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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

15th January, 1942.

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

A list of these Orders is enclosed.

By Command of their Lordships,

*J. V. Markham*

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

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

Head of "P" Branch *clb*

*HPB*

*P1*

*P2*

*P3*

Head of "T" Branch

## ADMIRALTY FLEET ORDERS

No. Subject.

15th January, 1942.

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## Section 1

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

### 208.—Commodore Commanding Newfoundland Force— Change of Title

(M. 019941/41.—15.1.1942.)

Consequent on the promotion of Commodore L. W. Murray, R.C.N., to Rear-Admiral, the title "Commodore Commanding Newfoundland Force" (C.C.N.F.) lapses and is to be replaced by "Flag Officer, Newfoundland Force" (F.O.N.F.).

### 209.—H.M. Ships Undergoing Large Repairs—REPORTS

(M. 019236/41.—15.1.1942.)

As soon as practicable after the arrival of any of H.M. ships at a port in the United Kingdom or Northern Ireland to undergo large repairs or refit, requiring a period of six weeks or longer, a report is to be made by signal to the Admiralty (repeated to the appropriate manning depôt) quoting this Order and referring to the following headings:—

- (1) Date taken in hand and approximate time required for repairs and/or refit.
- (2) Whether arrangements can be made to accommodate whole ship's company on board whilst ship is in hand. If not, the approximate numbers that can be accommodated—
  - (a) On board;
  - (b) Locally.
- (3) Senior Officer's opinion whether ship should be:
  - (a) Paid off into dockyard control;
  - (b) Reduced to care and maintenance;
  - (c) Reduced in complement.
- (4) Total number of officers and ratings to be retained if it is proposed to adopt 3 (b) or (c). A guide to the maximum numbers allowed for the care and maintenance of destroyers, cutters and sloops, is given in C.A.F.O. 1367/41.
- (5) Whether it is necessary for the ship to be de-stored.
- (6) Leave being given to ship's company, giving dates of commencement and duration. In order that the maximum numbers may be available at an early date, for courses or emergency draft, as many as possible are to be sent on first leave.

*Note.*—(i) If 3 (b) or (c) is proposed, a list of the detailed complement to be retained should be forwarded to the Admiralty by letter, stating also the effective date of reduction.

(ii) Date on which it is proposed to pay off or reduce complement should be so arranged as not to interfere with the leave arrangements for the ship's company.

2. If a reduction in complement is approved the balance of the ship's company are not to be sent to their depôt without the concurrence of the Commodore or Commandant, R.M. If there are difficulties in accommodating these men at R.N. Barracks, an immediate grant of leave may be made and the men sent on leave direct from the ship. Disposal of bags and hammocks, etc., should, if necessary, be decided in consultation with the Commodore or Commandant, R.M.

3. In the event of approval being given for a ship to remain in commission with full or reduced complement, i.e., numbers to be borne are greater than necessary for care and maintenance, the Commanding Officer is to render a return to the Commodore of the ship's manning depôt (copy to Training Schools concerned), showing the names and particulars of all ratings who can, without prejudice to their approved leave or any self-refitting commitments, be spared for non-substantive training, including V/S and W/T. The dates on which they can be made available should be shown. Blank returns are not required.

(C.A.F.O. 1367/41; A.F.Os. 4747/40 and 2012/41.)

(C.A.F.Os. 1768/40 and 534/41 are cancelled.)

## 210.—R.I.N. Forces Placed at Admiralty Disposal

(M. 013510/41.—15.1.1942.)

The R.I.N. Sloops "Indus," "Hindustan," "Cornwallis," "Clive," "Lawrence," "Sutlej" and "Jumna" have been placed at the disposal of the Admiralty by the Government of India.

2. The personnel of these vessels will rank and command according to rank branch, and seniority, as if they were officers of the Royal Navy.

(A.F.O. 5488/41 is cancelled.)

## 211.—Flying Restrictions

(A/NAD. 1424/41.—15.1.1942.)

The pilot of an aircraft is forbidden to dive, or continue a dive, below an altitude of 2,000 feet when over or near an aerodrome, except when the dive forms part of an authorised practice, is specifically ordered by a flight commander or instructor and is carried out against the recognised station target.

2. A.F.O. 3042/39, paragraph 17 (ii) will be amended.

(A.F.O. 3042/39.)

## 212.—Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft

(G.D.08/42.—15.1.1942.)

Further to the information promulgated in A.F.O.1023/41, the position regarding casualties to enemy aircraft by ship's gunfire is assessed as follows from the beginning of the war to 1st January, 1942 :—

	Confirmed	Probable	Damaged
By H.M. ships, excluding auxiliary warships	311	138	183
By auxiliary war vessels (since 12th April, 1940.)	86	30	57
By D.E.M.S. and fishing vessels ... ..	75	38	86
By Naval-manned A.A. guns ashore in Norway.	14	0	2
By Dutch Naval vessels ... ..	6	2	6
By Norwegian Naval vessels ... ..	1	0	0
By Polish Naval vessels ... ..	4	0	1
By Free French Naval vessels ... ..	1	1	3
	498	209	338
Last reported totals (1.12.41) ... ..	497	208	326
Increases ... ..	1	1	12

*Enemy aircraft shot down by Naval aircraft.*—Further to the information in A.F.O.1250/41, the position regarding casualties caused to enemy aircraft by Naval aircraft is assessed as follows from the beginning of the war to 1st January, 1942 :—

	Confirmed	Probable	Damaged
From beginning of war to 1st January, 1942	143	22	95
Last reported totals (1.12.41) ... ..	140	22	92
Increases ... ..	3	—	3

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

(C.A.F.O. 1898/40, A.F.Os. 1023/41, 1250/41, 4913/41, 5358/41.)

(This Order has been reprinted for posting on Notice Boards.)

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

### 213.—Honours and Awards—"London Gazette" Supplement of 6th January, 1942

(H. & A.—15.1.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

6th January, 1942.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) for bravery in an air attack on London, to the undermentioned :—

Engineman Jack Scott, X.4020T., R.N.R.

ADMIRALTY

Whitehall,

6th January, 1942.

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

For daring, skill and determination while escorting to this country a valuable convoy in the face of relentless attacks from the enemy, during which three of their submarines were sunk and two aircraft destroyed by our forces :—

To be a Companion of the Distinguished Service Order

Commander Frederick John Walker, R.N., H.M.S. "Stork".

Such further awards as His Majesty may be graciously pleased to approve for services in this action will soon be published.

For courage, resolution and devotion to duty in operations in the Mediterranean :

*The Distinguished Service Cross*

Lieutenant-Commander Hector Charles Donald Maclean, R.N., H.M.S. "Ark Royal".  
Lieutenant-Commander John Edwin Home McBeath, D.S.O., R.N., H.M.S. "Oribi".  
Lieutenant-Commander Charles Edward Ansell Owen, R.N., H.M.S. "Ark Royal".

*The Distinguished Service Medal*

Petty Officer John Horace Paley, D/J.105980, H.M.S. "Prince of Wales".  
Able Seaman Robert Clark, P/JX.149282, H.M.S. "Oribi".  
Able Seaman Harold Smith, P/JX.238587, H.M.S. "Prince of Wales".  
Ordinary Seaman James Black Stitt, P/JX.264433, H.M.S. "Prince of Wales".

*Mention in Despatches*

Captain Eric Gordon Jeffery, C.B.E., R.N.  
Captain Loben Edward Harold Maund, C.B.E., R.N., H.M.S. "Ark Royal".  
Captain Geoffrey Nigel Oliver, D.S.O., R.N., H.M.S. "Hermione".  
Lieutenant-Commander Richard Isacke Clutterbuck, R.N., H.M.S. "Hermione".  
Acting Petty Officer Harold Hamper, P/JX.134699.  
Petty Officer Cook David William Barton, P/MX.49259.  
Leading Seaman Frederick Roycroft, D/J.93960, H.M.S. "Edinburgh".  
Able Seaman Benjamin Stone, D/J.65423, H.M.S. "Edinburgh".  
Ordinary Seaman George Herbert Smith, P/JX.235918.

For skill and enterprise in action against enemy submarines :—

*To be a Companion of the Distinguished Service Order*

Commander Charles Nugent Lentaigne, R.N., H.M.S. "Gurkha".

*The Distinguished Service Cross*

Commander Richard Frederick Jessel, R.N., H.M.S. "Legion".  
Lieutenant Edwin Arthur Owen Glynn Herring, R.N., H.M.S. "Gurkha".

*The Distinguished Service Medal*

Able Seaman William John Draycott, D/SSX.20101, H.M.S. "Gurkha".  
Able Seaman Thomas Wainwright Winstanley, C/JX.128820, H.M.S. "Legion".

*Mention in Despatches*

Lieutenant Anthony Kirkwood Dodds, R.N., H.M.S. "Legion".

For resource and devotion to duty when serving in the Mediterranean :

*The Distinguished Service Cross*

Commander (E) Hubert Southwood Harrison, R.N., H.M.S. "Nelson".

*The Distinguished Service Medal*

Chief Shipwright Albert Sydney Tutton, P/MX.54834, H.M.S. "Nelson".  
Mechanician First Class George James Henry Collins, P/KX.80989, H.M.S. "Nelson".

*Mention in Despatches*

Lieutenant-Commander (E) Edwin Arthur George Whittle, R.N., H.M.S. "Nelson".  
Mr. Frederick George Ridout, M.B.E., Warrant Shipwright, R.N., H.M.S. "Nelson".  
Chief Stoker Arthur White, P/K.64042, H.M.S. "Nelson".  
Shipwright Fourth Class Jack Hugh Pugh, P/MX.58791, H.M.S. "Nelson".

For skill and enterprise in action against enemy submarines :

*To be a Companion of the Distinguished Service Order*

Commander Clarence Dinsmore Howard-Johnston, D.S.C., R.N., H.M.S. "Malcolm".

*The Distinguished Service Cross*

Lieutenant-Commander John Parker Stewart, R.N.R., H.M.S. "Arabis".  
Lieutenant George Osborn Symonds, R.N., H.M.S. "Malcolm".

*The Distinguished Service Medal*

Able Seaman Stephen Charles Finn, C/JX.133502, H.M.S. "Malcolm".  
Able Seaman Charles Ernest Tanner, D/JX.179214, H.M.S. "Arabis".

*Mention in Despatches*

Chief Engineman Laurence George Johnson, 316EU, H.M.T. "Northern Wave".  
Engine Room Artificer Second Class William Tyerman, C/MX.49942, H.M.S. "Violet".

For daring and skill in a brilliant night action against a U-boat, in which the enemy was sunk and surrendered to H.M.T. "Lady Shirley" :

*The Distinguished Service Medal*

Seaman Andrew McInenny, LT/JX.186675, H.M.T. "Lady Shirley".

For courage and skill in action against the enemy in the Mediterranean :

*The Distinguished Service Cross*

Lieutenant Arthur Robert James Tilston, R.N.R.

*Mention in Despatches*

Leading Seaman Percy Ward, D/JX.134801.

For courage and resolution in the face of enemy air attacks :

*The Distinguished Service Cross*

Mr. William Joseph McCullagh, Commissioned Engineer, R.N., H.M.S. "Fareham".

*The Distinguished Service Medal*

Chief Petty Officer Charles Thomas Denby, C/J.102446, H.M.S. "Fareham".  
Engine Room Artificer Third Class Edgar Jackson, C/MX.47961, H.M.S. "Fareham".  
Stoker Petty Officer John Doeherty, C/KX.76953, H.M.S. "Fareham".  
Leading Seaman Robert Henry Stokes, C/J.112255, H.M.S. "Fareham".

*Mention in Despatches*

Temporary Lieutenant Guy Percival L'Estrange, R.N.V.R., H.M.S. "Fareham".  
Mr. Owen Charles Haines, Temporary Warrant Engineer, R.N., H.M.S. "Fareham".  
Chief Stoker Frederick Yates, C/K.57892, H.M.S. "Fareham".  
Temporary Acting Leading Stoker Thomas Alma Edward Poor, C/KX.92876, H.M.S. "Fareham".  
Able Seaman Wilfred Arthur Bracey, C/JX.139988, H.M.S. "Fareham".  
Able Seaman Edward Foord Sherry, C/JX.144365, H.M.S. "Fareham".  
Able Seaman Thomas Tweedy, C/SSX.27487, H.M.S. "Fareham".

For courage and skill in action against the enemy in the air :

*Second Bar to the Distinguished Service Cross*

Sub-Lieutenant (A) August Sydney Douglas Macaulay, D.S.C. and Bar, R.N.

*The Distinguished Service Cross*

Sub-Lieutenant (A) Peter Anthony Hall, R.N.  
Sub-Lieutenant (A) Douglas Arthur Wise, R.N.

*Mention in Despatches*

Lieutenant (A) Henry Ian Ashton Swayne, D.S.C., R.N.  
 Sub-Lieutenant (A) Ronald Anthony Bailey, D.S.C., R.N.  
 Sub-Lieutenant (A) John Walter Neale, D.S.C., R.N.  
 Leading Airman Sidney Leonard Boosey, D.S.M., FAA/L/DX.4595.

For good services at Tobruk :

*Mention in Despatches*

Temporary Sub-Lieutenant Edmund Leonard Clark, D.S.M., R.N.V.R.

For courage and resolution in operations in Greek waters :

*The Distinguished Service Medal*

Chief Steward Arthur Henry Cross, NAP/R.230543, H.M.S. "Ulster Prince".

For courage and skill when an enemy convoy was attacked by our light Coastal Forces :

*The Distinguished Service Cross*

Temporary Lieutenant Charles Ernest Bonnell, R.C.N.V.R.

*The Distinguished Service Medal*

Petty Officer Ivor William Henry Stevens, P/J.95223.  
 Temporary Acting Stoker Petty Officer Christopher Harper, P/KX.83489.  
 Able Seaman Robert George Guest, C/JX.127267.

*Mention in Despatches*

Lieutenant-Commander Edward Nigel Pumphrey, D.S.C., R.N.  
 Lieutenant Philip Francis Stewart Gould, D.S.C., R.N.  
 Lieutenant Michael Gustavus Fowke, R.N.  
 Leading Stoker Douglas Blair Sylvester, P/KX.86842.  
 Able Seaman Roy Barrett, P/JX.149168.

For courage and skill in carrying out hazardous duties :

*Mention in Despatches*

Temporary Lieutenant Andrew John Wilkie, R.N.R.  
 Sub-Lieutenant Donald Marshall Sutherland, R.C.N.V.R.  
 Able Seaman Eric Leslie Painter, P/JX.140953.  
 Able Seaman Neale Andrew John Watson, S.4175, R.A.N. 2 | R.F.D. 615/42

For coolness and skill :

*Mention in Despatches*

Commander George Frederick Rutter, R.N.R.  
 Lieutenant-Commander Ernest Harold Percy Greaves, R.N., H.M.S. "Despatch".

Lieutenant Charles Dolphin Abbott, R.N.R., H.M.S. "Despatch".  
 Mr. Frederick Stanley Nicholls, Acting Warrant Mechanician, R.N.  
 Engine Room Artificer George Coffey, X.960E.B., R.N.R., H.M.S. "Despatch".  
 Seaman Andrew Baillie.

For good services when H.M.S. "Vita" was attacked by enemy aircraft :

*Mention in Despatches*

Surgeon Lieutenant-Commander Walter Gordon Gill, M.B., M.Ch., F.R.C.S., R.N.V.R.  
 Mr. Douglas Archibald Reid Valentine, Warrant Wardmaster, R.N.  
 Master-at-Arms Herbert Masters, C/M.35501.

For coolness and resource :

*Mention in Despatches*

Temporary Sub-Lieutenant John Vernon Lewis, R.N.V.R.  
 Second Hand John Evitt, LT/JX.242853, R.N.P.S.

For courage, resource, zeal and devotion to duty while serving with the Home Fleet in Norwegian waters and elsewhere in the Spring and Summer of 1940 :

*The Distinguished Service Cross*

Surgeon-Lieutenant William Boyd, M.B., Ch.B., R.N., H.M.S. "Imperial".

Temporary Surgeon-Lieutenant Teviot Selwyn Eimerl, M.B., Ch.B., R.N.V.R., H.M.S. "Afridi".

*The Distinguished Service Medal*

Sick Berth Petty Officer Oliver Clements, D/MX.46743, H.M.S. "Imperial".

Petty Officer Cook Frank Wood, D/MX.49255, H.M.S. "Black Swan".

*Mention in Despatches (Posthumous)*

Lieutenant-Commander Gerald Broadmead Roope, R.N., H.M.S. "Glowworm".

*Mention in Despatches*

Vice-Admiral Lionel Victor Wells, C.B., D.S.O.

Rear-Admiral Louis Henry Keppel Hamilton, D.S.O. and Bar, R.N.

Captain Edward Arthur Aylmer, D.S.C., R.N., H.M.S. "Curacoa".

Captain Cecil Charles Hughes-Hallett, C.B.E., R.N.

Captain Cedric Swinton Holland, R.N., H.M.S. "Ark Royal".

Captain Irving Montgomery Palmer, D.S.C., R.N., H.M.S. "Berwick".

Captain Jocelyn Latham Storey, R.N.

Captain Thomas Hope Troubridge, R.N., H.M.S. "Furious".

Surgeon Captain Albert Edward Malone, M.B., B.Ch., D.P.H., R.N.

Commander (E) James Edward Best, R.N., H.M.S. "Penelope".

Constructor Commander Francis Thomas Blackman.

Lieutenant-Commander Alan Moir Harris, R.N., H.M.S. "Penelope".

Lieutenant-Commander George Pepys Huddart, R.N., H.M.S. "Maori".

Lieutenant David Eliot Bromley-Martin, R.N.

Lieutenant Ronald Hugh Royds, R.N., H.M.S. "Norfolk".

Lieutenant (E) John Richard Broadhurst, R.N., H.M.S. "Penelope".

Lieutenant (E) Henry Ralph Kimber, R.N.

Temporary Paymaster Lieutenant John Rochester Graves, R.N.V.R.

Probationary Sub-Lieutenant John Walter Boxford, R.N.V.R.

Temporary Paymaster Sub-Lieutenant Anthony Hastings West Byng, R.N.V.R.

Mr. Herbert Jukes, Commissioned Signal Boatswain, R.N.

Mr. James Lewis Hambling, Commissioned Shipwright, R.N.

Mr. Arthur Frederick Wilcocks, Acting Gunner, R.N., H.M.S. "Aurora".

Mr. Maurice Arthur Smith, Warrant Electrician, R.N., H.M.S. "Norfolk".

Mr. Lewis Henry Weston, Warrant Shipwright, R.N., H.M.S. "Norfolk".

Chief Petty Officer Bernard Barnes, D/J.72880, H.M.S. "Imperial".

Chief Petty Officer William John Hill, D/J.106032, H.M.S. "Maori".

Chief Engine Room Artificer Frederick Davey Rowden, P/M.36109, H.M.S. "Penelope".

Chief Stoker Harold Kelly, P/K.62319, H.M.S. "Penelope".

Chief Shipwright Cecil Reginald Fisher, P/MX.57407, H.M.S. "Penelope".

Engine Room Artificer Third Class Eric Lavens, P/MX.53978, H.M.S. "Penelope".

Shipwright First Class David Douglas, D/MX.53396, H.M.S. "Norfolk".

Shipwright Third Class Leslie Charles Lewendon, D/MX.47831, H.M.S. "Norfolk".

Temporary Acting Petty Officer Joseph Wilfrid Crabb, D/J.61227, H.M.S. "Maori".

Stoker Petty Officer Frederick Herbert Skull, P/K.63719, H.M.S. "Penelope".

Temporary Acting Stoker Petty Officer Harry Leonard Mayle, P/KX.84111, H.M.S. "Penelope".

Petty Officer Steward George William Horton, D/LX.20902.

Leading Seaman Arthur Samuel Clackett, D/JX.148809, H.M.S. "Maori".

Temporary Acting Leading Seaman Clifford John Jones, D/JX.147683, H.M.S. "Maori".

Leading Telegraphist James Souter Ritchie, P/JX.141524.

Temporary Acting Leading Telegraphist Harold Cartmell, P/JX.153834, H.M.S. "Aurora".

Temporary Acting Leading Stoker Roland Feary, P/KX.96222, H.M.S. "Penelope".

Temporary Acting Leading Stoker David Victor George Williams, D/KX.92113, H.M.S. "Norfolk".

Able Seaman James Cecil Kinley, D/SSX.26750, H.M.S. "Maori".

Able Seaman Maxwell Millar, D/JX.145876, H.M.S. "Norfolk".

Able Seaman John Thompson Reilly, D/J.109743, H.M.S. "Maori".

Able Seaman Herbert Augustine Williams, D/J.85601, H.M.S. "Imperial".

Signalman George Ward, P/JX.147111.

Telegraphist Reginald Stanley Hickey, P/SSX.23626.

Stoker First Class Walter Eric Bastard, D/KX.100086, H.M.S.

"Imperial".

Stoker First Class Harold Haynes, D/SS.124302, H.M.S. "Imperial".

Ordinary Seaman Frederick Jones, P/SSX.27781, H.M.S. "Afridi".

The following corrections are to be made :

In A.F.O. 3178/40. Under heading: *Mention in Despatches* :

For Sick Berth Petty Officer George Robert Wright, C/X.6227, R.N.A.S.B.R.

Read Leading Sick Berth Attendant George Robert Wright, C/SBR/X. 6227.

In A.F.O. 4579/41. The following Awards are cancelled :

*Mention in Despatches*

Commander Clarence Dinsmore Howard-Johnston, D.S.C., R.N., H.M.S. "Malcolm".

Lieutenant-Commander John Parker Stewart, R.N.R., H.M.S. "Arabis".

Lieutenant George Osborn Symonds, R.N., H.M.S. "Malcolm".

Able Seaman Stephen Charles Finn, C/JX.133592, H.M.S. "Malcolm".

Able Seaman Charles Ernest Tanner, D/JX.179214, H.M.S. "Arabis".

Since the publication of these Awards, more details of the services of these officers and men have been received, and the Awards now Approved by His Majesty are as shown in this Order.

In A.F.O. 5122/41. The following Award is cancelled :

*Mention in Despatches*

Seaman Andrew McInenny, LT/JX.186675, H.M.T. "Lady Shirley".

The award of a Distinguished Service Medal to Seaman McInenny is published in this Order.

In A.F.O. 5227/41. Under heading: *To be a Companion of the Distinguished Service Order* :

For Commander Alvord Roy Rosenthal, Royal Australian Navy, H.M.A.S. "Nestor".

Read Commander Alvord Sydney Rosenthal, Royal Australian Navy, H.M.A.S. "Nestor".

Under heading: *The Distinguished Service Medal* :

For Able Seaman David Shaw, D/SSX.27251, H.M.S. "Fearless".

Read Able Seaman Daniel Shaw, D/SSX.27251, H.M.S. "Fearless".

For Able Seaman Jack Edward Pealling, P/SSX.22006.

Read Able Seaman Jack Armand Pealling, P/SSX.22006.

For Able Seaman Edward Howell Phillips, D/SSX.20007.

Read Able Seaman Edward Howell Phillips, D/SSX.29007.

(This Order has been reprinted for posting on Notice Boards.)

