornsby :—

Cancel—

“ Lowest commercial prices	Discount for Government orders
List prices less 25 per cent.	List prices, less 25 per cent. less 10 per cent.”

Substitute :—

List	Class	Lowest Commercial Prices		Discount for Govt. orders	
		List less :—	List less :—	List less :—	List less :—
7770/4/42	VYO VTO VSO	25 per cent.		25 per cent.	less 10 per cent.
8513/4/42	Spares for Mark 37 atomiser.	20 per cent.		20 per cent.	less 10 per cent.
6750/4/42	VAR VCR VER VGR VARN VCRN	15 per cent.		15 per cent.	less 10 per cent.
6948/4/42	VQ VQN VQB VQBN	15 per cent.		15 per cent.	less 10 per cent.

Paragraph 2, amplify “ Stuart ” to read “ Stuart Turner Ltd.”

(A.F.O. 6038/43.)

92.—Meat—Addition to Printed List of Contracts for 1943—44

(C.P. 5/31886/43.—6 Jan. 1944.)

PENARTH ...	J. H. Dewhurst, Ltd., 14, West Smithfield, London, E.C.1.	Agent : J. H. Dewhurst, Ltd., West Wharf Road, Cardiff.
	Telegrams : “ Therewith, London ”.	Telephone : Cardiff 4536.
	Telephone : City 1212.	

93.—Meat, Offals, Butter and Margarine—Repayment Prices to other Services

(V. 1670/42.—6 Jan. 1944.)

From 1 Jan. 1944, until further notice, the prices to be used by H.M. ships, shore establishments and victualling yards at home, for valuing supplies to authorised services, on repayment, from Admiralty stocks of the undermentioned items of fresh provisions are as follows. Percentage charges as set out in O.U.5420 (Victualling Rate Book), page XV, paragraph 2, are to be added where applicable :—

	Per lb.
	s. d.
Butter, except as specified below ...	1 4½
Butter, in tin-lined boxes ...	1 6½
Butter, in boxes of 36 1-lb. tins ...	1 8½
Margarine, bulk ...	0 6½
Margarine, packets ...	0 6¾
Margarine, bulk, in tin-lined cases ...	0 8¼
Margarine, packets, in tin-lined cases ...	0 8½
Frozen meats and offals—	
Beef, quarter, bone-in ...	0 8
Beef, quarter, boneless ...	0 10½
Beef, packeted, boneless ...	1 0
Mutton ...	0 6½
Lamb (imported) ...	0 11
Pork sides (imported) ...	1 1
Pork loins (imported) ...	1 4
Veal (boneless) ...	1 0
Livers, ox ...	0 9
Livers, sheep, lamb and calf ...	1 2
Livers, pig ...	0 11
Hearts, ox ...	0 6
Hearts, sheep, lamb, pig and calf... ..	1 0
Kidneys, ox ...	1 1
Kidneys, sheep and lamb ...	1 3
Kidneys, calf ...	1 2
Kidneys, pig ...	0 10
Oxtails ...	0 7¼

2. This order does not affect Fleet Issuing Prices.

(A.F.O. 5016/43 is cancelled.)

A.F.O. 489/44.—Uniform—Working Dress for Naval Officers

(V. 8/5420/43.—6 Jan. 1944.)

Supplies of officers' blue serge working dress (blouse and trousers) as described in A.F.O. 4669/43, are now available at the officers' clothing depots at home for issue on repayment. Supplies will shortly be sent to victualling yards abroad, and a further order will be promulgated as soon as stocks are available on foreign stations.

2. Patterns of the working dress can be inspected at the Admiralty Pattern Rooms, the Royal Naval Barracks, Chatham, Portsmouth, Devonport and Lee-on-Solent; the Officers' Clothing Depots, Guildford, Leicester and Jamestown; and at victualling yards overseas.

3. Pending further notice the issuing prices to officers on foreign stations and to officers serving in ships in home waters which are regularly sea-going, will be :—

	£	s.	d.
Blouse	1	1	0
Trousers	1	0	6

The issuing prices to officers serving in shore establishments and in ships which are not regularly sea-going at home will be :—

	£	s.	d.
Blouse	1	4	6
Trousers	1	4	6

The necessary additions are to be made in A.F.O. 514/42 (Appendix I).

4. Owing to the difficulty in obtaining large quantities of shoulder straps made up in gold wire, authority has been given for the wearing (on working dress only) of straps having distinction lace worked in woven thread. A further order, which will include issuing prices, will be promulgated as soon as shoulder straps of the woven pattern and midshipmen's turnbacks are available for issue from service stocks. In the meantime it will be open to officers to transfer the straps and turnbacks from their white uniform or to obtain them from Naval outfitters.

(A.F.Os. 514/42, 734/42, 231/43 and 4669/43.)

*95.—Uniform and Kit Upkeep Allowances—Artificers and Shipwrights

(V. 7848/43.—6 Jan. 1944.)

The following summarises the position in regard to uniform and kit upkeep allowances of Engine Room Artificers, Electrical Artificers, Ordnance Artificers, Air Artificers and Shipwrights, 4th and 5th classes :—

- (a) *Artificers and Shipwrights, 4th Class*, who entered the Service prior to the 5th October, 1925 (either as Apprentices or Direct Entry Artificers, etc., 4th or 5th Class), hold the rating of Chief Petty Officer.
- (b) *Artificers and Shipwrights, 4th Class*, who entered the Service on or after 5th October, 1925 (either as Apprentices or by Direct entry), hold the rating of Petty Officer, and are to wear Class III uniform (with arm badges), black horn buttons and red cap badge until they have been confirmed in the rating, when they are to wear gilt buttons and the Petty Officer's gold cap badge.