## 214.—Honours and Awards—"London Gazette" Supplement of 8th January, 1942.

(H. & A.—15.1.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

*8th January, 1942.*

The KING has been graciously pleased to give orders for the following appointments to the Most Honourable Order of the Bath, for gallantry, leadership and skill during the Battle of Crete :—

*To be Additional Members of the Military Division of the Third Class, or Companions, of the said Most Honourable Order*

Rear-Admiral Henry Bernard Rawlings, O.B.E.

Captain John Anthony Vere Morse, D.S.O., R.N.

ADMIRALTY

*Whitehall.*

*8th January, 1942.*

The KING has been graciously pleased to give orders for the following Appointments to the Distinguished Service Order and to approve the following Awards for outstanding gallantry, fortitude and resolution during the Battle of Crete :—

*Bar to the Distinguished Service Order*

Acting Captain Christopher Henry Petrie, D.S.O., R.N., H.M.S. "Glengyle".

Commander William Geoffrey Arthur Robson, D.S.O., D.S.C., R.N., H.M.S. "Kandahar".

*To be Companions of the Distinguished Service Order*

Captain Stephen Harry Tolton Arliss, R.N.

Captain Peveril Barton Reibey Wallop William-Powlett, R.N., H.M.S. "Fiji".

Commander George Henry Beale, O.B.E., R.N.

Commander Aubrey St. Clair Ford, R.N., H.M.S. "Kipling".

Commander Henry Alexander King, R.N., H.M.S. "Kashmir".

Commander (E) Herbert Farquhar Atkins, R.N., H.M.S. "Orion".

Lieutenant-Commander William Pope, R.N., H.M.S. "Carlisle".

*Bar to the Distinguished Service Cross*

Commander Kenneth Michell, D.S.O., M.V.O., D.S.C., R.N. (Retired).

Lieutenant-Commander Ian Greig Robertson, D.S.C., R.N.

Lieutenant-Commander Philip Somerville, D.S.O., D.S.C., R.N., H.M.S. "Kingston".

Lieutenant-Commander John Isdale Miller, D.S.O., D.S.C., R.D., R.N.R.

Lieutenant John Fitzroy Duyland Bush, D.S.C., R.N.

Lieutenant Alan William Frank Sutton, D.S.C., R.N.

Temporary Lieutenant Benjamin Weston Waters, D.S.C., R.N.V.R.

*The Distinguished Service Cross*

Commander Colin Wauchope, R.N.

Commander (E) Gordon McDougal Wilson, R.A.N.

Lieutenant-Commander Melville Alliston, R.N., H.M.S. "Kandahar".

Lieutenant-Commander Michael Roger Eaton Fanning, R.N.

Lieutenant-Commander Archibald George Forman, R.N., H.M.S. "Kingston".

Lieutenant-Commander Christopher Ridley Haverqal, R.N., H.M.S.

"Kandahar".

Lieutenant-Commander John Nettleton Hicks, R.N., H.M.S. "Orion".

Lieutenant-Commander Gerard Talbot-Smith, R.N., H.M.A.S. "Perth".

Lieutenant-Commander Geoffrey Morgan, R.N.R. (Retired).

Lieutenant-Commander Max Joshua Clark, R.A.N., H.M.A.S. "Nizam".

Surgeon Lieutenant-Commander Eric Mortimer Tymms, M.D., B.S., R.A.N.R., H.M.A.S. "Perth".  
 Lieutenant-Commander (E) Henry Charles Hogger, R.N., H.M.S. "Kipling".  
 Lieutenant Peter William Beckwith Ashmore, R.N., H.M.S. "Kipling".  
 Lieutenant Robert Anthony Haig, R.N., H.M.S. "Glenroy".  
 Lieutenant Derick Henry Fellowes Hetherington, R.N., H.M.S. "Kimberley".  
 Lieutenant Ian Leslie Trower Hogg, R.N., H.M.A.S. "Napier".  
 Lieutenant Graham James Alexander Lumsden, R.N., H.M.S. "Phoebe".  
 Lieutenant Peter John Norton, R.N., H.M.S. "Fiji".  
 Lieutenant Alastair Douglas Robin, R.N., H.M.S. "Kelly".  
 Lieutenant Leslie Maxwell Hinchcliffe, R.A.N., H.M.A.S. "Napier".  
 Temporary Lieutenant James Eric Woodward, R.N.V.R.  
 Surgeon Lieutenant Ronald Ivor Bence, M.A., B.M., B.Ch., R.N.V.R., H.M.S. "Orion".  
 Surgeon Lieutenant Edward Benson McDowall, M.B., B.Ch., M.R.C.S., L.R.C.P., R.N.V.R., H.M.S. "Nubian".  
 Surgeon Lieutenant Charles Frederick Harrington, M.B., B.S., R.A.N.R.  
 Lieutenant (A) Lloyd Kenneth Keith, R.N.  
 Temporary Lieutenant (A) Alexander Robert Ramsay, R.N.V.R.  
 Lieutenant (E) John Edward Cecil Costello, R.N.  
 Lieutenant (E) William Jarvis Spendlow, R.N., H.M.S. "Decoy".  
 Lieutenant (Acting Captain) Philip Beeman, R.M., H.M.S. "Calcutta".  
 Temporary Paymaster Lieutenant Sydney Herbert Thorp, R.N.V.R.  
 Temporary Sub-Lieutenant John Dermont Thom, R.N.V.R., H.M.S. "Glenroy".  
 Acting Sub-Lieutenant Samuel Stanley Brooks, R.N., H.M.S. "Fiji".  
 Mr. Joseph Miller Stirling Lenton, Acting Gunner (T), R.N., H.M.S. "Kandahar".  
 Mr. Arthur John Brown, Gunner, R.A.N., H.M.A.S. "Parramatta".  
 Mr. William Richard Hare, Warrant Shipwright, R.N., H.M.S. "Orion".  
 Mr. Henry Charles Hill, Warrant Mechanician, R.A.N., H.M.A.S. "Perth".  
 Mr. Thomas William Pick, Warrant Telegraphist, R.N.  
 Skipper William Stewart, 2653W.S., R.N.R.  
 Midshipman John Edmund Cameron Thompson, R.N., H.M.S. "Orion".

*The Conspicuous Gallantry Medal*

Ordnance Artificer Fourth Class John Bache, C/SR.8070.

The ship in which Ordnance Artificer Bache was serving was attacked by aircraft and damaged. A messdeck was flooded and water began to enter the magazine beneath it, so the magazine crew were ordered to leave. As he could not reach the magazine access hatch, because of the flooding of the messdeck, Ordnance Artificer Bache climbed down into the magazine through the ammunition supply trunk, and managed to shut the hatch. Then the lights went out. Ordnance Artificer Bache climbed up the ammunition trunk, found a torch, and again went down to the flooding magazine. Though he knew he was shut in, with a flooded messdeck above him, he began to send ammunition to the guns, enabling them to remain in action, and at length to drive off the enemy.

Able Seaman Rodney Bridge, C/SSX.28291, H.M.S. "Havock", who stood to his gun, though grievously wounded by an enemy bomb, and went on firing without thought of his injury.

Ordinary Seaman Ian Dennis Rhodes, R.A.N.V.R., H.M.S. "Kashmir", who, when his ship was hit by a bomb and sinking rapidly, left the port gun, of which he was gunlayer, and which was going under water, and climbed to the starboard gun. This he turned on an aircraft which was machine-gunning his shipmates, and brought it down in flames into the sea.

*Bar to the Distinguished Service Medal*

Engine Room Artificer Third Class John Thompson Foy, D.S.M., P/MX.50866.

*The Distinguished Service Medal*

Chief Petty Officer Arthur Frederick Habberley, D/J.112483, H.M.S. "Kandahar".  
 Chief Petty Officer Thomas Hall, D/J.29370.  
 Chief Petty Officer John McLean, ~~C/225841~~, H.M.A.S. "Nizam".  
 Chief Petty Officer Wilfred Mark Merchant, D/J.70887, H.M.S. "Kandahar".  
 Chief Petty Officer Thomas Lester Swindell, D/J.70972, H.M.S. "Orion".  
 Chief Yeoman of Signals Frederick Lacey, D/J.79645, H.M.S. "Orion".  
 Chief Yeoman of Signals Edward George Montague Pearce, D/J.87403, H.M.S. "Calcutta".  
 Chief Yeoman of Signals Eldridge Alfred James Upton, B.E.M., P/J.77448, H.M.A.S. "Napier".  
 Chief Petty Officer Telegraphist Cecil Ernest Weston Adlam, D/J.112961, H.M.S. "Orion".  
 Chief Petty Officer Telegraphist William John Hoskins, P/J.82553, H.M.S. "Fiji".  
 Chief Petty Officer Telegraphist William Patrick Thomas, P/J.102086.  
 Chief Engine Room Artificer Lionel James Gillhespy, D/M.14522, H.M.S. "Carlisle".  
 Chief Engine Room Artificer Ronald Stanley Harrison, D/M.35609, H.M.S. "Kandahar".  
 Chief Engine Room Artificer George Alfred Wintle, C/MX.46139, H.M.S. "Naiad".  
 Acting Chief Engine Room Artificer Philip Ronald Churcher, P/MX.47305, H.M.S. "Fiji".  
 Chief Stoker William Owen Earl, Sydney 11803, H.M.A.S. "Parramatta".  
 Chief Stoker Edward James Foxall, C/K.58127, H.M.S. "Orion".  
 Chief Stoker Hector Edward James O'Brien, C/K.58920, H.M.S. "Kipling".  
 Chief Ordnance Artificer William Nelson Victor Best, C/M.35336, H.M.S. "Kipling".  
 Chief Electrical Artificer Frederick Percy Hansford, D/MX.46677, H.M.S. "Orion".  
 Chief Petty Officer Writer Edward Geoffrey Purtell, Sydney 12805, H.M.A.S. "Parramatta".  
 Officer's Chief Cook Carmelo Portelli, E/L.15023, H.M.S. "Orion".  
 Engine Room Artificer Third Class Anthony Edward Sadler, P/MX.54551, H.M.S. "Nubian".  
 Acting Engine Room Artificer Fourth Class William Douglas Lawrey, D/MX.61647, H.M.S. "Orion".  
 Electrical Artificer Third Class Denis Stuart Cross, P/MX.48598, H.M.S. "Fiji".  
 Mechanician First Class Frederick John Sullivan, C/KX.76091, H.M.S. "Orion".  
 Shipwright First Class Edward Kite, C/M.21755, H.M.S. "Orion".  
 Petty Officer Grig Buckler, P/233715, H.M.S. "Glenroy".  
 Petty Officer Bernard Dennis McCarthy, ~~Melbourne~~ 9794, H.M.A.S. "Napier".  
 Petty Officer Ernest George Northcott, D/J.44852, H.M.S. "Kandahar".  
 Petty Officer George James Fullard, P.6884C, R.N.R., H.M.S. "Glengyle".  
 Petty Officer Edward Herbert Wadsworth, P/JX.149152, H.M.S. "Fiji".  
 Petty Officer Thomas Albert James Wheaton, P/JX.125364.  
 Petty Officer Henry Percival Booth, N.Z.D.673, H.M.S. "Fiji".  
 Acting Petty Officer Edwin Lumley, C/J.108316, H.M.S. "Juno".  
 Acting Petty Officer Edward West, C/JX.128592, H.M.S. "Kelly".  
 Yeoman of Signals Thomas John Macey, C/J.94722,  
 Yeoman of Signals William John Allsop, ~~Melbourne~~ 19608, H.M.A.S. "Parramatta".  
 Acting Petty Officer Telegraphist Peter Ellis, D/JX.141772.  
 Stoker Petty Officer Albert John Wilson, D/KX.80401.



Stoker Petty Officer Percy Alfred Collins, <sup>R.A.N.</sup> Sydney 18665, H.M.A.S. "Napier".

Stoker Petty Officer William J. H. Reece, H.M.A.S. "Perth". <sup>R.A.N., 17867</sup>

Sick Berth Petty Officer William Ronald Aird, H.M.A.S. "Perth". <sup>R.A.N., 17991</sup>

Sick Berth Petty Officer Frank Clifford Harvison, P/MX.48091, H.M.S. "Nubian".

Petty Officer Cook (S) Eric Franklin, ~~Hobart~~ 16750, R.A.N., H.M.A.S. "Nizam".

Petty Officer Steward Norman Arthur Coombes, P/L.11127, H.M.S. "Kingston".

Leading Seaman Charles Edward Conduit, P/JX.126367, H.M.S. "Fiji".

Leading ~~Seaman~~ <sup>Seaman</sup> Archibald Macrae Elder, C/KX.83190, H.M.S. "Warspite".

Leading Seaman Alfred Oliver Miller, D/JX.135200, H.M.S. "Orion".

Leading Seaman Frank Moore Waite, C/JX.142954, H.M.S. "Kelly".

Leading Seaman Edwin Charles Westcott, P/JX.142771. <sup>R.A.N.</sup>

Acting Leading Seaman Henry Thomas Francis Bates, ~~Melbourne~~ 21912, H.M.A.S. "Parramatta".

Acting Leading Seaman Victor Robert Crisp, C/JX.141619, H.M.S. "Kelly".

Acting Leading Seaman Cyril Wilfred Manchip, P/JX.142373.

Acting Leading Seaman Archibald McMillan, D/JX.139041.

Acting Leading Seaman Frederick George Shreeves, C/JX.145262, H.M.S. "Kipling".

Leading Telegraphist Mervyn Ebenezer Davies, P/JX.143196, H.M.S. "Kandahar".

Leading Telegraphist Walter Henry Povall, D/J.31424, H.M.S. "Carlisle".

Leading Telegraphist Reginald Albert Smith, P/JX.139383.

Leading Stoker Herbert Maxfield Hobson, ~~Sydney~~ 20637, H.M.A.S. "Nizam".

Leading Stoker Sydney John Pinsent, D/K.20896, H.M.S. "Carlisle".

Acting Leading Stoker Percy Sydney Biggs, D/KX.93715, H.M.S. "Orion".

Temporary Acting Leading Stoker Andrew McCann, D/KX.94092, H.M.S. "Protector".

Acting Leading Air Fitter (O) Sidney Jones, FAA/FX.79013.

Leading Sick Berth Attendant Edward John Denn, C/MX.52083, H.M.S. "Orion".

Leading Cook (S) Herbert Charles Haggard, D/MX.53010, H.M.S. "Orion".

Leading Steward Anthony Camilleri, E/LX.21685, H.M.S. "Orion".

Able Seaman George Samuel Abbott, C/SSX.20246, H.M.S. "Kipling".

Able Seaman Alan Derek Beck, N.Z., C.5226, H.M.S. "Phoebe".

Able Seaman Robert Charles Buckle, C/JX.144530, H.M.S. "Kipling".

Able Seaman Joseph Robert Bunkin, P/SR.600, H.M.S. "Nubian".

Able Seaman Herbert Frank Cook, P/J.114970.

Able Seaman Thomas Young Curtis, C/JX.125499, H.M.S. "Phoebe".

Able Seaman Alfred George Davies, P/SSX.28642, H.M.S. "Kingston".

Able Seaman Willie Oates, P/J.98438, H.M.S. "Kingston".

Able Seaman Eric Sydney Bowen Dent, C/SSX.17873.

Able Seaman Cyril Henry Edgecombe, D/JX.148881.

Able Seaman Thomas Ernest Sandham, C/JX.160465, H.M.S. "Naiad".

Able Seaman Harry Speakman, D/SSX.32045, H.M.S. "Orion".

Able Seaman Eric Harold Spooner, C/LD/X.3473, H.M.S. "Calcutta".

Stoker First Class Joseph Ernest Appleford, C/KX.109437.

Ordinary Seaman Wilfred Leslie Aydon, D/JX.158950, H.M.S. "Carlisle".

Ordinary Seaman Edwin Phillip Jones Egan, LT/JX.218471.

Ordinary Seaman George William Gutteridge, LT/JX.202902.

Ordinary Signalman Cyril Maurice Trott, D/JX.156437, H.M.S. "Orion".

Ordinary Telegraphist John Alan Mitchell, C/JX.162178, H.M.S. "Naiad".

Officer's Steward Alfred John Thomas, P/SR.58974.

Marine George Burnett, P/X.100303, H.M.S. "Orion".

Boy Telegraphist John McNicol Tunnicliff, D/JX.161147, H.M.S. "Orion".

## Mention in Despatches (Posthumous)

Captain Henry Aubrey Rowley, D.S.O., R.N., H.M.S. "Gloucester".

Commander (E) John Edward Saunders, R.N., H.M.S. "Fiji".

Lieutenant-Commander John Edward Scott Bush, R.N., H.M.S. "Kipling".

Lieutenant-Commander Denis Arthur ~~Harker~~ <sup>Harper</sup> ~~Hornell~~ <sup>Hornell</sup>, M.V.O., R.N., H.M.S. "Fiji".

Chief Stoker Robert William Paton, P/K.63740, H.M.S. "Fiji".

Chief Mechanician Wilfred Martin Powell, P/K.55637, H.M.S. "Fiji".

Ordnance Artificer First Class Albert Ernest Abnett, C/M.35923, H.M.S. "Havock".

Ordnance Artificer First Class John Smart, P/M.26231, H.M.S. "Fiji".

Yeoman of Signals Denis Hinder, C/JX.131636.

Leading Seaman Sidney Clarence Bailey, P/SSX.19813, H.M.S. "Kingston".

Leading Seaman Frederick Dyde, P/JX.131670, H.M.S. "Fiji".

Leading Seaman Leslie Simmonite, C/JX.137623.

Acting Leading Airman William George Jary, FAA/SR.645.

Leading Steward George Scicluna, Malta/LX.20618, H.M.S. "Nubian".

Able Seaman Robert Silvey, C/HD/X.74, R.N.V.R., H.M.S. "Carlisle".

## Mention in Despatches

Vice-Admiral Edward Leigh Stuart King, C.B., M.V.O.

Rear-Admiral Irvine Gordon Glennie.

Captain Malcolm Henry Somerled MacDonald, D.S.O., O.B.E., R.N.

Commander Trethowan Campbell Trevredyn Wynne, R.N., H.M.S. "Orion".

Captain Henry William Urquhart McCall, R.N.

Captain Edward Desmond Bewley McCarthy, D.S.O., R.N.

Commander (E) Harrie Glen Daniel Oliver, R.A.N., H.M.A.S. "Napier".

Acting Commander (E) Nigel Edward Bagshaw, R.N., H.M.S. "Protector".

Lieutenant-Commander William James Munn, D.S.O., R.N., H.M.S. "Hereward".

Lieutenant-Commander John Lawrence Rathbone, R.N., H.M.S. "Orion".

Lieutenant-Commander Lionel Rupert Knyvet Tyrwhitt, D.S.C., R.N.

Lieutenant-Commander Ivan Holbeck Wilson, R.N.R.

Acting Lieutenant-Commander Ronald Wait-Brown, R.N.V.R., H.M.S. "Carlisle".

Acting Temporary Lieutenant-Commander Reginald Herbert Quant, R.N.V.R.

Lieutenant-Commander (E) John Edward Golby, O.B.E., R.N., H.M.S. "Havock".

Lieutenant-Commander (E) Arthur Reginald Kirk, R.N., H.M.S. "Kingston".

Surgeon Lieutenant-Commander Leonard Godfrey Yendoll, L.M.S.S.A., R.N.

Acting Surgeon Lieutenant-Commander Jeffrey Murray Robertson, M.B., B.S., M.R.C.S., L.R.C.P., R.N.V.R., H.M.S. "Phoebe".

The Reverend Gerald Alexander Ellison, M.A., Temporary Chaplain, R.N.V.R., H.M.S. "Orion".

Lieutenant Donald Lawrence Baxter, R.N.

Lieutenant Philip Frederick Cole, R.N., H.M.S. "Orion".

Lieutenant Walter Arthur Starkie, R.N., H.M.S. "Juno".

Lieutenant Malcolm Wallace Graham Webster, R.N., H.M.S. "Carlisle".

Lieutenant George William Allen Langford, R.A.N., H.M.A.S. "Parramatta".

Lieutenant Robin Angus Harvey Millar, R.A.N., H.M.A.S. "Nizam".

Lieutenant Archibald Ferguson Harkness, D.S.C., R.N.R.

Temporary Lieutenant Alan Holland Blake, R.N.R.

Temporary Lieutenant Bernard Walter Church, D.S.C., R.N.V.R.

Temporary Lieutenant William Octavius Cooksey, R.N.V.R.

Temporary Lieutenant Michael Powell Gallop, R.N.V.R.

Temporary Lieutenant Philip Winton Jequier, R.N.V.R.

Temporary Lieutenant John Hamilton McDowall, R.N.V.R.  
 Temporary Lieutenant Eric Norman Rose, R.N.V.R.  
 Temporary Lieutenant Edward Robert Salt, R.N.V.R.  
 Engineer Lieutenant Desmond Norbert Courtney Callen, R.A.N.R.  
 (Seagoing), H.M.A.S. "Napier".  
 Temporary Lieutenant (E) Donald Bradshaw, R.N., H.M.S. "Orion."  
 Temporary Lieutenant (E) William Robert Coverdale, R.N.  
 Temporary Lieutenant (E) Owen Dunglison Tannett, R.N., H.M.S.  
 "Phoebe".  
 Temporary Surgeon Lieutenant Donald Cyrus Brown, M.B., B.Ch.,  
 M.R.C.S., L.R.C.P., R.N.V.R., H.M.S. "Calcutta".  
 Paymaster Lieutenant Thomas Patrick Gillespie, R.N., H.M.A.S.  
 "Napier".  
 Sub-Lieutenant Kenneth Kirkland Lacey, R.N.V.R., H.M.S. "Nubian".  
 Acting Sub-Lieutenant Allan Miles Brittain Buxton, R.N., H.M.S.  
 "Orion."  
 Temporary Sub-Lieutenant Victor Pieter de Chatillon de Kock,  
 R.N.V.R. H.M.S. "Glengyle".  
 Temporary Sub-Lieutenant Allen Howarth, R.N.V.R.  
 Temporary Sub-Lieutenant Thomas Leslie Newbigin, R.N.V.R.  
 Temporary Sub-Lieutenant Ralph Allan Nixon, R.N.V.R., H.M.S.  
 "Glengyle."  
 Temporary Sub-Lieutenant John Digby Sutton, D.S.O., R.N.V.R.  
 Temporary Paymaster Sub-Lieutenant Cecil Ronald Fuller, R.N.V.R.  
 Mr. Bertie Pople, Gunner (T.), R.N., H.M.A.S. "Nizam".  
 Mr. William Edmund Mingay, Commissioned Supply Officer, R.N.  
 Mr. Edward John Boissel, Temporary Acting Boatswain, R.N.  
 Mr. Allan Frederick Doughty, Temporary Acting Signal Boatswain, R.N.  
 Mr. Edwin George Middlecote, Temporary Signal Boatswain, R.N.,  
 H.M.S. "Orion".  
 Mr. Maurice Edwin Newcombe, Warrant Engineer, R.N.  
 Mr. Stanley Victor Heaton, Warrant Mechanician, R.N., H.M.S. "Orion".  
 Mr. Sidney Smith, Warrant Mechanician, R.N., H.M.S. "Orion".  
 Mr. Thomas Alfred Bousted, Warrant Ordnance Officer, R.N., H.M.S.  
 "Fiji".  
 Mr. Albert Ernest Whittaker, Warrant Shipwright, R.N., H.M.S.  
 "Protector".  
 Midshipman Raymond Thomas Walker, R.N., H.M.S. "Janus".  
 Midshipman James Fortune Rose Weir, R.N., H.M.S. "Kingston".  
 Midshipman Donald Mackenzie Waters, R.C.N., H.M.S. "Kimberley".  
 Chief Petty Officer William Thomas Crockford, C/J.103990, H.M.S.  
 "Phoebe".  
 Chief Petty Officer Arthur Leslie Matthews, P/J.92151, H.M.S.  
 "Kingston".  
 Chief Petty Officer Robert Palmer, C/J.76616, H.M.S. "Warspite".  
 Chief Petty Officer Richard William Gordon Ward, D/J.104563, H.M.S.  
 "Decoy".  
 Chief Engine Room Artificer Walter John English, P/MX.47041.  
 Chief Engine Room Artificer Lewis Albion Holbrook, C/M.34524,  
 H.M.S. "Hero".  
 Chief Engine Room Artificer George Lewis Milford, D/M.39424, H.M.S.  
 "Decoy".  
 Chief Engine Room Artificer Harold Barton Olden, P/MX.55926, H.M.S.  
 "Kingston".  
 Acting Chief Engine Room Artificer James Love Anderson, P/MX.48376,  
 H.M.S. "Protector".  
 Chief Stoker Albert Edward Gill, D/K.59728, H.M.S. "Protector".  
 Chief Stoker Frederick Isaac Hook, C/K.57074, H.M.S. "Orion".  
 Chief Stoker Harold Spencer, P/K.23167.  
 Chief Stoker Thomas Stone, C/K.64116, H.M.S. "Naiad".  
 Chief Electrical Artificer Harold Edward Autton, D/MX.46206.  
 Chief Shipwright Alfred Emanuel Hudson, D/M.21920.  
 Chief Shipwright Gerald Conabeer Newcombe, D/MX.59953, H.M.S.  
 "Protector".

Chief Petty Officer Cook Edward Jephtha Cooper, D.S.M., C/M.34379,  
 H.M.S. "Phoebe".  
 Chief Petty Officer Cook Ernest Arthur Stark, C/M.36891.  
 Engine Room Artificer Third Class Alexander Edward Marks, D/MX.  
 48909, H.M.S. "Decoy".  
 Engine Room Artificer Third Class Samuel Edward Penney, D/MX.55948,  
 H.M.S. "Orion".  
 Engine Room Artificer Fourth Class Hugh Duffie, X.2957EA, R.N.R.,  
 H.M.S. "Phoebe".  
 Acting Engine Room Artificer Fourth Class Leonard Metcalfe, D/MX.  
 62032, H.M.S. "Orion".  
 Electrical Artificer First Class Edward Tudor, D/M.36290, H.M.S.  
 "Kandahar".  
 Ordnance Artificer Third Class Frank Charles Fielder, P/MX.47814,  
 H.M.S. "Kimberley".  
 Ordnance Artificer Third Class Samuel Richard Manicom, D/MX.51351,  
 H.M.S. "Orion".  
 Acting Ordnance Artificer Fourth Class Douglas William Harcourt  
 Freer, P/MX.65504, H.M.S. "Fiji".  
 Petty Officer Ernest Edward Dillingham, P/J.114427, H.M.S. "Kingston".  
 Petty Officer Stanley Vernon Gibbs, P/J.105754, H.M.S. "Kimberley".  
 Petty Officer John Grisdale, P/J.16828.  
 Petty Officer Thomas William Johns, C/JX.129232.  
 Petty Officer William Edward Keens, P/J.113646, H.M.S. "Nubian".  
 Petty Officer Walter William James Shorey, D/J.55267, H.M.A.S.  
 "Nizam".  
 Petty Officer Ian Henry Cowie, ~~Sydney~~ 19746, H.M.A.S. "Nizam".  
 Petty Officer Laurence Donald McClymont, ~~Sydney~~ 16774, H.M.A.S.  
 "Nizam".  
 Acting Petty Officer John Smith, P/JX.143247, H.M.S. "Nubian".  
 Yeoman of Signals Walter George Arnatt, C/J.108562.  
 Petty Officer Telegraphist Edward William Arthur Collins, D/JX.138584.  
 Petty Officer Telegraphist Norman Leslie Charles Ingram, D/JX.129137.  
 Petty Officer Telegraphist Frank Harcourt James Page, D/J.65215,  
 H.M.S. "Orion".  
 Stoker Petty Officer Frank Edwin Cousins, P/KX.75297, H.M.S.  
 "Janus".  
 Stoker Petty Officer Robert Gravett Elliott, C/KX.78649, H.M.S.  
 "Havock".  
 Stoker Petty Officer Reginald Symes Hope, C/K.61609, H.M.S.  
 "Havock".  
 Stoker Petty Officer William Frank Knight, P/K.60378, H.M.S.  
 "Nubian".  
 Stoker Petty Officer George Hawson Morton, P/K.66918, H.M.S.  
 "Nubian".  
 Stoker Petty Officer James Soulsby Williamson, P/K.67055, H.M.S.  
 "Kimberley".  
 Stoker Petty Officer John Henry Start, ~~Melbourne~~ 6935, R.A.N.,  
 H.M.A.S. "Napier".  
 Sick Berth Petty Officer George Edward Pearson, C/MX.47225, H.M.S.  
 "Phoebe".  
 Supply Petty Officer Robert Benjamin Care, C/M.33184, H.M.S.  
 "Phoebe".  
 Supply Petty Officer Francis Alfred Sutton, D/MX.46789, H.M.S.  
 "Carlisle".  
 Supply Petty Officer Charles Phillips, ~~Melbourne~~ 20176, H.M.A.S.  
 "Napier".  
 Petty Officer Cook (S) Charles Henry Bestwick, D/MX.48283, H.M.S.  
 "Orion".  
 Petty Officer Cook Gordon McLean Cameron, ~~Sydney~~ 13012, H.M.A.S.  
 "Napier".  
 Petty Officer Steward James Lewis, ~~Sydney~~ 18604, H.M.A.S. "Parra-  
 matta".  
 Petty Officer Steward Frederick Isaiah Parsons, ~~Melbourne~~ 13631,  
 H.M.A.S. "Napier".

Petty Officer Steward Frederick Ernest Philbrow, P/L.15183.  
 Regulating Petty Officer Robert Langton Hodge, P/M.39772.  
 Leading Seaman Frederick George Annakin, C/JX.138156, H.M.S.  
 "Orion".  
 Leading Seaman William Tedbury Coombes, D/J.106202, H.M.S.  
 "Orion".  
 Leading Seaman Edwin Ernest Fisher, D/JX.133816.  
 Leading Seaman Frederick George Judd, P/J.111391, H.M.S. "Janus".  
 Leading Seaman Sydney Frederick Paris, C/JX.135239, H.M.S.  
 "Kipling".  
 Leading Seaman Lloyd Victor Edward Stone, P/JX.140797.  
 Acting Leading Seaman John George Groves, Sydney 19889, H.M.A.S.  
 "Napier".  
 Temporary Acting Leading Seaman Walter Jenvey, C/JX.142432,  
 H.M.S. "Phoebe".  
 Temporary Acting Leading Seaman Geoffrey Layton, C/JX.151053.  
 Leading Signalman Louis Cecil Garnett, P/J.52528, H.M.S. "Fiji".  
 Leading Telegraphist Thomas William Frederick Clarke, P/JX.146408,  
 H.M.S. "Orion".  
 Acting Leading Telegraphist Stephen Brown, C/JX.132774.  
 Leading Stoker John William Goodayle, C/KX.83669, H.M.S. "Kipling".  
 Acting Leading Stoker Edward Pugh, D/KX.94093, H.M.S. "Orion".  
 Leading Cook (S) John Edwin Shawyer, P/MX.46652, H.M.S. "Fiji".  
 Leading Steward Richard John Bampton, P.A.247, H.M.A.S. "Parramatta".  
 Leading Supply Assistant David Frank Jefford, D/MX.55403.  
 Leading Writer Stanley Edward Whear, W.1020, H.M.A.S. "Parramatta".  
 Able Seaman George Morton Chisnell, P/JX.223626, H.M.A.S. "Nizam".  
 Able Seaman Albert Edward Augustus Deeprise, P/J.53544.  
 Able Seaman Ernest William George Fudge, P/JX.203301.  
 Able Seaman Colin Percival Harding, P/SSX.26571.  
 Able Seaman William Edward Horsley, C/J.111457.  
 Able Seaman Philip Hunter, P/JX.153211.  
 Able Seaman Richard George Kitto, P/JX.172196, H.M.S. "Fiji".  
 Able Seaman Henry Lunn, D/SSX.31982, H.M.S. "Orion".  
 Able Seaman Albert Edward Markwick, D/JX.251479.  
 Able Seaman Albert Murray, C/JX.144692, H.M.S. "Kipling".  
 Able Seaman Joseph Porter, D/SSX.32169, H.M.S. "Orion".  
 Able Seaman Harold Rodney Reed, P/SSX.18636, H.M.S. "Nubian".  
 Able Seaman Sidney Ernest Rich, D/JX.208158, H.M.S. "Glengyle".  
 Able Seaman Arthur Sanders, P/JX.169028.  
 Able Seaman Francis John Savage, P/JX.150778, H.M.S. "Orion".  
 Able Seaman William Francis Sharp, D/JX.160557, H.M.S. "Carlisle".  
 Able Seaman John Cecil Sims, D/B/DX.1642, H.M.S. "Orion".  
 Able Seaman Arthur James Wilkins, C/LD/X.2791, H.M.S. "Kelly".  
 Able Seaman Christopher Goldie, Sydney 19822, H.M.A.S. "Parramatta".  
 Able Seaman George Herbert Murphy, Melbourne 22203, H.M.A.S.  
 "Napier".  
 Signalman David Dunnett, P/JX.153413.  
 Telegraphist Joseph William Meakin, C/JX.149598.  
 Stoker First Class Alexander Crawford Gordon, D/KX.106356, H.M.S.  
 "Decoy".  
 Stoker First Class Walter John Haffenden, D/KX.100098, H.M.S.  
 "Orion".  
 Stoker First Class Roy Alexander Graham May, D/KX.109248.  
 Stoker First Class Alfred George Niblett, P/KX.93344, H.M.S. "Janus".  
 Stoker First Class Clifford John Rogers, D/KX.99304, H.M.S. "Orion".  
 Stoker First Class John Waugh, D/K.110226, H.M.S. "Glengyle".  
 Stoker First Class Keith Raymond Thompson, Melbourne 22258,  
 H.M.A.S. "Napier".  
 Stoker Second Class Henry Charles Fox, H.M.A.S. "Parramatta".  
 Ordinary Seaman Archibald Barr Craig, P/JX.212188, H.M.S. "Orion".  
 Ordinary Seaman Ronald Edward Croucher, C/JX.159578, H.M.S.  
 "Warspite".

Ordinary Seaman Philip Henry Fermandel, D/JX.198530.  
 Ordinary Seaman Reginald William Gilbert Few, P/JX.212471, H.M.S.  
 "Orion".  
 Ordinary Seaman Andrew William Lamb, C/JX.159412, H.M.S.  
 "Warspite".  
 Ordinary Seaman Frank Waterhouse, C/JX.219025, H.M.S. "Glengyle".  
 Seaman James William Cassap, P/X.20846A.  
 Ordinary Signalman Gordon Alan Roberts, P/JX.189255.  
 Ordinary Signalman Harry Sayer, P/L/DX.4218.  
 Ordinary Signalman Norman Harold Strutt, C/JX.220690.  
 Ordinary Telegraphist Robert Francis Chennell, C/JX.160228, H.M.S.  
 "Calcutta".  
 Ordinary Telegraphist Wilfred Hacking, D/JX.191265, H.M.A.S.  
 "Napier".  
 Sick Berth Attendant George Arthur Parry, D/SBR/X.8061, H.M.S.  
 "Orion".  
 Sick Berth Attendant James Edward Robb, H.M.A.S. "Perth".  
 Cook (S) Sidney George Smith, P/MX.57109.  
 Motor Mechanic Edward William Papworth, P/MX.66898.  
 Engineman John Kallie, LT/KX.125423.  
 Probationary Writer Thomas Carr Hodgson, P/MX.80551.  
 Marine Charles John Bray, Ply.14755.  
 Marine James Benjamin Hampson, Ply.X.5117.  
 Marine Cecil Arthur Tombs, Ply.20850, H.M.S. "Orion".  
 Boy First Class Harry Raymond Butterfield, P/JX.184579, H.M.S.  
 "Fiji".  
 Boy First Class Ronald Percy Reed, C/JX.166874, H.M.S. "Kelly".  
 Boy Telegraphist Ralph Anthony Cobb, C/JX.163271, H.M.S.  
 "Warspite".  
 Canteen Manager Jack Kenilworth Vernon Bowles, N.A.A.F.I., H.M.S.  
 "Phoebe".

(This Order has been reprinted for posting on Notice Boards.)

## 215.—Investitures and Presentation of Medals by the King— Instructions for Attendance and Issue of Travel Warrants

(H. & A. 355/41; N. 21443/41.—15.1.1942.)

The instructions in this Order supersede those which have hitherto been issued for each Ceremony by Admiralty Letter.

2. *The Ceremonies.*—The Insignia of all Orders of Chivalry, the Victoria Cross, the George Cross and the Distinguished Service Cross are presented at an Investiture. Officers who are to receive the Albert Medal or the George Medal should also attend an Investiture.

3. The Conspicuous Gallantry Medal, the Distinguished Service Medal and the British Empire Medal are presented at a Ceremony for the Presentation of Medals. Men who have been awarded the Albert Medal or George Medal should also attend at this Ceremony to receive them, but men who have gained the Victoria Cross or George Cross should receive them at an Investiture.

4. An officer who has been awarded the C.G.M., D.S.M. or B.E.M. before promotion should attend to receive it at a Presentation of Medals and not at an Investiture.

5. The King has expressed his wish to present every decoration and medal as soon as possible after the publication of the award. All officers and men should therefore be instructed to attend at the earliest opportunity, subject only to the exigencies of the Service.

6. Service Dress will be worn at these Ceremonies.

7. No summons or ticket of admission is needed or will be sent to those who are to be decorated.

8. *Guests.*—It is His Majesty's pleasure that each officer or man to be decorated should, if he so desires, bring with him two relatives or friends. Tickets of admission for these guests will be sent on application to the Admiralty, Honours and Awards Branch (see paragraph 10 below). In no circumstances can more than two guests be admitted.

9. *Method of Application for Attendance.*—The date, time and place of each ceremony, and the closing date for applications will, to avoid delay, be announced by A-Z message.

10. As soon as possible after receipt of the message, commanding officers should send to the Admiralty (Honours and Awards Branch) a list, and a copy to the Commander-in-Chief, of the names of those officers or men under their orders who are expected to attend. Each application for attendance should contain the full Christian names, the rank or rating, the decoration to be received and the names and addresses of the guests to whom tickets of admission are to be sent. Names may be withdrawn by signal up to the day before the ceremony.

11. Commanding officers will be informed by letter or if necessary by signal whether or not the applications for attendance can be granted.

12. *Invalided Officers and Men.*—Officers and men who have been invalided before receiving their decorations will be summoned by the Admiralty provided that, before leaving the Navy, they notify the Secretary of the Admiralty (Honours and Awards Branch), giving their full postal address. (See A.F.O. 2470/41.)

13. *Next of Kin.*—Next of kin are not expected to attend these ceremonies to receive the decorations of those who have died, but will be summoned by the Central Chancery of the Orders of Knighthood to attend ceremonies arranged from time to time especially for them.

14. Only the legal next of kin may attend to receive the decorations of those who have died. One guest may accompany the next of kin provided that he or she is a blood relative of the officer or man whose decoration is to be presented. Friends who are not relatives are not admitted to the ceremonies.

15. *Enquiries.*—All enquiries about attendance at investitures must be addressed to Honours and Awards Branch, Admiralty.

16. *Travelling Expenses.*—The provisions of King's Regulations and Admiralty Instructions, Article 1649, have been suspended with regard to attendance at Investitures, and until further notice travelling expenses as for a duty journey may be repaid to officers and men of the Royal Navy and Royal Marines summoned to attend an Investiture or a Ceremony for the presentation of medals.

17. The two relatives or friends who are given tickets of admission to witness the presentation of a decoration to an officer or man of the Royal Navy or Royal Marines, will be allowed free third-class return railway warrants for the journey. These will be sent with the tickets of admission to the ceremony if full particulars of the journey are given with the original list of names. Alternatively, they may be obtained from any Naval authority on presentation of the tickets of admission. The issuing officer will indicate on the reverse of the tickets of admission that warrants for the journey have been issued.

18. When the next of kin of deceased officers or men attend at Buckingham Palace or elsewhere to receive a decoration, they will be allowed a free third class return railway warrant for the journey, which in the normal course will be issued from the Admiralty. Alternatively, the warrant may be obtained from any Naval authority on presentation of the Summons. Instructions for obtaining warrants will be sent with the Summons from the Central Chancery of the Orders of Knighthood. This concession is also available for the relative who is invited to accompany the next of kin to the ceremony.

19. Naval Warrants—D.N.A. Form 800— are to be used in all cases. These should be clearly endorsed on the front either :—

- (a) "Officer attending investiture."
- (b) "Wife (and/or child) of officer, attending investiture."
- (c) "Naval rating (or other serving member of His Majesty's Forces as the case may be) attending a presentation of medals."
- (d) "Wife (and/or child) of naval rating (or other serving member of His Majesty's Forces as the case may be) attending a presentation of medals."
- (e) "Witness attending investiture" when neither (a), (b) (c) nor (d) is applicable.

Warrants endorsed as at (a), (b) (c) and (d) above will be chargeable at military rates, and others at ordinary rates.

20. Witnesses wishing to travel first class must themselves bear the difference in cost between the fare covered by the warrant and the corresponding first class fare (at public or Government rate, whichever is appropriate). The railway authorities have agreed that, in such cases, on production of the third class warrant to the booking clerk, and payment of the difference in fare, the traveller will receive a first class ticket.

21. These concessions apply also to relatives and friends of W.R.N.S. officers and ratings and members of Voluntary Aid Detachments and Queen Alexandra's Royal Naval Nursing Service.

22. When witnesses, whether civilians, officers or ratings, travel by car, no refund of the corresponding rail fare can be allowed; and when Naval or Marine personnel travelling to receive their decorations convey their guests in their own cars, they are not entitled to passenger allowance under A.F.O. 2205/37, paragraph 55, in respect of these guests, though they may claim the appropriate mileage allowance in respect of their own journey.

(K.R. & A.I., Article 1649.)

(A.F.O. 2470/41.)

(A.F.Os. 3307/40, 624/41, 1565/41 and 3033/41 are cancelled.)

## 216.—Julian Corbett Prize—1942

(C.W. 616/42.—15.1.1942.)

The Julian Corbett Prize for Research in Modern Naval History, at present of the value of £50, is awarded annually by the Senate of the University of London, on the recommendation of the Institute of Historical Research Committee, for work based on original materials for modern naval history. The work must take the form of either a dissertation, an edition of original documents, or a report on material at home or abroad illustrating modern naval history. The prize is open for competition to any naval officers working on an approved subject under the advice (by way of correspondence) of the Committee. Further particulars will be found in the *Appendix to the Navy List*, or may be had from the Secretary, Institute of Historical Research, Senate House, W.C.1.

2. For the next award work should be sent in, on or before 1st October, 1942, to the secretary at the above address.

3. In accordance with Article 17, King's Regulations and Admiralty Instructions, all work should, in the first instance, be sent to the Admiralty for permission to submit it for the consideration of the Institute of Historical Research Committee. If permission is granted, the Admiralty will, upon request, forward the work to the Committee.

### 217.—Naval Officers—Subsistence Allowance

(C.W. 42763/41.—15.1.1942.)

It is notified that as a wartime measure the rates of subsistence allowance shown in Kings Regulations and Admiralty Instructions, Article 1666, Clause 1, have been revised as follows:—

Class.	Rank or Rating.	A.	B.	C.
		Whenever absent a night, or for every 24 hours of absence.	9 hours or more and not absent the night.	Above 5, but under 9 hours.
		£ s. d.	£ s. d.	£ s. d.
I.	Flag officers holding an appointment in which their flags are flown.	1 10 0	10 0	4 0
II.	All other Flag Officers, Commodores, Captains and Commanders, R.N., and Majors, R.M., and above.	1 5 0	10 0	4 0
III.	Lieut.-Commanders and Lieutenants, R.N., Captains, R.M., Lieutenants R.M., paid on the scale prescribed for Lieutenants ex Warrant Officer and other Lieutenants R.M. of over 4 years commissioned service.	1 0 0	10 0	4 0
IV.	All other officers R.N. and R.M.			

2. These revised rates take effect from the date of this Order and will continue until further notice. They do not apply to stations abroad.

(K.R. and A.I., Article 1666, Cl. 1.)

(This Order has been reprinted for posting on Notice Boards.)

### 218.—Acting Sub-Lieutenant (E)—Promotion of Ordnance Rating

(C.W. 20874/41.—15.1.1942.)

The undermentioned promotion to the rank of Acting Sub-Lieutenant (E) in accordance with A.F.O. 4369/40, has been made to date 1st December, 1941:—  
Leonard Iredale Wills, O.A.4, P/MX.51320.

(A.F.O. 4369/40.)

(This Order has been reprinted for posting on Notice Boards.)

### 219.—Promotion from Lower Deck to Permanent Commissions (Executive Branch)

(C.W. 42881/41.—15.1.1942.)

The under-mentioned promotions to the rank of Acting Sub-Lieutenant, R.N., have been made, to date 1st January, 1942:—

Anderson, Anthony Edgar, Leading Seaman, P/JX.155811.  
Campbell, Arthur James, A/P.O. (Ty), D/JX.158102.  
Carine, Alfred Stephen, Leading Seaman, D/JX.153922.  
Clayden, Stanley William, A/P.O., P/JX.149721.  
Connor, Ralph Edwin, Leading Seaman, P/JX.147768.  
Fenwick, John Clifford Rayward, A/Ldg. Sea., C/JX.152208.  
Gardiner, Richard Henry, A/Ldg. Sea., P/JX.274943.

Garner, Arthur Colin, Leading Seaman, P/JX.171085.  
Garson, Robin William, A/Ldg.Sea., C/JX.153120.  
Gilchrist, Robert Allister, Leading Seaman, P/JX.155666.  
Hopkins, Patrick William, Leading Seaman, D/JX.152989.  
Kenning, Allen William, A/P.O. (Ty.) C/JX.143749.  
Manwaring, Robert Arthur, A/P.O.(Ty), D/JX.146778.  
Primrose, Ian Stapledon, Leading Seaman, D/JX.157541.  
Purvis, George Story, A/Ldg. Sea., P/JX.153050.  
Turner, Norman Richard, Leading Seaman, D/JX.154658.

(This Order has been reprinted for posting on Notice Boards.)

### 220.—H.M.S. "Prince of Wales"—Reconstruction of Accounts

(D.N.A. 275/42.—15.1.1942.)

Ships and establishments concerned are to forward the following information as soon as possible after the receipt of this Order to:—

The Accounting Officer,  
Reconstruction of Accounts Office,  
Foxhill Hutments,  
Admiralty, Bath.

- Duplicate pay documents for all Officers and ratings discharged to "Prince of Wales" on or after 1st October, 1941.
- Copies of pay documents for all Officers and ratings entered from "Prince of Wales" on or after 1st October, 1941.

### 221.—Administration of Oaths (Occupied Territories) Order, 1941

(N.L.22332/41.—15.1.1942.)