Note.—E.R.As., 4th Class, in possession of E.R. Watchkeeping Certificate, when granted rate of C.P.O. in accordance with note at foot of page 163 of K.R. & A.I., Vol. II, will wear the uniform of a Chief Petty Officer.

- (c) *Artificers and Shipwrights, 5th Class*, who entered the Service or passed out of the training establishment after the 20th November, 1925, are to wear Class III uniform (with arm badges), black horn buttons and red cap badge.

2. In crediting kit upkeep allowance to these ratings, care is to be taken to ensure that the amounts credited correspond with the uniform which they are entitled to wear in accordance with the foregoing paragraph.

(K.R. & A.I., Vol. II, App. XVII.)

(A.F.Os. 3922/42 and 5081/42 are cancelled.)

96.—W.R.N.S.—Uniform at R.N. Air Stations Abroad

(V.1/3707/43.—6 Jan. 1944.)

W.R.N.S. ratings drafted for service at R.N. Air Stations where khaki tropical kit is worn are to be supplied gratuitously with the following items of kit :—

- 3 Shirts, bush
- 2 Shirts, tropical, cellular
- 3 Skirts, khaki drill
- 4 pairs Stockings, lisle, khaki, or
- 4 pairs Socks, ankle, khaki.

2. The undermentioned articles are to be withdrawn on issue of the khaki clothing :—

- 6 Shirts, white, tropical
- 6 Skirts, white, drill
- 2 Overalls, navy, tropical
- *4 pairs Stockings, white, lisle, or Socks, ankle, white.

*Ratings must be in possession of 2 pairs white lisle stockings for wear with No. 1 White Uniform Dress on special occasions.

3. Articles of clothing withdrawn are to be dealt with in accordance with paragraph 4 of A.F.O. 2604/43.

4. Ratings serving at R.N. Air Stations in the Middle East are to be supplied with two khaki battledress tunics and skirts for working rig during the winter months.

5. Black shoes or white canvas shoes dyed with khaki "Blanco" are to be worn with khaki clothing, but ratings *must* be in possession of 1 pair white canvas shoes for wear with No. 1 White Uniform Dress.

6. Supplies of the khaki clothing for both initial and replacement issues should be obtained from the local military authorities. Replacements of articles worn out are to be made to W.R.N.S. ratings on repayment in the usual way. The issuing prices to be charged are as follows and A.F.O. 3811/42 should be amplified accordingly :—

	£	s.	d.
Shirts, bush	0	9	3
Shirts, tropical, khaki	0	3	9
Shirts, tropical, khaki	0	3	10
Battledress tunic, khaki	1	3	9
Skirt, serge, khaki	0	11	3

7. Substantive badges are to be worn by P.O. and Leading Wrens on the left arm of bush shirts and battledress tunics; Chief Wrens will be distinguished by their cap badges. Non-substantive badges are to be worn on the right arm of khaki bush shirts and battledress tunics, but *not* on khaki tropical shirts.

8. Ratings required to work on aircraft are to be provided with khaki sun helmets on loan. Supplies of sun helmets for this purpose should be obtained from the local military authorities or, failing this, by local purchase.

(A.F.Os. 3165/42, 3811/42, 328/43, 2604/43 and 6033/43.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

97.—Amendments to Books

(E.F.O.—6 Jan. 1944.)

The undermentioned amendments (A.F.Os. P.1-18/44) 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 those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent 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.1/44.—B.R. 175—Handbook for the 4-in. Q.F. Guns, Marks IV and V, on C.P.II, C.P.III and C.P.III.C Mountings, 1918—Amendment No. 3.

P.2/44.—B.R. 860 (5)—Block Sketch Cards of Japanese War Vessels—Amendment No. 5.

P.3/44.—B.R. 275—Care and Maintenance of Above Water Tubes, Cordite Impulse D.R. VI (A-E), etc.—Amendment No. 12.

- A.F.O. P.4/44.**—B.R. 278 (2)—Pamphlet on Torpedo Drill for Internal Tubes in Submarines fitted with H.P. Firing Gear—Amendment No. 9.
- P.5/44.**—B.R. 278 (3)—Torpedo Drill Book for Submarines with Low Pressure Firing Gear—Amendment No. 2.
- P.6/44.**—B.R. 281/41—Regulations for Maintenance of D.R. VI (F and G), etc. Torpedoes—Amendment No. 11.
- P.7/44.**—B.R. 624—Handbook, Drill and Maintenance Regulations for U.S.A. Torpedo Tubes in Motor Launches—Amendment No. 12.
- P.8/44.**—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
- P.9/44.**—B.R. 772—Maintenance of Torpedo Tubes in Submarines Fitted with H.P. Firing Gear—Amendment No. 3.
- P.10/44.**—B.R. 778—Handbook and Drill for the 2-pdr., Mark VIII, Gun on Single, Mark XVI, Mounting (powered), 1943—Amendment No. 2.
- P.11/44.**—O.U. 5452—Regulations for Maintenance of 24½-in., Mark I, Torpedoes and 24½-in. Submerged Tubes—Amendment.
- P.12/44.**—O.U. 5454—Regulations for Maintenance of Above Water Torpedo Tubes, Powder and Air Impulse—Amendment.
- P.13/44.**—O.U. 5458—Regulations for Maintenance of 21-in. Submerged and Fixed above Water Torpedo Tubes—Amendment No. 7.
- P.14/44.**—O.U. 6304—Pamphlet on Regulations for Maintenance of Q.R. IX, IX*, IX** and X Torpedo Tubes—Amendment No. 15.
- P.15/44.**—O.U. 6332 (5)—Care and Maintenance Routines of 21-in. "Q.R.E." Torpedo Tubes—Amendment No. 12.
- P.16/44.**—O.U. 6341 (2)—Regulations for Maintenance of 21-in. L.C., Marks I and II and II* and Vosper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.G.Bs.—Amendment No. 16.
- P.17/44.**—O.U. 6341 (3)—Regulations for Maintenance of 18-in. L.C., Mark II, Torpedo Tubes (Powder Impulse) in M.T.Bs. and 18-in. Troughs—Amendment No. 7.
- P.18/44.**—O.U. 6378—Description of Torpedo Tube T.C. Arrangements and Tube Drill and Maintenance in Town Class Destroyers—Amendment No. 13.