The following Order has been made by the Lord Chancellor under Section 1 of the Evidence and Powers of Attorney Act, 1940:—

I, John Viscount Simon, Lord High Chancellor of Great Britain, in exercise of the powers conferred on me by section one of the Evidence and Powers of Attorney Act, 1940, and of all other powers enabling me in this behalf, do hereby make the following Order:—

1.—(1) During the present war any officer of His Majesty's Naval, Military or Air Forces who holds a rank not below that of Lieutenant-Commander, Major, or Squadron-Leader, or, being an officer on the staff of His Majesty's Judge Advocate General, holds a rank not below that of Captain or Flight-Lieutenant, shall have power, while serving in any territory or area outside His Majesty's dominions which is for the time being occupied by His Majesty's Forces, to administer oaths to, and take affidavits from, any person for any of the purposes for which oaths and affidavits may be administered and taken under the said Act.

(2) In the jurat or attestation to any document in respect of which an oath or affidavit is administered or taken by any officer by virtue of the powers conferred by this Order, there shall be stated—

- the place at which, and the date on which, the oath or affidavit is administered or taken;
- the full name and rank of the officer and, if he is an officer on the staff of His Majesty's Judge Advocate General, the fact that he is such an officer:

Provided that where the deponent is a person subject to the Naval Discipline Act, to military law, or to the Air Force Act, it shall be sufficient to specify the matters set out in paragraph (2) of Article 1 of the Armed Forces (Administration of Oaths) Order, 1940<sup>(a)</sup>.

2. This Order may be cited as the Administration of Oaths (Occupied Territories) Order, 1941, and shall come into operation on the first day of January, 1942.

Dated the twenty-second day of December, 1941.

Simon, C.

(A.F.Os. 3105/40 and 3443/40.)

## 222.—Shipwright Complements—Reduction and Increases

*See AFO 2024/46* Flotilla Leaders, Destroyer Bases and Destroyers

(N. 27550/41.—15.1.1942.)

As a war-time measure, all shipwrights allowed or borne in flotilla leaders and destroyers, including "Hunt" class and the "Town" class re-armed as escort vessels, are to be withdrawn from those ships without relief.

2. To assist meeting the extra work thus placed on the destroyer base maintenance staffs, one shipwright and one joiner are to be allowed to those staffs for every four attached destroyers of any type. Where the total base staff includes four or more shipwright and artisan ratings, a Chief Shipwright is to be allowed in general charge, in lieu of one of the shipwrights.

3. Commodores, R.N. Barracks, of the Home Ports, and the Captains (D) or other officers responsible for the flotillas, etc., are to arrange for these adjustments to be effected with the minimum dislocation compatible with drafting requirements. Surplus ratings are to be returned to their depôts as early as practicable, except that discretion is given to Commanders-in-Chief abroad to retain any ratings urgently required to meet commitments on the station.

4. In the event of a division or flotilla of destroyers being detailed for detached service where no depôt ship or base repair staff may be available for lengthy periods, one shipwright for each division of destroyers should be embarked *ex* depôt ship or base repair party before sailing.

## 223.—Short Courses in Fighter Directing

(C.W. 738/42.—15.1.1942.)

In cruisers and above, in which the complements do not include a qualified Fighter Directing Officer, when opportunity presents during a refitting period the Officer detailed for Fighter Directing duties is to be sent to the R.N. Air Station, Yeovilton, for a few days' course at the Fighter Direction Centre.

2. Arrangements should be made direct with the R.N. Air Station, Yeovilton, R.A.N.A.S. being informed.

## 224.—Anti-Gas Instruction—Personnel at Bases

(N. 17684/41.—15.1.1942.)

The following amendment is to be made to paragraph 2 of A.F.O. 5369/41 :—  
Delete "at Tipnor". Substitute "at a Naval Anti-Gas School".

(A.F.O. 5369/41.)

(This Order has been reprinted for posting on Notice Boards.)

## 225.—Sick Berth Staff Specialists—REPORTS

(M.D.G. 58954/41.—15.1.1942.)

It is necessary to extend the measures taken to assist in full use being made of ratings who possess qualifications suitable for employment in the Sick Berth Branch.

2. The names and particulars of all ratings already serving who are qualified as Pharmaceutical Chemists, Chemists and Druggists and also Dispensers should be communicated to the Medical Director-General, 64, St. James' Street, London, S.W.1, as soon as possible. Future entrants should also be reported.

3. Similar action should be taken as regards ratings who are (a) Certificated Chiropodists (unless they are qualified and employed as Masseurs) or (b) Sanitary Inspectors, except where their names have already been reported.

4. Sick Berth ratings qualified as mental nurses, but not actually employed as such and whose names have not been placed on the waiting list maintained at Devonport, should be notified to the Medical Director-General stating their qualifications and experience.

5. Medical Officers-in-Charge are to ensure that all other specialist ratings (i.e. Operating Room Assistants, X-Ray Assistants, Laboratory Assistants and Masseurs) are employed on their appropriate duties.

## 226.—Inoculations—Officers, Ratings and Certain Civilian Employees

(M.D.G. 52369/41.—15.1.1942.)

The scope of C.A.F.O. 1853/40 is to be extended as follows :—

- (a) to include Officers and Civilian Employees, e.g. female nursing staff who come within the scope of Naval inoculations, and  
(b) to include all types of inoculations.

2. Notations of inoculations of any type are to be made in the pay book—S.43a (page 15, *et seq.*) and in the case of civilian employees on a certificate of a suitable size that can be kept enclosed in the Civilian Identity Card.

(C.A.F.O. 1853/40.)

## 227.—Royal Marine Signallers on Detached Duties—Dress

(R.M./V. 7120/41.—15.1.1942.)

Royal Marine signallers are often employed on detached duties where they are not under the immediate supervision of a Royal Marine Officer or Non-Commissioned Officer. Care is therefore to be taken by the Naval Officers under whose immediate charge Royal Marine signallers are serving, to ensure that the men comply with the appropriate dress regulations. Any requirements of Royal Marine clothing should be obtained from the First Quartermaster of the nearest Royal Marine Establishment, to whom any enquiries as to dress, equipment, etc., should also be addressed.

2. Attention is drawn to paragraph 3 of A.F.O. 2944/39.

(A.F.O. 2944/39.)

## 228.—Officiating Ministers of Religion

Wick and Bangor, Co. Down

(C.E. 50126/42.—15.1.1942.)

The under-mentioned appointments of Officiating Ministers to Baptist and Congregational personnel of the Royal Navy have been approved :—

Wick ... .. Rev. D. B. Isaac,  
Baptist Manse,  
Thurso Road,  
Wick.

Bangor, Co. Down ... .. Rev. D. Hood,  
9, Hazeldene Park,  
Bangor, Co. Down.

2. The usual facilities are to be afforded.

**229.—Officiating Minister of Religion***Middlesbrough*

(C.E. 50058/42.—15.1.1942.)

The Rev. Edward Glynn, St. Philomena's, Middlesbrough, has been appointed Officiating Minister to Roman Catholic personnel of the Royal Navy at Middlesbrough.

2. The usual facilities are to be afforded.

**230.—Temporary Chaplains (Non-conformist)—Widows' Pensions and Children's Allowances**

(P.M. 23/42.—15.1.1942.)

Pensions will be granted at the "ordinary" rate not exceeding £70 a year, viz.—the maximum "ordinary" rate provided for the widow of a Lieutenant-Commander, Royal Navy, to the widows of Temporary Chaplains, Royal Navy, not in conformity with the Church of England, who die from causes not directly attributable to the Service while serving on the Active List and who would have been eligible for Service retired pay had they been invalidated on account of a non-attributable disability, or who had retired after completion of 15 years' commissioned service and were in receipt of retired pay.

2. The children of such officers may be awarded allowances at the "ordinary" rates appropriate to the children of Commissioned Officers.

3. Payment of pensions and allowances under this Order are subject to the general conditions laid down from time to time in the Regulations.

**231.—Admiralty Surgeons and Agents**

(C.E. 170/42.—15.1.1942.)

The under-mentioned appointments as Admiralty Surgeons and Agents have been approved:—

Place.	Name.	Address.	Remarks.
Poole	Mr. A. M. Ross, M.D.	"Etwell", 10, Longfleet Road, Poole,	Temporarily. During absence of Mr. R. A. Smith.
(Tel. :—Poole 429.)			

Great Baddow	Mr. R. G. Sylvester, O.B.E., M.B., M.R.C.S., L.R.C.P.	Noakes Place, Great Baddow, Essex.	
(Tel. :—Great Baddow 21.)			

**232.—Naval Personnel on Passage from Abroad—Nominal Lists**

(N. 27397/41.—15.1.1942.)

Officers in Charge of naval drafts on passage from abroad in Transports and Freightships should be instructed to prepare nominal lists of all ranks and ratings who embark for the United Kingdom. The lists should show the Port Divisions of ratings, the disposal, and for what reason, of any personnel disembarked en route and the disposal on arrival in the United Kingdom of any rating not sent to his depôt, e.g., those sent to hospital (stating name of hospital).

2. Copies of the list should be disposed as follows:—

Each depôt concerned...	...	...	2 copies
Naval Officer-in-Charge of arrival port	...	...	2 copies
Master of ship	...	...	1 copy
Naval Branch, Admiralty	...	...	1 copy
Director of Sea Transport	...	...	1 copy
Officer in Charge of Naval draft	...	...	1 copy

3. Similar lists should be prepared for drafts in H.M. Ships but no copy need be sent to Director of Sea Transport.

(K.R. &amp; A.I., Article 829.)

(A.F.O. 4924/41 is cancelled.)

**233.—Travelling on the Special Services Train between London and Thurso**

(N/R.T.O. 20382/41.—15.1.1942.)

The following are allowed to travel on the special services train which runs between London and Thurso:—

- (1) Personnel of the Forces (officers and men, and members of the women's services).
- (2) All holders of D.R. Form 1.
- (3) Civilian personnel in Admiralty or Air Ministry service in possession of D.R. Form 12 or D.R. Form 7—in the latter case supported by photographic identification (British passport or green national registration identity card).
- (4) Royal Fleet Auxiliary and Merchant Navy personnel joining or rejoining ships in possession of N.R.110 (National registration identity card with photograph).
- (5) Admiralty dockyard employees in possession of N.R.107 (National registration identity card with photograph) and letter of authority from Superintendent of Dockyard.

(A.F.O. 3806/41.)

(This Order has been reprinted for posting on Notice Boards.)

**234.—Locally Entered Personnel of Commissioned Boom Defence Craft at Yards Abroad—Compensation for War Injuries and Detention.**

(P.M./N. 17144/41.—15.1.1942.)

The War Pensions and Detention Allowances Schemes promulgated in A.F.Os. 5482/41 (for Indian Naval Auxiliary members) and 5483/41 (for Chinese, etc. Naval Auxiliary members) apply to locally entered personnel of commissioned Boom Defence craft serving under special agreements on local civilian rates of pay.

2. As regards such locally entered Maltese Boom Defence personnel, compensation in respect of war injuries or detention is payable under the conditions laid down in A.F.O. 833/40, but at two-thirds of the rates normally payable under that Order.

(A.F.Os. 833/40, 4718/41, 5482/41 and 5483/41.)

### 235.—R.A.N.—Marriage and Dependant Allowances—Warrant Officers, Petty Officers and Men

(N. 28071/41.—15.1.1942.)

With reference to A.F.O. 5505/41, the 3s. 6d. rate of Marriage Allowance for childless married Warrant Officers, Petty Officers and men took effect from 3rd October, 1941, as previously notified in A.F.O. 4840/41, and not from 31st October, 1941.

(Admiralty General Message 0112A/24/12/41 is hereby cancelled.)

(A.F.Os. 4840/41 and 5505/41.)

### 236.—Belgian Ratings—Special Allowance while on Leave

(N. 29039/41.—15.1.1942.)

The Belgian authorities have notified the Admiralty that they have decided to pay to Belgians entered for service in the Royal Navy, an additional allowance of 2s. 0d. a day during periods of leave for which leave allowance is issuable.

2. This concession is at the expense of the Belgian Government and is granted to Belgians because they ordinarily have no home in the United Kingdom and no friends with whom they can stay when on leave.

3. Payment of the additional allowance of 2s. 0d. a day should be made when the normal leave allowance of 3s. 0d. a day is paid and for the same period. Payments should be entered in the Miscellaneous Credits column of the ledger and described as "Special allowance (Belgian)".

4. Payments have hitherto been made direct by the Belgian Welfare Service to men spending their leave in London but (except as provided in paragraph 5) this arrangement will cease on the introduction of the system of payment by Accountant Officers, which will apply to all Belgian ratings irrespective of where the leave is spent.

5. The concession will take effect from the date of the receipt of this Order and will apply to all Belgian ratings granted leave or an extension of leave on or after that date. During the transition stage the Belgian authorities may make payments at the rate of 2s. 0d. a day to applicants in London whose leave or extension of leave commenced before the receipt of this Order, but no action will be necessary by Accountant Officers in respect of such payments.

### 237.—Naval Firemen—Leave

(N. 30478/42.—15.1.1942.)

It has come to notice that at certain ports, etc., Naval ratings employed as firemen are being given no long and comparatively little short leave. This entails the grant of leave on return to depôt when they may be urgently required for draft elsewhere.

2. These ratings are to be considered eligible for normal periods of long and short leave, which is to be given whenever circumstances admit. Temporary reliefs, where necessary and possible, should be provided from local resources.

### 238.—Good Conduct Badges—Effect of Omission to Award or Restore

*Cancelled by*  
AFO 5407/41

(N.L. 19539/41.—15.1.1942.)

Instances continue to come to notice in which good conduct badges have not been awarded or restored on the dates due and the men concerned have afterwards been awarded punishments entailing deprivation of badges.

2. Attention is directed to King's Regulations and Admiralty Instructions, Article 526 (as amended by K.R. 2/39), particularly to the third clause, reading: "The award of a badge is to be considered when it becomes due whether the man applies for the award or not . . . .", and to the similar instruction regarding restoration of badges in Article 564, clause 5. The effect of omission to observe these regulations is that, if the man is subsequently punished summarily by warrant without it being observed that he was entitled to a badge, the badge has afterwards to be awarded or restored and retained to avoid adding to the punishment awarded. A man may thus continue to wear a badge when his conduct has not been such as to entitle him to it.

(A.F.O. 5241/41 is cancelled.)

### R.F.O. 239.—Training in Aircraft Recognition—Library Grant

2739/42

(G.D./T.S.D. 859/41.—15.1.1942.)

The following additional paragraph is to be inserted at the end of A.F.O. 3461/41:—

6. As a temporary measure until more recognition material can be made available, ships and establishments mentioned below may expend up to £2 quarterly as from 1st October, 1941, on periodicals and non-Service publications dealing with Aircraft Recognition.

When practicable, books should be ordered through the Keeper of Stationery and Printing, Admiralty, since the saving in price thereby will make the grant go further. This is not, however, meant to apply to minor casual purchases.

H.M.S. "Excellent".	H.M.S. "Lynx".
Gunnery School, Devonport.	H.M.S. "Marshal Sout".
Gunnery School, Chatham.	H.M.S. "Minos".
H.M.S. "St. Christopher".	H.M.S. "Miranda".
H.M.S. "Queen Charlotte".	H.M.S. "Nemo".
Northern A.A. Range.	H.M.S. "Nimrod".
H.M.S. "Attack".	H.M.S. "Proserpine".
H.M.S. "Bacchante".	H.M.S. "Skirmisher II".
H.M.S. "Badger".	H.M.S. "Wellesley".
H.M.S. "Beaver".	H.M.S. "Western Isles".
H.M.S. "Beehive".	H.M.S. "Wildfire".
H.M.S. "Britannia II".	F.S. "Paris".
H.M.S. "Britannia III".	R.N.P.S., Central Depôt.
H.M.S. "Calliope".	D.E.M.S., Cardiff.
H.M.S. "Caroline".	D.E.M.S., Bristol (H.M.S.
H.M.S. "Claverhouse".	"Flying Fox").
H.M.S. "Eaglet I".	D.E.M.S., Hull.
H.M.S. "Ferret".	D.E.M.S., Newcastle (H.M.S.
H.M.S. "Forte IV".	"Sattelite").
H.M.S. "Fortitude".	D.E.M.S., London (H.M.S.
H.M.S. "Forward II".	"Chrysanthemum").
H.M.S. "Glendower".	D.E.M.S., Belfast (H.M.S.
H.M.S. "Hornet".	"Caroline").
H.M.S. "Lochinvar".	D.E.M.S., Glasgow.
H.M.S. "Lucifer".	H.M.S. "Munro II".
H.M.S. "Beaver III".	H.M.S. "St. George".
H.M.S. "Banamb".	H.M.S. "Skirmisher".
H.M.S. "Bootham".	H.M.S. "Wabps".
H.M.S. "Midge".	

(A.F.O. 3461/41.)



## 240.—Food Rationing—Arrangements for Diabetic and Vegetarian Ration Book or Card Holders

(V. 20385/41.—15.1.1942.)

The following special arrangements have been agreed with the Ministry of Food in respect of naval ration book or ration card holders who are diabetics or vegetarians or both.

2. *Diabetics holding Cards R.B.8 or R.B.8A.*—Personnel suffering from diabetes mellitus or pituitary diabetes should produce, to the officer issuing them with leave or duty ration cards R.B.8 or R.B.8A, a certificate from the medical officer of their ship or establishment stating that they are suffering from one of these complaints. Such personnel should also be provided by their Commanding Officer with a certificate stating whether they are on leave or duty and the expected period of leave or duty. The officer issuing ration cards R.B.8 or R.B.8A to diabetic personnel should mark the front of the cards "Diabetic", initial the endorsement, cancel the sugar coupons and mark the "Spare B" coupons with the current value of the special cheese ration authorised for diabetics (at present "Cheese 12 ozs." for R.B.8 and "Cheese 6 ozs." for R.B.8A). Holders of such cards should take (or send) them after issue to the Food Office together with the medical and leave, etc., certificates referred to above. The Food Executive Officer will then issue extra coupons for additional quantities of rationed items allowed to diabetics (at present 4 meat coupons and 2 butter/margarine coupons weekly) valid for twelve weeks or for the period of leave or duty, whichever is the less. These extra coupons can only be used in conjunction with the holder's ration card R.B.8 or R.B.8A and should be transferred to new cards as these are issued.

3. *Diabetics holding Ration Cards R.B.8X and R.B.8R.*—Personnel billeted under naval billeting arrangements who are diabetics should ask at the local Food Office for a form of application for diabetic rations, which includes a form of medical certificate. On completion of the form and medical certificate they should be taken or sent to the local Food Office with the ration cards R.B.8X and R.B.8R when the extra meat and butter/margarine coupons and Form R.G.40A in respect of extra cheese will be issued, the card and counterfoil will be marked "D" and the "Spare B" coupon and the sugar coupon on card R.B.8R will be cancelled. The additional coupons can be used only with the holder's ration card and any coupons remaining at the end of the ration card period should be attached to the new card.

4. *Diabetics* are included in the classes of invalids entitled to receive priority supplies of liquid milk under the Milk Supply Scheme. Medical Officers should obtain supplies of the relative medical certificate form MKC/1A from local food offices. After completion this certificate should be taken or sent to the local food office, and Section III of the form "Authority to purchase" will be returned by the food office for use with Ration Cards R.B.8, R.B.8A or R.B.8R.

5. *Vegetarians holding Ration Cards R.B.8, R.B.8A or R.B.8X and R.B.8R.*—Naval holders of the above ration cards who are vegetarians by conviction, should make application in writing to their Commanding Officer to be treated as vegetarians for rationing purposes. The application should include a certificate to the effect that:—

- (a) The applicant is a true vegetarian and as such has abstained from the flesh of all animals (fish, flesh and fowl) for not less than three months.
- (b) The applicant will not eat any meat or bacon so long as he is certified as being a vegetarian.

If the Commanding Officer is satisfied that the application is genuine he will authorise the officer issuing ration cards R.B.8 and R.B.8A to the applicant to cancel all meat and bacon coupons, to endorse the front of the cards "Vegetarian" and to mark the "Spare B" coupons with the current value of the special cheese ration authorised for vegetarians (at present "Cheese 12 ozs." for R.B.8 and "Cheese 6 ozs." for R.B.8A). When the Commanding Officer is similarly satisfied in respect of holders of R.B.8X, etc., the issuing officer should endorse the front of the R.B.8X "Vegetarian" and the holder of the card should apply to the local Food Office with his card for form R.G.40A with which to obtain the special cheese

ration. When renewals of cards R.B.8R are issued to vegetarian holders of R.B.8X the "Spare B" coupons and the meat and bacon coupons should be cancelled by the issuing officer.

6. As the cooking fat ration consists in the main of animal fats, vegetarians will be allowed to purchase margarine in lieu. The cooking fats coupons on ration cards R.B.8, R.B.8A and R.B.8R issued to vegetarians should accordingly be endorsed "Vegetarian/Kosher Margarine".

7. *Diabetic Vegetarians.*—In the case of diabetic personnel who are also vegetarians, the above instructions for both classes should be followed. The issuing officer should endorse ration cards R.B.8 and R.B.8A issued to such personnel "Diabetic Vegetarian", cancel the sugar, meat and bacon coupons and endorse the "Spare B" coupon with the special allowance of cheese for such persons (at present 24 ozs. and 12 ozs. for R.B.8 and R.B.8A respectively). The issuing officer should endorse cards R.B.8X and R.B.8R issued to such personnel "Veg/D" and cancel the sugar, meat and bacon coupons. Application for the extra cheese ration should then be made by the holder to the local Food Office. The endorsement referred to in paragraph 5 above in respect of cooking fats should be made on all cards R.B.8, R.B.8A and R.B.8X issued to diabetic vegetarians.

8. *Return of Extra Coupons, etc.*—When personnel ceasing to be billeted under naval billeting arrangements surrender their ration documents in accordance with A.F.O. 4047/41, paragraph 8, they should, if they are diabetics, vegetarians or diabetic vegetarians, surrender any spare meat or butter/margarine coupons and any spare forms R.B.40A which may be in their possession. These extra coupons should be returned by the issuing officer to the Food Office with the other documents.

9. *Holders of Ration Books R.B.1/R.N.*—Personnel holding ration books R.B.1/R.N. and R.B.9/R.N. who are diabetics, vegetarians or both should apply to the local Food Office in the first instance for the extra rations to which they are entitled.

(A.F.Os. 4047/41, 4148/41 and 4382/41.)

## 241.—Prevention of Waste—Instructional Film

(N./W.P.O.1035/42.—15.1.1942.)

An instructional film designed to encourage the salvage of all scrap materials, entitled "Let's Talk Rubbish" (showing time nine minutes) suitable for inclusion in entertainment programmes as a "trailer", has been produced, and will shortly be distributed as follows:—

C.-in-C., Home Fleet	...	...	...	2 copies for Home Fleet.
				1 copy for Lyness Base.
C.-in-C., Mediterranean	...	...	...	2 copies.
R.A.N.A.S.	...	...	...	2 "
C.-in-C., Rosyth	...	...	...	1 copy
R.N. Barracks, Portsmouth	...	...	...	1 "
R.N. Barracks, Chatham	...	...	...	1 "
R.N. Barracks, Devonport	...	...	...	1 "
R.M. Barracks, Chatham	...	...	...	1 "
R.M. Barracks, Eastney	...	...	...	1 "
R.M. Barracks, Stonehouse	...	...	...	1 "
H.M.S. "King Alfred"	...	...	...	1 "
H.M.S. "St. George"	...	...	...	1 "
H.M.S. "Collingwood"	...	...	...	1 "
H.M.S. "Raleigh"	...	...	...	1 "
H.M.S. "Glendower"	...	...	...	1 "
H.M.S. "Royal Arthur"	...	...	...	1 "
H.M.S. "Ganges"	...	...	...	1 "
H.M.S. "Europa"	...	...	...	1 "
H.M.S. "Duke"	...	...	...	1 "
R.N. College, Dartmouth	...	...	...	1 "
H.M.S. "Autocarrier"	...	...	...	1 "
H.M.S. "Ambitious"	...	...	...	1 "

2. Arrangements are to be made to ensure that this "trailer" is included in the programmes of all ships and establishments at frequent intervals.

**242.—Bicycles for Naval Personnel**

(N. 27154/41.—15.1.1942.)

The provision of pedal bicycles at naval establishments at home for the use on duty of Naval, Royal Marine, Reserve and W.R.N.S. officers and ratings, is under consideration with the following objects in view :—

- (a) To save petrol and reduce the number of service vehicles in use.
- (b) To save expense on daily travelling by bus or tram between lodgings and place of duty where this is at present borne by naval funds.

2. Any instances in which an appreciable saving under (a) or (b) above would be effected, are to be reported to the Director of Stores, Admiralty, S.W.1. Details of the anticipated saving should be furnished, together with the numbers of bicycles (i) for men and (ii) for women, which are recommended.

3. It is not the intention to provide bicycles merely as an addition to existing facilities, and where, for example, an officer or rating is within walking distance or is responsible for providing his own means of conveyance, present arrangements should not be disturbed.

4. The bicycles would not be removed from establishments with transferred personnel and would be distinctly marked to show they are Government property. Where the provision of bicycles is recommended, proposals for storage and maintenance should be included in the submission.

**243.—War Damage Act—Private Chattels Scheme**

A.F.O. 1080/43

(N. 28765/41.—15.1.1942.)

Regulations made under Section 68 of the War Damage Act, 1941, permit the Board of Trade to treat as a householder any person who would be, or would be treated as, a householder in the United Kingdom but for circumstances attributable to the war. Where any person is treated as a householder by virtue only of this rule the Board of Trade may treat him as being ordinarily resident with any other person if satisfied that he would have been so resident with that person but for the war. This will have the effect of making members of the Forces who were called up or sent abroad before 1st August, 1939, eligible for householders' privileges.

2. The period of grace for effecting insurance in order to obtain cover under a policy from 1st May, 1941, has been extended without limit provided a certificate can be furnished that there has been no appreciable delay in effecting insurance.

(A.F.Os. 329/41, 2138/41 and 2721/41.)

*(This Order has been reprinted for posting on Notice Boards.)***244.—R.N. War Amenities Fund—Donations***(Included in Notice Boards Issue only.)***245.—Disposal of Funds of H.M.S. "Mohawk"—Ships' (Canteen) Fund***(Included in Notice Boards Issue only.)***246.—New Year's Message from the British Legion to the Royal Navy***(Included in Notice Boards Issue only.)***Section 3.—G., T., N., E., etc., & STORE ; HULL, EQUIPMENT & FITTINGS****247.—Gun Mountings—0.5-in. "M", Mark IV—Guard Plates for Empty Cases and Clips***Ships concerned, Dockyards and Repair Establishments*

(G. 010252/41.—15.1.1942.)

Reports have been received of empty cases and clips jamming 0.5-in. "M" Mark IV mountings in training by lodging between the housing stop and its seating or the semi-permanent stops.

2. To avoid this, suitable guard plates should be made and fitted in accordance with A.F.O. Diagram 13/42 (Drawing No. M.G.10569).

3. The work is to be carried out by ship's staff, assisted as necessary by Dockyards and Repair Establishments and should be covered by an item in the next Defect List.

*(This Order is to be retained until complied with.)***248.—Guns, B.L. 6-in. Mark XXIII, Catch, Breech Mechanism Lever, Mark I—Liability to Fracture**

(A.S./G. 2559/41.—15.1.1942.)

Catches, breech mechanism lever of Mark I design for B.L. 6-in. Mark XXIII guns are liable to occasional fracture of the handpiece due to shock of the rapid closing action of this mechanism.

2. All catches made since 1939 are of Mark II design, strengthened at the handpiece, and are not liable to this failure.

3. All Mark I catches fitted to breech mechanisms should be regularly examined by ships' staff for incipient cracks at the junction of the handpiece and the shaft. Care should be taken that the spare breech mechanism levers and spare catches carried on board are tried in place in the guns to ensure ready replacement of a broken catch. (The mark of the catch is stamped in Roman numerals over the year of manufacture.)

4. Special attention should be given to Mark I catches when mechanisms are under overhaul or repair by R.N. Armament Depôts.

**249.—Guns, Hispano, 20 mm.—Modification to Bowden Cable Firing Lever**

(G. 016755/41.—15.1.1942.)

As instances have been reported of the Bowden Cable Firing Lever fracturing, all guns mounted afloat are to be modified by the nearest R.N. Armament Depôt at the first opportunity as detailed in A.F.O. Diagram No. 17/42.

2. The ball on the end of the bowden cable is to be replaced by a cylindrical piece of mild steel, the cylinder fitting into the slot on the lever.

3. For guns mounted for ground defence of Naval Air Stations, the modification is to be carried out by Station Staff.

**250.—Pistols, Signal, No. 1, Mark IV**

(A.S. 13629/41.—15.1.1942.)

Owing to the unsuitability of Mazak at very low temperatures, Pistols, Signal, No. 1, Mark IV, are not regarded as satisfactory for issue to seagoing ships, or to shore establishments where very low temperatures may be experienced and supply of these pistols is therefore to be limited to local defence craft and shore establishments in the Mediterranean, East Indies and South Africa.

2. Any pistols of this mark now with services other than those specified are to be landed forthwith and Pistols, Signal, No. 1, Mark III\* demanded in lieu.

3. If Pistols, Signal, No. 1, Mark III\* are not available locally, Pistols, Schermuly, 1 lb. or 2 lb., will be supplied in lieu in accordance with A.F.O. 35/42.

(A.F.O. 35/42.)

**251.—Rifles, 1-in., Elswick "C"—Modification to Ensure Positive Engagement of Trigger Sear**

(A.S. 5256/41.—15.1.1942.)

To ensure the positive engagement of the trigger sear, all Rifles, 1-in., Elswick "C", are to be modified by fitting new cam lever axis bolt and a spring, also by increasing the width of slot in the trigger sear, as shown in A.F.O. Diagram 15/42.

2. This modification will be carried out by the staffs of R.N. Armament Depôts or Officers-in-Charge of Armament Supply, at the first opportunity.

3. Requirements of the new parts should be met at R.N. Armament Depôts by local manufacture. O.C.A.S. requirements should be met by Intermediate Demands on Admiralty.

4. The new spring (spring, trigger, sear) should be supplied to vessels in the proportion of one per equipment. Naval Proportion Book will be amended.

5. Conversion drawing N.O.D.2117/30 has been amended under date 25.8.41 to incorporate the above-mentioned modification and amended drawings are being supplied to R.N. Armament Depôts concerned.

(A.F.O. 1069/41.)

**252.—Ammunition—Hand-up for Q.F., 4-in. Guns—Cleaning of Bearing Rails***Authorities concerned*

(G. 014852/41.—15.1.1942.)

It has been reported that a jam was caused in a Q.F., 4-in. gun, due to a fragment of galvanised deposit from the bearing rails on the ammunition hand-up chutes being carried into the breech mechanism by a cartridge case. These bearing rails should not be galvanised.

2. Commanding Officers of ships fitted with galvanised bearing rails to hand-up chutes are to arrange for these rails to be cleaned up and the steel surfaces left bright.

3. All hand-ups for 4-in. Q.F. ammunition of new and future construction are to be fitted with ungalvanised rails.

*(This Order is to be retained until complied with.)***253.—Ammunition Allowance for Air Training Corps Affiliated to R.N. Air Stations**

(N.A.D./C.W. 33672/41.—15.1.1942.)

Two hundred rounds of ball ammunition may be expended per annum by each Air Cadet, from rifles and automatic weapons. The number of rounds fired from each type of weapon to be at the discretion of the Instructor.

2. Ammunition for this purpose is to be demanded by R.N. air stations as required. The demands are to be endorsed "For practice only" and are to show the quantity of ammunition required for rifles and the quantity required for automatic weapons.

**254.—Hammock Bars in Living Spaces, etc.***New Construction Ships of All Classes*

(P. 293/42.—15.1.1942.)

In all ships under construction, hammock bars are to be fitted in all available mess spaces, cabin flats and lobbies and all suitable spaces in the superstructures.

**255.—Fire Control Communications—REPORTS***Coastal Craft, M.T.Bs., M.A./S.Bs., M.G.Bs., S.G.Bs., Fairmile Launches "A," "B," "C," and "D" Classes and M.L.501.*

(D.E.E./G. 012806/41.—15.1.1942.)

The requirements for armament communications in coastal craft are as follows:—

(a) *M.T.Bs., M.A./S.Bs. and M.G.Bs.*

- (i) Each way verbal communication between the bridge and guns.
- (ii) Each way audible or visual communication between the bridge and guns.

(b) *Fairmile Launches "A," "B," "C," and "D" Classes, S.G.Bs. and M.L.501.*

- (i) Sound-powered telephones with helmet fitting at guns and Holman projector and handset on the bridge.
- (ii) A horn call-up circuit from guns to the bridge.
- (iii) A visual "check-fire" system operated from the bridge to guns.
- (iv) An audible "check-fire" system operated from the bridge to the Holman projector.

2. *Fairmile Launches "A," "B," "C," and "D" Classes, M.L.501 and S.G.Bs. where slip rings are fitted.*—(a) A sound-powered telephone, Mark XI, Pattern 1193, handset is to be fitted in the conning bridge and connected in parallel with a sound-powered telephone, Mark X, Pattern 1191, fitted in a blast helmet, Pattern 2932, at each gun position (excepting stripped Lewis guns) and at the Holman projector.

(b) *For the telephone, Mark XI, Pattern 1193,* the following associate equipment is to be fitted:—

- (i) A plug, Pattern 9875, on the length of cable supplied with the telephone.

(ii) A plug-box, Pattern 9874, sited in the conning bridge structure in a convenient position and wired to the electrical slip rings on gun mountings with Pattern 6055 cable or equivalent.

(iii) A stowage box, Pattern 1197, on the conning bridge structure.

(c) For the telephone, Mark X, Pattern 1191, the following associate equipment is to be fitted:—

(i) A plug, Pattern 9875, on the length of cable supplied with the telephone.

(ii) A plug box, Pattern 9874, on the rotating structures of the gun, sited in a convenient position and wired with Pattern 6055 cable or equivalent from the slip rings.

(iii) A plug box, Pattern 9874, sited on the boat's structure at the Holman projector.

(iv) A stowage box, Pattern 1196, on the ship's structure adjacent to each gun and one adjacent to the Holman projector.

(d) In conjunction with the telephone circuits, a call-up circuit is to be fitted consisting of a push at each gun and one on the ship's structure adjacent to the Holman projector, all wired in parallel to operate a horn "Altette" type 1235—24 volts—(Bell Pattern 2237, modified for S.G.Bs.), fitted at the conning bridge.

(e) A visual check-fire circuit is also to be fitted, consisting of a Pattern 5543 lamp fitting (with lamp, Pattern 9897, glass shade, Pattern 5547, and a brass shade, Pattern 5549) mounted on a sight bar of each gun and wired to the slip rings. A suitable watertight bell is to be fitted on the ship's structure adjacent to the Holman projector. The check fire lamps and the bell are to be wired in parallel and operated by a single push sited adjacent to the handset on the bridge.

3. *Fairmile Launches "A," "B," "C," and "D" Classes, M.L. 501 and S.G.Bs. where slip-rings are not fitted.*—(a) The equipment as detailed at 2 above is to be fitted, but the plug box referred to at 2 (c) (ii) is to be mounted on the top of the fixed pedestal, care being taken in the case of the Oerlikon mountings that the plug box is sited clear of the sweep of the ammunition bag.

(b) When connecting up the plug box, sufficient slack cable is to be allowed to enable connections to be made when slip rings are fitted at a later date.

(c) "Altette" horns (bells for S.G.Bs.) are to be fitted on the fixed structures in lieu of the check fire lamps.

4. Typical circuits are shown in A.F.O. Diagram 16/42 (Nos. D.E.E. 10434 and 10435).

5. *M.T.Bs., M.A./S.Bs., and M.G.Bs.*—(a) It is under consideration to fit so the above boats telephone communication system using amplifiers, also visual check fire and horn call-up circuits as detailed for Fairmile boats. These circuits will necessitate the fitting of six slip rings to each mounting. The central pivot, however, on existing mountings is only  $\frac{3}{8}$ -in. in diameter and will not accommodate the cables required for these circuits. The circuits as detailed for Fairmile M.Ls. should therefore be fitted in all M.T.Bs., M.A./S.Bs. and M.G.Bs. in which the central pivot is less than 2-in. in diameter.

The fittings should be suitable for the voltage of the boat.

(b) Reports are to be forwarded, stating the boats in which sound-powered telephones are fitted and the diameter of the central pivot of those boats.

6. *General.*—(a) Action will be taken by the Admiralty for vessels under construction where no delay in completion is involved.

(b) For vessels in service and for newly completed craft in which the above circuits have not been fitted, the work is to be carried out at the earliest opportunity by boat or base staff assisted as necessary by Dockyard.

(C.A.F.O. 704/41 is cancelled.)

## 256.—Torpedoes, 18-in., Marks XII\*—XII\*\*B and XIII—Modification to Horizontal Rudder Stop

(A.S. 16219/41.—15.1.1942.)

The maximum horizontal rudder helm of 18-in. Marks XII\*—XII\*\*B and XIII torpedoes is to be reduced from 15° up and down to 11½° up and down.

2. Particulars of the alterations necessary to the horizontal rudder stop are as follows:—

(a) Drill, tap and countersink 4 in number 0.281 dia., 26 threads per inch ( $\frac{3}{32}$ -in. B.S.F.) holes through the lugs of the stop, positioned as shown in A.F.O. Diagram 12/42.

(b) Screw and sweat 4 in number screws, St. No. 504, into the tapped holes in stop.

(c) After final fitment of screws, adjust ends of screws to give 11½° horizontal rudder helm up and down (i.e., 0.61 inch measured at the extremity of the horizontal rudder).

3. The above alterations are to be carried out on board Aircraft Carriers and at R.N. Air Stations. Torpedoes supplied from Torpedo Depôts, in future, will be modified before issue.

4. Demands for the quantities of screws, St. No. 504, required should be forwarded in the usual manner.

5. The corresponding Depôt Instruction is T.D.I. No. 1125.

## 257.—Main Controlling Switch, Type II—Dynamo Selector Plug Board—Fitting of Control Switch

(D.E.E. 45627/41/T.3833/41.—15.1.1942.)

In order to prevent the sparking which occurs at the contacts of the dynamo selector plug when changing from one dynamo position to another, it has been decided to fit a double pole quick make and break control switch in the circuit of the selector plug. This is to be done in all ships equipped with more than 4 dynamos and in any vessel with 4 dynamos if excessive sparking is noted at the dynamo selector plug.

2. The switch employed is to be A.P.1173A, but if this switch is not available any double pole quick make and break switch of not less than 10 amps capacity which is considered suitable by the ships' officers may be employed, until the correct switch is available.

3. The control switch is to be mounted and wired in the manner shown in A.F.O. Diagram 18/42 (D.E.E.10275). This drawing also gives particulars of a label which should be made up and fitted by ship's staff.

4. The main controlling switchboard in ships building with more than 4 dynamos is being modified by the shipbuilder. If, in ships nearing completion, it is not possible for the shipbuilder to carry out this modification, ships' staffs should do the work as soon as convenient.

## 258.—24-in. Searchlights Removed from Ex-U.S. Coast-guard Cutters

(T. 4038/41.—15.1.1942.)

Arrangements are to be made for the American 24-in. Searchlights and the associated equipment removed from the ex-U.S. coast-guard Cutters to be forwarded to the nearest Dockyard or Store Depôt, where they are to be placed in suitable storage.

### 259.—Mechanical Spring Clips, Patterns 5910 and 5911 for Hinge Pins on Control Gear—Supply

(N.S. 5721/41.—15.1.1942.)

With reference to A.F.O. 3052/41, it is not intended that ships should immediately replace the existing steel spring clips by phosphor bronze clips, but that a small number should be held on board ships concerned in order to make good any breakages arising under working conditions or during maintenance repairs.

2. The basis for demands for P.B. clips, Patterns 5910 and 5911, should therefore be for approximately 5 per cent. of the total number of each size of the steel spring clips fitted. Demands should be forwarded to storing yards accordingly.

3. For ships building, phosphor bronze clips will be provided with the spares of the apparatus concerned.

(A.F.O. 3052/41.)

### 260.—Compass Corrector Coils—Modification to Tapping from D.G. Coil

105-ft. Wooden Motor Minesweepers

(D.E.E. 49402/41.—15.1.1942.)

In order to provide smoother control when adjusting the compass corrector coils on M.M/S. vessels, it is necessary to reduce the voltage applied to the resistance units from 20 volts at present specified to approximately 12 volts.

2. This reduction is obtained by tapping from the fourth turn of the D.G. coil instead of the seventh as stated in the Specification and Drawing D.E.E.10070R/2.

3. In the case of vessels building in the United Kingdom and abroad or in hand for installation of D.G. equipment, this modification is to be effected before completion of the vessel.

4. Commanding Officers of ships in commission are to arrange for the work to be carried out by ship or base staffs at the first opportunity, arrangements being made at the same time for the compass corrector coils to be re-adjusted as necessary with the reduced voltage. No attempt should be made to modify the arrangement of cable blocks in the junction box, two wires being accommodated under one screw of the fourth turn block.

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

### 261.—Screens, Pattern 2700, for Distant Reading Thermographs—Supply

New construction ships

(N.S. 22102/41.—15.1.1942.)

Screens, Pattern 2700, are allowed to aircraft carriers and to other ships carrying aircraft for use with distant reading thermographs, Pattern 545, 545A or 546. These screens when required for ships building are in future to be demanded from storing yards by overseers on Form D.501 at the same time as the thermograph.

2. B.R. 358—Establishment of Naval Stores for Executive Purposes will be amended by the addition of the marginal note "F" against screens, Pattern 2700.

### 262.—Logs, "Cherub," Marks II and III, Non-electric—Streaming from Amidships

Rescue Tugs

(N.S. 7289/41.—15.1.1942.)

Rescue Tugs are to be provided with Walker's logs arranged to stream from amidships. For this purpose a "Cherub" Mark III non-electric log, Pattern 3330, or a "Cherub" Mark II non-electric log is required, together with the following accessories to which, collectively, Pattern 3346 is being allocated:—

Pattern 3346 { "Viking" amidships connector.  
100 ft. of aerial wire.  
Spring and two hooks.

2. Commanding Officers of vessels concerned in commission should raise an Alteration and Addition item, Classification "B" to cover the fitting of the log and a boom amidships to take the log. A drawing showing a typical arrangement of the boom to be fitted for the operation of this outfit may be obtained from D.N.C. Department, Admiralty, Bath, on application.

3. Demands for the logs and connectors etc., Pattern 3346, should be forwarded to storing yards or bases to which the vessels are attached. Vessels in which a log, Pattern 3330, or "Cherub", Mark II, is already fitted should demand only the connector outfit, Pattern 3346, to adapt the existing log for streaming in the new position.

4. Separate instructions have been issued concerning rescue tugs at present under construction.

5. The Sea Store Establishments concerned will be amended.

### 263.—Boiler Tubes, etc.

H.M. Ships "Nestor" and "Wheatland"

(N.S./P. 60826/41./P. 60569/41.—15.1.1942.)

Particulars of the boilers and tubes fitted in H.M.S. "Nestor" are identical with those published in A.F.O. 243/41 for H.M.S. "Napier".

Similarly, those fitted in H.M.S. "Wheatland" are identical with those published in A.F.O. 2387/41 for H.M.S. "Brocklesby."

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

(This Order will not be reprinted.)

(A.F.Os. 243/41 and 2387/41.)

### 264.—Feed Heater Drains and Boiler Feed Regulator Leak-off Systems—Modifications

"County" Class Cruisers

(D. 17133/41.—15.1.1942.)

With reference to C.A.F.O. 1969/40, the following modifications have been approved in principle to prevent contamination of main feed tanks in the event of damage:—

- (i) Feed Heater Drains—S.D. valves to be fitted at each drain cooler; also a cross-connection with S.D. valve to be provided in each engine room between the drains from the port and starboard units.
- (ii) Boiler Feed Regulator Leak-off Systems.—Where the leak-off pipes enter the main feed tanks through the tank top, they are to be arranged with inverted U bends extending to the top of the engine room over the feed tanks. A  $\frac{1}{4}$ -in. diameter hole drilled as high as practicable

in each internal pipe will obviate the risk of syphoning from the feed tanks. Where the pipes join the feed tanks low down and valves are not already fitted at the tanks, valves are to be fitted and should be capable of being locked open.

2. The Commanding Officers of ships concerned are to include an item, Classification A, for any of the above work not already completed, in their next lists of Alterations and Additions.

(C.A.F.O. 1969/40.)

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

### 265.—Naval Aircraft—Electrical Equipment—Suppressors, Radio—Interference

(A.M.R. 34/42.—15.1.1942.)

An instance has occurred in which the electrical installation of an aircraft was earthed due to moisture penetrating a suppressor and earthing the live side of the condenser.

2. In cases where a suppressor is so mounted that the possibility of ingress of water, Glycol or oil between the case and its lid exists, squadrons are to seal the suppressor as described in paragraph 3.

3. A band of adhesive tape or doped fabric should be wound externally around the joint of the suppressor case and the lid, after which a coat of shellac should be applied.

### 266.—Naval Aircraft—Oxygen Mask, Type D—Shortening of Flexible Tubing

(A.M./N.S. Air 5799/41.—15.1.1942.)

It has been reported that the 5-ft. lengths of flexible tubing, Mark III (Stores Ref. 6D/80) between the oxygen mask, Type D (Stores Ref. 6D/105) and the bayonet union plug, Mark IIIB (Stores Ref. 6D/101) are too long in certain instances, e.g., for pilots of fighter aircraft. If the tubing is too long it is liable to catch in an obstruction and dislodge the mask from the face.

2. This tubing is, therefore, to be reduced in length to suit the user's requirements. After the tubing has been refitted to the mask or bayonet union plug, it must be bound with thread in accordance with A.P. 1275, Vol. I, Section XI, Chapter 2, paragraph 50.

3. Commanding officers are to draw the attention of all concerned to this Order.

### 267.—Aircraft Dinghy Maintenance

(A.M. 7177/41.—15.1.1942.)

The Parachute Officer is responsible to the Commanding Officer for the maintenance and repair of "K" type dinghies by the Parachute Section.

2. All parachute officers and parachute packers will undergo a course in the maintenance and repair of aircraft type dinghies, as soon as it can be arranged.