(A.F.O. 6285/43.)

98.—A.M.S.Is.

(E.F.O.—6 Jan. 1944.)

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

(A.F.O. 6286/43.)

99.—Air Letters—Designation

(M. 012836/43.—6 Jan. 1944.)

The forms used for lightweight air communication which are at present sent to and from H.M. Forces overseas will in future be known as "Air Letters".

2. The following amendment is to be made to A.F.O. 5292/43:—

Paragraph B.2. For "Air Mail Letter Card" read "Air Letter".

(A.F.O. 5292/43.)

100.—B.R. 642 (R)—Summary of Russian Warships

(N.I.D. 7404/43.—6 Jan. 1944.)

The above book in the new B.R. 642 series is now in the press, and will shortly be issued by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, without demand, on the distribution as laid down in A.F.O. 5483/42.

2. The following will become obsolete on receipt of B.R. 642 (R) and should be disposed of as shown:—

(i) B.R. 120 (9)—In accordance with instructions laid down in B.R. 1.

(ii) Pages 125-134 of B.R. 127 will now become obsolete and should be cancelled and the contents page amended accordingly.

(A.F.O. 5483/42.)

101.—B.R. 970(43)—Handbook for 3-in. 20-cwt. Mark I Gun on C.P., Mark V Mounting—Issue

(G. 5075/42.—6 Jan. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz:—

	<i>Copies.</i>
Flag Officers	1
Submarine Depot Ships	2
Repair Ships	2
Submarines	1*
Captain, H.M.S. "Excellent"	25
Captain (G), R.N.G.S., Chatham	10
Captain (G), H.M.G.S., Devonport	15
<i>Dockyards—</i>	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown	3
Durban	2
Ceylon	1
Kilindini	2
Cdr. (G), Gunnery School, Durban (H.M.S. "Assegai")	10
R.N. College, Greenwich	1
R.A. College, Woolwich	1
Gun Mounting Engineer Officer, H.M.S. "Dunluce Castle"	1
Naval Staff Library	2
Ministry of Supply	5
(for A.I., 1; C.E.A.D., 1; S.O.B., 1; C.S.A.R., 1; S. of E., Shoeburyness, 1)	
N.S.H.Q. Ottawa	10
B.A.D.	1
B.A.M.R.	1
B.A.S.R.	1
D.N.O., Washington	1
Armament Supply Depots and Establishments	As necessary
Inspectors of Naval Ordnance	As necessary
Secretary, Navy Office, Wellington, New Zealand	6
Secretary, Navy Board, Melbourne (including 1 for Flinders Gunnery School)	6
E.O. for Gun Mountings, Alexandria	1

* Ships fitted and to be fitted with the 3-in. 20-cwt. Mark I gun on C.P. Mark V mounting.

2. This book supersedes O.U. 5483—Handbook for 3-in. 20-cwt. Mark I Gun on C.P. Mark V Mounting, 1936—copies of which should be disposed of in accordance with O.U. 2A—O.U. Catalogue—when copies of B.R. 970(43) are received.

102.—B.R. 980(B)—Range Tables Nos. 567 and 568 for B.L. 4·7-in. Gun, Mark I, dated September, 1943—Issue

(G. 012582/43.—6 Jan. 1944.)

The above-mentioned Range Tables are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

103.—B.R.980(E) (formerly O.U.6090(E))—Revised Pages 1 dated November, 1943, to Range Tables Nos. 430 and 431, for Q.F., 2-pdr., Mark VIII Guns—Issue

(G. 5823/43.—6 Jan. 1944.)

The above-mentioned revised pages 1 to Range Tables Nos. 430 and 431 are now in the press and copies will be issued to all holders of the main tables, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

2. The revised pages 1 dated November, 1943, supersede the existing pages 1 dated February, 1942, all copies of which should be disposed of in accordance with the instructions in Form B.R. 1—B.R. Catalogue—when the revised pages are received.

104. { **B.R. 1017—Description of Train Power Drive, Mark 4 and Elevation Power Drive, Mark 4 for 40-mm. Twin Mount, Mark I, Mod. 2 (O.D. 3906, Preliminary)**
B.R. 1018—40 mm. Power Drive System, Mark 5, Mod. 0, 1, 2, 3, 4, 5, 6, 7, 8—Description and Instruction—Preliminary (O.D. 4403)—Issue

(G. 016004/43.—6 Jan. 1944.)

The above-mentioned U.S. publications have been taken into the Naval Service and added to the B.R. Catalogue.