3. Air Fitters (A) or equivalent R.A.F. ratings, will continue to carry out the maintenance and repair of aircraft type dinghies, but Parachute Officers, when trained, will advise Commanding Officers on any special maintenance measures necessary for this type as well as the "K" type, and the Parachute Section should be used for repairs beyond the capacity of aircraft workshops.

### 268.—D.G. Equipments—Modifications—Notation on Form D.G.1 (N)

H.M. Ships

(S.D.G. 10/42.—15.1.1942.)

With reference to A.F.O. 4659/41, paragraph 4, it may sometimes be necessary for ship's officers to carry out modifications to the D.G. equipment.

2. In such cases, since it is improbable that Form D.G.1A (N) will be available, a notation is to be inserted on the Form D.G.1 (N) giving details of the modification effected and this notation is to be signed by the Commanding Officer.

3. It is not intended that adjustments consequent upon range recommendations should be thus inserted but should any turns of a D.G. coil ever be reversed *it is most desirable that a notation recording such reversal* should be made on the D.G. Certificate, in order to assist D.G. officers making future measurements in arriving at correct conclusions.

4. Attention is drawn to O.U. 6384, Section VI, paragraph 14. All signals recommending D.G. adjustments should be kept together with the D.G. certificates in the Ship's Book.

(A.F.O. 4659/41.)

### 269.—Pumping and Spraying Arrangements in Torpedo Warhead Rooms

Vees and Destroyers of A—K, N and "Havant" Classes (ex Tribals)

(D. 18317/41.—15.1.1942.)

In order to localise flooding in the event of damage on one side in the vicinity of the torpedo warhead room in destroyers of the classes referred to, except Vees, the following work is to be carried out:—

(i) The fore and aft bulkheads of the warhead room are to be made as watertight as possible by a light caulk or the fitting of hard stopping to seams of plating and by blanking off slots, lightening holes, etc. Where these bulkheads have been carried down to the outer bottom they are to be made tight right down and the warhead room flat should be made non-watertight, if not already so, in order to permit drainage into the space below, from which water can be pumped out.

Where the side bulkheads are not carried down below the warhead room flat they are to be made watertight above the flat, and the middle line bulkhead is to be made watertight below the flat.

(ii) Of the three watertight compartments formed by the alterations authorised in paragraph (i), only one will then be provided with a suction, and provision is to be made for pumping from the other two by fitting in each such compartment a stand-pipe led into the lower deck lobby and fitted with a hose connection, for pumping by means of flexible hose from the main suction line.

(iii) A branch pipe with isolating valve and double hose connection is to be led under the upper deck from the main suction line to the lower deck lobby.

2. In destroyers, including Vees, where the torpedo warhead room is used for the stowage of H.A. ammunition, the following work is also to be carried out:—

(a) The fitting of a spraying arrangement in the warhead room.  
(b) The fitting of an automatic air escape in the crown of the warhead room.

3. An item, classification A, to cover the work involved, is to be included in the lists of Alterations and Additions for the ships concerned.

(A.F.O. 4582/40 is cancelled.)

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

### 270.— Replace Ball and Roller Bearings for Dynamos and Motors

(D. 16867/41.—15.1.1942.)

Difficulties have arisen in providing replace ball and roller bearings, through incorrect or incomplete particulars having been forwarded by ships with the demands. In two cases recently the wrong dynamo bearings were supplied.

2. It is essential that full particulars of bearings should be supplied, including maker's name and the following:—

- Markings on inner and outer races.
- Whether self-aligning.
- Whether sleeve mounted.
- Any "special" features.
- Catalogue number, if known.

3. Where any doubt exists as to the correct type of bearing to be supplied, the matter is to be referred to the Admiralty.

### 271.— Fire Extinguishers—Supply to Vessels of Allied Navies

(N.S. 9395/41.—15.1.1942.)

Pyrene, Foam type and Nuswift hand fire extinguishers and charges may be supplied when demanded by vessels of the Allied navies, subject to the extinguishers and charges being available without detriment to supplies for H.M. ships and services.

2. Issues of these extinguishers should in general conform to the allowances applicable to comparable H.M. ships, unless attended by special circumstances.

3. Any demands received from Allied ships for other types of fire-fighting appliances, except general stores such as adaptors and branch pipes other than jet/spray types, are to be forwarded to the Admiralty for approval through the British Naval Administrative Authority or other appropriate channel as applicable.

4. All issues are to be made in accordance with the conditions applicable to the supply of Naval stores to the Allied Government concerned.

### 272.—Eyeshields and Ointment, Anti-Gas—Personal Issue—Charges for Loss or Damage

(N.S./N. 14794/41.—15.1.1942.)

In the event of loss of, or damage to, the eyeshields and anti-gas ointment supplied as "personal issue", the following charges are to be made against the individual concerned:—

Eyeshields	...	...	6d. each.
Ointment No. 1	...	...	3d. per 2-oz. tin.
Ointment No. 2	...	...	11d. per 2-oz. tin.

(C.-in-C., Rosyth, No. 2953/680/2—4.7.41.)

(C.A.F.Os. 2163/39 and 1108/40.)

### 273.— Modification to M/S Davits

A/S-M/S Corvettes ("Flower" Class) and A/S-M/S "Tree," "Dance," "Shakespearean" and "Isles" Classes Trawlers

(T. 3121/41.—15.1.1942.)

To improve the training of mine-sweeping davits of the above classes of vessels in service, a modification incorporating gearing has been introduced. This gearing is to be fitted as opportunity offers, and Commanding Officers should insert the following item, Classification A, in their next list of Alterations and Additions:—

"To improve the training arrangements of M/S davits by the addition of spur gearing."

The names of the makers of the davits, where known, should be inserted with the item in the ship's list of Alterations and Additions.

2. Details of the arrangement of the gearing are shown in A.F.O. Diagram No. 14/42 for general guidance in fitting.

3. Where the additional fittings and gearing cannot be made locally the fitting-out officers should arrange for supply by the original makers of the davits.

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

### 274.— Adaptor, Front and Rear Crutch, for E.M. Release Unit, Type A—Allowances

(N.S. Air 5313/41.—15.1.1942.)

The allowances of Adaptors, Ref. 11A/685, have been revised, and will, in future, be shown in O.U. 6328, General A.S.E., as follows:—

O.U. 6328. General A.S.E.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	20	21	X	Y	Z	
	<i>Section 11A</i>																		
685	Adaptor Front and Rear Crutch	No.							4	8	16	24	36	B	Fulmar } 8 per air-craft.	16	4	24	
685	Adaptor Front and Rear Crutch	† No.	(W)	(W)	(W)	(W)	(W)							B	Swordfish—16 per aircraft. Albacore—32 per aircraft.				

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

R.N. Air Stations, Class "A" ... To the scale laid down in Col. X.  
R.N. Air Stations, Class "B" and "C" ... To the scale laid down in Col. Y.  
R.N. Aircraft Repair Yards ... To the scale laid down in Col. Z.

2. The present allowances in O.U. 6328(A), (B), (C), (E), and (F) should be deleted.

3. Squadrons, Ships, and Services concerned should, where necessary, forward demands to their respective Store Depôts, to complete to the above scales, quoting this Order as the authority for supply. Quantities held in excess of the allowances should be returned to store.

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

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

## 275.—Walrus Aircraft—Additional Spares

(N.S. Air 5057/41.—15.1.1942.)

In view of amendment to equipment fitted in Walrus aircraft, the following range of spares will be allowed to ships and services concerned in accordance with the scales indicated :—

1	2	3	4	10	11	12	13	14	20	21	X	Y	Z
	<i>O.U. 6327A</i>												
10A/12222	Mounting, type 39 ...	No.	1	1	1	1	1	A			1	1	1
10A/12223	Mounting, type 40 ...	"	1	1	1	1	1	A			1	1	1
10H/254	Plugs, type 172 ...	"	2	2	2	2	2	A			2	2	2
10H/258	Plugs, type 174 ...	"	1	1	1	2	2	A			1	1	2
10H/260	Socket, type 107 ...	"	2	2	2	2	2	A			2	2	2
10H/261	Socket, type 108 ...	"	1	1	2	2	2	A			2	1	2
10H/256	Socket, type 105 ...	"	1	1	2	2	2	A			2	1	2
10H/460	Socket, type 185 ...	"	1	1	2	2	2	A			2	1	2
27N/20	Switches, inertia ...	"	1	1	1	1	1	B			1	1	1
26/NIV	Clip, complete ...	23664/45	1	1	1	1	1	C			1	1	1
26/NIV	Fork end ...	23662/3	1	1	1	1	1	C			1	1	1
26/NIV	Pin, quick release ...	23662/5	1	1	1	1	1	C			1	1	1
26/NIV	Swivel ...	23662/1	1	1	1	1	1	C			1	1	1
26/NIV	Mounting complete, K class gun.	23627/175	1	1	1	1	1	C			1	1	1
28B/254	Burr ...	AGS191/B	24	24	36	36	36	C			36	24	36
28B/813	Pin ...	SP4/A3	4	4	4	4	4	C			4	4	4
28B/1660	Rivets ...	AGS/259/17	36	36	36	36	36	C			36	36	36
28C/6428	Screw ...		12	12	12	12	12	C			12	12	12
28C/6218	Washer ...	AGS970/B	12	12	12	12	12	C			12	12	12

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

R.N. Air Stations, Class "A", holding Walrus aircraft To the scale detailed in Col. X.  
 R.N. Air Stations, Class "B" ... } To the scale detailed in Col. Y.  
 R.N. Air Stations, Class "C", holding Walrus aircraft }  
 R.N. Aircraft Repair Yards and H.M.S. "Unicorn" ... To the scale detailed in Col. Z.

2. To meet the requirements of ships and services abroad, arrangements have been made for the undermentioned quantities of stores to be despatched to the yards indicated below, upon receipt of supplies at R.N. Store Depôt, Stafford.

Ref. No.	Description	Alex- andria	Gib- raltar	Simons- town	Ber- muda	Trin- comalee	
10A/12222	Mounting, type 39 ...	No.	12	4	12	2	4
10A/12223	Mounting, type 40 ...	"	12	4	12	2	4
10H/254	Plugs, type 172 ...	"	12	8	24	4	8
10H/258	Plugs, type 174 ...	"	14	4	12	2	4
10H/260	Socket, type 107 ...	"	24	8	24	4	8
10H/261	Socket, type 108 ...	"	14	4	12	2	4
10H/256	Socket, type 105 ...	"	14	4	12	2	4
10H/460	Socket, type 185 ...	"	14	4	12	2	4
27N/20	Switches, inertia ...	"	6	2	6	1	2
26/NIV	Clip, complete ...	"	6	2	6	1	2
26/NIV	Fork, End ...	"	6	2	6	1	2
26/NIV	Pin, quick release ...	"	6	2	6	1	2
26/NIV	Swivel ...	"	6	2	6	1	2
26/NIV	Mounting complete, K class gun.	"	6	2	6	1	2
28B/254	Burr ...	"	312	96	288	48	96
28B/813	Pin ...	"	48	16	48	8	16
28B/1660	Rivets ...	"	432	144	432	72	144
28C/6428	Screw ...	"	144	48	144	24	48
28C/6218	Washer ...	"	144	48	144	24	48

3. The following services will be supplied without demand by R.N. Store Depôt, Stafford :—

R.N. Air Station, Piarcó, TRINIDAD.  
 R.N. Air Section, Dartmouth, NOVA SCOTIA.  
 R.N. Air Section, Hastings, FREETOWN.

Ships and other services concerned will forward demands to their respective R.N. Store Depôts at home or storing yards abroad quoting this Order as authority for supply. Supply to new services will be made with their initial outfit of stores.

4. The Aircraft Stores Establishments will be amended.

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

## 276.—Naval Aircraft—Buoys, Mooring, Seaplane, "Short" Type

(N.S. Air 5943/41.—15.1.1942.)

The undermentioned stores, which are allowed to H.M. aircraft carriers and other H.M. ships carrying aircraft, in accordance with B.R.358—Establishment of Naval Stores for Executive Purposes—are to be deleted from the publications indicated below :—

Delete :—

O.U.6327.

1	2	3	4	5	6	7	8	9
210	<i>Section 16G</i> Buoys, mooring, sea- plane, 40-in. rubber.	NP.	No.	(K)	(K)	(K)	(K)	(K)
272	Forelocks, for 1½-in. shackle pin.	NP.	No.	(KX)	(KX)	(KX)	(KX)	(KX)

1	2	15	16	17	18	19	20	21
210	<i>Section 16G.</i> Buoys, mooring, sea- plane, 40-in. rubber.	(K)	(K)	(K)	(K)	(K)	A	(K) See A.F.O. 2172/39.
272	Forelocks for 1½-in. shackle pin.							(KX) Two per buoy supplied.

O.U.6328.

1	2	3	4	5	6	7	8	9
210	<i>Section 16G.</i> Buoys, mooring, sea- plane, 40-in. rubber, "short" type.	NP.	No.	(VX)	(VX)	(VX)	(VX)	(VX)
272	Forelocks for 1½-in. shackle pin.	NP.	No.	(VZ)	(VZ)	(VZ)	(VZ)	(VZ)



O.U. 6328—*contd.*

1	2	20	21
210	<i>Section 16G</i> Buoys, mooring, sea-plane, 40-in. rubber, "short" type.		(VX) See A.F.O. 2172/39 for scale.
272	Forelocks for 1½-in. shackle pin.		(VZ) Two per buoy carried. See A.F.O. 1080/40.

(A.F.Os. 2172/39 and 1080/40.)

**277.—Packing Material for Aircraft Stores***R.N. Air Stations, Aircraft Repair Yards, Store Depôts*

(N.S. Air. 54/42.—15.1.1942.)

Aircraft manufacturers have stated that they have experienced difficulty in obtaining supplies of hessian and timber for the manufacture of bags, crates and cases in which aircraft stores are packed. All contractors' empty cases, crates, and bags are therefore to be returned without delay direct to the firms concerned, carriage forward.

**278.—Pressure-tight Fittings—Spare Parts—Introduction**

(N.S. 14528/41.—15.1.1942.)

Experience has shown that defects in pressure-tight fittings, Pattern 8138-9, are confined mainly to the interiors.

2. The following articles will, therefore, be added to the authorised list under subhead F, item 2B, Contract Schedule C.710 and purchase arranged as below:—

Pattern	Description	Purchases			
		Rosyth	Sheerness	Mossley	Stroud
17923	Interiors for socket, Pattern 8138 ...	30	30	40	40
17924	Interiors for socket, Pattern 8136 ...	30	30	40	40
17925	Interiors for socket, Pattern 8149 ...	30	30	40	40
17926	Interiors for plug, Pattern 8139 ...	30	30	40	40
17927	Interiors for plug, Pattern 8187 ...	30	30	40	40
17928	Interiors for terminal box, Pattern 8150	30	30	40	40

3. Shipment abroad should be made as follows:—

	Alexandria (from Mossley)	Gibraltar (from Stroud)
17923 ...	20	20
17924 ...	20	20
17925 ...	20	20
17926 ...	20	20
17927 ...	20	20
17928 ...	20	20

4. The articles will be dealt with as "consumable" stores, and are to be demanded by depôt ships as necessary.

5. B.R. 363—Establishment of Naval Stores for Submarines of "Oberon" and Later Classes—will be amended.

(F.O. (S) 24.7.41, No. 1296/SM. 821.)

**279.—Fillers, Balloon, Pattern 2624—Modification**

(N.S. 16353/41.—15.1.1942.)

Balloon fillers, Pattern 2624, have been found to be slightly inaccurate and to need modification, which will be carried out by the Meteorological Office. Future supplies will be of the modified pattern, which will be known as Mark VII, Pattern 2624A.

2. All ships carrying a filler, Pattern 2624, are to demand one Pattern 2624A from their storing yards, and, on its receipt, are to return Pattern 2624 to store. The latter are to be sent to the Director, Meteorological Office, Stonehouse, Glos., for modification.

3. B.R.358—Establishment of Naval Stores for Executive Purposes—will be amended.

**280.—Indicator, Direction, Mark IA**

(N.S. Air 5558/41.—15.1.1942.)

The above-mentioned item (Stores Ref. 6A/1209) is being introduced as an alternative to Indicator, Direction, Mark I (Stores Ref. 6A/602), manufactured by Messrs. Sperry Gyroscope Co., Ltd. It is directly interchangeable, the same connecting pipe being used.

2. Indicators, Direction, Mark I (Stores Ref. 6A/602), manufactured by Messrs. Reid & Sigrist, have proved unsatisfactory in service, and units having this type in use are to demand type Mark IA in replacement, returning the Mark I instrument to R.N. Store Depôt, Coventry. Serviceable Indicators, Mark I, of Sperry Co.'s manufacture, should not be replaced by Mark IA.

(A.F.O. 4451/41.)

**281.—R.1147 W/T Set—Range of Spares**

(N.S. Air.—15.1.1942.)

Section 28/—, Clip Pt. No. 1541C., mentioned in A.F.O. 4990/41, page 42, is to be amended to read as follows:—

Section 28.				
6385	Clip	...	...	A.G.S. 1617/7

(A.F.O. 4990/41.)

**282.—Lamps for M.T.Bs., M.A/S.Bs. and M.Ls.**

(N.S. 21488/41.—15.1.1942.)

The undermentioned lamps have been introduced for services in M.T.Bs., M.A/S.Bs. and M.Ls., and are being added to the Authorised List of Naval Stores, Subhead F.2A, Schedule C.805:—

- Pattern 16043, 24 volt 6 watt, clear, vacuum—For general lighting fittings.
- Pattern 16045, 24 volt 9 watt, clear, vacuum—For navigation and general lighting fittings.
- Pattern 16046, 24 volt 20 watt, clear, vacuum } For navigation fittings.
- Pattern 16047, 24 volt 35 watt, clear, vacuum }
- Pattern 16048, 24 volt 48 watt, clear, gas-filled—For use in recognition light fittings, A.P. 16042.
- Pattern 16049, 12 volt 48 watt, clear, gas-filled—For use in recognition light fittings, A.P. 16042.

The above lamps are all fitted with double-contact small bayonet caps.

2. Where these lamps at present appear in lists of special stores they should be deleted. The establishments of naval stores concerned will be amended.

3. The following quantities have been purchased from Messrs. General Electric Co. under contract C.P. 20467/41, dated 21st February, 1941:—

Pattern	Rosyth	Chatham	Sheerness	Portsmouth	Devonport	Total
16043 ...	2,500	5,000	2,500	5,000	5,000	20,000
16045 ...	150	400	150	400	400	1,500
16046 ...	150	400	150	400	400	1,500
16047 ...	50	150	50	100	150	500
16048 ...	250	500	250	500	500	2,000
16049 ...	50	150	50	100	150	500

(A.F.O. 1611/41 is cancelled.)

### 283.—Lamps, Electric—Addition to Authorised List of Naval Stores

“Town” Class Destroyers

(N.S. 6024/41.—15.1.1942.)

The undermentioned electric lamps, for use in “Town” class destroyers are being added to the Authorised List of Naval Stores under subhead F2A, Part III, contract schedule C.

#### Lamps, Electric, Tungsten Filament.

Pattern No.	Rated Volts.	Rated Watts.	Description.
16070	115	25	Gasfilled, internally frosted E.S. cap (E27/35).
*16071	115	40	Vacuum, internally frosted, E.S. cap (E27/35).
16072	115	60	Vacuum, internally frosted, E.S. cap (E27/35).
16073	115	100	Gasfilled, internally frosted, E.S. cap (E27/35).
16074	115	150	Gasfilled, internally frosted, E.S. cap (E27/35).
16075	115	200	Gasfilled, clear, E.S. cap (E27/30).
16076	25	25	Gasfilled, internally frosted, E.S. cap (E27/35).
16077	115	40	Vacuum, clear, E.S. cap (E27/35 x 23).
16078	20	10	Vacuum, clear, candelabra screw cap (E12/16).
16079	6	6	Gasfilled, clear, candelabra screw cap, (E12/16).

#### Lamps, Electric, Carbon Filament.

16080	115	2½	C.P. Vacuum, tubular, clear, candelabra screw cap (E12/16).
16081	115	15	watts Vacuum, tubular, clear, candelabra screw cap (E12/20 x 15).

2. The numerals in brackets are the designations of lamp caps adopted by the British Standard Institution.

3. Any lamps of these descriptions already in stock at dockyards or store depôts should be taken on charge under the appropriate pattern numbers.

(A.F.O. 2933/41.)

### 284.—Gauge Glasses on Replenishing Tanks

H.M. Submarines on service and new construction

(P/D. 013895/41.—15.1.1942.)

The gauge glass of a replenishing tank was recently broken, due to shock, and the tank emptied itself.

2. Gauge glasses on all replenishing tanks in which dip sticks can be used are to be removed and the orifices so formed blanked. Dip sticks are to be provided in lieu.

3. As regards tanks whose position prevents the use of a dip stick, shut-off cocks are to be fitted to the bottom of the gauge glass connection of all open replenishing tanks and to the top and bottom gauge glass connections of other replenishing tanks. The handles of the cocks should be downwards when shut, and the cocks opened only when required to sight the level.

4. For vessels on service an item, classified “A”, is to be inserted in the list of Alterations and Additions to cover the work involved.

### 285.—Inflatable Lifebelts—Supply of Repair Outfit

(N.S. 16494/41.—15.1.1942.)

In order to enable minor punctures in inflatable lifebelts to be repaired on board H.M. ships, the issue of repair outfits has been approved and the first supply quantities are as follows:—

	No. of outfits.
Ships of 3,000 tons and over ... ..	5
Ships of 1,000 tons and over but under 3,000 tons ... ..	2
Ships under 1,000 tons, including M.Ls., M.T.Bs., etc. ... ..	1
Shore establishments ... ..	As required.

2. An initial purchase of 10,000 outfits has been made for delivery as follows:—

Chatham ... ..	2,000
Portsmouth ... ..	2,000
Devonport ... ..	1,000
Rosyth ... ..	2,000
Preston ... ..	1,500
Stroud ... ..	1,500

3. The instruction in A.F.O. 611/40 that lifebelts should not be repaired on board will not be applicable in future to *minor* punctures.

4. These outfits will be dealt with as consumable Naval stores under Sub-head E.12, and ships concerned in commission should forward demands on the above basis to their storing yards. Supply to ships of new construction is to be made by storing yards.

5. The Sea Store Establishments will be amended.

(C.-in-C., Home Fleet, 1197/H.F.856/1, 21.8.41.)

(A.F.O. 611/40.)

### 286.—Acoustic Booths—Repainting

(P. 58383/41.—15.1.1942) *Cancelled by AFO 6266/46.*

The application of paint to the interior surfaces of acoustic booths is specialised, and requires pressure spraying; consequently repainting of the interior is not recommended.

2. If, however, painting does become necessary, it is essential to ensure that the perforations are not filled up or reduced in size, in order that the acoustic properties may not be impaired.

3. In future the Admirals Superintendent concerned or P.S.Os. for ships being fitted with acoustic booths should forward to Messrs. Burgess Products a statement of the colours required to suit the compartment in which they are to be fitted.

## 287.—Return of Empty Cable Drums—REPORTS

(N.S./T. 3519/41.—15.1.1942.)