2. The stocks are limited and care must be exercised to prevent wastage.

3. Issue will be made by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, without demand, (except to H.M. Ships) as follows:—

	No. of copies	
	B.R. (O.D. 3906)	B.R. (O.D. 4408)
Capital Ships; Cruisers	2*	2*
Fleet Carriers; C.V.Es.; Depot Ships	2*	2*
Frigates; D.Es.	1*	1*
H.M.S. "Excellent"	2	2
Captain (G), R.N. Gunnery School, Chatham	2	2
Captain (G), H.M. Gunnery School, Devonport	2	2
H.M.S. "Vernon"	1	1
C.O., H.M.S. "Queen Charlotte", A/A Gunnery School, Ainsdale, Southport, Lancs.	2	2
C.O., Northern A.A. Range, Stromness, Orkneys	2	2
G.M.E.O., H.M.S. "Dunluce Castle"	1	1
Captain-in-Charge, R.M.E. College, Devonport	1	1
All Dockyards Home and Abroad	2	2

4. Ships fitted with the equipments named in the heading of this Order and not already carrying the relevant handbooks should demand copies from Park Royal on the scale quoted in paragraph 3 above.

5. Ships already holding the relevant handbooks in respect of equipment fitted should insert the relevant B.R. numbers on the cover of their copies and after the word "RESTRICTED" add the words "FOR OFFICIAL USE ONLY".

105.—Naval Air Squadrons—Diversion of Mails

(A.284/43.—6 Jan. 1944.)

With reference to K.R. & A.L., Article 385, the following secret signal is to be made to the Admiralty on every occasion when the movement of a First Line Naval Squadron takes place. The signal is to be made by the station or ship from which the squadron is about to leave:—

"Request mail for No..... Squadron be diverted to.....
 (Name of station or ship)."

106.—Principal Ship Overseers, Corvettes, N.E. Area—Addresses

(C.E. 16826/43.—6 Jan. 1944.)

In connection with the corvette and frigate programme, Principal (Ship) Overseers have been appointed to certain shipyards in the North Eastern Area. Their addresses and telephone numbers are as follows:—

Address	Telegrams	Telephone
Principal Ship Overseer, c/o Messrs. North Eastern Marine (Hendon Dock), Ltd., Sunderland.	Shipseer, Sunderland	Sunderland 3222
Principal Ship Overseer, c/o Messrs. Blyth Dry Dock & S/B Co., Ltd., Blyth, Northumberland.	Shipseer, Blyth.	Blyth 37
Principal Ship Overseer, c/o Messrs. Swan, Hunter, & Wigham Richardson, Ltd., Neptune Works, Walker, Newcastle-on-Tyne.	Shiptune, Newcastle-on-Tyne.	Newcastle-on-Tyne 63181

107.—W.R.N.S. Port Drafting Depot, Portsmouth—Change of Address

(M. 3328/43.—6 Jan. 1944.)

W.R.N.S. personnel reporting to Portsmouth Port Drafting Depot are in future to be instructed to report to:—

Officer-in-Charge, W.R.N.S.,
Port Drafting Depot (Girls High School),
Kent Road, Southsea.

2. All official correspondence, service documents and draft orders should be sent to this address.

(A.F.O. 2569/43 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

108.—Overtime Gratuities for Staff Officers and Higher Executive Officers—Officers serving in Provinces and Abroad

(C.E. 51091/43.—6 Jan. 1944.)

The aggregates of salary and gratuity in a six-monthly period laid down for staff serving in London, viz. £300 (Men) and £245 (Women), should apply also to officers serving outside London who are in receipt of London rates of salary. Executive Officers in the Supply and Accounting Departments of the Admiralty are paid on the London scale for the General Executive Class without deduction outside London. It follows that the London limit for gratuity will apply to Higher Executive Officers irrespective of where they are serving.

2. In the case of officers serving abroad, the gratuity should be calculated on a home basis and the appropriate zonal percentage then added, e.g., if an officer in receipt of a salary of £550 per annum were serving on a station where the percentage addition was 50 and his gratuity calculated on a home basis would bring his remuneration up to £300 in the half year, he should receive an addition of £12 10s. to the £25 gratuity, thus bringing his aggregate up to £312 10s.

3. Any gratuities paid under the revised scheme on a different basis should be adjusted as necessary.

(A.F.Os. 6217/42 and 5157/43.)

103.—Married Women—Maternity Leave and Pay Conditions on Resuming Duty

(C.E. 55300/43.—6 Jan. 1944.)

A.F.O. 4817/41 permitted the grant to ex-established women officers retained under A.F.O. 2670/39 of a maximum of six months maternity leave without forfeiting the entitlement on returning to duty to their rate of pay as former established civil servants.

2. Cases may occur in which such an officer is unable to resume full-time duties within the period of six months but is able to render part-time service. Provided this service is not less than 18 hours a week and full-time duty is resumed within a maximum period of ten months, consideration will be given to allowing such officers their established pay on resumption of full-time duties. All such cases should be referred to the Admiralty for decision with the recommendation of the local officers.

3. It should be noted that the pay of officers during approved recession to part-time employment will be calculated on temporary rates of pay (*vide* A.F.O. 110/44) and the period of part-time service will not count for increment on the established scale.

(A.F.Os. 2670/39, 4817/41 and 110/44.)

110.—Part-time Clerical, etc., Staff—Service Increases

(C.E. 57382/43.—6 Jan. 1944.)