Delay having occurred in the return of empty electric cable drums through the correct addresses not being known, a list of the principal cable manufacturers' addresses is given below:—

- Anchor Cable Co., Ltd., Anchor Works, Leigh, Lancs.  
 Britannic Electric Cable & Construction Co., Ltd., Iver, Bucks.  
 British Insulated Cables, Ltd., Prescott, Lancs.  
 \*Callender's Cable & Construction Co., Ltd., Hamilton House, Victoria Embankment, E.C.4.  
 Craigpark Electric Cable Co., Ltd., Springburn, Glasgow.  
 Crompton Parkinson, Ltd., Alfreton Road, Derby.  
 Edison Swan Cables, Ltd., Lydbrook, Glos.  
 \*Enfield Cable Works, Ltd., Victoria House, Southampton Row, W.C.1.  
 General Cable Manufacturing Co., Ltd., Genite Works, Leatherhead, Surrey.  
 W. T. Glover & Co., Ltd., Trafford Park, Manchester.  
 \*General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2.  
 Greengate & Irwell Rubber Co., Ltd., Greengate Works, Salford, Manchester.  
 Hackbridge Cable Co., Ltd., Hackbridge, Surrey.  
 \*W. T. Henley's Telegraph Works Co., Ltd., Milton Court, Westcott, Dorking, Surrey.  
 \*Hooper's Telegraph & India Rubber Works, Ltd., Adelaide House, King William Street, London, E.C.4.  
 Johnson & Phillips, Ltd., Charlton, London, S.E.7.  
 Liverpool Electric Cable Co., Ltd., Linaere Lane, Bootle, Liverpool.  
 Mersey Cable Works, Ltd., Linaere Lane, Bootle, Liverpool.  
 Metropolitan Electric Cable & Construction Co., Ltd., Chadwell Heath, Essex.  
 Pirelli-General Cable Works, Ltd., Southampton.  
 Scottish Cable, Ltd., Deanside, Renfrew, Scotland.  
 \*Siemens Electric Lamps & Supplies, Ltd., 38/39, Upper Thames Street, London, E.C.4.  
 Standard Telephones & Cables, Ltd., North Woolwich, London, E.16.  
 St. Helens Cable & Rubber Co., Ltd., Slough, Bucks.  
 Telegraph Construction & Maintenance Co., Ltd., Telcon Works, Greenwich, London, S.E.10.

\* Works addresses :

- Callender's Cable & Construction Co., Ltd., Erith Works, Belvedere, Kent.  
 Enfield Cable Works, Ltd., Brimsdown, Middlesex.  
 General Electric Co., Ltd., Southampton.  
 W.T. Henley's Telegraph Works Co., Ltd., North Woolwich, E.16.  
 Hooper's Telegraph & India Rubber Works, Ltd., Millwall Docks, E.  
 Siemens Electric Lamps & Supplies, Ltd., Woolwich, S.E.18.

2. Drums should, of course, be consigned to the works address where this differs from the office address.

3. Reports should be forwarded to Director of Stores (Bath), on the 1st of each month, of any empty non-returnable drums, and drums which contained cable of American manufacture, with information as to diameter and width of drum, and diameter of hub and centre hole.

(A.F.Os. 1532/41 and 4529/41.)

## 288.—Aluminium Boxes, Change-Over Switches, etc.— Prevention of Corrosion

(D.E.E./T.4004/41.—15.1.1942.)

Reports have been received from ships drawing attention to the fact that corrosion has taken place in many instances in aluminium alloy junction boxes, distribution boxes, change-over switches, etc., especially when in contact with dissimilar metal, e.g., brass tally plates.

2. The attention of ships' and dockyard officers is drawn to A.F.O. 2791/40, especially with regard to paragraph 5—Action due to dissimilar metals.

3. Where brass tally plates are already fitted in contact with aluminium covers, etc., they should be removed by ship's staff and either (a) a good coating of varnish Pattern 772, applied to the cover under the plate, or (b) distance pieces, made of an insulating material, inserted under the fixing screws between the tally plate and the cover, or (c) secured to the ship's structure in close proximity to the box or switch to which they refer.

4. The screws used for fixing the tally plates to the cover should be of steel, oil-blued and treated with Pattern 555 anti-seize compound.

(A.F.O. 2791/40.)

### Section 4

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

### 289.—Area Naval Store Officer, Belfast—Address for Stores and Correspondence

(N.S. 04230/41.—15.1.1942.)

A.F.O. 70/42 is to be amended as follows —

For "Millwater Store" read "Milewater Store".

(A.F.O. 70/42.)

### 290.—Serge, Blue, No. 4—56-in. Wide—Issuing Price

(V. 219/42.—15.1.1942.)

A quantity of blue serge, No. 4, 56-in. wide, is being supplied to H.M. victualling yards and depôts abroad. The fleet issuing price of this serge is, until further notice, 6s. 1d. per yard.

(A.F.O. 2227/41.)

### 291.—Vegetables—Additions to List of Contracts for 1941/42

(C.P. 5/82207/41.—15.1.1942.)

The following additions are to be made to the List of Vegetable Contracts for 1941-42 which were recently circulated:—

Port.	Description.	Contractor's Name and Address.	Telephone No. and Telegrams.
Fishguard ...	... Potatoes	Mr. W. J. Johns, Quay Side, Haverfordwest, Pembrokeshire.	Haverfordwest 204. John, Quayside, Haverfordwest.

Arrossan (as notified by A.F.O. 73/42).—Insert: Arrossan Saltcoats 921.  
"McDowall", Arrossan.

(A.F.Os. 5576/41 and 73/42.)

## 292.—Disinfectant Fluid Contract

(C.P. 5A/96968/41.—15.1.1942.)

Contract C.P. 72090/40, dated 19.11.40, for the supply of disinfectant fluid has been completed and a new contract is being arranged.

2. Future contracts for disinfectant fluid will be negotiated for specific quantities and sizes against each establishment concerned and requirements should be forwarded to the appropriate supply departments for inclusion in their bulk requisitions.

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 293.—Amendments to Books

(E.F.O.—15.1.1942.)

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

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

A.F.O.

- P.19/42.**—B.R. 120(6) (formerly O.U. 6118(6))—War Vessels Silhouette Identification Book. Home Waters and Baltic—Amendment No. 8.
- P.20/42.**—B.R. 268 (16)—Electrical Manual Vol. II—Electrical Wind Instruments—Amendment No. 1.
- P.21/42.**—O.U. 5542—Pamphlet on the P.A.C.—Amendment No. 1.
- P.22/42.**—O.U. 6090 (B)—Range Table No. 254 for 4·7-in. Guns—Amendment.
- P.23/42.**—O.U. 6090 (B)—Range Table No. 392 for 4·7-in. Guns—Amendment.
- P.24/42.**—O.U. 6090 (B)—Range Table No. 405 for 4·7-in. Guns—Amendment.
- P.25/42.**—O.U. 6090 (B)—Range Table No. 405A for 4·7-in. Guns—Amendment.
- P.26/42.**—O.U. 6090 (B)—Range Table No. 412 for 4·7-in. Guns—Amendment.
- P.27/42.**—O.U. 6090 (B)—Range Table No. 424 for 4·7-in. Guns—Amendment.
- P.28/42.**—O.U. 6090 (B)—High Angle Range Table No. 424A for Q.F. 4·7-in. Guns, Mark XI—Amendment.
- P.29/42.**—O.U. 6090 (E)—Range Table No. 430 for 2-pdr. Guns—Amendment.
- P.30/42.**—O.U. 6090 (E)—Range Table No. 431 for 2-pdr. Guns—Amendment.
- P.31/42.**—O.U. 6090 (J)—Range Table No. 348 for 6-in. Guns—Amendment.
- P.32/42.**—O.U. 6090 (J)—Range Table No. 376 for 6-in. Guns—Amendment.
- P.33/42.**—O.U. 6090 (J)—Range Table No. 448 for 6-in. Guns—Amendment.
- P.34/42.**—O.U. 6090 (J)—Range Table No. 449 for 6-in. Guns—Amendment.
- P.35/42.**—O.U. 6090 (K)—Range Table No. 373B for 4-in. Guns, Mark XVI—Amendment.
- P.36/42.**—O.U. 6090 (L)—Range Table No. 128A for 3-in., 20-cwt. Guns—Amendment.
- P.37/42.**—O.U. 6090 (L)—Range Table No. 129A for 3-in., 20-cwt. Guns—Amendment.
- P.38/42.**—O.U. 6090 (L)—Range Table No. 352 for 3-in., 20-cwt. Guns—Amendment.
- P.39/42.**—O.U. 6090 (L)—Range Table No. 396 for 3-in., 20 cwt. Guns—Amendment.
- P.40/42.**—O.U. 6090 (M)—Range Table No. 30 for Q.F., 12-pdr., 12-cwt. Guns—Amendment.
- P.41/42.**—O.U. 6090 (M)—Range Table No. 281 for Q.F., 12-pdr., 12-cwt. Guns—Amendment.
- P.42/42.**—O.U. 6090 (M)—Range Table No. 480 for 12-pdr., 12-cwt. Guns, Mark I—Amendment.

A.F.O.

- P.43/42.**—O.U. 6090 (M)—Range Table No. 488 for 12-pdr., 12-cwt. Guns—Amendment.
- P.44/42.**—O.U. 6090 (X)—Range Table No. 399 for 4·5-in. Guns—Amendment.
- P.45/42.**—O.U. 6090 (X)—Range Table No. 402B for Q.F., 4·5-in. Guns—Amendment.
- P.46/42.**—O.U. 6090 (X)—High Angle Range Table No. 402C for Q.F., 4·5-in. Guns—Amendment.
- P.47/42.**—O.U. 6377—Description, Adjustment and Maintenance of 21-in. U.S.A. Torpedoes—Amendment No. 16.

(A.F.Os. 1268/39, 4622/40 and 178/42.)

## 294.—Telegraphic Addresses for Naval and Civil Authorities (Home)—Amendment No. 1 to A.F.O. 3676/41

(M. 020173/41.—15.1.1942.)

A.F.O. 3676/41 is to be amended as follows:—

*Insert*Arrochar—

Trial Section, Mine Design Dept., o/o R.N. Mining, Arrochar.  
Torpedo Range.

*Insert*Bangor, Co. Down—

Resident Naval Officer ... .. Navycharge, Bangor, Down.

Birmingham—*Insert*

Admiralty Regional Officer, Midlands ... Adromid, Birmingham.

*Insert*Bournemouth—

Paymaster, Home Base Ledger ... .. Homebase, Bournemouth.

*Insert*Brighton—

"Vernon" H.Q., Roedean College ... .. Torpdean, Brighton.

Bristol—*Delete*

H.M.S. "President III" ... .. Gundams, Bristol.

*Insert*

Officer-in-Charge, Naval Centre, 13, White-ladies Road. Navyceen, Bristol.

*Delete*Dagenham—

Mine Progress Officer, c/o Messrs. Briggs Motor Bodies, Ltd. Mentarma, Dagenham.

Douglas—*Insert*

Naval Officer-in-Charge, Isle of Man... .. Navycharge, Douglas.  
H.M.S. "St. George"... .. Navycharge, Douglas.

Exeter—

For Admiralty Chart Supplies Division ... Chartsup, Exeter.  
Read Admiralty Chart Depôt, Smythen Street Chartsup, Exeter.

Fareham—*Insert*

R.N. Auxiliary Hospital, Knowle ... .. Navospital, Fareham.

Fishguard—*Insert*

Naval Armament Supply Officer, R.N. Mentarma, Trecwn.  
Armament Depôt, Trecwn.

Glossop—*Insert*

Naval Store Officer, R.N. Store Depôt, Navstore, Glossop.  
Howard Town Mills.

Gosport—

*For* Senior Armament Supply Officer, Priddy's Hard  
*Read* Superintending Armament Supply Officer, Priddy's Hard.

Greenock—*Delete*

Rear-Admiral, Northern Patrol, Clyde ... .. Patrol, Greenock.

*Insert*

Senior Officer, Western Patrol, Campbell Patrols, Greenock.  
Street.

*Insert*Ketley, Wellington, Salop—

Officer-in-Charge, R.N. Armament Depôt, Mentarma, Ketley.  
Wrekin Foundry.

*Insert*Kidderminster, Worcs.—

Officer-in-Charge, R.N. Armament Depôt, Mentarma, Kidderminster.  
Lowland Works, Green Street.

*Delete*Largs—

Vice-Admiral, Northern Patrol ... .. Patrol, Largs.

Leeds—*Insert*

Superintending Civil Engineer, 28, Bond Aworks, Leeds.  
Street.

London—*Insert*

Admiralty Electrical Cable Overseer ... .. Elecabia, Blackvil, London.

*For* District Admiralty Electrical Engineer, Addeelon, Ealux, London.  
London and S.E. Area.

*Read* District Admiralty Electrical Engineer,  
London and S.E. Area :—

(a) Head Office ... .. Admelneer, Blackvil, London.

(b) Sub Office ... .. Addeelon, Ealux, London.

*Insert*

Rear-Admiral Coastal Forces ... .. Navyspeed, Gold, London.

*Insert*

R.N. Store Depôt, 35B, Wellesley Road, Stordepo, Chisk. London.  
Chiswick.

*Insert*

R.N. Store Depôt, 307, Elveden Place, Park Storenav, Harles, London.  
Royal.

*Insert*

R.N. Store Depôt, 191A, Askew Road, Bushstor, Chisk, London  
Shepherds Bush.

Londonderry—

*For* Resident Naval Officer  
*Read* Naval Officer-in-Charge.

Lympstone, Exmouth—*Insert*

Commander, 103rd R.M. Brigade ... .. Magrange, Lympstone.

Lyness—

*For* R.N. Torpedo Depôt

*Read* Torpedo Engineer Officer, R.N. Torpedo Depôt.

Malvern—*Delete*

Superintendent, R.N. School of Music ... .. Music, Malvern.

Manchester—*Insert*

District Admiralty Electrical Engineer ... .. Deeman, Manchester.

Maryport—

*For* Armament Supply Officer

*Read* Naval Armament Supply Officer, R.N. Armament Depôt, Broughton Moor.

*Delete*Melton Mowbray—

R.N. Convalescent Hospital, Brooksby Hall Navospital, Rotherby.

Milford Haven—

*For* Armament Supply Officer

*Read* Naval Armament Supply Officer, R.N. Mine Depôt.

*Insert*Otterbourne, Winchester, Hants.—

Electrical Department, Oakwood House ... .. Electrical, Otterbourne.

Plymouth—

*For* Senior Armament Supply Officer, Bull Point

*Read* Superintending Armament Supply Officer, Bull Point.

Portland—*Delete*

Rear-Admiral, Coastal Forces ... .. Navyspeed, Portland.

*Insert*Sandiacre, Notts.—

Officer-in-Charge, R.N. Armament Depôt, Mentarma, Sandiacre.  
Excelsior Foundry.

Scapa—

*For* Armament Supply Officer

*Read* Naval Armament Supply Officer.

Scarborough—*Insert*

R.N. School of Music ... .. Music, Scarborough.

*Insert*Stroud—

R.N. Store Depôt ... .. Navstore, Stroud.

Taunton—

*For* Hydrographic Department, Creechbarrow House

*Read* Chief Superintendent of Hydrographic Supplies, Creechbarrow House.

Thurlestone—

For Officer Commanding, Officer Cadet Training Unit  
Read Officer Commanding, R.M. Military School.

Delete

Tipton—

Central Armament Supply Depot, 104/105, Mentarma, Tipton.  
Dudley Road.

Warrington—

For R.N. Armament Depot  
Read Officer-in-Charge, R.N. Armament Depot, Palatine Works.

Insert

Windsor—

H.M.S. "President III" ... .. Gundams, Windsor.

Insert

Wolverhampton—

Central Armament Supply Depot, Finchfield Mentarma, Wolverhampton.  
House, Compton.

(A.F.O. 3676/41.)

### 295.—Telegraphic Addresses of Naval Authorities Abroad— Correction No. 7 to A.F.O. 160/40

(M.71/42.—15.1.1942.)

The following amendments are to be made to the list of telegraphic addresses  
in A.F.O. 160/40 :—

Insert—

*Bathurst*  
Naval Officer-in-Charge ... .. Navycharge, Bathurst.

*Istanbul*  
Staff Officer (I) ... .. Britnavat, Istanbul.

*Lagos (Nigeria)*  
Resident Naval Officer ... .. Navyashore, Lagos (Nigeria).

*St. Lucia*  
Resident Naval Officer ... .. Navyres, St. Lucia.

*Takoradi*  
Naval Officer-in-Charge ... .. Navycharge, Takoradi.

(Correction No. 6—A.F.O. 1445/41.)

(Also issued as A.F.O. S.14/42.)

(A.F.O. 160/40.)

### 296.—R.N. Station, Inchkeith—Address

(M. 46/42.—15.1.1942.)

Since the commissioning of H.M.N.Z.T. "Inchkeith," numerous letters, stores  
and signals intended for that ship have been received at the R.N. Station, Inchkeith.

2. The correct address of the R.N. Station, Inchkeith, is  
Extended Defence Officer (Forth),  
R.N. Station, Inchkeith, Edinburgh.

and of the ship

H.M.N.Z.T. "Inchkeith"  
c/o G.P.O., London.

### 297.—Admiralty Engineer Overseer, North of England District— Change of Appointment

(E.-in-C.—15.1.1942.)

Captain (E) H. S. Harrison, R.N., has been appointed to relieve Engineer  
Captain L. C. S. Noake, R.N., as Admiralty Engineer Overseer, North of England  
District, as from 12th January, 1942.

2. Correspondence should continue to be addressed to :—

Admiralty Engineer Overseer,  
Dene House,  
Ellison Place,  
Newcastle-on-Tyne.

3. The existing telegraphic address remains unchanged.

### 298.—Naval Aircraft—Universal Amendment List to Appendices "A" Electrical Schedule

(A.M. 3108/42.—15.1.1942.)

All appendices "A" specifying the types of lamps shown in column 1 below  
are to be amended to include as accessories, the appropriate glasses, as indicated  
in column 2 below :—

1.	2.
<i>Existing entry in Appendix "A."</i>	<i>To be amended to</i>
5C/701 Lamps, cabin ... ..	{ 5C/701 Lamps, cabin, and Accessories :— 5C/720 Domes, glass.
5C/818 Lamps, formation keeping, Type B, tail, No. 2.	{ 5C/818 Lamps, formation keeping, Type B, tail, No. 2, and Accessories :— 5C/819 Glasses, blue.
5C/559 Lamps, identification, Type C, upwards.	{ 5C/559 Lamps, identification, Type C, upward, and Accessories :— 5C/560 Glasses, clear.
5C/485 Lamps, navigation, head, Type A	{ 5C/485 Lamps, navigation, head, Type A and Accessories :— 5C/487 Glasses, clear.
5C/678 Lamps, navigation, head, Type B	{ 5C/678 Lamps, navigation, head, Type B, and Accessories :— 5C/500 Glasses, clear.
5C/498 Lamps, navigation, tail, Type A	{ 5C/498 Lamps, navigation, tail, Type A, and Accessories :— 5C/500 Glasses, clear.

2. This Order is to be quoted as the authority for the amendments as this  
action will not be covered by the ordinary amendment list procedure.

### 299.—O.U. and B.R. Publications—Distribution during December, 1941

(N.S. 01573/41.—15.1.1942.)

B.R.20—Amendment No. 6—Flags of all nations.  
B.R.70—September Supplement—Signal letters of British ships.  
B.R.157—Addendum No. 2—Naval Electrical Pocket Book.  
B.R.271—Pamphlet—Carrier retaining, Mark IV, Depth Charge Thrower.  
B.R.274—Pamphlet—Oerlikon Machine Gun.  
B.R.332A and D.117b—Errata No. 8—Establishment of Naval Stores for Flotilla  
Leaders and Destroyers fitted for Central Storekeeping.

- B.R.358 and D.254d—Errata No. 5—Establishment of Naval Stores for Executive purposes.  
 B.R.362—Errata No. 6—Establishment of Naval Stores for Tugs attached to H.M. Dockyards.  
 B.R.373—Errata No. 3 and D.117b—Errata No. 8—Establishment of Naval Stores for Fast Escort Vessels.  
 B.R.664—Amendment No. 14—King's Regulations and Orders for the Army.  
 B.R.695 Parts 1 and 2—Amendment Nos. 25-26—Telegraph Offices—International list of.  
 O.U.5292—Pages 23, 26, 27, 28 and 36A—Block Sketch Cards of British War Vessels.  
 O.U.5365A—Errata No. 5—Priced Vocabulary of Naval Armament Stores, Part I.  
 O.U.5365C—Errata No. 5—Priced Vocabulary of Naval Armament Stores, Part III.  
 O.U.5494A (A.P.1480A)—A.L. Nos. 66, 67, 68, 69, 70, and Marker Cards A to H, and J—Silhouettes of Aircraft—Royal Air Force.  
 O.U.5494B (A.P.1480B)—A.L. No. 16—Silhouettes of Aircraft—German.  
 O.U.5494C (A.P. 1480C)—A.L. No. 13—Silhouettes of Aircraft—Italian.  
 O.U.6090D—R.T. Nos. 512, 517 and 518 for B.L. Guns, 15-in., Mark I.  
 O.U.6090F—Page 10 to R.T.52A and page 3 to R.T.136A for B.L.13·5-in. Guns, Mark V.  
 O.U.6090G—R.T. 418—Revised page 1 for Q.F. 5·25-in., Mark I.  
 O.U.6090J—R.T.408A for B.L. 6-in. Guns, Mark XXIII.  
 O.U.6090K—R.T.369, page 1, 373b, revised page 1, and R.T.511 for 4-in. Guns.  
 O.U.6090W—R.T.446A for B.L. 8-in., Mark VIII.  
 O.U.6090X—R.T.402C Revised page 1 for 4·5-in. Guns, Marks I and III.  
 O.U.6090Z—R.T.519 for 3 in Rocket Fuze No. 700.  
 O.U.6118(5)—Pages 1 to 14 and Index—War Vessels Silhouette—U.S.A.  
 O.U.6329(5)—Pages 4C, 4D, 10 and 11—Merchant Vessels Silhouettes—Belgium, Netherlands and Denmark.

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

- A.F.O. "P" 924 and "P" 925—see A.F.O. 4797/41.  
 A.F.O. "P" 932 to "P" 955 inclusive—see A.F.O. 4889/41.  
 A.F.O. "P" 980 to "P" 990 inclusive—see A.F.O. 4999/41.  
 A.F.O. "P" 991 to "P" 1019 inclusive—see A.F.O. 5097/41.  
 A.F.O. "P" 1037 to "P" 1046 inclusive—see A.F.O. 5200/41.

*Corrections to Signal Publications—O.U. Series*

- C.A.F.O. "S" 331—Correction No. 8 to O.U.5339/41.  
 C.A.F.O. "S" 332—Correction No. 7 to O.U.5516/41.  
 C.A.F.O. "S" 341—Correction No. 7 to O.U.5366/35.  
 C.A.F.O. "S" 351—Correction No. 10 to O.U.5371/39.  
 C.A.F.O. "S" 357—Correction No. 9 to O.U.5339/41.  
 C.A.F.O. "S" 358—Correction No. 8 to O.U.5516/41.

*Miscellaneous*

- A.P.1480X—Amendments XI, X2, X3, X4 and Appendix to Amendment XI.  
 A.P.1746—Amendment list No. 3.  
 British Survey Vol. III—Supplement No. XI.  
 Fairchild's Aircraft—Silhouettes.

(A.F.O. 5591/41.)

**300.—B.R. 242/41—Notes on the Hotchkiss Machine Gun 0·303-in., Marks I and I\*—Issue to D.E.M.S.**

(G. 6649/41.—15.1.1942.)