Part-time employees who have regularly given service for 18 or more hours a week may, with effect from the beginning of the first pay period starting after April 30th, 1943, be given the due proportion of the corresponding temporary full-time employee's pay including increment or increase, e.g. :—

(a) A woman aged 32 has worked in London since 9th June, 1942, 30 hours a week, apart from annual leave, as Temporary Clerk, Grade III. The corresponding full-timer's pay, including war bonus, on June 9th, 1943, would be 53s. plus 13s. 6d. From 9th June, 1943, therefore, the part-timer gets 30/40ths of 66s. 6d. rounded to the nearest three-pence, i.e. 49s. 10½d. rounded to 50s. If she had been sick or had receded to less than 18-hour service for a fortnight in August, 1942, the improvements in her pay would be postponed a fortnight. Gaps in 18-hour service not exceeding three months may be treated similarly; longer gaps will involve a fresh start.

(b) An ex-established woman Clerical Officer in London at £280, retained under A.F.O. 2670/39, Section IV, is allowed to recede for a time to 30-hour service. The corresponding temporary grade is Temporary Clerk, Grade II. The established service may be allowed to count as if it had been temporary service, and the reckonable service is, therefore (more than), three years. Pay is three-quarters of the Temporary Clerk, Grade II, maximum, including bonus, i.e. 30/40ths of 66s. 6d., plus 13s. 6d., which is 60s. It will be noted from this example that it is not permissible for a part-time wage to be calculated on an established rate of pay. (The war-bonus rate used in this example is that payable as from 1st June, 1943, under A.F.O. 3012/43).

2. Subject to the usual continuity rules (A.F.O. 3318/42, paragraph 4), service of 18 or more hours a week can be aggregated for the purpose of increment on the temporary scale; the recession of a full-timer on the temporary scale to 18 (or more) hours a week does not postpone the incremental date. But a week during which this service falls below 18 hours, except by reason of annual leave, cannot count towards increment, so if a woman normally working six mornings of 3½ hours has a day's sick leave, her incremental date is postponed a week (unless, of course, she makes up the absence so as to remain an 18-hour worker for that week).

(A.F.Os. 2670/39, 1725/42, 3318/42 and 3012/43.)

111.—Regulated Areas—Entry into and Movement Within by Naval and Civilian Personnel and Contractors' Employees during Imposition of Restrictions

(N.L. 20790/43.—6 Jan. 1944.)

It is notified that all persons wishing to enter Regulated Areas on Admiralty duty during a period of restrictions imposed for Military purposes must be in possession of officially recognised identity documents, as indicated below, and be able to produce satisfactory evidence that they are on duty.

(1) *Naval personnel*—whether on duty or leave must be in possession of Service identity documents and written authorisation from the Head of their Department or Commanding Officer.

(2) *Civilian personnel*—must be in possession of D.R. Form 1 or D.R. Form 12 and a certificate issued by the Admiralty Department concerned, bearing a date subsequent to that on which imposition of restrictions is announced by the War Office, and stating the holder's duties within the area(s).

D.R. Form 12 should be prepared in advance in the case of any official who is likely to require it for the purposes of entering the Regulated Area during restrictions, but the form should be held by his Department until occasion arises.

(3) *Contractors' employees*—must carry D.R. Form 12 and a letter as outlined below at (ii) :—

(i) In order to obtain D.R. Form 12, Contractors should be advised to apply to the Director of Navy Contracts (Br. 10C), Admiralty, Bath, giving the names and status of the employees and a brief statement (including the Admiralty Contract or Job number) of their duty in the area. Arrangements will be made, on receipt of such applications, for issue as may be considered necessary of D.R. Forms 12 to those employees not already in possession of that form.

(ii) All Admiralty contractors' employees in Regulated Areas where restrictions have been imposed should carry with them, in addition to their D.R. Form 12 and National Registration Card, a letter from their employers, bearing a date subsequent to that on which imposition of restrictions is announced by the War Office. The letter, which must be endorsed by a responsible Admiralty Officer (*e.g.*, the local Overseer), must bear his official stamp, signature and rank and state the employee's name, status and include a brief statement of his duty in the area. The letter may, if desired, be forwarded by the Contractor to the Director of Navy Contracts for endorsement.

(iii) The issue of D.R. Form 12 will be limited to those employees, restriction of whose movements would cause serious delay to important Admiralty work, and applications should not be made unless assistance is really needed.

(iv) Applications on D.R. Forms 12-a for D.R. Forms 12 may be made in advance by firms who consider it probable that they will have to send their employees on duty into regulated areas during periods of restriction. The appropriate Admiralty Officers should, if they consider it advisable, discuss with such firms the matter dealt with in this order so that the correct procedure may be familiar to them. The D.R. Forms 12 should be retained by the firms until the occasion is likely to arise for the individual to use them.

2. All D.R. Forms 12 issued by Admiralty Departments must bear the official stamp of the issuing office and the holder's National Registration number.

(A.F.Os. 849/42 and 2462/43.)

112.—Payment of Workpeople Employed on Long Distance Convoy Driving—Incorrect Interpretation of Regulations

(L./D.N.A. 15269/42.—6 Jan. 1944.)

A case has come to notice of an M/T driver employed on long distance convoy driving being paid, on an occasion when he commenced his journey before the time of out-muster, at double time rate from midnight until beyond the time of normal in-muster of the establishment to which he belonged due to a misinterpretation of Appendix IV, Section A, sub-section b, of the Instructions for the Conduct of Cash Duties. It is emphasised that where M/T drivers, drivers' mates and labourers are employed in such circumstances payment for time worked beyond the time of the normal in-muster of the establishment, i.e. time worked during the normal hours of the establishment should be at plain time rate.

2. Attention is drawn also to the necessity in cases where drivers, drivers' mates and labourers are employed on long distance convoy work of ensuring that the men are checked pay for those occasions on the journey when they are off duty.

113.—Consolidated Voluntary Deductions from Pay—Non-Industrial and Industrial Employees Paid Weekly

(C.E. 8406/42.—6 Jan. 1944.)

It has been represented that accounting work out of all proportion to the amounts involved arises from trivial variations in the quarterly sums deducted from the wages of workmen and weekly-paid non-industrial staff under the arrangement prescribed in Cash Duties Instructions, Article 69, paragraph 5 (i) sub-paragraph 2. For example, if a contributor falls sick off pay towards the end of a quarter, only a part of the subscription is recovered within that quarter and the consequential "ON" and "OFF" adjustment for quite small amounts is reflected in the accounts and variation lists for three quarters.

2. As a war-time measure, it is desired, if possible, to eliminate these trivial adjustments and the Admiralty Administrative Whitley Council (Staff Side) has no objection to an arrangement under which a consolidated voluntary deduction not exceeding 4s. a quarter may be dealt with during the first few weeks of the quarter by a deduction from wages not exceeding the rate of 1s. (approximately) per week. The arrangement might achieve the desired object without inconvenience to the individuals and would probably be of advantage to the societies concerned.

3. Paying Officers are accordingly authorised to adopt this arrangement at their discretion. For non-industrial employees, the local Staff Side, Whitley Council, should be informed of the proposal to implement the change and for industrial employees the proposal should be brought before the local Yard Committees.

4. This arrangement is not intended to affect the Civil Service Voluntary Savings Scheme or the National Savings Local Deduction Scheme for Industrial Employees.

B.R.669—Cash Duties Instructions, Article 69.)

(Portsmouth Yard Letter of 19 Jun. 1942, No. 5937.)

114.—Adult Civilian Electricians Employed in Admiralty Establishments in Northern Ireland—Standard Rate of Pay

(L. 11516/43.—6 Jan. 1944.)

Attention is drawn to the fact that the increase of $\frac{3}{4}d.$ an hour in the standard rate of pay for adult journeymen electricians which was authorised in A.F.O. 5674/43 is also applicable to Northern Ireland, and that the existing standard rate of 1s. 7d. an hour for any such employees in Admiralty Establishments in Northern Ireland should, therefore, be increased to 1s. 7 $\frac{3}{4}d.$ an hour, with effect from the beginning of the first pay week after 1st November, 1943, in accordance with the terms of the Fleet Order quoted.

2. Cost of living (War) Addition—at present 4 $\frac{3}{4}d.$ an hour—is payable in addition.

(A.F.Os. 5040/43 and 5674/43.)

See P. 35 115.—Civilian Personnel Proceeding from or returning to the United Kingdom—Pay and Allotments

A.F.O. 2-121/44.

(D.N.A. 5665/43.—6 Jan. 1944.)

See AFO 1530/45.

PAY

All civilian personnel, industrial and non-industrial, proceeding from, or returning to, the United Kingdom, are to be provided with a "Duplicate" Form D.135 which should be so marked. When circumstances do not permit of the form being fully completed, a copy should be completed as far as possible and issued to the individual as a "Provisional Pay Statement".

2. The original Form D.135, together with other transfer documents, should be forwarded by the most expeditious method to the establishment to which the person is being transferred.

3. Advances of pay and travelling expenses made prior to the date of discharge from an establishment are also to be noted on the forms. The word *NIL* is to be inserted when no advance is made.

4. In the event of any advances being made to a person whilst on passage, particulars should be recorded on the duplicate Form D.135 by the Paying Officer concerned and for this purpose the following headings should be inserted on the front of the form.

Particulars of Advances made en route (A.F.O. 115/44)

Date	Value in sterling		Name of Establishment and signature of paying officer
	Pay	Travelling and subsistence expenses	

These advances should also be reported independently to the new Paying Officer and to the Director of Navy Accounts (Branch 5). It is important that the notification should clearly indicate whether the advance is in respect of pay or travelling and subsistence expenses.

5. To facilitate the completion of Forms D.135, the date of departure for the port of embarkation may be taken as the "Date of sailing" for pay purposes.

6. The duplicate Form D.135 is to be surrendered to the Cashier of the new establishment without delay.

7. Wages of agreement workmen for the period of passage on return to the United Kingdom are to be calculated and paid by the cashier of the home establishment, subject to the provisions of Article 437 (19), Home Dockyard Regulations, and to such adjustments as may be necessary in respect of (a) allotment payments made subsequent to the date charged at the foreign establishment; and (b) any advances of pay received prior to embarkation, or whilst on passage (see paragraph 4). The normal working hours of establishments abroad are shown in the Appendix to this Order.

8. Whilst on passage, Storehousemen and Laboratorymen are eligible for pay for six days a week at $\frac{6}{7}$ ths of their seven-day rate.

9. If an agreement workman is invalided home, through no fault of his own, the period of his homeward passage is to be regarded for pay purposes as a period of sick leave and he is entitled to such pay for this period as may be allowed to him under the provisions of his agreement.

10. Charge pay granted to agreement workmen subsequent to arrival at a foreign establishment is not to be regarded in the same category as temporary increases in rates of wages (*vide* Article 437 (19), Home Dockyard Regulations) and

is not reckonable, therefore, for purposes of pay on passage. Any temporary increases in rates of wages abroad which are not reviewable before arrival at home are to be indicated on the Form D.135.

11. No foreign service (or colonial) allowance or house allowance is payable in whole or in part during passage. Civil Service war bonus should, however, be credited to non-industrial staff during passage under the normal rules governing entitlement. When civilian non-industrial staff who, for the period of the war, are entitled as part of their emoluments to an official residence or an allowance in lieu if such is not provided, are precluded from taking their wives and families abroad at public expense, they may for the period they are on passage to or from a station abroad be refunded the cost, within a limit of £1 1s. 0d. a week, of the accommodation in the United Kingdom which they incur during such periods for their families or dependants who would normally reside with them or join them at public expense at the station abroad, but no allowance would be payable where the family follow or precede the officer out or home.