With reference to paragraph 3 of A.F.O. 3992/41 a copy of the above book will be issued to any vessel fitted with the gun.

2. Arrangements are being made for first supplies of this book for issue to ships to be sent to the D.E.M.S. Staff Officers as follows:—

London ... ..	200	Hull ... ..	120
Devonport ... ..	60	Freetown ... ..	40
Falmouth ... ..	40	Simonstown ... ..	160
Avonmouth ... ..	40	Port Said ... ..	80
Cardiff ... ..	300	Aden ... ..	40
Liverpool ... ..	300	Bombay ... ..	120
Belfast ... ..	200	Colombo ... ..	40
Glasgow ... ..	300	Singapore ... ..	60
Aberdeen ... ..	40	Sydney ... ..	80
Dundee ... ..	40	Auckland ... ..	40
Leith ... ..	80	Halifax ... ..	160
Newcastle ... ..	120	Bermuda ... ..	40
Middlesbrough ... ..	80	Kingston (Jamaica) ... ..	40
Sunderland ... ..	80	New York ... ..	80

3. Further copies as necessary should be demanded from the Naval Store Officer, Elveden Road, Park Royal, N.W.10.

(A.F.O. 3992/41.)

**301.—B.R. 678-682—Removal from B.R. 1**

(Sta. 10316/41.—15.1.1942.)

The following books have been removed from Form B.R. 1 (Catalogue of Books of Reference) and no further issues will be made:—

- B.R. 678—International Law, Sir Robert Phillimore's Commentaries, Volume I.  
 B.R. 679—International Law, Sir Robert Phillimore's Commentaries, Volume II.  
 B.R. 680—International Law, Sir Robert Phillimore's Commentaries, Volume III.  
 B.R. 681—International Law, Sir Robert Phillimore's Commentaries, Volume IV.  
 B.R. 682—International Documents. (Whittuck.)

**302.—O.U. 5420/39—Rate Book—Victualling and Royal Marine Stores—Alteration in Price**

(V. 4039/41.—15.1.1942.)

The following alteration to the Victualling Rate Book—O.U. 5420/39—is to be brought into force as from the 1st January, 1942, or the first practicable date after receipt of this Order.

Page 1. Line 15. Flour 100 lbs.  $\begin{matrix} \text{£} & \text{s.} & \text{d.} \\ & 0 & 12 & 6 \end{matrix}$

(Last amendment, A.F.O. 4217/41.)

### 303.—O.U. 6260—Handbook of Mark XVI Mine Units—Amended Establishment

(T. 4195/41.—15.1.1942.)

The establishment of O.U. 6260 has been amended as follows —

Commanders-in-Chief ... ..	1 each
R.A. (M) ... ..	1
Admiral (S) ... ..	1
All submarine depôt ships ... ..	1 each
“Porpoise” ... ..	1
“Rorqual” ... ..	1
“Port Quebec” ... ..	1
“Menestheus” ... ..	1
“Agamemnon” ... ..	1
“Southern Prince” ... ..	1
“Teviot Bank” ... ..	1
“Adventure” ... ..	1
“Welshman” ... ..	1
“Abdiel” ... ..	1
“Express” ... ..	1
“Intrepid” ... ..	1
“Icarus” ... ..	1
“Impulsive” ... ..	1
“Plover” ... ..	1
“Manxman” ... ..	1

2. All copies surplus to the revised establishment should be returned to the Naval Store Officer, R.N. Store Depôt, Edgware Road, Cricklewood, N.W.2.

### 304.—O.U.6392—Declassification

(Sta./M. 4501/41.—15.1.1942.)

O.U.6392—Photographs of British and Foreign Warships—has been declassified to the B.R. series, as B.R.127. Forms O.U.2a and B.R.1 should be noted accordingly.

2. Copies need no longer be kept locked up when not in use, and may be issued to ratings in their spare time to enable them to familiarise themselves with the appearances of ships.

(C.-in-C., Plymouth., 9.12.41 No. 4326/M.575.)

### 305.—Form D.237A—Rendering

(P. 010478/41.—15.1.1942.)

Dockyard Officers and other refitting authorities responsible for rendering returns on Form D.237A are in future to arrange for the Forms to be clearly marked “SECRET” and treated accordingly.

(A.F.O. 2987/41.)

### 306.—Form S.357—Methyl Chloride Gas—Precaution

*Ships concerned*

(E.-in-C./Sta. 16699/41.—15.1.1942.)

The above poster has been introduced to facilitate complying with the instructions given in A.F.O. 2286/41, paragraph 3. A copy of this poster is to be exhibited in methyl chloride machinery compartments and on the doors of cold and cool rooms where the cooling coils contain methyl chloride gas.

2. The number of copies required are to be demanded from the Naval Store Officer, Elveden Road, London, N.W.10. Demands are to be limited to the number required for immediate use.

(A.F.O. 2286/41.)

### 307.—Form S.360—Weekly Record of Running of I.C. Engines—Introduction

(E.-in-C./Sta. 17301/41.—15.1.1942.)

This form is introduced primarily for vessels of the Patrol Service with internal combustion engine propelling machinery or auxiliaries. The use of this form will facilitate the arranging of the periodic overhauls of these engines so that vessels will be laid up for as short a time as possible.

2. Columns are provided on the form for entering daily for three engines the number of hours run, for keeping a record of the time each engine has been in use since the lubricating oil was changed and since last overhaul, and for noting defects.

3. The form is made up in pads of 100 sheets to facilitate the making of carbon copies for the Base, and instructions for keeping the form are printed inside the cover.

4. Flag Officers and Naval Officers-in-Charge of Bases are to demand from the Naval Store Officer, R.N. Store Depôt, Elveden Road, N.W.10, the number of pads required and arrange for issue to the vessels under their administration. Each vessel should also be supplied with a manilla cover (S.O. Code No. 6-22) and a 4-in. india tag (S.O. Code No. 59-15) for filing the ship's copy of the form. These two items are to be demanded from the Keeper of Stationery and Printing, Admiralty, on Form S.1312.

### 308.—Form S.1246W—History Sheet for R.D.F. Ratings—Institution

(D.S.D./N. 15469/41.—15.1.1942.)

Since the information to be inserted on the new form S.1246W—R.D.F. History Sheet—can in the first instance only be obtained from Signal School records, the initial supply to ships will be made from H.M. Signal School. The work of filling in sheets for all ratings who have qualified, and forwarding them to their ships, is now proceeding.

2. A.F.O. 4093/41 is accordingly cancelled. All unused copies of Form S.1246W, held by Ships and Establishments, are to be returned to the R.N. Store Depôt, Elveden Road, Park Royal, N.W.10, forthwith.

(A.F.O. 4093/41 is cancelled.)



## Section 6.—SHORE ESTABLISHMENTS

### 309.—Disclosure of Information Concerning Earnings, etc., of Civilian Employees

(L. 13770/41.—15.1.1942.)

The following general rules governing the disclosure of information concerning the earnings, etc., of civilian employees in Admiralty establishments are promulgated for information and guidance.

2. Where such information is requested by solicitors or other enquirers in connection with a claim by the employee, reference to the Admiralty in accordance with Article 293a, Home Dockyard Regulations, may be dispensed with, the information being given with the employee's written consent, except when he is represented by solicitors, in which case their written consent should be obtained. Where, however, the claim is *against* the Admiralty employee, no information should be supplied without prior reference to the Admiralty, unless the employee is represented by solicitors and they give their written consent.

3. Cases in either category where there are special circumstances, or which give rise to any doubt, should be submitted to the Admiralty for instructions as heretofore.

### 310.—Bonus Payable to Workpeople in Admiralty Establishments at Home—Increases

(L. 19094/41.—15.1.1942.)

The rates of bonus (Admiralty Industrial Bonus) payable to adult male workpeople in Admiralty establishments are to be increased as indicated below. The increased rates will take effect from the commencement of the first full pay period following the 10th December, 1941, i.e., in general from the 13th or 14th December, 1941, in H.M. dockyards and other establishments at home.

2. In establishments situated OUTSIDE THE LONDON AREA the standard rate of bonus will be increased as follows:—

	Present weekly rate of bonus.	Revised weekly rate of bonus.
	s. d.	s. d.
Standard rate ... ..	30 6	35 6
Rate for 7-day men ... ..	35 7	41 5
Rate for Yard Craft men (other than salaried grades).	30 11	35 7

3. The bonus of the skilled, semi-skilled and unskilled workmen IN THE LONDON AREA will be increased as below:—

	Present weekly rate of bonus.	Revised weekly rate of bonus.
	s. d.	s. d.
Skilled men in the London area ... ..	32 6	37 6
Skilled men in the London area (7-day)...	37 11	43 9
Semi-skilled and unskilled men in the London area.	31 6	36 6
Semi-skilled and unskilled men in the London area (7-day).	36 9	42 7
Yard Craft men in the London area (other than salaried grades).	32 1	36 9

The 7-day men referred to above are those men who normally receive seven-sixths of the bonus for six-day men.

4. The increases as shown in paragraph 2 above are also to be made in the home yard bonus received by workmen (including storehousemen and laboratory men) serving under agreement at H.M. naval establishments abroad.

5. The inclusive weekly rates of pay of the ratings of the cable ships "Lasso" and "Kilmun" and other cable ships to which the same rates are applicable, and the "civilian" home yard rates of pay of members of the crews of boom defence vessels, are to be increased by 4s. 8d. a week, as for yard craft employees.

6. The bonus element in the wages of all male workpeople covered by A.F.O. 5347/41 is to be increased in accordance with the foregoing instructions.

7. No increases in rates of pay other than as provided above are to be made on the authority of the instructions in this Order. Any doubtful case should be submitted to the Admiralty for direction.

8. The bonus rates for apprentices in H.M. dockyards, etc., at home are to be increased from the same date, as follows:—

	Present weekly rate of bonus.	Revised weekly rate of bonus.
	s. d.	s. d.
First year apprentice ... ..	9 0	10 3
Second year apprentice ... ..	10 0	11 6
Third year apprentice ... ..	15 0	17 0
Fourth year apprentice ... ..	17 0	19 6
Fifth year apprentice ... ..	21 0	24 0

9. The bonus element in the rates of pay of other male juvenile workpeople (*vide* A.F.Os. 3323/41 and 3674/41) is to be increased as follows:—

Age.	Present weekly rate of bonus.	Revised weekly rate of bonus.
	s. d.	s. d.
15 ... ..	9 0	10 0
16 ... ..	9 0	10 3
17 ... ..	10 0	11 6
18 ... ..	15 0	17 0
19 ... ..	16 0	18 6

10. Amended superannuation forms should be forwarded to the Admiralty in respect of workpeople affected by this Order who retired on or after the operative date of the bonus increase, and particulars of whose superannuation, etc., awards have already been notified to establishments; it will not, however, be necessary to forward amended forms in respect of other workpeople who retired on or after the operative date (i.e., those in respect of whom superannuation, etc., awards have not been notified to establishments) as the forms already received will be amended at the Admiralty.

(A.F.Os. 3323/41, 3674/41 and 5347/41.)

### 311.—Travelling on the Special Services Train Between London and Thurso

(N./R.T.O. 20382/41.—15.1.1942.)

See A.F.O. 233/42 of this issue.

(A.F.O. 233/42.)

### 312.—Daily Verification of Balance of Public Money at Admiralty Establishments

(D.N.A. 6812/41.—15.1.1942.)

It has come to notice in carrying out the investigation of discrepancies in the balance of public money at certain Admiralty Establishments that the Officer responsible for the Cash duties has neglected (1) to keep a rough cash book (Form D.201), and (2) to carry out a daily verification of his balance and keep a detailed record thereof on Form D.180 as required by Articles 329 and 331 of "Instructions for the Conduct of Cash Duties".

2. The attention of all officers concerned is drawn to the fact that failure to comply strictly with these instructions on all occasions will be regarded as a serious dereliction of duty.

3. In the event of a difference arising which cannot be accounted for after the day's transactions have been checked, a detailed report should be forwarded to the Director of Navy Accounts without delay.

### 313.—War Damage Act—Private Chattels Scheme

A.F.O. 1080/43

(N. 28765/41.—15.1.1942.)

See A.F.O. 243/42, in Section 2 of this issue.

(A.F.O. 243/42.)

### 314.—Electricity Supplies to New Admiralty Shore Establishments —REPORT

(C.P. 92041/41.—15.1.1942.)

When local officers are required to arrange for a supply of electricity from the public system to a new Admiralty Shore Establishment and it is likely because of geographical or other considerations that the Supply Authority will seek a substantial capital contribution or guarantee of electricity consumed, etc., the following action will be taken in future :—

(i) The Electrical Engineering Manager (or Superintending Electrical Engineer) of the Yard concerned under A.F.O. 4003/41 will take action to report the essential details by telegram to the Admiralty (D.E.E. or D. of D. as the case may be).

(ii) Subject to Admiralty concurrence a request to the Supply Authority to proceed will be issued by the Director of Navy Contracts, in the terms of the Appendix hereto.

2. The draft agreement will be forwarded to the Admiralty for approval after the usual local consideration and discussion with the Supply Authority.

3. There will be no change in the other arrangements detailed in A.F.Os. 3959/40 and 1362/41, whereby local officers complete agreements for supplies taken under ordinary tariffs, etc.

### APPENDIX

Gentlemen,

I have to inform you that a supply of electricity is urgently required at a new Admiralty Shore Establishment at \*. . . . . In order that this establishment may be brought into operation without delay, I have to request that you will proceed at once to give the supply at the earliest practicable date in the most reasonable and economical manner. Your proposals should be further discussed with †. . . . . who has reported his preliminary contact with you and who will give you all technical details of requirements and the work should proceed accordingly without delay.

The Department agrees to negotiate fair terms with you upon the basis that you will be prepared to furnish all necessary facilities to enable fair terms to be reached. As soon as you are able to do so and without delaying the work, your firm offer and draft agreement should be forwarded to the ‡. . . . . who will forward them to the Admiralty.

If you find it necessary to request the Admiralty to make a payment of a capital nature or to enter into a guarantee to consume electricity over a period of more than a year, consideration of your terms will be much facilitated if you will state :—

(a) the reasons for the request ;

(b) the capital expenditure you will have incurred and the proportion you are asking the Admiralty to bear, having in mind other consumers likely to benefit.

Generally the Admiralty prefers to discharge such a liability by an immediate capital payment rather than to enter into a liability continuing for some time. This is, of course, subject to reasonable terms regarding ownership, etc., in the assets created having regard to the proportion of the contribution sought.

\* Address to be inserted.

† Name and address of local Admiralty Electrical Officer to be inserted.

‡ Insert name of Admiralty Local Officer.

(A.F.Os. 3959/40, 1362/41 and 4003/41.)

### 315.—M/T Vehicles—Assistance in Obtaining Spare Parts

(N.S./M.T. 3024/41.—15.1.1942.)

The procedure for obtaining assistance in hastening the supply of spare parts for individual M/T vehicles has been revised. In future the following arrangement will apply, and must be observed strictly.

2. Spares ordered by Dockyards direct on Manufacturer(s) for individual Admiralty-owned vehicles immobilised and being repaired in Dockyards or in R.N. Establishments, Temporary Bases, etc.—Twenty-one days is considered a reasonable time for delivery. If delivery cannot be made within 21 days, a "Spares Shortage Certificate" (see Appendix A) should be completed, quoting at (4) the Yard order number, and forwarded in duplicate to :—

Ministry of Supply, V.S.I.O.,  
Colquhoun House,  
Broadwick Street,  
London, W.1.

N.B.—Orders for M/T spares for R.N. vehicles under repair in R.N. Establishments may only be placed direct with manufacturers by (S) Naval Store Officers, Rosyth, Chatham, Devonport, Portsmouth and Park Royal. (Outlying Establishments should demand on the appropriate Storing Yard.)

3. Spares ordered by Civilian Garage repairing Admiralty-owned vehicles.—When an Admiralty-owned vehicle is sent to a civilian garage for repair a "Certificate of Need" (supplied by the garage) must be completed immediately. The civilian garage will forward this certificate with the order for spare parts to the manufacturer or his agent. If delivery of the spare parts requested cannot be obtained within

twenty-one days, a "Spares Shortage Certificate" (see Appendix A) should be completed by the R.N. Establishment concerned quoting at (4) the order number, date, name and address of the garage, agents, or distributors placing the actual order with the manufacturer of the spare parts required, and forwarded in duplicate to:—

Ministry of Supply, V.S.I.O.,  
Colquhoun House,  
Broadwick Street,  
London, W.1.

4. *Spares ordered by Civilian Garage for a Private Car used on Admiralty Service.*  
—(a) A private car used on Admiralty service is one covered by a Protection Certificate (see A.F.O. 2514 (a)/39). When the car is sent to a garage for repair a "Certificate of Need" supplied by the garage, must be completed immediately. The garage will send the certificate with the order for spare parts to the manufacturer.

(b) If the garage advises that delivery of the spare parts cannot be effected within twenty-one days, application for assistance in obtaining parts, in the form of a letter, should be made by the owner of the private car to:—

The Regional Maintenance Officer,  
c/o The Regional Transport Commissioner,  
Ministry of War Transport,  
..... Area (see Appendix B for address).

(c) The name and address of the garage, agents or distributors placing the order with the manufacturer and the number and date of that order must be given. Information supplied by letter to the Regional Maintenance Officer must be complete, showing the engine and chassis numbers of the vehicle with full particulars of the parts required to complete the repair.

(d) The application should be endorsed by a Senior Officer of the Establishment or Department on whose service the private car is being used, certifying that the car is employed on Admiralty Services. The number of the protection certificate should be quoted.

#### APPENDIX "A"

##### SPARES SHORTAGE CERTIFICATE

Serial No.....RN/S.....

From : Admiralty  
Establishment.....

To : Ministry of Supply (V.S.I.O.),  
Colquhoun House, Broadwick Street, London, W.1.

I certify this vehicle to be owned by the Admiralty and that it is immobilised.

Signed.....

Rank .....

Date .....

#### 1. Particulars of Motor Vehicle or Motor Cycle.

(a) Make ..... (d) Chassis No. ....

(b) Horse Power or Type..... (e) Engine No. ....

(c) Year of Make ..... (f) Regn. No.....Service No.....

#### 2. Spare Parts Required.

Description of Part.	Part No.	Description of Part.	Part No.

3. *Name and Address of Local Repairer or Motor Agent (if applicable.)* .....

4. Number and date of order placed with Manufacturer of Spare Parts either by repairer direct, or by manufacturer's accredited agents or distributor. (Yards ordering direct are to give details of Yard order on manufacturer.)  
Order placed by.....  
.....  
On .....  
No.....  
Date.....

*Note.*—The Spares Shortage Certificate should be quarto in size and in the exact form set out above. Attention is directed to the following:—

(a) All details must be filled in.

(b) The certificate should be signed by a Senior Officer of the Establishment.

(c) Establishments are to prefix the Symbol "RN/S" with the name of the Establishment applying for assistance followed by the appropriate serial number from one upwards.

(d) At (4) "Number and date of order placed on Manufacturer of Spare Parts", it will be appreciated that as the Ministry of Supply takes action at the manufacturer's end, it is essential that the order number, name and address, etc., should be that of the actual order placed with the manufacturer. If the part has not been ordered direct, but through an agent, the agent's order No. must be obtained and quoted with the agent's name and address and date of order.

#### APPENDIX "B"

##### MINISTRY OF WAR TRANSPORT REGIONAL OFFICES

Northern Region...	41-45, Grey Street, Newcastle-upon-Tyne, 1 (Newcastle 20353-4).
North Eastern Region ...	44, The Headrow, Leeds, 1 (Leeds 29734-5).
North Midland Region ...	Grosvenor House, Friar Lane, Nottingham (Nottingham 44371-2-3).
Eastern Region ...	Sussex House, Hobson Street, Cambridge (Cambridge 3211-2).
Metropolitan Region ...	Romney House, Tufton Street, London, S.W.1 (Abbey 4403-9).
Southern Region...	Chiltern Court, St. Peter's Avenue, Caversham, Reading (Reading 72691/2).
South Western Region ...	Beacon House, Queen's Road, Bristol, 8 (Bristol 34081-2).
South Wales Region ...	Graham Buildings, Newport Road, Cardiff (Cardiff 8631-5).
North Wales ...	"Holmleigh", St. David's Road, Caernarvon (Caernarvon 570/2).
Midland Region ...	York House, Great Charles Street, Birmingham, 3 (Birmingham Central 7442-4).
North Western Region ...	Arkwright House, Parsonage Gardens, Deansgate, Manchester, 3 (Manchester Blackfriars 6866-9).
South Scotland Region ...	44-46, Palmerston Place, Edinburgh, 12 (Edinburgh 22184-5).
North Scotland ...	14, Crown Terrace, Aberdeen (Aberdeen 4918).
South Eastern Region ...	Mount Ephraim House, Mount Ephraim, Tunbridge Wells (Tunbridge Wells, 3416-7-8).

(A.F.O. 2514a/39.)

(A.F.O. 2224/41 is cancelled.)

### 316.— Unloading Vehicles on to Platform Trucks, Trolleys, etc.— Precautions

(L. 19654/41.—15.1.1942.)

Care is to be taken when unloading vehicles on to platform trucks, trolleys, etc., that the truck is so placed as not to be liable to movement when cases, etc., are placed upon it. Normally the truck should be placed so that its line of movement is at right angles to that of the vehicle being unloaded. In addition, whenever practicable, the wheels of the truck should be scotched, or, where available, brakes applied.

2. Especial care is necessary when work of this nature is being carried out during blackout hours.

### 317.— Electrodes—Approved Types

(N.S./C.P. 67374/41.—15.1.1942.)

The following types of electrodes are approved for Admiralty work:—

<i>Firm</i>	<i>Type of Electrode</i>
The Quasi-Arc Co. Ltd.	<i>Viking 1</i> and <i>Viking 2</i> for welding Mild and "D" quality steels in all positions.

(A.F.O. 4228/41.)

### 318.— Form D.80—Consignment Note for Rail Traffic—Revision

(N.S. 40328/41.—15.1.1942.)

The present Form D.80 consignment note has been revised so as to be suitable for use by Government Departments and also by the railway companies as a combined consignment note, invoice and account.

2. The revised form will be supplied in pads of 50 sets of 6 copies and it is intended that it shall be brought into use on 1st April, 1942.

3. Demands should be forwarded to the Naval Store Officer, R.N. Store Depot, Elveden Place, Park Royal, N.W.10, from yards and depôts, etc., by 21st January, 1942, for the quantity estimated to cover three months' expenditure only.

4. When required for use for the carriage of explosives or dangerous goods the form is to be over stamped accordingly in red ink, and stamps required for this purpose should be included in the demand on N.S.O., Park Royal.

5. All outstanding demands for the present Form D.80 will be regarded as cancelled, and requirements for use up to 31st March, 1942, should be redemanded and any surplus to estimated requirements returned to Park Royal forthwith.

6. Any stocks of old Forms D.80 still remaining on hand after the receipt of the revised forms are to be returned to N.S.O., Park Royal.

### 319.— Small Craft—Spare Parts—REPORTS

(M/S.V.P. 1011/42.—15.1.1942.)

Small craft, particularly Norwegian M.F.Vs., have frequently remained out of action for considerable periods owing to difficulties experienced by naval authorities in obtaining spare parts to remedy defects. In future, when a vessel is likely to be out of action for this reason for a lengthy period and local repairs are impracticable, the fact should be reported to the Admiralty.