12. When an established workman is returned to the United Kingdom from an establishment abroad, an adjustment of his income tax assessment for the year in which the transfer takes place is necessary and the following procedure is to be adopted. The form of assessment (Form 377 or 36B) is to be attached to the man's transfer note (Form D.135) and forwarded to the cashier of the home establishment. If the form of assessment has not been received at the date of the man's discharge this should be clearly noted on the Form D.135. The cashier of the home establishment is to forward to the Chief Inspector of Taxes, Departmental Claims Branch, a statement on Form 6A (adapted) as follows:—

(a) Taxable emoluments and amount of tax deducted for the current year to date of transfer, and

(b) Total taxable emoluments for the preceding year.

(Note.—In the event of the form of assessment not having been received from the establishment abroad, the fact should be reported to the Chief Inspector of Taxes.)

Pending the receipt of revised instructions from the Chief Inspector of Taxes, the cashier of the home establishment should not take any action regarding the collection of any balance of tax that may be due in respect of the emoluments issued abroad.

13. Employment at Admiralty Establishments abroad is scheduled as a war occupation under the National Insurance Acts and contributions for the period of passage should continue to be paid at the rates applicable. The current rates are Health and Pensions Insurance, 1s. 5d. (employee's contribution, 6½d.); Unemployment Insurance, 1s. 8d. (employee's contribution, 10d.).

ALLOTMENTS

14. Particulars of any allotment declared by civilian personnel, industrial or non-industrial, are to be inserted on the original and duplicate Form D.135 in the space provided. The word *NIL* is to be inserted when no allotment is declared.

15. Subject to paragraphs 17 and 18 below, payment of allotments of persons returning from service abroad will be continued during the period of passage and the necessary action to stop payment will be taken by the home establishments as in paragraph 16 below.

16. On the day on which a person reports at his home establishment, the employing department is immediately to notify the cashier and to inform the person concerned that payment of his allotment is being stopped forthwith. The cashier is to inform the Director of Navy Accounts (Branch 9) by means of Form S.54, or by telegram, if necessary, bearing in mind the instructions contained in King's Regulations and Admiralty Instructions, Article 1764.

17. In order to avoid agreement workmen being heavily in debt on arrival abroad or on return to this country, the allotments which may be paid on their behalf during the period of passage should be limited:

(a) on the outward passage to 85 per cent. of their United Kingdom normal emoluments; and

(b) on the homeward passage to 85 per cent. of the weekly emoluments (or sick pay) they are eligible to receive during the period of passage.

Men will be at liberty to increase their allotments when payment of foreign service allowance commences and when cost of living expenses abroad can be estimated. The position of salaried officers invalided home should also be reviewed, in order to ensure that the rate of salary payable during the period of passage will permit payment of the existing allotment.

18. When a person is returned home on account of misconduct with no pay on passage, action should be taken by telegram to stop payment of the allotment as from the date of ceasing pay.

19. Every effort is to be made by establishments to avoid over-payments of allotments and any cases of doubt should be submitted to the Director of Navy Accounts (Branch 5).

APPENDIX

Table of Working Hours for Workmen at Yards Abroad

Yard	Day	Hours
Malta, Bermuda, Alexandria, Freetown, Kilindini, Haifa, Beirut.	Monday	8½
	Tuesday	8½
	Wednesday... ..	8½
	Thursday	8½
	Friday	8
	Saturday	5
Gibraltar, Simonstown, Durban, Iceland (c)	Monday	8½
	Tuesday	8½
	Wednesday... ..	8½
	Thursday	8½
	Friday	8½
	Saturday	4½
Trincomalee	Monday	8½
	Tuesday	8½
	Wednesday... ..	8½
	Thursday	8½
	Friday	8
	Saturday	6

(A.F.Os. 1986/42, 5099/42 and 102/43 are cancelled.)

116.—Civilian Personnel Appointed for Service Abroad—Detained en Route

(L. 6059/43.—6 Jan. 1944.)

Civilian personnel (both non-industrial and industrial) appointed for service abroad, who are detained at a port en route, pending arrangement for onward passage, should report their presence to the Officers of the nearest Dockyard or Naval establishment, who should take the necessary steps to ensure that their services are utilised to the fullest extent possible if immediate arrangements cannot be made for onward passage.

2. A report should be forwarded to the Admiralty where such cases arise.

117.—Waiver of Check of Pay for Time Lost through Failure of Transport

(L. 7970/43.—6 Jan. 1944.)

Following discussions on the Joint Co-ordinating Committee between representatives of Government Departments and Headquarters of the Trade Unions, the following agreement has been reached:—

“As a war-time concession, industrial employees residing more than three miles from the Establishment who arrive late for work by reason of a proved breakdown of transport (other than a breakdown due to a transport strike, air raid damage, the operation of an air raid warning or invasion), may at the discretion of the Head of the Establishment be relieved of checks for lateness in excess of 30 minutes, this arrangement to be liable to withdrawal in the event of abuse.”

2. Employees eligible for this concession will, therefore, be checked for periods not exceeding the first 30 minutes of lateness as heretofore. They will, however, under the circumstances envisaged, be subsequently paid until

the actual time of arrival on the basis of their appropriate time rate, or, where a shift system is in operation, on the basis of the appropriate shift rate.

3. The above arrangements will operate as from 17th December, 1943, for the winter of 1943-1944, and will be reviewed in April, 1944. They will, however, remain in force until further notice.

4. Particular attention is drawn to the condition that payment under this concession is to be made only in cases of *proved* breakdown of transport. Accordingly, it will be necessary in any cases which arise to check, through the appropriate transport authorities, that there has been such a proved breakdown of transport.

5. The above arrangements do not involve any alterations in the provisions of C.A.F.O. 2699/42, which will continue to operate as heretofore.

(C.A.F.O. 2699/42.)

118.—Government Scheme of Compensation (No. 133) Framed under the Workmen's Compensation Act—REPORTS

(L. 5460/43.—6 Jan. 1944.)

The above-mentioned scheme has been re-certified by the Chief Registrar of Friendly Societies for a period of 5 years ending on the 31st December, 1948. The re-certified scheme, which is applicable to any accidental injury or scheduled industrial disease occurring on or after 1st January, 1944, is identical with that which expired on the 31st December, 1943, save in the following particulars:—

(a) Clause 1 has been amended to bring the Scheme into line with Section 5 of the Workmen's Compensation Act, 1943, i.e., it provides that in death cases the earnings of a wife or other female dependant may, in certain circumstances, be ignored if they are due to the war.

(b) Clause 2 has been amended to provide that where Hurt Pay has been issued in a case of death, the Hurt Pay shall be deemed to include the amount of the appropriate supplementary allowance, which amount shall accordingly not be deductible from the death benefit.

2. The new scheme has been agreed with the Trade Union representatives on the Joint Consultative Committee.

3. The general memorandum on the scheme (A.F.O. 2450/42) is still accurate.

4. A notice containing the above information is to be posted on all notice boards.

5. The signature of the new form of contract is to be witnessed by a responsible officer. No inducement or advice of any kind is to be proffered to a workman affecting his decision to accept or to refuse the scheme and, if necessary, he is to be allowed 7 days in which to decide whether to do so. (In the case of newly-entered workmen, the provisions of A.F.O. 2450/42 are to be applied). It is to be made clear that the provisions of the scheme, if accepted, will apply in place of those of the Workmen's Compensation Acts.

6. Each workman signing a new form of contract is to be handed a copy for reference.

7. Any workman, who, after signing a contract, wishes to withdraw from the scheme, is to be allowed to do so at any time on filling up a withdrawal form similar in terms, but with necessary verbal amendments, to Form D.780B.

8. A report is to be furnished to the Secretary of the Admiralty (Labour Branch) as soon as possible, of the numbers who accept and reject the re-certified scheme respectively.

9. Appendix 13.—Home Dockyard Regulations—will be amended in due course.

10. Copies of the new forms of contract are obtainable on demand from the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

(A.F.O. 2450/42.)

119.—U.S. Naval Shore Establishments—Mattresses, etc. for

(N.S. 35683/43.—6 Jan. 1944.)

The Supply Officer, Commander, U.S. Naval Forces in Europe, has confirmed that U.S. Naval ratings are provided with hammock mattresses, etc., and should use them on shore establishment beds, similarly to the arrangement for R.N. ratings promulgated in A.F.O. 1702/42.

2. It has been agreed that when U.S. Naval ratings arrive ahead of their baggage, palliasses and bolster cases with straw for a filling should be provided as a temporary measure.

3. The palliasses and bolster cases should be issued on loan and will be returned to the issuing dockyard, depot or base for washing and re-issue, on the arrival of the hammock mattresses.

4. An allowance of 15 lbs. of straw per rating should be arranged through the local Army Authorities or by local purchase, and the straw will be burnt by the service when the palliasses, etc., are returned.

5. Arrangements have been made with the War Office for the under-mentioned items to be supplied to Devonport and Severn Area:—

	Devonport.	Severn Area.
Palliasse cases	3,000	2,000
Bolster cases	3,000	2,000

6. If demands are received by Base Accountant Officers or dockyards or depots (other than Devonport and Severn Area) they should be referred to the Admiralty in order that arrangements may be made for supply.

(A.F.O. 1702/42.)

120.—Galvanising of Steel Tubes, Pipes and Fittings

(D. 11950/42.—6 Jan. 1944.)

With reference to A.F.O. 4828/42, it has been agreed that restrictions on the galvanising of steel tubes, pipes and fittings can be relaxed and that the existing permit system can be withdrawn as from the 1st January, 1944.

2. Users need, therefore, after that date, no longer apply to Iron and Steel Control, or in the case of Admiralty and Admiralty Mercantile work; to the officials appointed by those departments, for permits to have steel tubes, pipes and fittings galvanized.

3. Departments should, however, not call for steel tubes, pipes and fittings to be galvanized where the work is solely for war-time needs and where galvanizing is not at present permitted as being essential.

(A.F.O. 4828/42.)

121.—R.N. Shore Establishments—Blackout Material

(N.S./C.P. 31989/43.—6 Jan. 1944.)

Owing to the acute situation which has arisen in cotton production no further local purchase orders are to be placed for blackout material.

2. In future, blackout cloth (D.3) is to be demanded from the nearest dockyard or naval store depot and used in accordance with A.F.O. 5164/43.

3. Contractors should tender for the work of fitting out blackout only.

4. *Home yards and depots.*—Provision for this service should be made in future demands. The following quantities have been requisitioned for purchase as a first supply:—

Chatham, Portsmouth, Devonport, Rosyth, Preston,	25,000 sq. yds. each
Severn Area, West Riding, Carfin.	
Sheerness	20,000 sq. yds.

(A.F.O. 5164/43.)

